



AGENDA

Legislative and Communications Committee Meeting

Committee Members

Laurie Davies, Chair
Lisa A. Bartlett, Vice Chairwoman
Barbara Delgleize
Michael Hennessey
Gene Hernandez
Donald P. Wagner
Gregory T. Winterbottom

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Thursday, June 18, 2020 at 9:00 a.m.

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

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

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

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. 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/>



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

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to boardofdirectors@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

Pledge of Allegiance

Director Hernandez

1. Public Comments

Special Calendar

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

An update of legislative items in Sacramento will be provided.

Consent Calendar (Items 3 through 7)

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

3. Approval of Minutes

Approval of the Minutes of the Legislative and Communications Committee meeting of May 21, 2020.



4. Agreement for Graphic Design Services for Bus Service Change Materials

Jennifer O'Connor/Maggie McJilton

Overview

On March 16, 2020, the Orange County Transportation Authority issued a request for proposals for professional services to provide graphic design and production services for the bus service change materials. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Digital Graphics Centre as the firm to provide graphic design and production services for bus service change materials.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2178 between the Orange County Transportation Authority and Digital Graphics Centre, in the amount of \$210,000, for a three-year initial term with two, two-year option terms, to provide graphic design and production services for the bus service change materials.

5. Agreement for Printing, Packaging, and Delivery of the Bus Book

Jennifer O'Connor/Maggie McJilton

Overview

The Orange County Transportation Authority provides the public with bus service information to the public through a variety of means including the printed bus book, which is updated for each major service change with new maps, schedules, and other essential information. Consultant services are used to provide printing, packaging, and delivery of bus books for bus service changes. The current contract will expire on August 31, 2020. Board of Directors' approval is requested to execute an agreement to continue providing printing, packaging, and delivery of bus books in support of bus service change communications.



5. (Continued)

Recommendations

- A. Approve the selection of Southwest Offset Printing Co., Inc. as the firm to provide printing, packaging, and delivery of bus books in support of bus service change communications.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2198 between the Orange County Transportation Authority and Southwest Offset Printing Co., Inc., in the amount of \$180,000, for a three-year initial term with two, two-year option terms, to provide printing, packaging, and delivery of bus books in support of bus service change communications, on an as-needed basis.

6. Citizens Advisory Committee Annual Update and Member Appointments

Christina Byrne/Maggie McJilton

Overview

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

Recommendation

Receive and file the Citizens Advisory Committee status report.

7. Special Needs Advisory Committee Annual Update and Member Appointments

Ryan Maloney/Maggie McJilton

Overview

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



7. (Continued)

Recommendation

Receive and file the Special Needs Advisory Committee's status report.

Regular Calendar

8. State Legislative Status Report

Alexis Leicht/Lance M. Larson

Overview

An update is provided on discussions related to the Fiscal Year 2020-21 State Budget. An overview of a bill related to State Route 241 is provided. Updates are provided regarding an informational hearing related to high-speed rail, advocacy to postpone new California Environmental Quality Act requirements, and the confirmation of a new director of the California State Department of Transportation.

Recommendation

Receive and file as an information item.

9. Federal Legislative Status Report

Dustin J. Sifford/Lance M. Larson

Overview

Updates are provided on federal funding efforts to assist in the response to the novel coronavirus pandemic, surface transportation reauthorization legislation, and litigation on recent air quality regulations. Summaries of two transportation hearings are also provided.

Recommendation

Receive and file as an information item.



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

Kristin Jacinto/Lance M. Larson

Overview

Staff is requesting Board of Directors' approval to release a request for proposals for a firm to provide state legislative advocacy and consulting services to begin when the present term for these services expires on December 31, 2020, coinciding with the 2021-22 legislative session. A draft request for proposals has been developed to initiate a competitive procurement process for these services.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 0-2369 for selection of a firm to provide state legislative advocacy and consulting services.
- B. Approve the release of Request for Proposals 0-2369 to select a firm to provide state legislative advocacy and consulting services for a two-year initial term with two, two-year option terms.

11. Amendment to Agreement with Potomac Partners DC, for Federal Legislative Advocacy and Consulting Services

Kristin Jacinto/Lance M. Larson

Overview

On November 12, 2018, the Orange County Transportation Authority Board of Directors approved an agreement with Potomac Partners DC, for federal legislative and consulting services for a two-year initial term, with two, two-year option terms. Staff is requesting approval to exercise the first option term effective January 1, 2021, through December 31, 2022.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-8-1750 between the Orange County Transportation Authority and Potomac Partners DC, to exercise the first option term of the agreement, in the amount of \$480,000, for federal legislative advocacy and consulting services. This will increase the maximum obligation of the agreement to a total contract value of \$960,000.



12. Proposed Schedule for the Orange County Transportation Authority's 2021-22 State and Federal Legislative Platforms

Dustin J. Sifford/Lance M. Larson

Overview

The Orange County Transportation Authority is preparing legislative platforms for the upcoming sessions of the California State Legislature and United States Congress beginning in 2021. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation

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

Discussion Items

13. Marketing Update

Stella Lin/Maggie McJilton

In support of Orange County Transportation Authority's goal of putting safety first during the novel coronavirus (COVID-19) pandemic and to build customers' trust and confidence in riding transit, a phase-in communication plan has been implemented to create awareness and engage customers in Orange County Transportation Authority's response to COVID-19 including safety guidelines, and service change updates through timely and effective communication.

14. Chief Executive Officer's Report

15. Committee Members' Reports

16. Closed Session

There are no Closed Session items scheduled.

17. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July 16, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Legislative and Communications Committee Meeting

Committee Members Present Via Teleconference

Laurie Davies, Chair
Lisa A. Bartlett, Vice Chairwoman
Barbara Delgleize
Michael Hennessey
Gene Hernandez
Donald P. Wagner
Gregory T. Winterbottom

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Sara Meisenheimer, Deputy Clerk of the Board
James Donich, General Counsel (teleconference)

Committee Members Absent

None

Call to Order

The May 21, 2020 regular meeting of the Legislative and Communications (L&C) Committee was called to order by Committee Chair Davies at 9:04 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced that there was a quorum of the L&C Committee.

Pledge of Allegiance

Committee Chair Davies led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, State Legislative Advocate, reported on the following:

- The Legislature has returned from recess after a month and a half and both leaders in the houses have asked members to reduce their bill load to only those that are high priority.
- The Legislature is conducting policy meetings in various ways, but the Constitution does require in-person hearings.
- There are not a lot of transportation bills that are advancing.
- The Governor is mainly focusing on the budget.

2. (Continued)

- The Governor announced in his May Revision, a \$54 billion deficit for two years, for the current year and budget year.
- The May Revision proposes to address the \$54 billion deficit as follows:
 - \$16.2 billion is taken from the rainy-day funds over three years.
 - Proposes to cancel \$6 billion in program expansion.
 - Proposes to borrow \$4 billion from special funds.
 - Proposes \$4.4 billion in tax increases.
 - An expected \$14 billion from the federal government.
- The Governor's budget predicts a \$1.2 billion transportation revenue reduction in the next two years and a 27 percent reduction in sales tax.
- The Constitution requires the budget to be approved by June 15th.

A discussion ensued regarding:

- Whether the \$14 billion expected from the federal government is within the \$54 billion deficit and whether the Governor has identified additional cuts if those federal dollars do not materialize.
- The Governor has been very clear about his priorities with high-speed rail and the Legislature will most likely not differ from him.
- There is still time for the Legislature to put a proposition to increase taxes on the November ballot.
- The "Split Roll Call Tax initiative" that qualified for the 2020 ballot and how it impacts commercial property.
- The Governor's budget shows a \$130 million shift of transportation funding; however, the Constitution protects transportation dollars.
- James Donich, General Counsel, gave an example of borrowing and transferring special funds when Governor Brown attempted to take reserves from the Orange County Children and Families Commission.
- Ms. Topp, State Legislative Advocate, has not seen any attempts to take local funds, like revenues from the 91 Express Lanes.

Consent Calendar (Items 3 and 4)

3. Approval of Minutes

A motion was made by Director Hernandez, seconded by Director Delgleize, and following a roll call vote, declared passed 7-0, to approve the minutes from the Legislative and Communications meeting of April 16, 2020.



4. Agreement for Average Vehicle Ridership Services

A motion was made by Director Hernandez, seconded by Director Delgleize, and following a roll call vote, declared passed 7-0, to:

- A. Approve the selection of Innovative TDM Solutions as the firm to provide consulting services for the Orange County Transportation Authority's Average Vehicle Ridership (AVR) Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No.C-0-2167 between the Orange County Transportation Authority and Innovative TDM Solutions, in the amount of \$380,000, for the initial two-year term, with two, one-year option terms.

Regular Calendar

5. State Legislative Status Report

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

- There is a \$1.2 billion loss that is expected in transportation funding in the 2019-20 and 2020-21 fiscal years and a \$1.8 billion loss to transportation funds through fiscal year 2023-24.
- It is anticipated that this will lead to significant impacts to the highway maintenance program and the state transportation improvement program.
- The budget will continue to work on highway projects and other capital projects with the expectation that a future stimulus effort may be provided by the federal government.
- It is projected that overall State Transit Assistance funding is expected to decrease by 40 percent in fiscal year 2020-21.
- The Orange County Transportation Authority (OCTA) receives funds from the State Transit Assistance program. These estimates could change since it is based on actual receipts from diesel fuel taxes.
- OCTA receives cap-and-trade funding through the low carbon transit operations program which is expected to hold steady. However, the Governor is recommending "a pay as you go" for the cap-and-trade program in case there are revenue shortfalls.
- There is a strong expectation that Legislature will come back in August and make adjustments to the budget.
- Referenced Attachments D and F in the Staff Report.
- On May 6th, the Governor signed an Executive Order which expands worker's compensation benefits for workers who contracted COVID-19.

5. (Continued)

- Referenced Attachments A and B of the Staff Report.

A discussion ensued regarding an overview of the Executive Order and how it creates a rebuttable presumption that an employee contracted COVID-19 on the job and having the evidence to prove it.

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

6. Federal Legislative Status Report

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

- Overview of the federal response to the novel coronavirus pandemic and the funding provided to the transportation agencies through the Coronavirus Aid, Relief, and Economic Security (CARES) Act.
- The Congressional Budget Office has attempted to release analysis on the economic consequences of the COVID-19 pandemic, projecting that the deficit has more than tripled to \$3.7 trillion.
- Since the drafting of this Staff Report, further stimulus efforts are being discussed including the HEROES Act, which would provide \$15 billion in transit funding and \$15 billion in highway funding.
- Referenced Attachments A and B of the Staff Report.

A discussion ensued regarding:

- The funding difficulties to implement an infrastructure package due to the increased deficit spending to pass stimulus packages.
- COVID-19 funding for states being tied to sanctuary city policies and not being able to receive the funds as a sanctuary state.

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

Discussion Items

7. Fiscal Year 2020-21 Budget Workshop Follow-up

Andy Oftelie, Chief Financial Officer, provided opening comments and reported on the following:

- Referenced the Handout and highlighted the three pie charts in question one and how the budget has changed due to the COVID-19 pandemic.



7. (Continued)

- Due to a 40 percent deduction in the State Transit Assistance portion of the budget, staff is recommending OCTA's revenue source be reduced by \$22 million.
- Lowering the sales tax figures from a four percent to 6.6 percent reduction.
- The formula portions of the budget would be reduced in the Measure M sales tax.

8. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- On Friday, May 22nd is OCTA's one Friday Board Meeting of the year due to the Memorial Day holiday.
- Last night, Mr. Johnson, CEO, hosted a telephone townhall for employees at the bases. Approximately 200 employees participated in the call and this forum provided a great opportunity to discuss the June service change, challenges with the budget development, the CARES Act funding, and OCTA's plan to return employees back to work.

9. Committee Members' Reports

Committee Vice Chairwoman Bartlett announced that Orange County is filing a reopening plan with the Governor's office today and is hoping they will receive immediate approval in hopes of businesses reopening this weekend.

Committee Chair Davies asked about San Diego reopening and Vice Committee Chair Bartlett confirmed that they have been approved.

Director Delgleize asked for clarification on what will reopen and Vice Committee Chairwoman Bartlett explained that under the latter part of stage two it includes: restaurants with dine-in and patio seating, the administration in the churches, and the malls, while continuing to abide by health and safety protocols and social distancing.



10. Closed Session

There were no Closed Session items scheduled.

11. Adjournment

The meeting adjourned at 9:57 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, June 18, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Laurie Davies
Committee Chair

Sahara Meisenheimer
Deputy Clerk of the Board



June 18, 2020

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement for Graphic Design Services for Bus Service Change Materials

Overview

On March 16, 2020, the Orange County Transportation Authority issued a request for proposals for professional services to provide graphic design and production services for the bus service change materials. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Digital Graphics Centre as the firm to provide graphic design and production services for bus service change materials.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2178 between the Orange County Transportation Authority and Digital Graphics Centre, in the amount of \$210,000, for a three-year initial term with two, two-year option terms, to provide graphic design and production services for the bus service change materials.

Discussion

The Orange County Transportation Authority (OCTA) provides public transportation services to Orange County. OCTA's service area covers approximately 752 square miles throughout Orange County. The transit system includes fixed-route bus service, OC Bus (including local, intracounty and intercounty express routes), OC ACCESS service for those unable to take fixed route, OC Flex on-demand service and Metrolink commuter train service.

It is important for OCTA to keep the public informed about its services and changes that occur in routing and scheduling. The local fixed-route system undergoes three service changes per year, occurring in February, June, and October. There are various printed materials that OCTA uses to communicate

these service changes to customers. The bus book is a comprehensive bus book, which includes pertinent information on how to ride the OCTA bus system, all OCTA bus route maps and schedules, as well as connecting service schedules such as Metrolink, iShuttle, and neighboring county and city bus service maps and schedules. The on-street signage program includes over 5,000 bus stops countywide that provide customers with general information on the routes and schedules that stop at each particular bus stop. The individual route maps are produced and made available to businesses and customers who are interested in only one particular route.

Due to the extensive amount of design and production that is needed to produce all of these materials, OCTA contracts with a third-party firm to provide these materials in a timely manner.

OCTA's current contract for bus service change design and production expires on July 31, 2020, and the continuation of these services is important to continue providing customers with timely service change information.

Historically, OCTA has held shorter-term contracts for these services; however, it was determined that the graphic design program for bus service and change materials would benefit from a longer engagement as it will allow for potential cost savings from a multiyear agreement.

Procurement Approach

The procurement was handled in accordance with OCTA Board of Directors' (Board)-approved procedures for professional 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 March 16, 2020, Request for Proposals (RFP) 0-2178 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on March 16, and 23, 2020. One addendum was issued to respond to written questions related to the RFP.

On April 15, 2020, five proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Marketing and Customer Engagement, Vanpool Program, General Services, as well as Scheduling and Bus Operations Support departments met to review all proposals received.

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

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 25 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 25 percent |
| • Cost and Price | 25 percent |

Several factors were considered in establishing evaluation criteria weights. All criteria were weighted the same as it is equally important for this project that the firm demonstrate experience providing similar graphic design and production expertise in bus service change materials. Staffing and project organization is also important as the firm had to present a project team with expertise and skills, as well the availability, to produce the required materials. Through the work plan, the firm had to demonstrate its understanding of the scope of work and its ability to meet the requirements specified. Cost and price was important to ensure OCTA receives value for the services provided.

On April 23, 2020, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the three most qualified firms listed below in alphabetical order.

Firm and Location

Art Machine, (AM)
Los Angeles, California

Digital Graphics Centre (DGC)
Fullerton, California

Mix Marketing, LLC (MML)
San Juan Capistrano, California

On April 30, 2020, the evaluation committee conducted interviews with the three short-term firms. Each interview consisted of a presentation to demonstrate the firm's 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 asked relative to the firm's approach for completing the bus service change materials. In addition, each team was asked specific clarification questions related to its proposal. After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to

individual scores. However, DGC remained the highest-ranked firm with the highest overall score.

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

Qualifications of the Firm

Incorporated in 2003, DGC is headquartered in Fullerton, California with a staff of 14 employees. DGC demonstrated relevant experience in graphic design services for bus service change materials. DGC has worked on graphic design and production projects for Santa Monica Transit, Los Angeles County Metropolitan Transportation Authority, OCTA, and private sector organizations such as Boeing, Northrop Grumman, and Raytheon. The firm has a full-service, 24/7 operation without a need for subcontractors.

AM was founded in 1999 and provides graphic design and production services related to bus service change materials. The firm's proposal and interview demonstrated relevant project experience in preparing on-street signage for public agencies, including the Santa Monica Transit and the California Department of Public Health. The firm's proposed subcontractors offer design, production and printing services required to successfully complete the project.

MML was established in 2011 and provides graphic design and production services for The Irvine Company, AAA Travel, and the Catalina Island Chamber of Commerce. MML proposed a subcontractor that it has worked with for over eight years. Although, the firm has experience designing and producing service maps and visitor's guides for the tourism industry, it did not demonstrate experience producing maps with the level of detail and information that are required for the OCTA bus book, route maps, and on-street signage.

Staffing and Project Organization

DGC proposed a senior-level project team with many years of graphic design and production experience. The project manager has over 30 years of experience in the graphic design and production industry. In addition, the firm's staffing plan demonstrated an effective project management approach to ensure sufficient availability of resources to meet the project requirements. Furthermore, DGC's proposal identified key personnel with technical expertise to ensure the required level of support is met while completing the project within budget. The firm provided a detailed project organization chart with resumes for key

personnel. During the interview, the project team members discussed their roles and approach to providing graphic design and production services for the bus service change materials, as well as demonstrated its experience and capabilities in meeting OCTA's requirements. The project team responded to the evaluation committee questions, which demonstrated an understanding of OCTA's project needs.

AM proposed a project team with relevant experience. The proposed project manager has over eight years of experience in the graphic design and production industry. The account supervisor has over 10 years of experience. The proposal mentioned that the firm's account team and creative team would be committed to the project. AM did not identify which members of the key personnel would complete each task. The firm provided a general project organization chart and no resumes. During the interview, the firm's team provided responses to the evaluation committee's questions as to the firm's approach to providing graphic design and production services specified in the scope of work.

MML proposed a project team with relevant experience. The proposed project manager has 15 years of experience. The creative director has over 25 years of experience. The proposal did not identify which members of the key personnel would complete each task. While the project team has graphic design and production experience, the team has limited experience developing individual route maps and demonstrating how the transit map will be created. During the interview, the project team members responded to the evaluation committee's questions, discussed their roles and approach to providing graphic design and production services for bus service change materials.

Work Plan

DGC's work plan demonstrated an understanding of the project requirements by outlining in stages the activities and tasks that would be undertaken during the project. The firm's approach to the work plan included DGC's writer and editor who provides feedback on inconsistencies and catching certain errors. DGC's work plan also identified a proposed schedule for delivering OCTA's Bus Book. DGC indicated that it will leverage its knowledge of OCTA's past projects to refine its graphic design and production process. Furthermore, the firm's workplan included different timelines, schedules, and the ability to use the Apple InDesign platform which is currently used to create OCTA's service change materials. DGC included a variety of samples, which demonstrated the firm's creative capabilities.

AM provided a generic work plan that did not address specifics of the scope of work such as outlining the activities and tasks that would be undertaken during the project. Furthermore, the firm did not demonstrate that they are able to adapt their experience on cited projects with Santa Monica Transit and other public agencies to that of OCTA's project requirements. The firm mentioned in their interview that they had experience using different applications from the Apple InDesign platform, but did not demonstrate knowledge of using the Smart Styles plug-in which is required in the scope of work to be able to design the required materials. The firm provided quality work samples.

MML demonstrated a basic workplan, which lacked the detail to convey their understanding of OCTA's scope of work. The work plan contained no outline of activities and tasks. During the interview, the firm stated they had experience using the different applications from the Apple InDesign platform, but were not certain they would be able to use the Smart Styles plug-in. The firm provided a calendar example of when bus book deliverables would be available to OCTA demonstrating its scheduling capabilities. The firm provided quality work samples.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average hourly rate and scored the other proposals' weighted average hourly rate on their relation to the lowest weighted average hourly rate. DGC proposed the lowest weighted average hourly rate.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, as well as the information obtained from the interviews, the evaluation committee recommends the selection of Digital Graphics Centre as the top-ranked firm to provide graphic design and production services for bus service change materials. DGC delivered a thorough and comprehensive proposal and interview that were 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, Account 1837-7519-A3311-1GI, and is locally funded through the Orange County Transit District.

Summary

Staff is recommending the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2178 between the Orange County Transportation Authority and Digital Graphics Centre, in the amount of \$210,000 for a three-year initial term with two, two-year option terms, to provide graphic design and production services for the bus service change materials.

Attachments

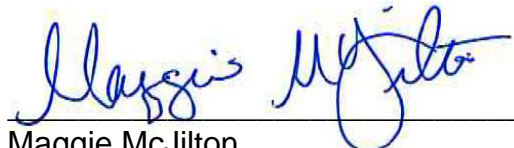
- A. Review of Proposals, RFP 0-2178 Graphic Design Services for Bus Service Change Materials
- B. Proposal Evaluation Matrix (Short-Listed Firms), RFP 0-2178 Graphic Design Services for Bus Service Change Materials
- C. Contract History for the Past Two Years, RFP 0-2178 Graphic Design Services for Bus Service Change Materials

Prepared by:

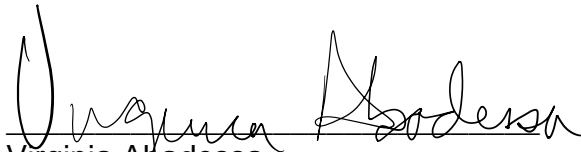


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Review of Proposals
RFP 0-2178 Graphic Design Services For Bus Service Change Materials
Presented to Legislative and Communications Committee - June 18, 2020
5 proposals were received, 3 firms were interviewed, 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	86	Digital Graphics Centre Fullerton, California	None	Highest-ranked firm overall. Experience with graphic design projects. Provided graphic design services to OCTA. Proposed project manager has 30 years of experience. Proposed project team is knowledgeable with relevant experience. Discussed approach for each element, including using Apple InDesign platform, using Smart Styles plug-in to link excel files to create bus service change materials. Proposed to leverage experience working with and knowledge of OCTA. Demonstrated an understanding of the project schedule. Proposed lowest weighted average hourly rate.	\$49
2	58	Art Machine Los Angeles, California	Graphic Trends Primary Color Lithographix Colonnet Press	Second-ranked firm. Experience with graphic design projects. Proposed to utilize four subcontractors for this project. Proposed project manager has eight years of experience. Proposed account supervisor has over ten years of experience. Proposed project team has relevant experience The firm's approach was basic and addressed similar projects with the Santa Monica transit, but was not able to adapt their experience to OCTA's project requirements. The firm mentioned in their interview that they had experience using different application from the Apple InDesign platform, but did not make a reference to knowing how to use the the Smart Styles plug-in to link excel files to create bus service change materials. Proposed significantly higher rates from the lowest to highest range of \$46 to \$158, they were in third place.	\$103.45
3	55	Mix Marketing, LLC San Juan Capistrano, California	Primary Color	Experience with graphic design projects. Proposed subcontractor has graphic design experience. Proposed project manager has 15 years of experience. Proposed project team has relevant experience. During the interview the firm addressed past similar projects with the Irvine Company's maps for the iShuttle transportation service maps and Catalina Island Chamber of Commerce visitors guide and pocket map, but was not able to adapt their experience to our scope of work. During the interview the firm stated they had experience using the different applications from the Apple InDesign platform, but were not certain they would be able to use the Smart Styles plug-in to link excel files to create bus service change materials. Proposed significantly higher rates from the lowest to highest range of \$46 to \$158, they were in fourth place.	\$115

<u>Evaluation Panel:</u>	<u>Proposal Criteria</u>	<u>Weight Factors</u>
Contracts Administration and Materials Management (1)	Qualifications of the Firm	25%
Marketing and Customer Engagement (1)	Staffing and Project Organization	25%
Vanpool Program (1)	Work Plan	25%
General Services (1)	Cost and Price	25%
Scheduling and Bus Operations Support (1)		

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2178 Graphic Design Services For Bus Service Change Materials

Digital Graphics Centre						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	4.0	4.5	4.0	4.0	4.0	5	20.5
Work Plan	4.0	4.5	4.0	4.5	4.0	5	21.0
Cost and Price	4.7	4.7	4.7	4.7	4.7	5	23.5
Overall Score	83.5	91.0	83.5	88.5	83.5		86

Art Machine						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	4.0	3.5	4.0	3.5	5	18.5
Staffing/Project Organization	3.0	3.0	2.5	3.0	3.0	5	14.5
Work Plan	3.0	3.0	2.5	2.5	3.0	5	14.0
Cost and Price	2.2	2.2	2.2	2.2	2.2	5	11.0
Overall Score	58.5	61.0	53.5	58.5	58.5		58

Mix Marketing, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.0	3.0	3.0	3.0	3.0	5	15.0
Staffing/Project Organization	3.0	3.0	3.0	2.5	3.0	5	14.5
Work Plan	3.0	3.0	3.0	3.0	3.0	5	15.0
Cost and Price	2.0	2.0	2.0	2.0	2.0	5	10.0
Overall Score	55.0	55.0	55.0	52.5	55.0		55

Range of scores for non-short-listed firms was 40 to 50.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 0-2178 Graphic Design Services For Bus Service Change Materials

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Digital Graphics Centre						
Contract Type: Time-and-Expense Subconsultants: N/A	C-6-1079	Graphic Design Services For Bus Service Change Materials	July 1, 2016	June 30, 2019	N/A	\$ 240,000
Contract Type: Time-and-Expense Subconsultants: N/A	C-9-1062	Graphic Design Services For Bus Service Change Materials	August 1, 2019	July 31, 2020	N/A	\$ 70,000
					Sub Total	\$ 310,000
Art Machine						
Contract Type: N/A Subconsultants: N/A	None	N/A	N/A	N/A	N/A	
					Sub Total	\$ -
Mix Marketing, LLC Contract Type: N/A Subconsultants: N/A	None	N/A	N/A	N/A	N/A	
					Sub Total	\$ -



June 18, 2020

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Printing, Packaging, and Delivery of the Bus Book

Overview

The Orange County Transportation Authority provides the public with bus service information to the public through a variety of means including the printed bus book, which is updated for each major service change with new maps, schedules, and other essential information. Consultant services are used to provide printing, packaging, and delivery of bus books for bus service changes. The current contract will expire on August 31, 2020. Board of Directors' approval is requested to execute an agreement to continue providing printing, packaging, and delivery of bus books in support of bus service change communications.

Recommendations

- A. Approve the selection of Southwest Offset Printing Co., Inc. as the firm to provide printing, packaging, and delivery of bus books in support of bus service change communications.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2198 between the Orange County Transportation Authority and Southwest Offset Printing Co., Inc., in the amount of \$180,000, for a three-year initial term with two, two-year option terms, to provide printing, packaging, and delivery of bus books in support of bus service change communications, on an as-needed basis.

Discussion

The Orange County Transportation Authority (OCTA) operates fixed-route bus service, OC ACCESS service for people unable to use traditional fixed-routes, OC Flex on-demand service, and provides funding for Metrolink commuter rail service to serve Orange County's residents and commuters. OCTA provides the public with bus service information through a variety of means, including the printed bus book, a comprehensive booklet, and other customer

communications. While the volume of printed bus books has declined over the years due to the availability of information on OCTA's website and third-party apps, printed bus books are made available to those who cannot readily access the internet or prefer a hard copy.

The bus book is revised with new maps, schedules, and other essential information when the fixed-route system undergoes each of the three (3) planned major service changes per year, occurring in February, June, and October. Additional important information contained in the bus book includes how to ride and purchase a pass, as well as connecting service schedules, including Metrolink, iShuttle, and neighboring county and city bus route maps and schedules. With each service change, updated bus books are printed, distributed, and sold on-board the bus and at the OCTA Store priced at \$1.00 per booklet to mitigate waste. While sales aboard buses are currently suspended due to the novel coronavirus (COVID-19), sales will resume once it is safe to do so.

During the past couple of years, print quantities have been reduced from 60,000 to 35,000 bus books per service change. Based on the downward trend in demand for printed bus books, the planned print quantity for bus books in fiscal year 2020-21 is up to 30,000 units per service change, with actual print quantities driven by bus service levels and ridership demand. New bus books will not be printed for the June 2020 service change due to COVID-19, but will be available to download from OCTA's website.

The print quantities and the number of pages in the bus book are outside of the capability of the OCTA internal print shop. The assistance of an outside printing firm is required to print, stitch, package, and deliver the bus book three times a year before each planned major service change.

OCTA's current contract for bus book printing, packaging, and delivery services is set to expire on August 31, 2020. A new service provider is required to continue to print and deliver the bus book in support of OCTA's three bus service changes.

Historically, OCTA has held shorter-term contracts for these services; however, it was determined that the bus book printing program will benefit from a longer engagement as it will allow a consistent workflow and potential cost savings from higher print volume commitments resulting from a multiyear agreement.

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 March 19, 2020, Request for Proposals (RFP) 0-2198 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on March 22 and 28, 2020. No addenda were issued.

On April 15, 2020, three proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Marketing and Customer Engagement, General Services, as well as Scheduling and Bus Operations Support departments met to review all proposals.

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

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 25 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 25 percent |
| • Cost and Price | 25 percent |

The standard 25 percent for each criterion was used for this procurement. All criteria are equally important as the firm needed to demonstrate its qualifications through proven experience and knowledge of delivering similar bus book printing projects. Staffing and project organization was important as the firm had to propose a project team with the expertise and skills to provide technical guidance and oversight of successful project delivery. Work plan was also weighted at 25 percent as the firm had to demonstrate its understanding of the scope of work and its deliverables. Finally, cost was weighted at 25 percent to ensure OCTA receives value for the services provided.

On April 29, 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

Southwest Offset Printing Co., Inc. (Southwest)
Gardena, California

The PM Group, Inc. (PMG)
Lake Forest, California

On May 6, 2020, the evaluation committee conducted interviews with both short-listed firms. The interview consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements. Each firm's project managers and key team members had an opportunity to present their team's qualifications and respond to the evaluation committee's questions. Questions were related to equipment availability and specifications, similar projects, staff responsibilities, and quality control measures. In addition, each team was asked specific clarification questions related to its proposal.

At the conclusion of the interview, both firms were requested to submit a best and final offer (BAFO). The BAFO requested the firms to provide more competitive fully-burdened firm-fixed unit prices. Both firms made adjustments to their proposed pricing, which resulted in overall lower costs.

After considering the responses to the questions asked during the interviews and the BAFO, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. However, Southwest remained the top-ranked firm with the highest overall score.

Based on the evaluation of the written technical proposals and the information obtained from the interviews, the evaluation committee recommends Southwest for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Southwest was founded in 1988 in Gardena, California. The firm provided a detailed equipment list with specifications. Southwest demonstrated relevant experience in the printing industry with work on projects similar to the scope of work. The firm did not propose to utilize any subcontractors. Current existing customers include; USA Today, The Daily News, Long Beach Press Telegram, Hollywood Reporter and public entities including OCTA, OmniTrans, and the City of Gardena. Southwest's facilities are operational 24/7, 365 days a year, and has over 350,000 square feet of printing space.

PMG is a print management firm founded in 1996 and is based in Lake Forest, California. The firm has experience working with government entities, cities, municipalities and agencies including Orange County Fire Authority, Los Angeles Unified School District, and the City of Garden Grove. The firm does not have experience providing direct printing services as required; however, PMG elaborated in their interview that the firm acts as a manufacturer representative to approximately six to eight shops and outsources work to each shop. PMG's proposal was unclear on the use of subcontractors and during the interview; the firm was unable to explain the relationship with the manufacturers identified in the proposal who would perform the physical printing, packaging, and delivery of bus books.

Staffing and Project Organization

Southwest proposed a knowledgeable project team with experience working on projects including OCTA's current bus books. The proposed project manager has 25 years of experience working in the graphic arts industry. The proposed supporting key staff have a combined 40 years of experience in the printing industry. The firm's proposed staffing plan demonstrated availability for support and oversight of OCTA's printing needs. The project team's experience includes graphic arts, printing, project management, accounting, sales, customer service, scheduling, production, and logistics. The project team's resumes and organizational chart detailed the staff allocation for the project. During their interview, the firm discussed staff roles and responsibilities, as well as explained staff background and experience with the company.

PMG proposed a knowledgeable staff for bus book printing. The proposed project manager is the president of PMG and has 35 years of experience in the printing industry. The proposed supporting key staff have a combined 80 years of printing industry experience. During the interview, the firm discussed the roles and responsibilities of staff. However, PMG stated that the printing work would be outsourced to manufacturers with individuals who were not identified in the proposal.

Work Plan

Southwest presented a work plan that addressed all elements of the scope of work. The firm discussed its approach to managing print requests from project scheduling and proof approval, to plate production and shipping and delivery. Southwest indicated that it will leverage its knowledge of OCTA and past bus book projects to refine workflow and improve delivery of products. The firm discussed the technical specifications for the print, package, and delivery of bus

books and use of equipment with specifications. The firm expanded on its approach during the interview and provided an outline for activities including production planning, proofing, pre-press, pre-bindery planning, and deliveries. Southwest described its quality control process that is implemented during each step of the work plan. Quality control checks are performed throughout the workflow from when the OCTA project manager submits a request for printing to when job ticket plates go to press to ensure successful deliveries. During the interview, the firm provided more detailed descriptions of the equipment that will be used.

PMG provided a day-to-day plan for print package and delivery of bus books. The firm discussed its approach to implementing quality control measures to ensure successful delivery of bus books. The firm emphasized proofing and budget controls for completion of deliverables. The firm detailed the delivery of bus books to OCTA locations, as well as housing the balance of bus books for OCTA. While PMG provided detail into its ability to deliver the orders, the firm was not able to provide details of the manufacturing processes, since those processes vary depending on the manufacturer that is utilized for a specific print job.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest average firm-fixed unit price per bus book and scored the other proposals' average firm-fixed unit price on their relation to the lowest average firm-fixed unit price. Southwest proposed the second lowest average firm-fixed unit price among the proposing firms.

Procurement Summary

Based on the evaluation of written proposals, the firm's qualifications, as well as information obtained from the interviews and BAFO, the evaluation committee recommends the selection of Southwest Offset Printing Co., Inc. as the top-ranked firm to print, package, and deliver bus books. Southwest delivered a thorough and comprehensive proposal and an interview that was responsive to all requirements of the RFP.

Fiscal Impact

Bus Book Printing, Packaging, and Delivery services are included in OCTA's Fiscal Year 2020-21 Budget, External Affairs, Marketing,

Account No. 1837-7519-A3311-1G1, and will be funded through the Orange County Transit District Fund 30.

Summary

Staff is recommending the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2198 between the Orange County Transportation Authority and Southwest Offset Printing Co., Inc., in the amount of \$180,000 for a three-year initial term with two, two-year option terms, to provide bus book printing, packaging, and delivery services in support of bus service changes.

Attachments

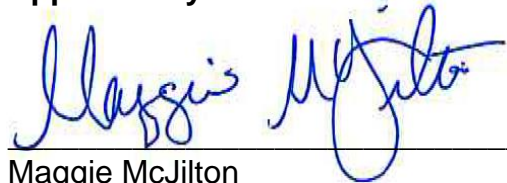
- A. Review of Proposals RFP 0-2198 Print, Package and Deliver Bus Book
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms) RFP 0-2198 Print, Package and Deliver Bus Book
- C. Contract History for the Past Two Years, RFP 0-2198 Print, Package, and Deliver Bus Book

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Review of Proposals
RFP 0-2198 Print, Package and Deliver Bus Book
 Transit Committee - June 18, 2020
3 firms proposed, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average Firm-Fixed Unit Cost
1	82	Southwest Offset Printing Co. Inc. Gardena, California	None	Highest-ranked firm overall. Experience with bus book printing jobs. Provided bus book printing services to OCTA previously Proposed sales executive/project manager has 25 years of experience. Proposed key staff has extensive work history in the printing industry Proposed project team is knowledgeable with relevant experience. Discussed approach for each element in the scope of work. Proposed to leverage experience working with and knowledge of OCTA. Demonstrated an understanding of the project schedule. Presented approach and answered all questions during the interview. Received positive responses from references. Discussed equipment specifications and use.	\$0.43/Bus Book
2	66	The PM Group Lake Forest, California	None	Company founded in 1996. The firm has experience working with public entities and agencies. Company is recognized as California's first solar powered printing company. Proposed account executive has 40 years in the printing industry. Discussed approach for providing bus books. Firm utilizes manufacturing partnerships for bus book production. Firm discussed quality control measures. Presented approach but was unable to answer all questions during interview. Received positive responses from references. Proposed lowest cost.	\$0.41/Bus Book

Evaluation Panel:

Internal:

- Contracts Administration and Materials Management (1)
- Marketing and Customer Engagement (1)
- General Services(1)
- Scheduling and Bus Operations Support (2)

Proposal Criteria

- Qualifications of the Firm
- Staffing and Project Organization
- Work Plan
- Cost and Price

Weight Factors

- 25%
- 25%
- 25%
- 25%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2198 Print, Package and Deliver Bus Book

Southwest Offset Printing Co., 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	3.5	4.0	4.0	3.5	5	19.0
Work Plan	3.5	3.5	3.5	4.0	4.0	5	18.5
Cost and Price	4.8	4.8	4.8	4.8	4.8	5	24.0
Overall Score	81.5	79.0	81.5	84.0	81.5		82

The PM Group						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.0	2.5	2.5	2.5	2.5	5	13.0
Staffing/Project Organization	3.0	2.5	2.5	3.0	3.0	5	14.0
Work Plan	2.5	2.5	2.5	3.0	3.0	5	13.5
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	67.5	62.5	62.5	67.5	67.5		66

Short-listed firm score: 46

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 0-2198 Print, Package, and Deliver Bus Book

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Southwest Offset Printing Co., Inc.						
Contract Type: Time & Expense						
Subconsultants: N/A						
	C-7-1831	Bus Book Printing Services	September 18, 2017	August 31, 2020	N/A	\$ 240,000
					Sub Total \$	240,000
The PM Group						
Contract Type:						
Subconsultants: N/A						
	None	N/A	N/A	N/A	N/A	\$ -
					Sub Total \$	-



June 18, 2020

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Citizens Advisory Committee Annual Update and Member Appointments

Overview

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

Recommendation

Receive and file the Citizens Advisory Committee status report.

Background

In its role as the county transportation commission, the Orange County Transportation Authority (OCTA) is required by the Public Utilities Code (PUC) 130105 to appoint a Citizens Advisory Committee (CAC) to provide input on transportation projects, programs, services, and outreach activities. The PUC states that the commission shall "appoint...a citizens advisory committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county." The CAC is structured such that each OCTA Board of Directors (Board) member appoints two citizens to serve, creating a 34-member committee representing diverse interests and geographic areas of Orange County.

To carry out the CAC's mission, ongoing responsibilities include:

- Commenting on significant transportation issues, suggesting possible solutions, and making recommendations when appropriate
- Identifying opportunities for community input

- Recommending mechanisms and methodologies for obtaining public feedback on specific transportation issues
- Serving as a liaison between the public and OCTA

In addition, the CAC has formed a Bicycle/Pedestrian Subcommittee, which meets quarterly to review items and issues related specifically to active transportation, and a Technology and Innovation Ad Hoc Committee, which meets as needed to review new ideas focused on technological advances and innovations that could help improve Orange County's transportation system.

Discussion

As an advisory body, members' comments and suggestions help shape OCTA's services and communications to be responsive and user-friendly to the public. The wide range of viewpoints and interests represented by the membership also provides OCTA with an added sounding board for prospective programs and initiatives. Director Greg Winterbottom has attended meetings, providing guidance and sharing his insights with the committee.

CAC input is communicated to the Board in a variety of ways. Members' feedback on projects and initiatives is incorporated as programs develop, which is often noted in project staff reports. As direct appointees of the Board, CAC members are also encouraged to communicate directly with their appointing Board Member. Additionally, Director Greg Winterbottom relays CAC feedback to the Board as appropriate in addition, the CAC chairman is invited to share the committee's activities and recommendations with the Board annually.

During the past year, the CAC met three times to review and provide feedback on a variety of OCTA programs and topics. Key activities for this past year included:

- Discussing OCTA's diversity outreach efforts and reviewing projects and programs currently underway
- Commenting on OCTA's state and federal legislative platform
- Discussing the progress of OC Streetcar and Interstate 405 (I-405) Improvement Project
- Providing feedback on the Beach Boulevard Corridor Study and Bristol Corridor Study
- Discussing transportation trends and OCTA's innovation efforts with Chief Executive Officer Darrell Johnson
- Reviewing the projects and programs included in OCTA's fiscal year 2019- 2020 budget
- Receiving updates on sales tax forecasts

- Following up on the status and metrics of OC Flex, Metrolink, and OC Bus 360° efforts to grow bus ridership
- Providing feedback on the Transportation Needs Assessment and Next 10 Delivery Plan
- Reviewing options for Future Express Lane Corridors in Orange County

CAC Bicycle/Pedestrian Subcommittee

During the past year, the CAC Bicycle/Pedestrian Subcommittee met two times to give feedback on ways to better incorporate cycling as an alternative mode of transportation, and to emphasize the need to consider bicycle lanes and cyclist and pedestrian safety when making transportation improvements throughout Orange County.

The subcommittee reviewed and provided feedback on a variety of topics, including the May 2019 Bike Month Report, the City of Santa Ana Dockless Scooter Pilot Program, and Active Transportation Funding opportunities. The subcommittee also gave feedback on active transportation programs such as the Safe Routes to School Action Plan and Go Human: Beach Boulevard Open Streets. They commented on capital projects such as State Route 55 (SR-55) and the I-405 Improvement Project.

Member Appointments

CAC members serve staggered two-year terms from July through June, so each year every Board Member has one CAC member whose term expires on June 30. Committee members can serve unlimited terms. In February, each committee member with an expiring term was contacted to see if they were interested in continuing to serve. In addition, announcements were made seeking potential applicants on OCTA's blog and social media. In addition, information was sent to the media, city contacts, and local organizations to publish and include in their newsletters.

The opportunity to reappoint interested members for an additional term, along with resignations, was presented to each Board Member and their staff starting in February. The recruitment is now complete, and Board Members have either reappointed existing members or appointed new members to begin service on July 1, 2020, or have appointments pending (Attachment A).

To show OCTA's appreciation to members who will be leaving the committee, resolutions of appreciation are being prepared to thank them for their contribution.

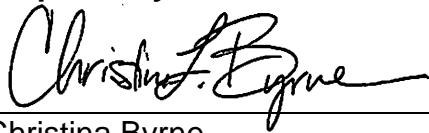
Summary

The CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision-making process. CAC members have contributed substantially to the work of OCTA in the past year. With the recruitment process for fiscal year 2020-21 now complete, OCTA Board Members have either reappointed existing CAC members or appointed new members. Members who are not continuing on the committee will receive resolutions of appreciation to thank them for their efforts.

Attachment

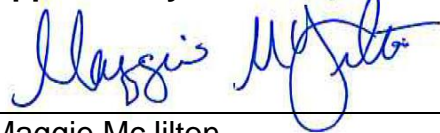
- A. Orange County Transportation Authority Citizens Advisory Committee Roster Fiscal Year 2020-21

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**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2020-21
(as of 6/11/2020)**

District	Name	Affiliation	Expiration	Director
1	Randy Styner	Garden Grove Resident	2021	Steve Jones
1	Mark Paredes	Garden Grove Planning Commission	2022	Steve Jones
1	Stephanie Klopfenstein	Garden Grove Neighborhood Association / Councilmember	2021	Andrew Do
1	Lisandro Orozco	Historic Santa Ana	2022	Andrew Do
1	Andrew Ramirez	Santa Ana Resident	2021	Miguel Pulido
1	Appointment Pending	TBD	2022	Miguel Pulido
2	Patrick Brenden	Huntington Beach Resident / Councilmember	2021	Barbara Delgleize
2	Dianne Thompson	Huntington Beach Chamber of Commerce	2022	Barbara Delgleize
2	Javier Mejia	Los Alamitos Traffic Commission	2021	Richard Murphy
2	Paul Adams	Fountain Valley Planning Commission	2022	Richard Murphy
2	Min Chai	Irvine Resident	2021	Michelle Steel
2	Appointment Pending	TBD	2022	Michelle Steel
3	Appointment Pending	TBD	2021	Mark A. Murphy
3	Jeff Thompson	Tustin Planning Commission	2022	Mark A. Murphy
3	Kunal Mittal	Civil Engineer	2021	Donald P. Wagner
3	Steve Kozak	Tustin Planning Commission	2022	Donald P. Wagner
3	Karalee Darnell	Yorba Linda Planning Commission	2021	Gene Hernandez
3	Roy Shahbazian	Bus Rider, Transit Advocate of Orange County / Santa Ana Resident	2022	Gene Hernandez

4	Theresa Harvey	North Orange County Chamber	2021	Tim Shaw
4	Laurel Reimer	Orange County Young Planners Group / American Planning Association	2022	Tim Shaw
4	Mike Franze	Fullerton Bicycles	2021	Doug Chaffee
4	Appointment Pending	TBD	2022	Doug Chaffee
4	Amelia Castro	Anaheim Housing and Community Development Commission	2021	Harry S. Sidhu
4	Deepak Krishan	Anaheim Resident / Accountant	2022	Harry S. Sidhu
5	John Taylor	San Juan Capistrano Councilmember	2021	Lisa A. Bartlett
5	Derek McGregor	Trabuco Canyon Advisory Committee	2022	Lisa A. Bartlett
5	Margaret Novak	Women's Transportation Seminar of Orange County / Ladera Ranch Civic Council	2021	Joseph Muller
5	David Wheeler	Laguna Hills Resident / Councilmember	2022	Joseph Muller
5	John Kinney	Laguna Niguel Traffic Commissioner	2021	Laurie Davies
5	Kellie Aamodt	UC Irvine/UPS	2022	Laurie Davies
Public Member	Hamid Bahadori	AAA of Southern California	2021	Michael Hennessey
Public Member	Frank Murphy	Orange Rotary	2022	Michael Hennessey
Public Member	Michael McNally	UC Irvine	2021	Gregory T. Winterbottom
Public Member	Dan Kalmick	Huntington Beach Planning Commission	2022	Gregory T. Winterbottom



June 18, 2020

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Special Needs Advisory Committee Annual Update and Member Appointments

Overview

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

Recommendation

Receive and file the Special Needs Advisory Committee's status report.

Background

On January 13, 1992, the Orange County Transportation Authority (OCTA) Board of Directors (Board), concurrent with approving the OCTA 1992 Complementary Paratransit Plan as required by the Americans with Disabilities Act, voted to establish a standing citizens' committee, the Special Needs Advisory Committee (SNAC), to advise OCTA on the transportation needs of senior citizens and persons with disabilities.

Discussion

The Special Needs Advisory Committee's (SNAC) mission is to advise OCTA on the promotion of integrated public transit services and improve communication between OCTA and its customers who have special transportation needs. SNAC members also provide support for OC ACCESS service eligibility appeals. The SNAC is comprised of 34 members appointed by the OCTA Board of Directors (Board). Members serve staggered three-year terms and meet quarterly.

The committee met three times during fiscal year (FY) 2019-20, with one regular meeting cancelled due to the novel coronavirus (COVID-19). During the year, the committee discussed the following items:

OC Bus 360° and FY 2019-20 Bus Service Changes

The committee was presented an overview of OC Bus service plan recommendations for FY 2019-20. SNAC feedback was incorporated into final recommendations to the Board regarding proposed bus service plans scheduled for October 2019 and February 2020. Several elements of the plan were discussed, such as public outreach, customer feedback, and changes to Route 213 that decreased travel times.

The SNAC received updates on the October 2019 and February 2020 service changes and provided feedback including discussion of bus route changes due to construction, weekend bus service to John Wayne Airport, and adding rider amenities such as USB charging ports for future consideration. Additional discussion from members included concerns that some cities were removing benches at bus stops to discourage loitering.

Mobility Management Travel Training

The SNAC received a presentation on OCTA's Mobility Management Travel Training, a grant-funded pilot program that provides training for OC ACCESS eligible customers to use fixed-route service. By providing this training, customers retain their OC ACCESS eligibility, while also gaining the flexibility of using OC Bus service at a significant cost-savings to OCTA. During the two-year pilot program, there were 50 large group workshops and 163 travel trainings, reaching more than 1,000 people. A resource book was also produced in partnership with 211OC.com. Committee members discussed the program and asked several questions about how to use 211 via phone or text message and how to receive additional copies of the resource booklet.

OC ACCESS

The committee received regular updates on the operations of several programs, including OC ACCESS. Matters discussed included paratransit ridership trends, wheelchair securement training, and the procedure to handle "no show" riders. Feedback and comments from the SNAC included the requests to have text or phone notifications when a scheduled OC ACCESS vehicle is arriving, discussion of scheduling options when requesting a trip, and requests to provide more detailed pickup location instructions to OC ACCESS drivers. This feedback

was provided directly to OC ACCESS staff for consideration and possible future implementation.

OC Flex

Committee members received an update on the results of the first six months of the new on-demand microtransit service, OC Flex, including the positive ridership trend and the frequent first/last mile connections with the large amount of OC Flex users going to transportation centers. Feedback included interest in which additional communities OC Flex may be offered, the wheelchair accessibility of the service, the cost of the fare, and the number of vehicles in service.

Public/Corridor Studies

The SNAC was presented with information about the Transportation Needs Assessment, Coordinated Plan, and Bristol corridor studies. Members reviewed proposed public feedback survey instruments and discussed the public outreach efforts. Feedback on the Coordinated Plan Survey, which helps OCTA develop a regional plan for 5310 funding requests, was particularly constructive, with the SNAC providing additional interested groups to be contacted and sharing the survey with their respective organizations.

Exceptional Service Awards

The presentation of exceptional service awards to OC ACCESS drivers continues to be an important and much appreciated function of the SNAC. This year the SNAC presented awards to six drivers for outstanding service to customers.

New Member Recruitment

The SNAC is structured such that each OCTA Board Member appoints two citizens to serve, creating a 34-member committee reflecting a broad representation of constituents from throughout Orange County. The terms of 12 SNAC positions expire on June 30, 2020. To commence the appointment process, the SNAC members whose terms are expiring were asked if they would be willing to serve for another term. For open seats, announcements were made seeking potential applicants by email to social service organizations, and outreach was conducted to individuals and agencies involved in services for senior and disabled individuals. A list was developed of interested and qualified potential applicants.

The opportunity to reappoint interested members for an additional term, along with recent resignations was presented to each OCTA Board Member and their staff in April. The recruitment period is now complete, and Board Members have either reappointed current members, appointed new members to begin service on July 1, 2020, or have appointments pending. A roster of members, including pending appointments, is included (Attachment A).

All candidates meet the following criteria:

- Demonstrate interest and involvement with persons with disabilities, senior citizens, and others with special needs;
- Represent large, active constituencies with whom regular interface regarding transportation matters is conducted; and
- Commit to dedicate no fewer than 12 hours per year to OCTA meetings and activities.

Next Steps

New SNAC members will attend an orientation prior to their first committee meeting of the fiscal year on July 28, 2020. Staff will return to the Board next year with a report on the SNAC activities and notification of appointment of members whose three-year terms have expired. Outgoing members will receive resolutions of appreciation for their service.

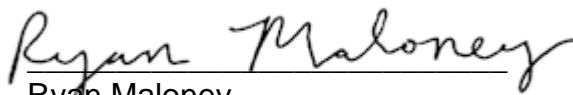
Summary

The SNAC continues to serve in an advisory and advocacy role on transit issues of importance throughout the year. A roster of members, including pending appointments, is included (Attachment A).

Attachment

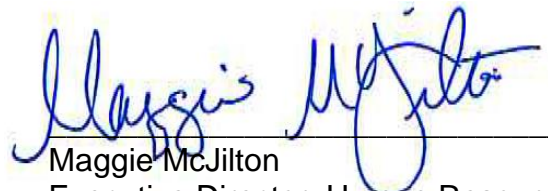
- A. Orange County Transportation Authority Special Needs Advisory Committee Roster Fiscal Year 2020-21

Prepared by:



Ryan Maloney
Manager, Customer Engagement and
Data Analytics, External Affairs
714-560-5451

Approved by:



Maggie McJilton
Executive Director, Human Resources
and Organizational Development
714-560-5824

**Orange County Transportation Authority
Special Needs Advisory Committee Roster
Fiscal Year 2020-21**

District	Name	Affiliation	Expiration	Director/Public Member
1	Sandra Albear	Braille Institute of America	2023	Andrew Do
1	Mike Gonzalez	City of Santa Ana Environmental and Transportation Advisory Committee	2023	Andrew Do
1	Mallory Vega	Acacia Adult Day Services	2022	Steve Jones
1	Gloria Reyes	Abrazar, Inc.	2023	Steve Jones
1	Appointment Pending	TBD	2020	Miguel Pulido
1	Cesar Hernandez	Transportation Solutions	2022	Miguel Pulido
2	Bob Tiezzi	My Day Counts	2021	Barbara Delgleize
2	Mary Lou Shattuck	Alzheimer's Family Services Center	2021	Barbara Delgleize
2	Henry Michaels	California Elwyn Rehabilitation Department	2023	Richard Murphy
2	Terry Coakley	Senior and Disability Advocate	2021	Richard Murphy
2	Appointment Pending	TBD	2022	Michelle Steel
2	Appointment Pending	TBD	2020	Michelle Steel
3	Appointment Pending	TBD	2021	Mark A. Murphy
3	Appointment Pending	TBD	2020	Mark A. Murphy
3	Sue Lau	Polio Survivors Plus, AARP	2021	Gene Hernandez
3	Caroline Wahlstrom	Placentia - Yorba Linda School District	2023	Gene Hernandez
3	Rachel Lurya	Office of Supervisor Wagner, County of Orange	2021	Donald P. Wagner
3	Ellen Schenk	State of California Department of Rehabilitation	2022	Donald P. Wagner
4	Tracy Bryars	Healthy Communities Initiative, St. Jude Medical Center	2021	Doug Chaffee
4	Appointment Pending	TBD	2020	Doug Chaffee

**Orange County Transportation Authority
Special Needs Advisory Committee Roster
Fiscal Year 2019-20**

District	Name	Affiliation	Expiration	Director/Public Member
4	Karyl Dupée	St. Jude Medical Center/ Senior Services	2021	Tim Shaw
4	Appointment Pending	TBD	2021	Tim Shaw
4	Wayne Heidle	Marshall B. Ketchum University	2021	Harry S. Sidhu
4	Appointment Pending	TBD	2020	Harry S. Sidhu
5	Joe Rainey	Councilmember, City of Laguna Woods	2021	Lisa A. Bartlett
5	Ericka Danczak	County of Orange Office on Aging	2021	Lisa A. Bartlett
5	Carolyn Inmon	Senior Citizens Advisory Council	2021	Joseph Muller
5	Sandra Stang	Housing and Transportation Committee	2023	Joseph Muller
5	John Ulrich	Laguna Niguel Senior Citizens Committee	2022	Laurie Davies
5	Tom Krogstad	Senior and Special Needs Advocate	2023	Laurie Davies
Public Member	Janice Almaraz	Orange County Department of Education	2021	Michael Hennessey
Public Member	Isaac López	Advocate for Persons with Disabilities	2021	Michael Hennessey
Public Member	Appointment Pending	TBD	2020	Gregory T. Winterbottom
Public Member	Brandi Kelly Contreras	City of Huntington Beach	2023	Gregory T. Winterbottom



June 18, 2020

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: State Legislative Status Report

Overview

An update is provided on discussions related to the Fiscal Year 2020-21 State Budget. An overview of a bill related to State Route 241 is provided. Updates are provided regarding an informational hearing related to high-speed rail, advocacy to postpone new California Environmental Quality Act requirements, and the confirmation of a new director of the California State Department of Transportation.

Recommendation

Receive and file as an information item.

Discussion

State Budget Process

Due to the novel coronavirus (COVID-19) pandemic, the budget process for fiscal year 2020-21 has been significantly condensed. In response, Assembly Speaker Anthony Rendon (D-Lakewood) called for a Committee of the Whole on the State Budget on May 26, 2020. The last time this occurred was in 1995 for a discussion of the Orange County bankruptcy. This will be an opportunity for each Assembly Member to provide feedback on the state budget, and the Governor's proposed May Revise.

Instead of holding numerous subcommittee hearings to consider input from stakeholders on a variety of issues, each budget subcommittee within the legislature limited hearings to focus on issues proposed in the May Revise. On May 21, 2020, Assembly Budget Subcommittee Number Three on Resources and Transportation held its hearing. Among the items on the agenda, members discussed the Governor's proposal included in the May Revise to transfer \$130 million from the State Highway Account to the General Fund.

The Department of Finance justified the transfer, by explaining that these funds are the earned interest in the account, and there is not legal prohibition on using the interest for non-transportation purposes within Article 19 of the Constitution. The Legislative Analyst's Office (LAO) noted that they were in conversations with Legislative Counsel on the legality of this matter. At the time of the writing of this staff report, the Legislature was prepared to reject this proposed transfer.

Cap-and-trade revenue projections were also discussed, with the LAO noting that the cap-and-trade expenditure plan is difficult to predict because of the uncertainty of future revenues. Since this budget hearing, the latest cap-and-trade auction on May 20, 2020, revealed significantly lower revenues compared to past auctions. The State will receive an estimated \$25 million from this auction, compared to \$612 million in the previous February auction. Given these results, the total 2019-20 revenue will be approximately \$2.1 billion, which is \$300 million less than assumed in the budget. It is not yet clear how this decrease in revenue will impact discretionary programs within the Greenhouse Gas Reduction Fund, like the Low Carbon Transit Operations Program (LCTOP). Overall, continuously appropriated programs are expected to receive an estimated \$1.2 billion in 2019-20, which is \$170 million less than the budget assumed. It is expected that cap-and-trade expenditure plan discussions will occur later in the year when more certainty exists with the revenue picture.

Senate Budget Subcommittee Number Two on Resources, Environmental Protection, Energy, and Transportation Chair, Senator Bob Wieckowski (D-Fremont), proposed in its hearing on May 24, 2020, a requirement for the California Air Resources Board to consider a variety of improvements to the cap-and-trade program in a formal rulemaking. One of the many recommendations was to raise the floor price, which could allow additional revenues to be generated. This budget proposal has been formally opposed by the California Chamber of Commerce, and other groups, who note that revenue generation is not the intent of the cap-and-trade program.

Separately, the committee also adopted placeholder language for statutory relief for transit operators. The California Transit Association worked with Senator Jim Beall (D-Campbell) to submit a letter to the Governor and legislative leaders to urge the following statutory relief measures be included in the budget:

- Institute hold harmless provision for calculation and allocation of State Transit Assistance (STA) Program, State of Good Repair (SGR), and LCTOP allocations.
- Temporarily create more flexibility in the use of LCTOP and STA-based SGR Program funds, allowing funding to be used for existing operations.

- Temporarily remove financial penalties for non-compliance with farebox recovery requirements and transit funding efficiency measures in the Transportation Development Act and the STA Program.

A copy of this letter is included as Attachment A. The letter was signed by bipartisan, bicameral legislators, including the following members from the Orange County delegation: Senator Pat Bates (R-Laguna Hills), Senator Tom Umberg (D-Santa Ana), Assembly Member Tom Daly (D-Anaheim), Assembly Member Bill Brough (R-San Juan Capistrano), and Assembly Member Sharon Quirk Silva (D-Fullerton).

As of writing this staff report, legislative leaders announced on June 3, 2020, that they have reached a bicameral budget agreement without the use of conference committees. A verbal update will be provided on the final budget expected to be voted on June 15, 2020.

SB 1373 (Bates, R-Laguna Hills): State Highways: State Route 241 (SR-241): Reduction

SB 1373 (Bates, R-Laguna Hills) would redefine SR-241 in statute to have it terminate at Oso Parkway east of the City of Mission Viejo, rather than at Interstate 5 (I-5) south of the City of San Clemente. A copy of the bill is included as Attachment B. Senator Bates introduced the bill to codify the action taken by the Transportation Corridor Agencies (TCA) Board of Directors (Board) on March 12, 2020, directing TCA staff to work with the County of Orange and other stakeholders, including the Orange County Transportation Authority (OCTA), to prepare a project development plan for a non-tolled extension of Los Patrones Parkway and work to advance two other projects: the I-5 carpool lane improvements from Avenida Pico to the San Diego County line and the widening of Ortega Highway in the City of San Juan Capistrano. This action concluded TCA's efforts to identify solutions for a southerly extension of the SR-241 Toll Road and the related South County Traffic Relief Effort. On April 13, 2020, the OCTA Board took action to approve furtherance of the three projects described in the TCA Board action.

By redefining SR-241 in statute to be consistent with actions taken by local agencies, SB 1373 is consistent with previous legislation, such as AB 29 (Chapter 791, Statutes of 2019), which changed the statutory definition of State Route 710 to be consistent with actions taken by the Los Angeles County Metropolitan Transportation Authority to cease planning of an extension. SB 1373 passed unanimously out of the Senate Transportation Committee and is pending in the Senate Appropriations Committee.

Overview of Assembly Transportation Committee's Informational Hearing on the High-Speed Rail Authority's Draft 2020 Business Plan

On May 27, 2020, the Assembly Transportation Committee held an informational hearing on the California High-Speed Rail Authority's (CHSRA) Draft 2020 Business Plan (Plan). The CHSRA released their draft Plan on February 12, 2020, and the public comment period ended on June 1, 2020, after being extended due to the COVID-19 pandemic. In summation, the CHSRA must adopt a plan every two years after receiving comments by stakeholders, including the State Legislature. The plan submitted on February 12, 2020, describes outcomes of two different comparison studies of the three segments within Phase I, which include the Peninsula Corridor, the Central Valley Segment, and the Southern California Corridor. The Plan concluded that the most efficient use of current and available funding is to complete the Merced to Bakersfield segment in order to maximize job creation, potential ridership, and meet environmental goals. CHSRA's Chief Executive Officer, Brian Kelly, also mentioned in his overview of the Plan that environmental documents for the Northern and Southern California segments have been approved, paving the way to advance those projects when funding becomes available. Additionally, he spoke about how the CHSRA has not been immune from the impacts of COVID-19 pandemic. In particular, Mr. Kelly detailed that the request for proposal on the track and systems bid has been extended, they deferred adoption of the 2020 Business Plan, and extended the comment period on environmental documents.

The LAO provided an overview of the five key oversight issues identified in their report for which the Legislature may seek to address. The specific issues they identified included: project schedule restrictions, inadequate and volatile funding, the use of a third-party public entity to operate interim service from Merced to Bakersfield inconsistently with the spirit of Proposition 1A, optimistic assumptions of reliability, and track and systems contract restraints for the Legislature to be able to adjust the path of the project in the future.

The hearing largely consisted of members of the committee questioning Mr. Kelly on the Plan and the future of the project. Notably, Assembly Transportation Vice Chair Vince Fong (R-Bakersfield) commented on the lack of cuts in the current budget for CHSRA, even as the impacts of COVID-19 have caused for reduced education budgets and a proposed transfer of \$130 million from the State Highway Account to the General Fund. Assembly Transportation Chair Jim Frazier (D-Fairfield) addressed his frustration with the CHSRA and its business plan. Specifically, he commented that the ridership numbers need to be recalculated given that the LAO and the High-Speed Rail Peer Review Group both dispute the accuracy of those numbers. Chair Frazier noted that if it had not been for COVID-19 truncating the hearing schedule, he would have held

more hearings on this matter. He also suggested that there needs to be an organizational change to the CHSRA, arguing there is a clear lack of accountability. He concluded by stating that while he does not want to be a detriment to this project, he does not support the draft Plan and hopes it will be sent back to the drawing board.

Advocacy to Delay SB 743 (Chapter 386, Statutes of 2013) Implementation

In conjunction with the Governor's Office of Planning and Research, the California Natural Resources Agency developed and adopted California Environmental Quality Act regulations changing the standard for measuring traffic impacts from the traditional metric of level of service to vehicle miles travelled (VMT), per statutory requirements put in place under SB 743. The bill and subsequent regulations are intended to focus on getting more people to ride public transit as opposed to reducing congestion. As such, transportation or housing projects that do not reduce or mitigate VMT could be required to provide increased mitigation, or potentially be subject to litigation. Per state guidance, the new standard would go into effect on July 1, 2020, although guidance developed by the California Department of Transportation (Caltrans), specific to transportation projects, was still developing its guidance documents as of the writing of this staff report, with an implementation date to occur in September 2020.

Due to the COVID-19 pandemic, there has been some discussion about delaying SB 743 implementation, especially since VMT has dropped dramatically with many Californians staying home to respect social distancing guidelines. Moreover, concerns have been raised that SB 743 implementation will drive development patterns favoring higher-cost housing, making it harder for low-income families, millennials, and communities of color to find affordable housing. On May 25, 2020, 18 legislators wrote a letter, included as Attachment C, requesting that implementation be delayed to July 1, 2022. On a related note, The Two Hundred, a statewide advocacy coalition, filed a lawsuit seeking a preliminary injunction preventing SB 743 implementation from occurring on July 1, 2020. Staff will continue to provide updates should these efforts result in policy changes that impact OCTA's project delivery process.

Update on Senate Confirmation of California State Department of Transportation Director Toks Omishakin

Mr. Toks Omishakin was appointed Director of Caltrans by the Governor on September 3, 2019. This appointment requires confirmation by the State Senate. On May 27, 2020, the Senate Rules Committee held a hearing on his appointment. During the confirmation hearing, Director Omishakin discussed his five strategic priorities and how the COVID-19 pandemic has affected travel

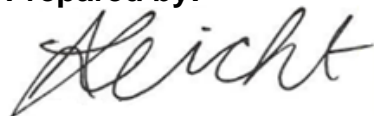
in the state. Additionally, he discussed how he was hopeful that gas tax revenues might not decrease by as much as originally thought, although no details were offered on how projects might change. Senator Bates spoke on how she has engaged with Director Omishakin the concerns in Orange County regarding the extension of the SR-241 Toll Road. She expressly mentioned she wants Caltrans to be a partner and work with OCTA in its role as the regional transportation agency. Director Omishakin recognized the concerns and the need for continued regional collaboration.

Summary

Information on the state budget process is provided. An overview is given on a bill related to State Route 241. Updates are provided on hearings and discussions related to the high-speed rail, California Environmental Quality Act, and the confirmation of a new director of the California State Department of Transportation.

Attachments

- A. Letter to Governor Gavin Newsom, the Honorable Toni Atkins, and the Honorable Anthony Rendon, re: COVID-19 Transit Statutory Relief – Budget Action, dated June 3, 2020
- B. SB 1373 (Bates, R-Laguna Hills) Bill Language
- C. Letter to the Honorable Gavin Newsom, re: Extension of the July 2020 Implementation Date for the Vehicle Miles Travelled Regulations, dated May 25, 2020
- 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

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 3, 2020

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

The Honorable Toni Atkins
Senate President pro Tempore
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker of the Assembly
State Capitol, Room 219
Sacramento, CA 95814

COVID-19 Transit Statutory Relief – Budget Action

Governor Newsom, President pro Tem Atkins, and Speaker Rendon:

The COVID-19 pandemic has placed untold strain on transit agencies as they struggle to provide core service to essential workers against the backdrop of catastrophic declines in revenues and the staggering costs of front-line efforts, designed to maintain the health of transit operators and riders.

We, the undersigned members, understand these challenges and express grave concerns about the environmental, economic and equity implications of consenting, through inadequate action, to the further erosion of public transit during the current crisis. We know these are concerns you share and we, therefore, request that you support our efforts to immediately enact, through the June budget, a series of statutory relief measures to:

- Institute a two-year hold harmless provision for the calculation and allocation of the individual transit agency factors the State Controller makes to allocate 50% of revenues flowing through the State Transit Assistance Program, the STA-based State of Good Repair Program and the Low Carbon Transit Operations Program, all programs that rely on calculations of “Local Revenue” earned by transit operators;
- Temporarily create more flexibility in the use of Low Carbon Transit Operations Program and STA-based State of Good Repair Program funds; and,

- Temporarily eliminate counterproductive financial penalties for non-compliance with transit funding efficiency measures in the Transportation Development Act and the State Transit Assistance Program.

These measures, identified by the California Transit Association in their letter entitled *“Statutory and Administrative/Regulatory Relief Measures to Support Transit Agencies,”* dated April 7, represent the transit industry’s best thinking for supporting transit agencies in the short-term, while conversations about supplemental funding continue at the state- and federal-level. If these measures were enacted, transit agencies would be permitted to apply funding from existing, but statutorily narrow, programs toward safety measures, personal protective equipment, and preserving operational service levels. Additionally, transit agencies would be able to proceed with, or maintain, safety measures – like temporarily waiving passenger fares to limit interaction between transit vehicle operators and riders – which would otherwise lead to financial penalties under current law.


The uniqueness of today’s crisis and its unparalleled impacts on transit agencies requires that, as a state, we explore novel solutions to supporting transit agencies’ short-term needs and long-term viability. Enacting these measures immediately would allow transit agencies to focus on their core function of moving Californians safely while they regain their financial and operational footing.

We, again, urge you to support our efforts to enact these commonsense measures.

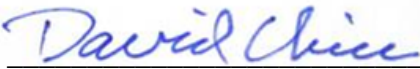
Sincerely,



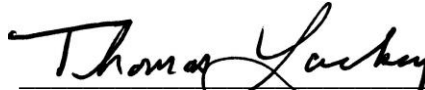
Senator Jim Beall
District 15



Assemblymember Richard Bloom
District 50



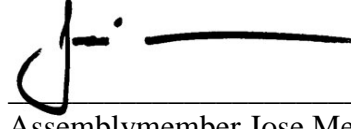
Assemblymember David Chiu
District 17



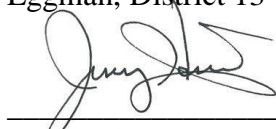
Assemblymember Tom Lackey
District 36



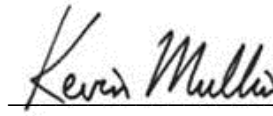
Assemblymember Susan Talamantes
Eggman, District 13



Assemblymember Jose Medina
District 61



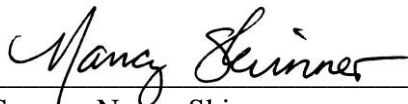
Senator Jerry Hill
District 13



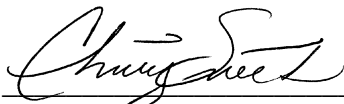
Assemblymember Kevin Mullin
District 22



Assemblymember Robert Rivas
District 30



Senator Nancy Skinner
District 9



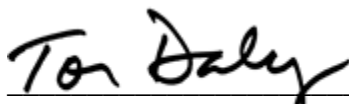
Assemblymember Christy Smith
District 38



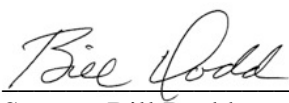
Assemblymember Mark Stone
District 29



Assemblymember Marc Berman
District 24



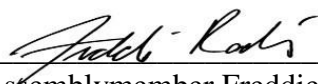
Assemblymember Tom Daly
District 69



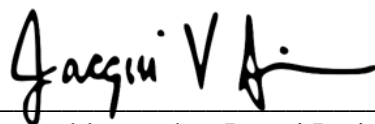
Senator Bill Dodd
District 3



Assemblymember Todd Gloria
District 78



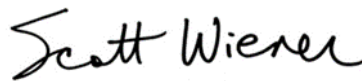
Assemblymember Freddie Rodriguez
District 52



Assemblymember Jacqui Irwin
District 44



Assemblymember Bill Quirk
District 20



Senator Scott Wiener
District 11



Assemblymember Blanca Rubio
District 48



Assemblymember Chris Holden
District 41



Senator Patricia Bates
District 36




Assemblymember Jim Patterson
District 23




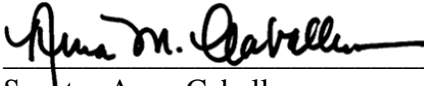
Assemblymember Ken Cooley
District 8

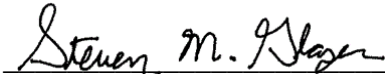


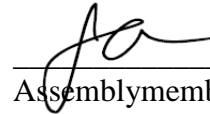
Assemblymember William Brough
District 73

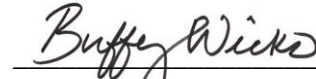

Assemblymember Sharon Quirk-Silva
District 65

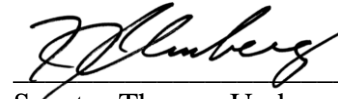

Assemblymember Lorena Gonzalez
District 80


Senator Anna Caballero
District 12


Senator Steve Glazer
District 7


Assemblymember Joaquin Arambula
District 31


Assemblymember Buffy Wicks
District 15


Senator Thomas Umberg
District 34

CC: Phil Ting, Chair, Assembly Committee on Budget
Holly Mitchell, Chair, Senate Committee on Budget

AMENDED IN SENATE MAY 19, 2020

AMENDED IN SENATE APRIL 17, 2020

SENATE BILL

No. 1373

Introduced by Senator Bates

(Principal coauthor: Assembly Member Brough)

February 21, 2020

~~An act to add Section 65569 to the Government Code, relating to public resources. An act to amend Section 541 of the Streets and Highways Code, relating to state highways.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 1373, as amended, Bates. ~~Public resources: San Clemente: road construction. State highways: State Route 241: reduction.~~

Existing law establishes the state highway system throughout the state and designates State Route 241 from State Route 5 south of the City of San Clemente to State Route 91 in the City of Anaheim.

This bill would delete from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.

~~Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a land use element and an open-space element.~~

~~This bill would prohibit certain governmental entities from constructing, funding, or operating, or from taking property to construct, fund, or operate, a new major thoroughfare in San Clemente in an area that is subject to a conservation easement or that is designated as open~~

space protected by a local initiative. The bill would provide that these provisions do not apply to the modification of major thoroughfares that exist in San Clemente on or before January 1, 2020.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 ~~SECTION 1. Section 541 of the Streets and Highways Code is~~
- 2 ~~amended to read:~~
- 3 ~~541. Route 241 is from Route 5 south Oso Parkway east of~~
- 4 ~~San Clemente the City of Mission Viejo to Route 91 in the City of~~
- 5 ~~Anaheim.~~
- 6 ~~SECTION 1. Section 65569 is added to the Government Code,~~
- 7 ~~to read:~~
- 8 ~~65569. (a) Notwithstanding any other law, a joint powers~~
- 9 ~~agency acting pursuant to Section 66484.3 of the Government~~
- 10 ~~Code, state agency, transportation joint powers authority, or~~
- 11 ~~regional transportation agency, or a successor agency to any of~~
- 12 ~~those entities, shall not construct, fund, or operate, nor take~~
- 13 ~~property to construct, fund, or operate, a new major thoroughfare~~
- 14 ~~in San Clemente in an area that is subject to a conservation~~
- 15 ~~easement or is designated as open space protected by a local~~
- 16 ~~initiative.~~
- 17 ~~(b) This section shall not apply to the modification of major~~
- 18 ~~thoroughfares that exist in San Clemente on or before January 1,~~
- 19 ~~2020.~~

California Legislature

May 25th, 2020

The Honorable Gavin Newsom
California State Capitol
Sacramento, California 95814

RE: Extension of the July 2020 Implementation Date for the Vehicle Miles Travelled Regulations

Dear Governor Newsom:

We would like to thank you for your leadership and prompt and decisive action to protect our state from the COVID-19 pandemic. We applaud you for taking this threat seriously, and taking the necessary actions to prevent its rapid spread thereby reducing the impacts on our healthcare system, economy, and housing that are sure to come. It is in this spirit that we bring to your attention a regulation that we believe will dramatically impact the ability for many Californians, including millennials and communities of color in particular, to purchase a home – Vehicle Miles Travelled (VMT), and respectfully request the extension of the implementation date to July 1st, 2022.

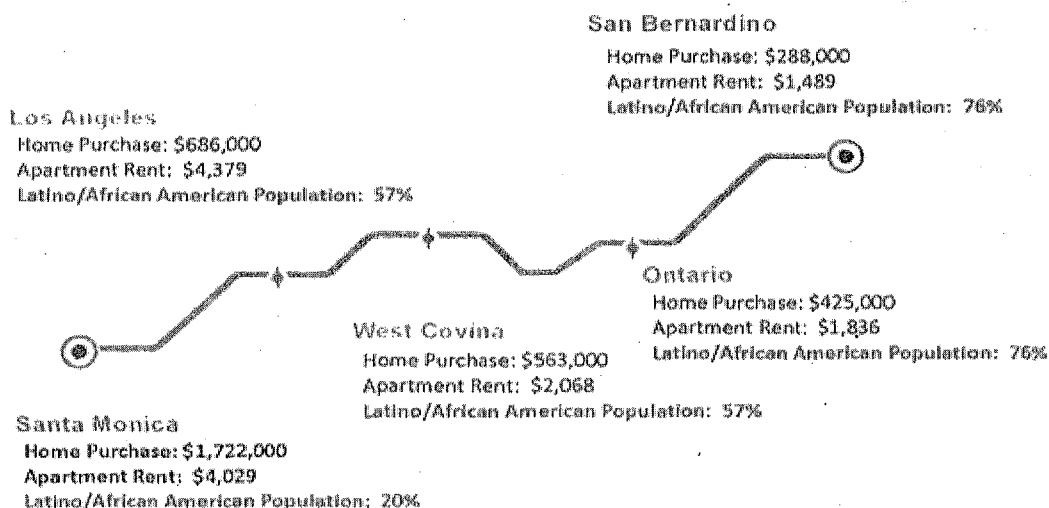
In December 2018, the California Natural Resources Agency adopted new regulations for the implementation of the California Environmental Quality Act (CEQA). The CEQA Guidelines contain many provisions that will increase the likelihood that housing projects will be subject to litigation and cost increases. Among them was the newly proposed impact known as VMT.

VMT requires residential project developers to quantify how many miles home buyers or renters drive to work, to the store, for recreation, and other purposes. This new impact is in addition to existing laws which require the quantification and mitigation of air quality impacts, including greenhouse gas emissions, from tail pipes. Accordingly, it will apply even once we convert to 100% zero emission vehicles.

The ideological approach of VMT is to get people to abandon their individual vehicles and utilize multimodal transit opportunities such as walking, biking, and using public transit. The regulation views road congestion as a good thing, since it slows down traffic and incentivizes individuals to use alternative forms of transit. Improvements like road widening is considered a negative impact on greenhouse gas reductions because it increases commuter speeds which the regulation assumes will encourage people to drive longer distances. The new regulation advocates that California go on a “road diet” and calls into question whether the voters understood this when they approved an increase in the gas tax.

The highest costs imposed by the VMT regulation is in areas farther away from job centers. This is where housing can be produced at the lowest cost, and is the primary source of housing for low and middle class Californians. However, measures to mitigate VMT, especially in rural areas, significantly drive up the costs of residential development. VMT also disproportionately impacts low- and middle-class Californians who are predominately communities of color. This point is illustrated in the graph below which shows that as people drive “until they qualify”, home prices drop by \$19,000 per mile as they move farther way from Santa Monica towards San Bernardino.

Figure I: Geography of Southern California Region's Housing Cost Crisis
Housing Costs increase \$19,000 per Mile
Median 2BR Apartment Rents Increase \$33 per month per mile
(77 Mile Commute Distance to Coast)



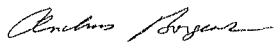
Communities of color depend on cars more than non-protected classes to get to their jobs which are often not at fixed locations served by transit (construction, farmworkers, janitors, etc.). The VMT regulation will increase, not decrease, the cost of housing and will have its greatest impacts on classes protected by the federal and state constitutions and a variety of federal and state laws prohibiting housing discrimination. Moreover, a \$1,000 increase in the cost of a home eliminates 8,870 households from the ability to afford a home and puts the American dream of homeownership – the primary method of establishing economic stability, community participation and economic growth – further out of reach for those struggling to afford a home today.

During the COVID-19 health crisis, which has already produced dramatic reductions in VMT, we believe that you should pause this regulation for cities and counties until a more equitable solution can be achieved. Therefore, we respectfully request that you extend the implementation of the VMT regulation for two years. Thank you again for your leadership during these challenging times, and know that we stand ready to assist you in our mutual effort to address the housing crisis in California.


Sincerely,

Anna Caballero
 Senator, 12th District

Frank Bigelow
 Assemblymember, 5th District



Andreas Borgeas
Senator, 8th District



Melissa Hurtado
Senator, 14th District



Richard Roth
Senator, 31st District



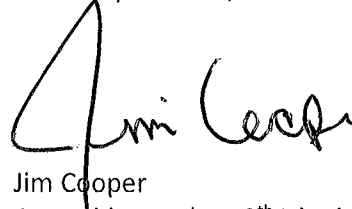
Susan Rubio
Senator, 22nd District



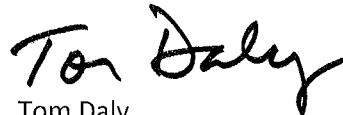
Scott Wilk
Senator, 21st District



Steven Choi
Assemblymember, 68th District



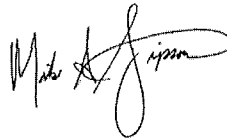
Jim Cooper
Assemblymember, 9th District



Tom Daly
Assemblymember, 69th District



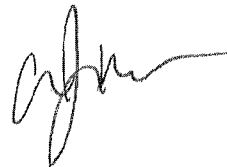
James Gallagher
Assemblymember, 3rd District



Mike Gipson
Assemblymember, 64th District



Adam Gray
Assemblymember, 21st District



Chad Mayes
Assemblymember, 42nd District



Jay Obernolte
Assemblymember, 33rd District



Patrick O'Donnell
Assemblymember, 70th District



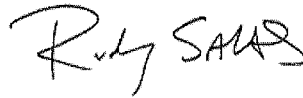
Jim Patterson
Assemblymember, 23rd District



Sharon Quirk-Silva
Assemblymember, 65th District



Blanca Rubio
Assemblymember, 48th District



Rudy Salas
Assemblymember, 32nd District



Orange County Transportation Authority Legislative Matrix

2020 State Legislation Session
June 3, 2020

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
AB 1402 (Petrie-Norris - D) Active Transportation Program	Requires the California Department of Transportation to award Active Transportation Program (ATP) funds to projects and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. Provides guidelines for use of funds.	<p>INTRODUCED: 02/22/2019 LAST AMEND: 03/26/2019 LOCATION: Assembly Transportation Committee</p> <p>STATUS: 02/03/2020 Died pursuant to Art. IV, Sec. 10(c) of the Constitution</p> <p>02/03/2020 From Committee: Filed with the Chief Clerk pursuant to Joint Rule 56.</p>	SPONSOR Support: Orange County Business Council (OCBC) (Co-Sponsor)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
AB 1568 (McCarty – D) Housing Law Compliance: State Grants	Requires the California Department of Housing and Community Development to review any action or failure to act by a city or county that it determines is inconsistent with an adopted housing element or a specified provision of the Housing Element Law. Prohibits a city or county found to be in violation of state law from applying for a state grant, unless the eligibility of the city or county to apply is constitutionally required or the state grant funds, if awarded to the city or county, would assist in compliance.	INTRODUCED: 02/22/2019 LAST AMEND: 04/11/2019 LOCATION: Assembly Appropriations Committee STATUS: 02/03/2020 Died pursuant to Art. IV, Sec. 10(c) of the Constitution 02/03/2020 From Committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	OPPOSE Support: California Apartment Association (Co-Sponsor), California Association of Realtors (Co-Sponsor) Opposed: Bizfed, California State Association of Counties, Marin County Council of Mayors and Councilmembers
AB 2011 (Holden – D) West San Bernardino County Rail Construction Authority	Creates the West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. Prescribes the powers and duties of the Authority.	INTRODUCED: 01/28/2020 LOCATION: Assembly Transportation Committee STATUS: 02/14/2020 To ASSEMBLY Committee on TRANSPORTATION.	OPPOSE Oppose: San Bernardino County Transportation Authority (SBCTA), Metrolink, Mobility 21, Riverside County Transportation Commission (RCTC)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
ACA 13 (Oberholte – R) Local Sales Taxes: Online Sales	Provides that, for the purpose of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser.	INTRODUCED: 03/26/2019 LOCATION: Assembly STATUS: 03/26/2019 INTRODUCED.	SUPPORT
SB 152 (Beall – D) Active Transportation Program	Requires that a percentage of available ATP funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than a specified amount with the available funds distributed to each MPO based on its relative share of the population, a percentage to fund projects in small urban and rural regions, and a percentage to projects competitively awarded by the commission on a statewide basis.	INTRODUCED: 01/22/2019 LAST AMEND: 04/25/2019 LOCATION: Assembly STATUS: 02/03/2020 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.	SUPPORT Support: Metropolitan Transportation Commission (sponsor), RCTC Oppose (Partial List): California Bicycle Coalition, Walk Long Beach, PolicyLink

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 526 (Allen – D) Regional Transportation Plans: Greenhouse Gas Emissions	Requires the California Air Resources Board (ARB) to adopt a regulation that requires an MPO to provide any data that the ARB determines is necessary to fulfill the requirements of a specified report and to determine if the MPO is on track to meet its greenhouse gas emission reduction target deadline. Establishes an interagency working group to develop and implement a State Mobility Action Plan for Healthy Communities.	INTRODUCED: 2/21/2019 LAST AMEND: 04/30/2019 LOCATION: Senate STATUS: 02/03/2020 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.	OPPOSE Support (Partial List): American Lung Association, ActiveSGV, California Bicycle Coalition, Coalition for Clean Air, Asthma Coalition of LA County Oppose: California Association of Councils of Governments (CALCOG)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 664 (Allen – D) Electronic Toll and Transit Fare Collection systems	<p>Provides that a transportation agency is not prohibited from using or providing personally identifiable information for purposes of operating and managing an electronic toll collection or electronic transit fare collection system, auditing, or performing billing, collection, account maintenance, account settlement, and enforcement activities. Requires a transportation agency to limit the personally identifiable information it provides to information relevant to assist in carrying out an intended function.</p>	<p>INTRODUCED: 02/22/2019 LAST AMEND: 9/10/2019 LOCATION: Assembly Privacy and Consumer Protection Committee</p> <p>STATUS: 09/10/2019 In ASSEMBLY. Suspend Assembly Rule 96.</p> <p>09/10/2019 Re-referred to ASSEMBLY Committees on PRIVACY AND CONSUMER PROTECTION and JUDICIARY.</p> <p>09/10/2019 From ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION with author's amendments.</p> <p>09/10/2019 In ASSEMBLY. Read second time and amended. Re-referred to ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION.</p>	<p>SUPPORT</p> <p>Support (Partial List): California Transit Association, Transportation Corridor Agencies, Los Angeles County Metropolitan Transportation Authority, OCBC, RCTC, Bay Area Transportation Authority, Self-Help Counties Coalition</p> <p>Oppose (Partial List): American Civil Liberties Union of California, Consumer Attorneys of California (unless amended), Consumer Federation of California</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 732 (Allen – D) South Coast Air Quality Management District	Authorizes the South Coast Air Quality Management District Board of Directors to impose a transactions and use tax within the boundaries of the agency.	INTRODUCED: 2/22/2019 LAST AMEND: 01/14/2020 LOCATION: Senate STATUS: 02/03/2020 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.	OPPOSE Support (Partial List): Coalition for Clean Air, Environmental Defense Fund, MoveLA Oppose (Partial List): San Bernardino County Transportation Authority, Orange County Taxpayers Association, California Business Roundtable
► SB 1363 (Allen – D) Comprehensive Strategy	Requires that MPOs meet Vehicle Miles Traveled (VMT) reduction targets in conjunction with SB 375's (Chapter 728, Statutes of 2008) greenhouse gas (GHG) emission reduction targets. The bill requires that MPOs meet GHG and VMT reduction targets in 2035, 2045, and 2050.	INTRODUCED: 2/21/2020 LOCATION: Senate Environmental Quality Committee STATUS: 05/12/2020 <i>In SENATE. 2nd & 3rd Committee referral withdrawn by rule.</i>	OPPOSE UNLESS AMENDED Oppose: CALCOG

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 1390 (Portantino – D) Montclair to Ontario Airport Construction Authority	Creates the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold light rail project from the city of Montclair to the Ontario International Airport. Prescribes the powers and duties of the construction authority. Requires the construction authority to be governed by a board consisting of 7 voting members and one nonvoting member.	INTRODUCED: 2/21/2020 LOCATION: Senate Transportation Committee STATUS: 03/12/2020 To SENATE Committee on TRANSPORTATION.	OPPOSE Oppose: SBCTA, Metrolink, Mobility 21, RCTC, CALCOG

BILLS BEING MONITORED

CA AB 145	<p>AUTHOR: Frazier [D] TITLE: High-Speed Rail Authority: Senate Confirmation INTRODUCED: 12/13/2018 LOCATION: Senate SUMMARY: Provides that the members of the High-Speed Rail Authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. STATUS: 01/17/2020 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (72-0) CATEGORY: Rail and Transit</p>
CA AB 196	<p>AUTHOR: Gonzalez [D] TITLE: Workers' Compensation: Coronavirus INTRODUCED: 01/10/2019 LAST AMEND: 05/05/2020 LOCATION: Senate Labor, Public Employment and Retirement Committee SUMMARY: Defines injury for certain employees who are employed in an occupation or industry deemed essential except as specified, or who are subsequently deemed essential, to include coronavirus disease that develops or manifests itself during a period of employment of those persons in the essential occupation or industry. Creates a conclusive presumption that the injury arose out of and in the course of the employment. STATUS: 05/05/2020 From SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT with author's amendments. 05/05/2020 In SENATE. Read second time and amended. Re-referred to Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT. CATEGORY: Labor and Employment</p>
CA AB 313	<p>AUTHOR: Frazier [D] TITLE: Road Maintenance and Rehabilitation Account: Reports INTRODUCED: 01/30/2019 LAST AMEND: 03/05/2019 LOCATION: Senate Rules Committee SUMMARY: Requires the University of California and the California State University, on or before a specified date of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for that fiscal year, including, but not limited to, research activities and administration. STATUS: 05/29/2019 To SENATE Committee on RULES. CATEGORY: Funding</p>

CA AB 352	<p>AUTHOR: Garcia [D]</p> <p>TITLE: Wildfire Prevention, Safe Drinking Water</p> <p>INTRODUCED: 02/04/2019</p> <p>LAST AMEND: 08/14/2019</p> <p>COMMITTEE: Senate Environmental Quality Committee</p> <p>SUMMARY: Enacts the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program.</p> <p>STATUS: 08/14/2019 From SENATE Committee on ENVIRONMENTAL QUALITY with 08/14/2019 author's amendments. In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</p> <p>CATEGORY: Environment</p>
CA AB 422	<p>AUTHOR: Frazier [D]</p> <p>TITLE: High-Speed Rail: Performance Measurement Dashboards</p> <p>INTRODUCED: 02/07/2019</p> <p>COMMITTEE: Senate Transportation Committee</p> <p>SUMMARY: Requires the High-speed Rail Authority, in consultation with the independent peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.</p> <p>STATUS: 05/08/2019 To SENATE Committee on TRANSPORTATION.</p> <p>CATEGORY: Audits, Records, Reports, and Litigation</p>
CA AB 839	<p>AUTHOR: Mullin [D]</p> <p>TITLE: Climate Adaption: Strategy</p> <p>INTRODUCED: 02/20/2019</p> <p>LAST AMEND: 06/26/2019</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: Requires the Secretary of the Natural Resources Agency to review the Safeguarding California Plan, the state's climate adaptation strategy, and develop a strategic resiliency framework. Requires updates to the plan to include a review of the progress made implementing past plans and an evaluation of each lead agency's lead adaptation efforts. Creates the Resiliency through Adaption, Economic Vitality, and Equity Account for funding climate adaptation projects.</p> <p>STATUS: 08/30/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.</p> <p>CATEGORY: Environment</p>

CA AB 1046	<p>AUTHOR: Ting [D]</p> <p>TITLE: Air Quality Improvement Program: Clean Vehicles</p> <p>INTRODUCED: 02/21/2019</p> <p>LAST AMEND: 08/13/2019</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: Requires the State Air Resources Board to develop a plan to provide for the funding of the Clean Vehicle Rebate Project. Requires the state board to provide to the Director of Finance a rebate structure designed to support the deployment of 5,000,000 zero-emission vehicles in the state by December 2030.</p> <p>STATUS: 08/30/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.</p> <p>CATEGORY: Environment</p>
CA AB 1112	<p>AUTHOR: Friedman [D]</p> <p>TITLE: Shared Mobility Devices: Local Regulation</p> <p>INTRODUCED: 02/21/2019</p> <p>LAST AMEND: 06/19/2019</p> <p>LOCATION: Senate Transportation Committee</p> <p>SUMMARY: Defines a shared mobility device as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation. Requires shared mobility devices to include a single unique alphanumeric ID. Prohibits the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act.</p> <p>STATUS: 06/19/2019 From SENATE Committee on TRANSPORTATION with author's amendments. 06/19/2019 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p>CATEGORY: Active Transportation</p>
CA AB 1142	<p>AUTHOR: Friedman [D]</p> <p>TITLE: Regional Transportation Plans: Transportation Network</p> <p>INTRODUCED: 02/21/2019</p> <p>LAST AMEND: 08/12/2019</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY: Authorizes the inclusion of an indicator regarding measures of policies to increase use of existing transit in regional transportation plans. Requires, in a specified commission rulemaking relating to TNCs, any decision that the commission issues regarding data sharing to reflect the needs of governmental entities, including metropolitan planning organizations, state and local transportation agencies, and the State Air Resources Board for analyzing and planning for the impacts of TNCs.</p> <p>STATUS: 08/30/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.</p> <p>CATEGORY: Miscellaneous</p>

CA AB 1226	AUTHOR: Holden [D] TITLE: State Highways: Property Leases: Assessment INTRODUCED: 02/21/2019 LAST AMEND: 06/12/2019 LOCATION: Senate Appropriations Committee SUMMARY: Requires the Department of Transportation to assess the feasibility of constructing facilities above highways built below grade in urban areas that would be made available and leased to a city, county, or other political subdivision or another state agency for affordable housing, transitional housing, emergency shelter, feeding program, or wraparound services purposes, or any combination of thereof. STATUS: 08/30/2019 In SENATE Committee on APPROPRIATIONS: Held in committee. CATEGORY: Planning
CA AB 1286	AUTHOR: Muratsuchi [D] TITLE: Shared Mobility Devices: Agreements INTRODUCED: 02/21/2019 LAST AMEND: 06/06/2019 LOCATION: Senate Judiciary Committee SUMMARY: Requires a shared mobility service provider to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. Requires the provider to maintain a specified amount of commercial general liability insurance. Prohibits the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. Defines shared mobility device. STATUS: 06/25/2019 In SENATE Committee on JUDICIARY: Not heard. CATEGORY: Public Works
► CA AB 1350	AUTHOR: Gonzalez [D] TITLE: Free Youth Transit Passes: State Funding INTRODUCED: 02/22/2019 LAST AMEND: 01/15/2020 LOCATION: Senate SUMMARY: Requires transit agencies to offer free youth transit passes to persons under a certain age in order to be eligible for state funding under the Mills Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. Requires a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. STATUS: 01/27/2020 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (75-0) CATEGORY: Rail and Transit

CA AB 1457	AUTHOR: Gomez Reyes [D] TITLE: Omnitrans Transit District INTRODUCED: 02/22/2019 LAST AMEND: 05/24/2019 LOCATION: Senate Governance and Finance Committee SUMMARY: Creates Omnitrans Transit District in the County of San Bernardino. Provides that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa and specified portions of the unincorporated areas of the County of San Bernardino. STATUS: 06/25/2019 From SENATE Committee on TRANSPORTATION: Do pass to Committee on GOVERNANCE AND FINANCE. (11-0) CATEGORY: Rail and Transit
CA AB 1580	AUTHOR: Levine [D] TITLE: Major Infrastructure Construction Projects INTRODUCED: 02/22/2019 LAST AMEND: 07/01/2019 LOCATION: Senate Appropriations Committee SUMMARY: Requires a state agency undertaking a publicly funded transportation infrastructure construction project that is estimated to cost a specified amount or more to form an oversight committee, as provided, and to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. STATUS: 08/30/2019 In SENATE Committee on APPROPRIATIONS: Held in committee. CATEGORY: Audits, Records, Reports, and Litigation
CA AB 1770	AUTHOR: Frazier [D] TITLE: Tire Recycling Program: Rubberized Pavement INTRODUCED: 02/22/2019 LOCATION: Senate Environmental Quality Committee SUMMARY: Extends the operation of the Rubberized Pavement Market Development Act to June 30, 2024. STATUS: 06/06/2019 To SENATE Committee on ENVIRONMENTAL QUALITY. CATEGORY: Environment

CA AB 1839	AUTHOR:	Bonta [D]
	TITLE:	Climate Change: California Green New Deal Task Force
	INTRODUCED:	01/06/2020
	LAST AMEND:	05/04/2020
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	Enacts the California Green New Deal. Makes a series of legislative findings and declarations, including an enumeration of specified rights that all residents of the state have. States that the Legislature establishes specified goals that would improve the quality of many aspects of life for residents of the state. Creates the California Green New Deal Task Force to pursue strategies to fulfill the California Green New Deal.
	STATUS:	
	05/04/2020	From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
	05/04/2020	In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
	CATEGORY:	Environment

► CA AB 1845	AUTHOR:	Rivas, L [D]
	TITLE:	Homelessness: Office to End Homelessness
	INTRODUCED:	01/06/2020
	LAST AMEND:	06/04/2020
	LOCATION:	Assembly Second Reading File
	SUMMARY:	Creates, within the Governor's office, the Governor's Office to End Homelessness, which would be administered by the Secretary on Housing Insecurity and Homelessness appointed by the Governor; requires that the office serve the Governor as the lead entity for ending homelessness in California and tasks the office with coordinating the various federal, state, and local departments and agencies that provide housing and services to individuals experiencing homelessness.
	STATUS:	
	06/04/2020	In ASSEMBLY. Read second time and amended. To second reading.
	CATEGORY:	Homelessness

CA AB 1848	AUTHOR:	Lackey [R]
	TITLE:	High-Speed Rail: Metrolink Commuter Rail System
	INTRODUCED:	01/06/2020
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Appropriates a specified amount of revenues from the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system; requires those improvements to support blended operation with high-speed trainsets upon completion of specified phases of the high-speed rail system.
	STATUS:	
	01/17/2020	To ASSEMBLY Committee on TRANSPORTATION.
	CATEGORY:	Rail and Transit

CA AB 1908	AUTHOR: Chen [R] TITLE: Transportation: Homeless Encampment and Litter Program INTRODUCED: 01/08/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Requires the Department of Transportation, within its maintenance program, to establish a Homeless Encampment and Litter Program to provide timely abatement and cleanup of homeless encampments on Department property and expedited and coordinated access to housing and supportive services. Requires the Department to coordinate with homeless service provider agencies and to establish homeless adult and family multidisciplinary personnel teams.</p> STATUS: 02/27/2020 To ASSEMBLY Committees on TRANSPORTATION and HUMAN SERVICES. CATEGORY: Homelessness
CA AB 1934	AUTHOR: Voepel [R] TITLE: Planning and Zoning: Affordable Housing INTRODUCED: 01/15/2020 LOCATION: Assembly Housing and Community Development Committee SUMMARY: <p>Authorizes a development proponent to submit an application for a development to be subject to a streamlined, ministerial approval process provided that development meet specified objective planning standards, including that the development provide housing for persons and families of low or moderate income.</p> STATUS: 01/23/2020 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT. CATEGORY: Planning
CA AB 1939	AUTHOR: Gonzalez [D] TITLE: Pedicabs: Electric Bicycles INTRODUCED: 01/16/2020 LAST AMEND: 03/12/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Expands the definition of a pedicab to include electric bicycles. Expands the definition of a bicycle to include electric bicycles.</p> STATUS: 03/12/2020 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/12/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Active Transportation

CA AB 1964	<p>AUTHOR: Frazier [D]</p> <p>TITLE: Autonomous Vehicles</p> <p>INTRODUCED: 01/21/2020</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Expands the definition of the term autonomous vehicle to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle. Specifies that a vehicle is not an autonomous vehicle if it is equipped with a collision avoidance system that is not capable of driving the vehicle without the active control or monitoring of a human operator that is seated in the vehicle.</p> <p>STATUS: 01/30/2020 To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.</p> <p>CATEGORY: Miscellaneous</p>
CA AB 1991	<p>AUTHOR: Friedman [D]</p> <p>TITLE: Transit and Intercity Rail Capital Program: Tramway</p> <p>INTRODUCED: 01/27/2020</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Expands the purpose of the Transit and Intercity Rail Capital Program to authorize funding for passenger tramway transit systems.</p> <p>STATUS: 02/06/2020 To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES.</p> <p>CATEGORY: Rail and Transit</p>
CA AB 1992	<p>AUTHOR: Friedman [D]</p> <p>TITLE: Transportation: Asset Management Plan: Infrastructure</p> <p>INTRODUCED: 01/27/2020</p> <p>LAST AMEND: 03/11/2020</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: States the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. Requires updates to the State Transportation Plan to include a forecast of the impacts of climate change on transportation infrastructure.</p> <p>STATUS: 03/11/2020 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/11/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p> <p>CATEGORY: Planning</p>

CA AB 2012	AUTHOR: Chu [D] TITLE: Free Senior Transit Passes: Eligibility for Funding INTRODUCED: 01/28/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Requires transit agencies to offer free senior transit passes to persons over a certain age in order to be eligible for state funding under the Mills Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. Requires those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p> STATUS: 02/14/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Rail and Transit
► CA AB 2028	AUTHOR: Aguiar-Curry [D] TITLE: State Agencies: Meetings INTRODUCED: 01/30/2020 LOCATION: <i>Assembly Second Reading File</i> SUMMARY: <p>Requires that the notice of meeting of a state body, except for closed sessions, include all writings or materials provided for the noticed meeting to a member of the state body by staff of a state agency, board, or commission, or another member of the state body, that are in connection with a matter subject to discussion or consideration at the meeting. Requires these writings and materials to be made available on the internet at least 10 days in advance of the meeting.</p> STATUS: 06/04/2020 <i>In ASSEMBLY. Read second time and amended. To second reading.</i> CATEGORY: Miscellaneous
CA AB 2057	AUTHOR: Chiu [D] TITLE: San Francisco Bay Area: Public Transportation INTRODUCED: 02/03/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Establishes Bay Area Seamless Transit Task Force to recommend reforms that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area. Requires the Metropolitan Transportation Commission to create certain discount programs and to implement an accumulator pass. Requires the development of a standardized regional transit mapping and wayfinding system. Requires the adoption of targets for increasing the travel mode share of public transit.</p> STATUS: 05/04/2020 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 05/04/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Rail and Transit

CA AB 2062	AUTHOR: Boerner Horvath [D] TITLE: San Diego Association of Governments: LOSSAN Rail INTRODUCED: 02/04/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Appropriates funds from the General Fund to the San Diego Association of Governments to conduct a study of higher speed and safety alternatives for the LOSSAN Rail Corridor in the County of San Diego. Requires the San Diego Association of Governments to conduct the study, <i>as specified</i>, and requires the San Diego Association of Governments to submit a report to specified committees of the Legislature summarizing the results of the study.</p> STATUS: 05/04/2020 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 05/04/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Rail and Transit
CA AB 2089	AUTHOR: Rivas [D] TITLE: Environmental and Justice Empowerment Outreach Program INTRODUCED: 02/05/2020 LAST AMEND: 03/09/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: <p>Establishes the Environmental and Justice Empowerment Outreach Pilot Program, and would have the program be administered by the Strategic Growth Council as a grant pilot program for eligible community-based organizations to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities at the resident household level to provide economic savings, reduce greenhouse gas emissions, and improve resiliency to the impacts of climate change.</p> STATUS: 03/09/2020 To ASSEMBLY Committee on NATURAL RESOURCES. From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 03/09/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES. CATEGORY: Environment
CA AB 2093	AUTHOR: Gloria [D] TITLE: Public Records: Writing Transmitted by Electronic Mail INTRODUCED: 02/05/2020 LOCATION: Assembly Appropriations Committee SUMMARY: <p>Requires a public agency, for purposes of the California Public Records Act, to retain and preserve for at least 2 years every public record that is transmitted by electronic mail, unless a longer retention period is required by statute or regulation.</p> STATUS: 03/10/2020 From ASSEMBLY Committee on JUDICIARY: Do pass to Committee on APPROPRIATIONS. (10-1) CATEGORY: Miscellaneous

CA AB 2121	AUTHOR: Friedman [D] TITLE: Traffic Safety INTRODUCED: 02/06/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Requires, beginning of a specified date, and every 6 months thereafter, the Department of Transportation (Caltrans) 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.</p> STATUS: 02/20/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous
CA AB 2148	AUTHOR: Quirk [D] TITLE: Climate Change: Adaptation: Planning Groups and Plans INTRODUCED: 02/10/2020 LAST AMEND: 03/05/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: <p>Requires the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups and to develop criteria for the development of regional climate adaptation plans.</p> STATUS: 03/05/2020 To ASSEMBLY Committee on NATURAL RESOURCES. 03/05/2020 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 03/05/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES. CATEGORY: Planning
► CA AB 2151	AUTHOR: Gallagher [R] TITLE: Political Reform Act: Online Filing Disclosure INTRODUCED: 02/10/2020 LOCATION: Assembly Appropriations Committee SUMMARY: <p>Requires a local government agency to post on its internet website, within seventy two hours of the applicable filing deadline, a copy of any specified statement, report, or other document filed with that agency in paper format.</p> STATUS: 06/03/2020 In ASSEMBLY. Read second time. To Consent Calendar. . CATEGORY: Miscellaneous

CA AB 2155	AUTHOR: Obernolte [R] TITLE: Public Officers: Contract: Prohibited Interests INTRODUCED: 02/10/2020 LOCATION: Assembly Judiciary Committee SUMMARY: Amends existing law that prohibits members of the Legislature, and state and city officers or employees, from being financially interested in any contract made by them in their official capacity, and that a contract made in violation of these provisions may be avoided by any party. Defines party, for these purposes, as a state taxpayer. STATUS: 04/27/2020 To ASSEMBLY Committee on JUDICIARY. CATEGORY: Miscellaneous
► CA AB 2172	AUTHOR: Petrie-Norris [D] TITLE: State Highways: Route 133: Relinquishment INTRODUCED: 02/11/2020 LOCATION: Assembly Consent Calendar- First Legislative Day SUMMARY: Authorizes the State Transportation Commission to relinquish to the City of Laguna Beach a specified portion of Route 133 if the Department of Transportation and the city enter into an agreement providing for that relinquishment. STATUS: 06/03/2020 In ASSEMBLY. Read second time. To Consent Calendar. CATEGORY: Planning
CA AB 2176	AUTHOR: Holden [D] TITLE: Free Student Transit Passes: State Funding Eligibility INTRODUCED: 02/11/2020 LOCATION: Assembly Transportation Committee SUMMARY: Requires transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills Alquist Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. STATUS: 02/27/2020 To ASSEMBLY Committees on TRANSPORTATION and HIGHER EDUCATION. CATEGORY: Rail and Transit
CA AB 2186	AUTHOR: Grayson [D] TITLE: Public Contracting: Contractor Retention Withholding INTRODUCED: 02/11/2020 LOCATION: Assembly Local Government Committee SUMMARY: Eliminates specified limitations on a local agency's authority to prescribe payments on public contracts. The bill, however, prohibits the local agency from withholding more than 5% of the contract price for contracts for the creation, construction, alteration, repair, or improvement of any public structure, building, road, or other improvement of any kind that will exceed \$5,000 in total costs. STATUS: 02/20/2020 To ASSEMBLY Committee on LOCAL GOVERNMENT. CATEGORY: Miscellaneous

► CA AB 2194	AUTHOR: Kiley [R] TITLE: United States Senate Vacancy INTRODUCED: 02/11/2020 LAST AMEND: 05/04/2020 LOCATION: <i>Assembly Elections and Redistricting Committee</i> SUMMARY: Requires that a vacancy in the office of United States Senator be filled in the same manner as a vacancy in a congressional representative or state legislative office. STATUS: 05/08/2020 <i>In ASSEMBLY. Suspend Assembly Rule 96.</i> 05/08/2020 <i>Re-referred to ASSEMBLY Committee on ELECTIONS AND REDISTRICTING.</i> CATEGORY: Miscellaneous
► CA AB 2231	AUTHOR: Kalra [D] TITLE: <i>Public Works</i> INTRODUCED: 02/13/2020 LAST AMEND: 05/06/2020 LOCATION: <i>Assembly Third Reading File</i> SUMMARY: <i>Provides that a public subsidy is de minimis if it is less than a specified amount and percentage of total project cost. Specifies that these provisions do not apply to a project that was advertised for bid, or a contract that was awarded, before a specified date.</i> STATUS: 06/03/2020 <i>In ASSEMBLY. Read second time. To third reading.</i> CATEGORY: Labor and Employment
CA AB 2249	AUTHOR: Mathis [R] TITLE: High-Speed Rail: Legislative Oversight INTRODUCED: 02/13/2020 LOCATION: Assembly SUMMARY: Creates the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and requires the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail. STATUS: 02/13/2020 INTRODUCED. CATEGORY: Rail and Transit

CA AB 2262	AUTHOR: Berman [D] TITLE: Greenhouse Gases: Zero Emission Readiness Plans INTRODUCED: 02/14/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Requires the assessment prepared by the State Energy Resources Conservation and Development Commission to consider the different electric vehicle charging infrastructure needs of metropolitan planning areas. Requires each metropolitan transportation organization to submit to the Commission a zero emission readiness plan.</p> STATUS: 05/04/2020 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 05/04/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Environment
CA AB 2269	AUTHOR: Chau [D] TITLE: Personal Rights: Automated Decision Systems INTRODUCED: 02/14/2020 LOCATION: Assembly Privacy and Consumer Protection Committee SUMMARY: <p>Enacts the Automated Decision Systems Accountability Act of 2020. Requires a business in California that provides a person with a program or device that uses an automated decision system (ADS) to take affirmative steps to ensure that there are processes in place to continually test for biases during the development and usage of the ADS, and conduct an ADS impact assessment on its program or device to determine whether the ADS has a disproportionate adverse impact on a protected class.</p> STATUS: 04/27/2020 To ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION. CATEGORY: Information Systems
CA AB 2284	AUTHOR: Calderon [D] TITLE: Local Agency Public Construction Act: Change Orders INTRODUCED: 02/14/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Local Government Committee SUMMARY: <p>Relates to contracting by counties for county highways and county bridges and subways, and contracting by county waterworks districts. Requires that the existing caps on the extra cost of any change order be adjusted annually to reflect the percentage change in the California Consumer Price Index. Modifies the cap applicable to contracts.</p> STATUS: 05/04/2020 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 05/04/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT. CATEGORY: Labor and Employment

► CA AB 2285	AUTHOR: Assembly Transportation Committee TITLE: Transportation INTRODUCED: 02/14/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Second Reading File SUMMARY: <i>Relates to transportation financing. Extends a requirement that a certain percent of funding from the state Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program be made available for projects involving development of zero and near zero emission truck technology. Appropriates the interest earnings in the Road Maintenance and Rehabilitation Account for the State Highway Operation and Protection Program. Modifies certain traffic regulations.</i> STATUS: 06/04/2020 In ASSEMBLY. Read second time. To third reading. CATEGORY: Miscellaneous
CA AB 2307	AUTHOR: Bonta [D] TITLE: Public Employment: Labor Relations: Release Time INTRODUCED: 02/14/2020 LOCATION: Assembly Public Employment and Retirement Committee SUMMARY: Relates to specified labor laws that require public entities to grant employee representatives of employee organizations reasonable time off without loss of compensation in connection with labor relations. Prescribes requirements relating to release time that would apply to all of the public employers and employees subject to those laws. STATUS: 02/24/2020 To ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT. CATEGORY: Labor and Employment
CA AB 2310	AUTHOR: Daly [D] TITLE: Road Maintenance and Rehabilitation Account INTRODUCED: 02/14/2020 LOCATION: Assembly Transportation Committee SUMMARY: Continuously appropriates interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program. STATUS: 02/24/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous

CA AB 2320	AUTHOR: Chau [D] TITLE: Personal Information: Contractors: Cyber Insurance INTRODUCED: 02/14/2020 LOCATION: Assembly Privacy and Consumer Protection Committee SUMMARY: Requires a contract with a contractor doing business with a state agency to require that the contractor maintain cyber insurance if the contractor receives or has access to records containing personal information protected under the Information Practices Act. STATUS: 05/05/2020 In ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION: Failed passage. CATEGORY: Miscellaneous
► CA AB 2323	AUTHOR: Friedman [D] TITLE: California Environmental Quality Act: Exemptions INTRODUCED: 02/14/2020 LAST AMEND: 06/04/2020 LOCATION: Assembly Second Reading File SUMMARY: Allows a project located on a site that is included in lists regarding the presence of hazardous substances compiled by specified state agencies to be exempt from certain requirements of the Environmental Quality Act if the Department of Toxic Substances Control has cleared the site for the proposed land use. Establishes requirements for certain developments to be exempt from certain requirements of the act. STATUS: 06/04/20 In ASSEMBLY. Read second time and amended. To second reading. CATEGORY: Environment
CA AB 2337	AUTHOR: Bloom [D] TITLE: Parking Enforcement: Video Images: Los Angeles County INTRODUCED: 02/14/2020 LOCATION: Assembly Transportation Committee SUMMARY: Extends parking enforcement provisions concerning transit only traffic lanes in the Bay Area to the Los Angeles County Metropolitan Transportation Authority. Authorizes the authority to install automated forward facing parking control devices on Authority owned public transit vehicles. Authorizes the Authority to issue parking citations for any parking violation collected by those devices. STATUS: 02/24/2020 To ASSEMBLY Committees on TRANSPORTATION and PRIVACY AND CONSUMER PROTECTION. CATEGORY: Rail and Transit

► CA AB 2345	AUTHOR: Gonzalez [D] TITLE: Planning Zoning: Density Bonuses: Affordable Housing INTRODUCED: 02/18/2020 LAST AMEND: 05/22/2020 LOCATION: Assembly Second Reading File SUMMARY: Amends the Planning and Zoning Law. Requires the annual report of the planning agency of a city or county to include specified information regarding density bonuses granted in accordance with specified law. Provides for a city, county, or city and county that has adopted an ordinance pursuant to the Density Bonus Law. STATUS: 06/04/2020 In ASSEMBLY. Read Second time. To third reading. CATEGORY: Miscellaneous
CA AB 2355	AUTHOR: Bonta [D] TITLE: Employment Discrimination: Medical Cannabis INTRODUCED: 02/18/2020 LOCATION: Assembly Labor and Employment Committee SUMMARY: Makes it an unlawful employment practice for an employer or other entity to refuse to hire or employ a person, to refuse to select a person for a training program leading to employment, to bar or to discharge a person from employment or from a training program leading to employment, or to discriminate against an employee, because of the employee's status as a qualified patient, or as a person with an identification card, for purposes of medical cannabis, subject to certain exceptions. STATUS: 03/02/2020 To ASSEMBLY Committees on LABOR AND EMPLOYMENT and JUDICIARY. CATEGORY: Labor and Employment
► CA AB 2371	AUTHOR: Friedman [D] TITLE: Climate Change: Strategic Growth Council INTRODUCED: 02/18/2020 LAST AMEND: 06/04/2020 LOCATION: Assembly Second Reading File SUMMARY: Requires the Strategic Growth Council to convene a science advisory team of distinguished scientists to advise on climate planning and adaptation efforts in the state and to review and make recommendations <i>to improve climate adaptation and hazard mitigation planning, including the Safeguard California Plan.</i> STATUS: 06/04/2020 In ASSEMBLY. Read second time and amended. To second reading. CATEGORY: Planning

► CA AB 2405	AUTHOR: Burke [D] TITLE: Housing: Children and Families INTRODUCED: 02/18/2020 LAST AMEND: 06/06/2020 LOCATION: Assembly Second Reading File SUMMARY: <p>Declares that it is the policy of the state that every child and family has the right to safe, decent, and affordable housing. Requires agencies to consider that state policy when revising, adopting, or establishing policies, regulations, and grant criteria pertinent to advancing the guidelines of the Housing First policy.</p> STATUS: 06/04/2020 <i>In ASSEMBLY. Read second time and amended. To second reading.</i> CATEGORY: Miscellaneous
CA AB 2428	AUTHOR: Fong [R] TITLE: Emergency Services: Disaster Preparedness INTRODUCED: 02/19/2020 LOCATION: Assembly Governmental Organization Committee SUMMARY: <p>Requires the Office of Emergency Services to work with representatives from the access and functional needs population when updating the State Emergency Plan. Requires the Office to develop and post on its internet website a guidance document regarding best practices for, and the lessons learned regarding, emergency and natural preparedness, for use by local governments.</p> STATUS: 02/24/2020 To ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION. CATEGORY: Planning
CA AB 2452	AUTHOR: Garcia [D] TITLE: State Auditor: Audits: High Risk Local Government INTRODUCED: 02/19/2020 LOCATION: Assembly Accountability and Administrative Review Committee SUMMARY: <p>Authorizes the State Auditor to include in the high risk local government agency audit program any local agency or district association that the State Auditor identifies as being at high risk for the potential of waste, fraud, abuse, or mismanagement or that has major challenges associated with its economy, efficiency, or effectiveness.</p> STATUS: 02/27/2020 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW. CATEGORY: Audits, Reports, and Records

CA AB 2455	AUTHOR: Medina [D] TITLE: Natural Gas and Electric Battery Vehicles: Weight INTRODUCED: 02/19/2020 LOCATION: Assembly Transportation Committee SUMMARY: Authorizes a natural gas vehicle or electric battery vehicle to exceed the weight limits on the power unit. Allows a certain weight limit for a natural gas vehicle or electric battery vehicle. STATUS: 03/02/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous
► CA AB 2473	AUTHOR: Cooper [D] TITLE: Public Investment Funds INTRODUCED: 02/19/2020 LAST AMEND: 06/03/2020 LOCATION: Assembly Second Reading File SUMMARY: Exempts from disclosure under California Public Records Act specified records regarding an internally managed private loan made directly by a public investment fund, including quarterly and annual financial statements of the borrower or its constituent owners, unless the information has already been publicly released by the keeper of the information. STATUS: 06/04/2020 In ASSEMBLY. Read second time. To third reading. CATEGORY: Audits, Reports, and Records
CA AB 2514	AUTHOR: Rivas [D] TITLE: Los Angeles County Metropolitan Transportation INTRODUCED: 02/19/2020 LOCATION: Assembly Local Government Committee SUMMARY: Relates to the Los Angeles County Metropolitan Transportation Authority. Eliminates the requirement to make specified findings by a specified number of votes of the members of the Authority in order to award contracts. STATUS: 02/27/2020 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION. CATEGORY: Miscellaneous
► CA AB 2542	AUTHOR: Kalra [D] TITLE: Local Transportation Funds: Transit Assistance Programs INTRODUCED: 02/19/2020 LOCATION: Assembly Consent Calendar- First Legislative Day SUMMARY: Relates to a report by the State Transit Assistance Program which would no longer require the Controller to submit this annual report to the Legislature and would instead require the Controller to compile, publish, and make publicly available on the Controller's internet website this data and information on or before a certain date of each year. STATUS: 06/03/2020 In ASSEMBLY. Read second time. To Consent Calendar. CATEGORY: Rail and Transit

CA AB 2577	AUTHOR: Chiu [D] TITLE: Environmental Protection: Vulnerable Population INTRODUCED: 02/20/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: Requires the Office of Planning and Research and the Strategic Growth Council to identify vulnerable populations using geographic, socioeconomic, public health, social determinants of health, environmental, and climate exposure criteria. Requires the office and council, in identifying the vulnerable populations, to undertake a robust participatory process that engages members of disadvantaged communities and other populations at significant risk from climate change impacts. STATUS: 03/12/2020 To ASSEMBLY Committee on NATURAL RESOURCES. CATEGORY: Environment
► CA AB 2619	AUTHOR: Stone [D] TITLE: Program for Coastal Resilience, Adaptation, and Access INTRODUCED: 02/20/2020 LOCATION: Assembly Appropriations Committee SUMMARY: Establishes the Program for Coastal Resilience Adaption and Access for the purpose of funding specified activities intended to help the state prepare, plan, and implement actions to address and adapt to sea level rise and coastal climate change. Creates the Coastal Resilience, Adaption, and Access Fund in the State Treasury, and would authorize the California Coastal Commission and specified state agencies to expend moneys in the fund. STATUS: 06/03/2020 <i>In ASSEMBLY Committee on APPROPRIATIONS: To Suspense</i> 06/03/2020 <i>File.</i> <i>In ASSEMBLY Committee on APPROPRIATIONS: Held in</i> <i>committee.</i> CATEGORY: Environment
CA AB 2674	AUTHOR: Ting [D] TITLE: Toll Bridges: Pedestrians and Bicycles INTRODUCED: 02/20/2020 LOCATION: Assembly Transportation Committee SUMMARY: Extends the prohibition on imposing a pedestrian toll on various toll bridges until January 1, 2031. STATUS: 03/02/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Active Transportation

CA AB 2698	AUTHOR: Gray [D] TITLE: High-Speed Rail Authority: <i>Trains</i> INTRODUCED: 02/20/2020 LAST AMEND: 03/11/2020 LOCATION: Assembly Transportation Committee SUMMARY: Prohibits the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority owned rail infrastructure designed for speeds in excess of one hundred twenty five miles per hour. STATUS: 03/11/2020 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/11/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Rail and Transit
► CA AB 2730	AUTHOR: Cervantes [D] TITLE: Access and Functional Needs: Emergency Management INTRODUCED: 02/20/2020 LAST AMEND: 05/04/2020 LOCATION: <i>Assembly Second Reading File</i> SUMMARY: Requires a local transportation authority that provides paratransit services to enter into an agreement with adjacent authorities to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the jurisdiction or service area. STATUS: 06/04/2020 <i>In ASSEMBLY. Read second time. To third reading.</i> CATEGORY: Rail and Transit
► CA AB 2731	AUTHOR: Gloria [D] TITLE: California Environmental Quality Act: San Diego INTRODUCED: 02/20/2020 LAST AMEND: 06/03/2020 LOCATION: <i>Assembly Second Reading File</i> SUMMARY: Authorizes the San Diego Association of Governments to obtain site control to support the redevelopment of the Old Town Center site, including a transit and transportation facilities project, in the City of San Diego before completing the environmental review for those actions. Exempts transit oriented development projects occurring at the Old Town Center site that meet certain requirements from the requirements of CEQA. STATUS: 06/04/2020 <i>In ASSEMBLY. Read second time. To Consent Calendar.</i> CATEGORY: Rail and Transit

CA AB 2738	AUTHOR: Quirk-Silva [D] TITLE: Highway Users Tax Account: Apportionment to Counties INTRODUCED: 02/20/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Expands the purposes for which a county may spend moneys deposited into its road fund to include any street or road within the county. Concerns that if a county expends moneys received from the Highway Users Tax Account for streets and roads within the county. Requires the county to use those funds equitably throughout the county to identify and improve streets and roads that have the highest need.</p> STATUS: 03/02/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Funding
CA AB 2748	AUTHOR: Fong [R] TITLE: Consumer Credit Reports: Security Freezes INTRODUCED: 02/20/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Privacy and Consumer Protection Committee SUMMARY: <p>Includes in the definition of protected consumer, for purposes of provisions relating to security freezes by consumer credit reporting agencies, an individual who is under the jurisdiction of a county probation department, has been placed in a foster care setting, and is under a certain age at the time of the request for placement of a security freeze is made.</p> STATUS: 05/04/2020 From ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION with author's amendments. 05/04/220 In ASSEMBLY. Read second time and amended. Re-referred to Committee on PRIVACY AND CONSUMER PROTECTION. CATEGORY: Miscellaneous
CA AB 2770	AUTHOR: Gipson [R] TITLE: Vehicle Identification and Registration INTRODUCED: 02/20/2020 LOCATION: Assembly Transportation Committee SUMMARY: <p>Authorizes the use of alternative devices intended to serve in lieu of license plates authorized by the Department of Motor Vehicles pursuant to the pilot program. Requires the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions.</p> STATUS: 03/02/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Information Systems

CA AB 2777	AUTHOR: Quirk [D] TITLE: Alameda Contra Costa Transit District INTRODUCED: 02/20/2020 LOCATION: Assembly Local Government Committee SUMMARY: Repeals the authority to form a transit district under provisions of existing law. Recognizes the Alameda Contra Costa Transit District as the District formed pursuant to this authority. Designates the Alameda Contra Costa Transit District as a rapid transit district, thereby excluding the district from the definition of a local agency for purposes of existing law. STATUS: 03/12/2020 To ASSEMBLY Committee on LOCAL GOVERNMENT. CATEGORY: Rail and Transit
► CA AB 2800	AUTHOR: Quirk [D] TITLE: Climate Change: Infrastructure Planning INTRODUCED: 02/20/2020 LAST AMEND: 06/04/2020 LOCATION: Assembly Second Reading File SUMMARY: Extends provisions relating to the Climate Safe Infrastructure Working Group, whose purpose it is to exam how to integrate scientific data concerning projected climate change impacts into state infrastructure engineering, including oversight, investment, design, and construction. STATUS: 06/04/2020 <i>In ASSEMBLY. Read second time and amended. To second reading.</i> CATEGORY: Environment
CA AB 2824	AUTHOR: Bonta [D] TITLE: Bay Bridge Fast Forward Program INTRODUCED: 02/20/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Transportation Committee SUMMARY: Requires certain transportation agencies to deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, to be known collectively as the Bay Bridge Fast Forward Program. STATUS: 05/04/2020 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 05/04/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. CATEGORY: Rail and Transit

CA AB 2828	AUTHOR: Friedman [D] TITLE: Traffic Safety INTRODUCED: 02/20/2020 LOCATION: Assembly Transportation Committee SUMMARY: Requires, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. STATUS: 03/02/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Miscellaneous
► CA AB 2850	AUTHOR: Low [D] TITLE: Public Transit Employer Employee Relations INTRODUCED: 02/21/2020 LAST AMEND: 05/04/2020 LOCATION: Assembly Second Reading File SUMMARY: Requires that the Meyers-Milias-Brown Act govern the San Francisco Bay Area Rapid Transit District's employer-employee relations and that these relations be subject to the exclusive jurisdiction of, and be administered by, the Public Employment Relations Board. STATUS: 06/04/2020 <i>In ASSEMBLY. Read second time. To third reading.</i> CATEGORY: Labor and Employment
CA AB 2860	AUTHOR: O'Donnell [D] TITLE: Clean Truck, Bus, and Off Road Vehicle Program INTRODUCED: 02/21/2020 LOCATION: Assembly Transportation Committee SUMMARY: Relates to the California Global Warming Solutions Act. Supports early commercial deployment of existing zero and near zero emission heavy duty truck technology. Extends the requirement that twenty percent of that funding be made available for that same purpose. Creates a separate definition for near zero emission. Revises the definition for zero emission. STATUS: 03/05/2020 To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES. CATEGORY: Environment
CA AB 2873	AUTHOR: Kalra [D] TITLE: Public Transit Operators: Bus Procurement INTRODUCED: 02/21/2020 LOCATION: Assembly Transportation Committee SUMMARY: Requires a public transit operator to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative of the recognized organization representing bus operators for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator. STATUS: 03/05/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Rail and Transit

CA AB 2940	AUTHOR: Quirk [D] TITLE: Energy: Hydrogen INTRODUCED: 02/21/2020 LOCATION: Assembly Utilities and Energy Committee SUMMARY: Requires the Public Utilities Commission, in consultation with the Energy Commission and State Air Resources Board, to establish a critical consumption program for hydrogen production and processing, and to establish a framework for directing electricity generated by eligible renewable energy resources to the production and processing of hydrogen at specified times. STATUS: 03/05/2020 To ASSEMBLY Committees on UTILITIES AND ENERGY and NATURAL RESOURCES. CATEGORY: Miscellaneous
CA AB 2943	AUTHOR: Ting [D] TITLE: Surplus Property: Disposal INTRODUCED: 02/21/2020 LOCATION: Assembly Local Government Committee SUMMARY: Provides that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus. STATUS: 03/05/2020 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT. CATEGORY: Surplus Land
CA AB 2953	AUTHOR: Gray [D] TITLE: State Highways: Landscaping and Cleaning INTRODUCED: 02/21/2020 LOCATION: Assembly Transportation Committee SUMMARY: Requires the Department of Transportation to eliminate the use of potable groundwater from groundwater basins subject to critical conditions of overdraft for purposes of landscaping and cleaning highways except when a district director determines not doing so would threaten public health or safety. STATUS: 03/05/2020 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Environment
CA AB 2987	AUTHOR: Flora [R] TITLE: Local Agency Public Contracts: Bidding INTRODUCED: 02/21/2020 LOCATION: Assembly Local Government Committee SUMMARY: Authorizes a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. STATUS: 03/05/2020 To ASSEMBLY Committee on LOCAL GOVERNMENT. CATEGORY: Labor and Employment

► CA AB 2991	AUTHOR: Santiago [D] TITLE: Jobs and Economic Improvement Leadership Act INTRODUCED: 02/21/2020 LAST AMEND: 05/19/2020 LOCATION: Assembly Appropriations Committee SUMMARY: Relates to the Jobs and Economic Improvement Through Environmental Leadership Act of 2011. Extends the authority of the Governor to certify a project to January 1, 2025. Provides that the certification expires and is no longer valid if the lead agency fails to approve a certified project before January 1, 2026. Repeals the act on January 1, 2026. STATUS: 06/02/2020 In ASSEMBLY Committee on APPRIATIONS. Not heard. CATEGORY: Environment
CA AB 3046	AUTHOR: Mathis [R] TITLE: Energy, Environment, and Economy Council INTRODUCED: 02/21/2020 LAST AMEND: 03/10/2020 LOCATION: Assembly Natural Resources Committee SUMMARY: Establishes the Energy, Environment, and Economy Council. Requires the Council to engage with stakeholders, subject matter experts, and state and local agencies with jurisdiction relevant to environmental protection and economic vitality in order to determine the policies can be implemented to meet the state's environmental goals, while avoiding harm to the state's economy and maintaining specified protections. STATUS: 03/10/2020 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 03/10/2020 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES. CATEGORY: Environment
CA AB 3197	AUTHOR: Diep [R] TITLE: Contractors Registration Exemption INTRODUCED: 02/21/2020 LOCATION: Assembly Labor and Employment Committee SUMMARY: Defines "public works" for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Specifies that the registration requirement discussed above does not apply to services provided by a licensed architect unless those services require the payment of a prevailing wage. STATUS: 03/09/2020 To ASSEMBLY Committee on LABOR AND EMPLOYMENT. CATEGORY: Labor and Employment

► CA AB 3205	<p>AUTHOR: Salas [D] TITLE: Regions Rise Grant Program INTRODUCED: 02/21/2020 LAST AMEND: 05/19/2020 LOCATION: Assembly Second Reading File SUMMARY: Establishes the Regions Rise Grant Program for the purpose of enabling regions to collaborate and create interdisciplinary and cross-sector regional strategies to address key regional <i>barriers to prosperity to all</i>. Requires the Office of Business and Economic Development to develop an application for regions to apply for <i>competitive grants that can be spent over a period of three years</i>. STATUS: 06/04/2020 In ASSEMBLY. Read second time. To third reading. CATEGORY: Funding</p>
► CA AB 3213	<p>AUTHOR: Rivas [D] TITLE: High-Speed Rail Service: Priorities INTRODUCED: 02/21/2020 LOCATION: Assembly Appropriations Committee SUMMARY: Requires the high-speed rail authority to prioritize projects based on specified criteria. STATUS: 06/02/2020 In ASSEMBLY Committee on APPROPRIATIONS: Not heard. CATEGORY: Rail and Transit</p>
► CA AB 3216	<p>AUTHOR: Kalra [D] TITLE: Employee Leave: Authorization: COVID 19 INTRODUCED: 02/21/2020 LAST AMEND: 06/04/2020 LOCATION: Assembly Second Reading File SUMMARY: Makes it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take family and medical leave due to the coronavirus. Permits employees taking leave due to COVID 19 to continue participation in employee health plans, including life insurance or short or long term disability or accident insurance, pension and retirement plans, and supplemental unemployment benefit plans. STATUS: 06/04/2020 In ASSEMBLY. Read second time and amended. To second reading. CATEGORY: Labor and Employment</p>
CA AB 3248	<p>AUTHOR: Waldron [R] TITLE: San Diego Association of Governments INTRODUCED: 02/21/2020 LOCATION: Assembly SUMMARY: Prohibits the San Diego Association of Governments' board of directors, serving as the commission, from changing the allocation of revenues to any component of the expenditure plan contained in the TransNet Extension Ordinance by more than an unspecified percentage. STATUS: 02/21/2020 INTRODUCED. CATEGORY: Funding</p>

▶ CA AB 3278	AUTHOR:	Patterson [R]
	TITLE:	High Speed Rail Authority
	INTRODUCED:	02/21/2020
	LAST AMEND:	05/04/2020
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Amends the Safe, Reliable High Speed Passenger Train Bond Act for the 21st Century. States that passenger train service is provided by the Authority when high speed train service uses the high speed train system owned by the Authority, regardless of whether the service is provided directly by the Authority.
	STATUS:	
	06/03/2020	<i>In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.</i>
	CATEGORY:	Rail and Transit

CA AB 3331	AUTHOR:	Brough [R]
	TITLE:	State Highways: State Route 241: Reduction
	INTRODUCED:	02/21/2020
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Deletes from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.
	STATUS:	
	03/09/2020	To ASSEMBLY Committee on TRANSPORTATION.
	CATEGORY:	Planning

CA AB 3335	AUTHOR:	Friedman [D]
	TITLE:	Environmental Quality Act: Transit Projects
	INTRODUCED:	02/21/2020
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	Relates to existing law which specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. Increases that percentage to 50% for a transit priority project to meet the requirements for limited CEQA review.
	STATUS:	
	04/27/2020	To ASSEMBLY Committee on NATURAL RESOURCES.
	CATEGORY:	Environment

► CA AB 3350	AUTHOR:	Friedman [D]
	TITLE:	Federal Transportation Funds: Highway Safety
	INTRODUCED:	02/21/2020
	LAST AMEND:	05/04/2020
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Requires the Transportation Agency and the Department of Transportation to convene a workgroup to analyze the current allocations of Highway Safety Improvement Program funds and determine if revisions to the allocations could improve statewide safety outcomes.
	STATUS:	
	05/04/2020	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	05/04/2020	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
	CATEGORY:	Miscellaneous

CA ACA 1	AUTHOR:	Aguiar-Curry [D]
	TITLE:	Local Government Financing: Affordable Housing
	INTRODUCED:	12/03/2018
	LAST AMEND:	08/19/2019
	LOCATION:	Assembly Unfinished Business - Reconsideration
	SUMMARY:	Creates an exception to the 1% limit on the ad valorem property tax rate on real property that would authorize a city or county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of the voters of the city or county.
	STATUS:	
	08/19/2019	In ASSEMBLY. Read third time. Failed to pass ASSEMBLY. (44-20)
	08/19/2019	In ASSEMBLY. Motion to reconsider.
	CATEGORY:	Miscellaneous

CA ACA 2	AUTHOR:	Nazarian [D]
	TITLE:	State Tax Agency
	INTRODUCED:	12/03/2018
	LOCATION:	Assembly Revenue and Taxation Committee
	SUMMARY:	Abolishes the State Board of Equalization and instead requires the Legislature to create a state tax agency by statute for purposes of carrying out those powers, duties and responsibilities previously vested in the State Board of Equalization. Authorizes the Legislature to vest all powers, duties, and responsibilities in a single state tax agency or separately in multiple state tax agencies.
	STATUS:	
	05/24/2019	To ASSEMBLY Committee on REVENUE AND TAXATION.
	CATEGORY:	Miscellaneous

► CA ACA 5	AUTHOR: Weber [D] TITLE: Government Preferences INTRODUCED: 01/18/2019 LAST AMEND: 05/04/2020 LOCATION: Assembly Second Reading File SUMMARY: <i>Repeals provisions enacted by the initiative Proposition 209 which prohibits the state from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin, in the operation of public employment, public education, or public contracting.</i> STATUS: 06/04/2019 In ASSEMBLY. Read second time. To third reading. CATEGORY: Miscellaneous
CA ACA 21	AUTHOR: Melendez [R] TITLE: Taxation: Voter Approval INTRODUCED: 02/12/2020 LOCATION: Assembly SUMMARY: Requires any change in state statute that increases the tax liability of any taxpayer to be submitted to the electors and, if approved by a majority of votes on the issue, to take effect the day after the election unless the act provides otherwise. STATUS: 02/12/2019 INTRODUCED. CATEGORY: Miscellaneous
CA ACR 169	AUTHOR: Aguiar-Curry [D] TITLE: Women in Construction Week INTRODUCED: 02/20/2020 LOCATION: Senate Third Reading File SUMMARY: Proclaims the week of March 1, 2020, to March 7, 2020, inclusive, as Women in Construction Week. STATUS: 03/16/2020 From SENATE Committee on RULES: Ordered to third reading. 03/16/2020 In SENATE. Ordered to third reading. CATEGORY: Miscellaneous
CA SB 25	AUTHOR: Caballero [D] TITLE: CEQA: Projects Funded by Qualified Opportunity Zones INTRODUCED: 12/03/2018 LAST AMEND: 04/30/2019 LOCATION: Assembly Natural Resources Committee SUMMARY: Requires the Judicial Council to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document. STATUS: 07/08/2019 In ASSEMBLY Committee on NATURAL RESOURCES: Heard, remains in Committee. CATEGORY: Environment

CA SB 43	<p>AUTHOR: Allen [D]</p> <p>TITLE: Carbon Intensity and Pricing: Retail Products</p> <p>INTRODUCED: 12/03/2018</p> <p>LAST AMEND: 07/01/2019</p> <p>LOCATION: Assembly Revenue and Taxation Committee</p> <p>SUMMARY: Requires the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified.</p> <p>STATUS: 07/08/2019 In ASSEMBLY Committee on REVENUE AND TAXATION: Failed passage. 07/08/2019 In ASSEMBLY Committee on REVENUE AND TAXATION: Reconsideration granted.</p> <p>CATEGORY: Funding</p>
CA SB 45	<p>AUTHOR: Allen [D]</p> <p>TITLE: Carbon Intensity and Pricing: Retail Products</p> <p>INTRODUCED: 12/03/2018</p> <p>LAST AMEND: 01/23/2020</p> <p>LOCATION: Assembly</p> <p>SUMMARY: Enacts the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act, which, if approved by the voters, would authorize the issuance of bonds to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.</p> <p>STATUS: 01/29/2020 In SENATE. Read third time, urgency clause adopted. Passed SENATE. *****To ASSEMBLY. (29-6).</p> <p>CATEGORY: Funding</p>
CA SB 59	<p>AUTHOR: Allen [D]</p> <p>TITLE: Automated Vehicle Technology: Statewide Policy</p> <p>INTRODUCED: 12/19/2018</p> <p>LAST AMEND: 07/03/2019</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY: Requires the chair of the commission 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 California continues to be the world leader in autonomous, driverless, and connected vehicle technology.</p> <p>STATUS: 08/30/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.</p> <p>CATEGORY: Miscellaneous</p>

CA SB 146	AUTHOR: Beall [D] TITLE: Peninsula Rail Transit District INTRODUCED: 01/18/2019 LOCATION: Assembly Transportation Committee SUMMARY: Repeals provisions relating to the Peninsula Rail Transit District. STATUS: 05/02/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Rail and Transit
CA SB 147	AUTHOR: Beall [D] TITLE: High-Speed Rail Authority INTRODUCED: 01/18/2019 LOCATION: Senate Appropriations Committee SUMMARY: Authorizes the High-Speed Rail Authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website. STATUS: 05/02/2019 To ASSEMBLY Committee on TRANSPORTATION. CATEGORY: Audits, Records, Reports, and Litigation
CA SB 162	AUTHOR: Cathleen Galgiani [D] TITLE: State Board Of Equalization: Local Voter Approved Bond INTRODUCED: 01/24/2019 LAST AMEND: 06/19/2019 LOCATION: Assembly Revenue and Taxation Committee SUMMARY: Requires, by January 1, 2022, and January 1 of each year thereafter, a local agency to transmit specified data related to the issuance of any bonds by that local agency pursuant to the authorization of any local bond act, as defined, to the State Board of Equalization, including the amount of debt authorized by the local bond act. STATUS: 06/19/2019 In ASSEMBLY. Read second time and amended. Re-referred to Committee on REVENUE AND TAXATION. 06/19/2019 From ASSEMBLY Committee on REVENUE AND TAXATION with author's amendments. CATEGORY: Miscellaneous
CA SB 168	AUTHOR: Wieckowski [D] TITLE: Climate Change: Chief Climate Resilience Officer INTRODUCED: 01/28/2019 LAST AMEND: 06/27/2019 COMMITTEE: Assembly Appropriations Committee SUMMARY: Establishes the Chief Officer of Climate Adaptation and Resilience in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation and would specify the duties of the chief officer. STATUS: 08/30/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee. CATEGORY: Planning

► CA SB 288	<p>AUTHOR: Weiner [D]</p> <p>TITLE: Assembly Elections and Redistricting Committee</p> <p>INTRODUCED: 02/13/2019</p> <p>LAST AMEND: 06/03/2019</p> <p>LOCATION: Assembly Elections and Redistricting Committee</p> <p>SUMMARY: Permits certain persons who are not United States citizens, including lawful permanent residents and persons who are or were in deferred action status under the federal Deferred Action for Childhood Arrivals policy, to be candidates for, and members of, a county central committee of the Democratic Party or the Peace and Freedom Party, under certain conditions.</p> <p>STATUS: 06/03/2020 From ASSEMBLY Committee on ELECTIONS AND 06/03/2020 REDISTRICTING with author's amendments. In ASSEMBLY. Read second time and amended. Re-referred to Committee on ELECTIONS AND REDISTRICTING.</p> <p>CATEGORY: Miscellaneous</p>
CA SB 336	<p>AUTHOR: Dodd [D]</p> <p>TITLE: Transportation: Fully-Automated Transit Vehicles</p> <p>INTRODUCED: 02/19/2019</p> <p>LAST AMEND: 04/29/2019</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Requires a transit operator, as defined, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. Requires a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment.</p> <p>STATUS: 05/24/2019 To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.</p> <p>CATEGORY: Rail and Transit</p>
CA SB 405	<p>AUTHOR: Archuleta [D]</p> <p>TITLE: Reclaimed Asphalt Pavement: County of Los Angeles</p> <p>INTRODUCED: 02/20/2019</p> <p>LAST AMEND: 07/01/2019</p> <p>LOCATION: Assembly Inactive File</p> <p>SUMMARY: Authorizes the Department of Public Works of the County of Los Angeles to create a pilot project to demonstrate the viability of paving streets, roads and highways with hot mix asphalts composed as specified. Requires the pilot project to be conducted on streets, roads, and highways in the county and would require specific project sites in the county to be determined by the appropriate and usual process of the county.</p> <p>STATUS: 07/11/2019 In ASSEMBLY. To Inactive File.</p> <p>CATEGORY: Audits, Records, Reports, and Litigation</p>

CA SB 662	AUTHOR: Archuleta [D] TITLE: Green Electrolytic Hydrogen INTRODUCED: 02/22/2019 LAST AMEND: 04/30/2019 LOCATION: Assembly Utilities and Energy Committee SUMMARY: Requires the Public Utilities Commission and Energy Commission to take into account opportunities to increase grid responsive production of green electrolytic hydrogen for use in the transportation sector. Includes use of green electrolytic hydrogen as an alternative transportation fuel as another potential form of energy storage. STATUS: 06/13/2019 To ASSEMBLY Committee on UTILITIES AND ENERGY AND TRANSPORTATION. CATEGORY: Environment
CA SB 757	AUTHOR: Allen [D] TITLE: State Highways: Relinquishment INTRODUCED: 02/22/2019 LAST AMEND: 01/23/2020 LOCATION: Assembly SUMMARY: Deletes the requirement that certain portions to be relinquished be deleted from the state highway system by legislative enactment, except to a specified segment of Route 710. Requires the Department of Transportation to biennially make a specified report to the Transportation Commission on which state highway routes or segments primarily serve regional travel and do not primarily facilitate interregional movement of people and goods. STATUS: 01/29/2020 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (37-0) CATEGORY: Miscellaneous
► CA SB 795	AUTHOR: Beall [D] TITLE: Affordable Housing and Community Development Investment INTRODUCED: 01/06/2020 LAST AMEND: 05/06/2020 LOCATION: Senate Appropriations Committee SUMMARY: Establishes the Affordable Housing and Community Development Investment Program administered by the Affordable Housing and Community Development Investment Committee; authorizes a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district or a combination of entities to apply to participate in the program. STATUS: 05/26/2020 From SENATE Committee on HOUSING: Do pass to Committee on APPROPRIATIONS. (8-2) CATEGORY: Rail and Transit

► CA SB 895	<p>AUTHOR: Archuleta [D] TITLE: Energy: Zero-Emission Fuel, Infrastructure INTRODUCED: 01/28/2020 LOCATION: Senate Appropriations Committee SUMMARY: Requires the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission fuels, zero-emission fueling infrastructure, and zero-emission fuel transportation technologies. STATUS: 05/14/2020 From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS: Do pass to Committee on APPROPRIATIONS. (12-0) CATEGORY: Environment</p>
► CA SB 902	<p>AUTHOR: Wiener [D] TITLE: Planning and Zoning: Use by Right: Density INTRODUCED: 01/30/2020 LAST AMEND: 05/21/2020 LOCATION: Senate Appropriations Committee SUMMARY: Authorizes a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to ten units of residential density per parcel, with specified conditions. Requires the Department of Housing and Community Development to determine job rich areas and publish a map based on specified criteria. STATUS: 05/26/2020 From SENATE Committee on HOUSING. Do pass to Committee on APPROPRIATIONS. (9-0) CATEGORY: Miscellaneous</p>
CA SB 931	<p>AUTHOR: Wieckowski [D] TITLE: Local Government Meetings: Agenda and Documents INTRODUCED: 02/05/2020 LAST AMEND: 04/02/2020 LOCATION: Senate Governance and Finance Committee SUMMARY: Requires, if the local agency has an internet website to deliver by email the agendas and documents for local government meetings. Require, where the local agency determines it is technologically infeasible to send a copy of all documents constituting the agenda packet or a website link containing the documents by electronic mail or by other electronic means. STATUS: 04/20/2020 From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments. 04/20/2020 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE. CATEGORY: Miscellaneous</p>

► CA SB 937	<p>AUTHOR: Hill [D]</p> <p>TITLE: State Agencies: Web Accessibility</p> <p>INTRODUCED: 02/06/2020</p> <p>LOCATION: Senate Governmental Organization Committee</p> <p>SUMMARY:</p> <p>Authorizes a state agency to temporarily remove public documents from digital access if a justifiable impediment exists and the Director of Technology verifies the impediment prohibits full compliance and the state agency complies with certain requirements, including citing the reason for the document's removal and listing options and instructions for how to access the document offline.</p> <p>STATUS:</p> <p>05/12/2020 <i>In SENATE. 2nd committee referral withdrawn by rule.</i></p> <p>CATEGORY: Miscellaneous</p>
► CA SB 943	<p>AUTHOR: Chang [R]</p> <p>TITLE: Paid Family Leave: School Closures: Coronavirus</p> <p>INTRODUCED: 02/10/2020</p> <p>LAST AMEND: 05/19/2020</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Authorizes wage replacement benefits to workers who take time off work to care for a minor child whose school has been closed due to the coronavirus outbreak or <i>to care for a special needs child or adult, or both, due to the outbreak.</i></p> <p>STATUS:</p> <p>06/01/2020 <i>In SENATE Committee on APPROPRIATIONS: Not heard.</i></p> <p>CATEGORY: Labor and Employment</p>
CA SB 986	<p>AUTHOR: Allen [D]</p> <p>TITLE: Coastal Resources: New Development: Greenhouse Gases</p> <p>INTRODUCED: 02/12/2020</p> <p>LOCATION: Senate Natural Resources and Water Committee</p> <p>SUMMARY:</p> <p>Requires that new development under the California Coastal Act of 1976 minimize greenhouse gas emissions as specified.</p> <p>STATUS:</p> <p>02/20/2020 To SENATE Committee on NATURAL RESOURCES AND WATER.</p> <p>CATEGORY: Environment</p>
CA SB 988	<p>AUTHOR: McGuire [D]</p> <p>TITLE: Aviation Fuel</p> <p>INTRODUCED: 02/12/2020</p> <p>LOCATION: Senate Governance and Finance Committee</p> <p>SUMMARY:</p> <p>Requires an aviation fuel retailer to provide a quarterly information return, as specified, and subjects a retailer who fails to file that information return or who files an inaccurate information return a specified penalty. Exempts from those penalties a person who fails to file a return or provides information or files an inaccurate return, if that person's failure is due to reasonable cause and circumstances beyond the person's control, notwithstanding the exercise of ordinary care.</p> <p>STATUS:</p> <p>02/20/2020 To SENATE Committee on GOVERNANCE AND FINANCE.</p> <p>CATEGORY: Funding</p>

► CA SB 990	AUTHOR: Moorlach [R] TITLE: Worker Status: Independent Contractors INTRODUCED: 02/12/2020 LAST AMEND: 04/17/2020 LOCATION: Senate Labor, Public Employment and Retirement Committee SUMMARY: Repeals certain existing ABC test provisions that determine if workers are employees or independent contractors for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, and instead makes them operative on a specified date. STATUS: 05/14/2020 <i>In SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Failed passage.</i> 05/14/2020 <i>In SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT: Reconsideration granted.</i> CATEGORY: Labor and Employment
CA SB 992	AUTHOR: Beall [D] TITLE: Road Repair and Accountability Act of 2017: Website INTRODUCED: 02/12/2020 LOCATION: Senate Transportation Committee SUMMARY: Requires the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. Requires the interfact to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017. STATUS: 02/20/2020 To SENATE Committee on TRANSPORTATION. CATEGORY: Audits, Reports, Records, and Litigation
► CA SB 995	AUTHOR: Atkins [D] TITLE: Improvement Through Environmental Leadership Act INTRODUCED: 02/12/2020 LAST AMEND: 06/02/2020 LOCATION: Senate Appropriations Committee SUMMARY: <i>Requires a lead agency to prepare a master environmental impact report for a plan for housing projects where the state has provided funding for such preparation. Extends the authority of the Governor to certify a project. Provides that the certification expires and is no longer valid if the lead agency fails to approve a certified project before a specified date.</i> STATUS: 06/2/2020 <i>To SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i> CATEGORY: Environment

► CA SB 1100	<p>AUTHOR: Atkins [D] TITLE: Coastal Resources: Sea Level Rise INTRODUCED: 02/19/2020 LOCATION: Senate Natural Resources and Water Committee SUMMARY: Includes, as part of the procedures the California Coastal Commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program. Deletes the timeframe by which the Commission is required to adopt these procedures. Requires the Commission to take into account the effects of sea level rise in coastal resource planning and management policies and activities. STATUS: 05/12/2020 <i>In SENATE. 2nd & 3rd Committee referral withdrawn by rule.</i> CATEGORY: Environment</p>
► CA SB 1173	<p>AUTHOR: Durazo [D] TITLE: Public Employment: Labor Relation: Employee Information INTRODUCED: 02/20/2020 LAST AMEND: 06/02/2020 LOCATION: Senate Appropriations Committee SUMMARY: <i>Authorizes an exclusive representative to file a charge of an unfair labor practice with the Public Employment Relations Board alleging a violation of certain requirements. Conditions this authorization on the exclusive representative giving written notice to the public employer of the alleged violation and provides a public employer a limited opportunity to cure certain violations. Requires penalties to be paid to the Public Employment Relations Board.</i> STATUS: 06/02/2020 <i>From SENATE Committee on APPROPRIATIONS with author's</i> 06/02/2020 <i>amendments.</i> <i>In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</i> CATEGORY: Labor and Employment</p>
► CA SB 1183	<p>AUTHOR: Hertzberg [D] TITLE: Electric Vehicle Charging Master Plan INTRODUCED: 02/20/2020 LAST AMEND: 04/03/2020 LOCATION: Senate Energy, Utilities and Communications Committee SUMMARY: Requires the Energy Commission to conduct an assessment of certain factors and how those factors will affect the market for and technological development of electric vehicles and infrastructure. Requires the Energy Commission to convene the EV Infrastructure Council, which the bill would establish, to develop an Electric Vehicle Charging Master Plan. Requires the Energy Commission to update the plan at least once every 2 years. STATUS: 05/12/2020 <i>In SENATE. 2nd Committee referral withdrawn by rule.</i> CATEGORY: Environment</p>

CA SB 1227	AUTHOR: Skinner [D] TITLE: Road Maintenance and Rehabilitation Program INTRODUCED: 02/20/2020 LOCATION: Senate Transportation Committee SUMMARY: Deletes the condition in that requirement imposed on the Department of Transportation and those cities and counties to use advanced technologies and material recycling techniques to the extend possible. STATUS: 03/06/2020 To SENATE Committee on TRANSPORTATION. CATEGORY: Miscellaneous
► CA SB 1238	AUTHOR: Hueso [D] TITLE: <i>DOT: Recycled Plastics Study and Specifications</i> INTRODUCED: 02/20/2020 LAST AMEND: 05/22/2020 LOCATION: Senate Rules Committee SUMMARY: <i>Requires the Department of Transportation to conduct a study to assess the feasibility, cost effectiveness, and life cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. Authorizes the Department to establish specifications for the same.</i> STATUS: 05/29/2020 <i>From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-0)</i> CATEGORY: Miscellaneous
► CA SB 1258	AUTHOR: Stern [D] TITLE: Climate Technology and Infrastructure Act INTRODUCED: 02/21/2020 LOCATION: Senate Appropriations Committee SUMMARY: Enacts the California Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund. Provides financial assistance to eligible climate catalyst projects, as defined. STATUS: 05/18/2020 <i>From SENATE Committee on BUSINESS, PROFESSIONS AND ECON. DEVELOPMENT: Do pass to Committee on APPROPRIATIONS. (9-0)</i> CATEGORY: Environment

► CA SB 1273	AUTHOR: Pan [D] TITLE: Commute Benefit Policies: Sacramento Regional Districts INTRODUCED: 02/21/2020 LAST AMEND: 03/25/2020 LOCATION: Senate Transportation Committee SUMMARY: Authorizes the Sacramento Regional Transit District and the Sacramento Metropolitan Air Quality Management District to jointly adopt and revise as necessary to meet the region's changing transportation needs a commute benefit ordinance that requires covered employers operating within the district's area to offer certain employees commute benefits. STATUS: 05/12/2020 <i>In SENATE. 2nd Committee referral withdrawn by rule.</i> CATEGORY: Rail and Transit
CA SB 1283	AUTHOR: Beall [D] TITLE: Department Of Transportation: Transit Bus Pilot Program INTRODUCED: 02/21/2020 LAST AMEND: 03/26/2020 LOCATION: Senate Rules Committee SUMMARY: Authorizes the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. STATUS: 03/26/2020 From SENATE Committee on RULES with author's amendments. 03/26/2020 In SENATE. Read second time and amended. Re-referred to Committee on RULES. CATEGORY: Rail and Transit
► CA SB 1291	AUTHOR: Beall [D] TITLE: Federal Statewide Transportation Improvement Program INTRODUCED: 02/21/2020 LAST AMEND: 04/03/2020 LOCATION: Senate Appropriations Committee SUMMARY: Provides that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the Department Transportation, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the United States Department of Transportation. STATUS: 05/29/2020 <i>From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-0)</i> CATEGORY: Planning

CA SB 1297	AUTHOR: Moorlach [R] TITLE: Public Employees' Retirement INTRODUCED: 02/21/2020 LOCATION: Senate Labor, Public Employment and Retirement Committee SUMMARY: Relates to the Public Employees' Retirement System, the State Teachers' Retirement System, the Judges' Retirement System, the Judges' Retirement System II, county and district retirement systems created pursuant to the County Employees' Retirement Law of 1937. Revises the provision of pension and other benefits to members of all state or local public retirement systems, among others. STATUS: 03/05/2020 To SENATE Committee on LABOR, PUBLIC EMPLOYMENT AND RETIREMENT. CATEGORY: Labor and Employment
► CA SB 1320	AUTHOR: Stern [D] TITLE: Climate Change: California Climate Change Assessment INTRODUCED: 02/21/2020 LOCATION: Senate Appropriations Committee SUMMARY: Requires the Office of Planning and Research to develop the California Climate Change Assessment. Requires the office to conduct the assessment every 2 years and to publish the assessment in October of each odd-numbered year. STATUS: 05/26/2020 From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on APPROPRIATIONS. (6-1) CATEGORY: Miscellaneous
CA SB 1330	AUTHOR: Umberg [D] TITLE: Sales and Use Tax Law: Zero Emissions Vehicle Exemption INTRODUCED: 02/21/2020 LAST AMEND: 03/26/2020 LOCATION: Senate Natural Resources and Water Committee SUMMARY: Provides an exemption from sales and use taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than a certain amount. STATUS: 03/26/2020 From SENATE Committee on RULES with author's amendments. 03/26/2020 In SENATE. Read second time and amended. Re-referred to Committee on RULES. CATEGORY: Funding

► CA SB 1351	AUTHOR: Beall [D] TITLE: Transportation Planning INTRODUCED: 02/20/2020 LAST AMEND: 03/25/2020 LOCATION: Senate Appropriations Committee SUMMARY: Prohibits the Director of Transportation from approving an allocation of an amount greater than a certain percent of a transportation planning agency' s annual revenues. Requires rules and regulations to be updated regularly to reflect changes to transfer policies, payment methods, and any other relevant policy changes. STATUS: 05/29/2020 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-0) CATEGORY: Funding
► CA SB 1362	AUTHOR: Stern [D] TITLE: Climate Change: California Climate Change Assessment INTRODUCED: 02/21/2020 LOCATION: Senate Environmental Quality Committee SUMMARY: Requires the State Air Resources Board no later than July 1, 2021, to adopt a comprehensive strategy to achieve carbon neutrality in the state by no later than December 31, 2045. STATUS: 05/12/2020 In SENATE. 2nd Committee referral withdrawn by rule. CATEGORY: Environment
CA SB 1366	AUTHOR: Archuleta [D] TITLE: Los Angeles County Metropolitan Transport Authority INTRODUCED: 02/21/2020 LOCATION: Senate Transportation Committee SUMMARY: Requires the Los Angeles County Metropolitan Transportation Authority to include or construct 11 specified stations as part of an initial operating segment. STATUS: 03/12/2020 To SENATE Committee on TRANSPORTATION. CATEGORY: Rail and Transit
► CA SB 1373	AUTHOR: Bates [R] TITLE: San Clemente Road Construction INTRODUCED: 02/21/2020 LAST AMEND: 05/19/2020 LOCATION: Senate Appropriations Committee SUMMARY: Deletes from the state highway system the portion of State Route 241 from State Route 5 south of the City of Clemente to Oso Parkway east of the City of Mission Viejo. STATUS: 05/29/2020 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (12-0) CATEGORY: Planning

► CA SB 1383	AUTHOR: Jackson [D] TITLE: Employees: Time off INTRODUCED: 02/21/2020 LAST AMEND: 03/25/2020 LOCATION: Senate Appropriations Committee SUMMARY: <p>Authorizes an employee to take off time in excess of a certain number of hours in the case of a school closure due to an emergency declaration by a federal, state, or local government agency, up to the duration of the emergency.</p> STATUS: 06/01/2020 In SENATE Committee on APPROPRIATIONS: Not heard. CATEGORY: Labor
► CA SB 1408	AUTHOR: Dodd [D] TITLE: State Route 37 Toll Bridge Act INTRODUCED: 02/21/2020 LOCATION: Senate Transportation Committee SUMMARY: <p>Requires an unspecified authority, on behalf of the state, to operate and maintain tolling infrastructure, including by installing toll facilities, and charge and collect tolls for the use of the Sonoma Creek Bridge, and to be responsible for the design and construction of improvements on the bridge and a segment of State Route 37 between its intersections with Route 121 in the County of Sonoma and Walnut Avenue in the County of Solano.</p> STATUS: 05/12/2020 In SENATE. 2 nd Committee referral withdrawn by rule. CATEGORY: Miscellaneous
CA SB 1456	AUTHOR: Archuleta [D] TITLE: Department of Transportation INTRODUCED: 02/21/2020 LOCATION: Senate Transportation Committee SUMMARY: <p>Authorizes the Department of Transportation upon the request of the Los Angeles County Metropolitan Transportation Authority, to delegate any of its responsibilities assumed under these federal laws to the authority for the purpose of accelerating the project delivery timeline for specified transit projects.</p> STATUS: 03/12/2020 To SENATE Committee on TRANSPORTATION. CATEGORY: Transit and Rail
► CA SB 1459	AUTHOR: Caballero [D] TITLE: Transportation Development Act: Counties INTRODUCED: 02/21/2020 LAST AMEND: 03/26/2020 LOCATION: Senate Consent Calendar- Second Legislative Day SUMMARY: <p>Extends the authorization for the Stanislaus Council of Governments, and authorizes the San Luis Obispo Council of Governments, to reduce applicable ratios of fare revenues to operating cost for specified transit operators but a certain amount.</p> STATUS: 06/02/2020 In SENATE. Read second time. To Consent Calendar. CATEGORY: Transit and Rail



June 18, 2020

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Federal Legislative Status Report

Overview

Updates are provided on federal funding efforts to assist in the response to the novel coronavirus pandemic, surface transportation reauthorization legislation, and litigation on recent air quality regulations. Summaries of two transportation hearings are also provided.

Recommendation

Receive and file as an information item.

Discussion

Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act

On May 15, 2020, the House of Representatives passed the HEROES Act, which would provide approximately \$3.5 trillion in funding and economic stimulus incentives in response to the novel coronavirus (COVID-19) pandemic. Of specific importance to the Orange County Transportation Authority (OCTA), the HEROES Act would provide tens of billions of dollars in transportation funding. As of the writing of this staff report, the HEROES Act had not yet been taken up in the Senate, and reports indicated that the version of the bill that passed the House was not likely to be enacted, although it will likely form the basis of negotiations for future economic stimulus legislation.

The HEROES Act would provide \$15.75 billion in supplemental Federal Transit Administration (FTA) funding, in addition to the \$25 billion of transit funding provided by the Coronavirus Aid, Relief, and Economic Security (CARES) Act earlier this year. The HEROES Act would appropriate \$11.75 billion to the two largest transit formula programs, the FTA 5307 Urbanized Area Formula Grants program, and the FTA 5337 State of Good Repair Grants. Unlike the CARES Act, the HEROES Act limits the distribution of FTA funding to the fourteen largest

metropolitan areas. Based on initial staff estimates, Orange County would expect to receive approximately \$215 million of the formula transit funding in the HEROES Act with almost \$138 million directed to OCTA bus operations and over \$76 million allocated to Metrolink, although these preliminary estimates are subject to change. The remaining \$4 billion of FTA funding in the HEROES Act would be awarded under a new competitive program with awards prioritized for those transit agencies facing the largest revenue losses. By comparison, Orange County's share of the \$25 billion of transit funding from the CARES Act was approximately \$230 million with about \$158 million for OCTA bus operations and approximately \$68 million for Metrolink.

In order to maintain eligibility for the funding provided, the HEROES Act mandates that transit operators take specified measures to protect passengers and coach operators during the COVID-19 pandemic. Specifically, the bill mandates that transit operators require passengers to wear masks or protective face coverings while on board a public transportation vehicle. The bill also requires that transit operators provide masks or protective face coverings, gloves, and hand sanitizer to employees and contractors interacting with passengers, sanitize vehicles and stations in accordance with federal guidance, and develop a system for notifying public transportation employees of positive COVID-19 cases.

The HEROES Act would also provide \$15 billion in supplemental Federal Highway Administration (FHWA) funding, whereas the CARES Act did not provide highway funding. The HEROES Act allocates almost all of the additional highway funding to states for projects eligible under the Surface Transportation Block Grant program, one of the most flexible federal transportation funding sources, as well as administrative and operating expenses. The HEROES Act contains language distributing these funds based on the apportionment used in previous funding bills. Based on previous apportionments, OCTA's share of the supplemental highway funding is estimated to be approximately \$60 million, although this estimate, too, is subject to change.

While the HEROES Act will likely not move forward, the bill's formula funding would provide much-needed fiscal certainty as OCTA continues to respond to the COVID-19 pandemic. These additional resources will likely be necessary given the sharp decreases in sales and gas tax revenues as people stay home due to social distancing guidelines. Staff estimates that revenues from Orange County's sales tax dedicated to transportation improvements, Measure M2, may decline by as much as \$4.7 billion over the life of the measure, which runs through 2041. State sales tax revenues, which traditionally fund about half of OCTA's transit operations, may decrease by as much as 27 percent this fiscal year, if using estimates from the Governor's May Revise of the state budget. With these assumptions, even with the CARES Act funding, OCTA could face a \$115 million annual structural deficit on its transit operations.

Given the significant fiscal pressures facing OCTA, correspondence was transmitted to the Orange County Congressional delegation emphasizing the agency's support for the supplemental transportation funding in the HEROES Act. One of these letters is included for reference as Attachment A. The letter encourages Congress to consider providing supplemental transportation funding through existing formulas to maximize funding certainty in these uncertain times. OCTA's support for formula funding distributions is consistent both with the OCTA Federal Legislative Platform and the Surface Transportation Reauthorization Principles adopted by the OCTA Board of Directors (Board) on February 24, 2020. Additional updates will be provided on these efforts and on any further economic stimulus proposals as more information becomes available.

Surface Transportation Reauthorization Legislation

The Fixing America's Surface Transportation (FAST) Act, the current bill authorizing federal transportation programs, expires on September 30, 2020. The tremendous budgetary pressures resulting from the COVID-19 pandemic could lead to one, or possibly a series, of short-term extensions for federal transportation programs while Congress works on long-term surface transportation reauthorization legislation. As previously reported to the Board, the Senate Environment and Public Works Committee passed legislation last year that would authorize \$287 billion for only highway programs over five years, and the House had previously circulated an outline of its principles for surface transportation legislation.

On June 3, 2020, the House released draft legislative text for its version of a surface transportation reauthorization bill, called the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. The INVEST in America Act would authorize \$494 billion for federal transportation programs over five years, a nearly 62 percent increase over FAST Act authorization levels. The INVEST in America Act would also provide \$83.1 billion in emergency supplemental transit and highway funding to respond to the COVID-19 pandemic, including policy flexibilities to ensure this funding is used expeditiously. The \$494 billion in the INVEST in America Act would be distributed to the following programs:

- \$319 billion for FHWA highway programs – While the bill largely provides funding through existing highway programs, there are added policy provisions, discussed in greater detail below, that will change how these programs are administered.
- \$105 billion for FTA transit programs – The INVEST in America Act would provide a more than 50 percent increase for transit programs. The bill would increase bus funding by 150 percent, including a fivefold increase for the Low or No Emission Vehicle program, a discretionary grant program that funds zero-emission bus technology.

- \$60 billion for rail programs – The bill triples funding for Amtrak and creates a new rail modernization program.
- \$4.6 billion for safety programs under the National Highway Traffic Safety Administration.
- \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration.

The bill's funding increases, while they would benefit OCTA, face significant obstacles as the bill works its way through Congress. According to the Congressional Budget Office, the Highway Trust Fund (HTF) faces a \$14 billion revenue shortfall this year alone, and over the next ten years, funding transportation programs at their current levels would result in a \$189 billion cumulative deficit for the HTF. Unfortunately, these estimates do not account for the decrease in gas tax revenues as a result of the COVID-19 pandemic, making the House bill's proposed funding increases more challenging. The INVEST in America Act would increase funding for HTF programs by 46 percent, further exasperating the long-term revenue shortfall. Despite the increases in mandatory HTF programs, the INVEST in America Act would also give appropriators more power over transportation funding. The draft bill would subject almost 17 percent of transportation funding to the appropriations process, more than twice the percentage of FAST Act authorizations subject to annual funding bills. Recognizing the ongoing HTF solvency issue, the INVEST in America Act doubles funding for vehicle miles traveled pilot programs, with the goal to find long-term solution to the HTF's structural revenue deficit.

Similar to the outline of House principles released earlier this year, the INVEST in America Act contains significant legislative language to address climate change. The bill would require federal greenhouse gas emissions targets, which could conflict with state emissions laws in California. Staff is reviewing how the bill's two new climate change programs, a \$6.25 billion resiliency program and an \$8.3 billion carbon reduction program, might affect existing federal transportation programs.

The bill also includes policy changes to the administration of funding programs, including a stronger focus on fix-it-first priorities, expanded eligibility for the use of funds from the Congestion Mitigation and Air Quality program, reforms to the Capital Investment Grants program, and revisions to Buy America requirements. There are also several new funding programs created, including one for metropolitan planning organizations and another focused on projects of national and regional significance. Staff continues to review the legislation to determine implications for OCTA's ability to deliver transportation improvements and services.

As of the writing of this staff report, the bill had not yet been officially introduced. The House Transportation and Infrastructure Committee is reportedly planning to host a hearing and a markup on the INVEST in America Act in the month of June. However, many members have criticized the bill as being a partisan effort. Ultimately, the House bill will have to be reconciled with the legislation considered in the Senate. While the Senate Environment and Public Works Committee has passed a highway title, the Senate Banking, Housing, and Urban Affairs Committee and Senate Commerce, Science, and Transportation Committee must still pass transit and rail titles, respectively. Staff will continue monitoring surface transportation reauthorization proposals and provide additional details as they become available, including a verbal report on the latest developments at the June 18, 2020, meeting of the Legislative and Communications Committee.

Litigation Pertaining to Air Quality Regulations

On May 27, 2020, the State of California, on behalf of the California Air Resources Board, filed a lawsuit against the Environmental Protection Agency and the Department of Transportation challenging recent air quality regulations. The lawsuit, filed in conjunction with 22 other states, the District of Columbia, the City of Los Angeles, and other localities across the country, contests the legality of Part Two of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. As previously reported to the Board, the State had already filed a lawsuit against Part One of the SAFE Vehicles Rule. The first lawsuit is focused on California's legal authority to set its own air quality and greenhouse gas emissions standards. The latest lawsuit challenges the fuel standards for passenger cars and light trucks set by Part Two of the SAFE Vehicles Rule. The complex litigation situation is expected to take years to resolve. Staff will continue to provide updates on significant developments that may impact OCTA.

Summaries of Transportation Hearings

On June 3, 2020, the Senate Commerce, Science, and Transportation Committee held a hearing entitled, "The State of Transportation and Critical Infrastructure: Examining the Impact of the COVID-19 Pandemic." At the hearing, the Senators and witnesses discussed the importance of the CARES Act in facilitating the transportation industry's response to the COVID-19 pandemic. The discussion focused on the need to protect and strengthen supply chains, essential workers, and transportation infrastructure, including a consensus for action on infrastructure legislation. There was some disagreement, however, about the specifics of paying for infrastructure investments. The Senators and witnesses also focused on liability protections for certain industries, although detailed proposals were not discussed.


On June 4, 2020, the Senate Environment and Public Works Committee held a hearing entitled "Infrastructure: The Road to Recovery." The Senators and witnesses discussed how infrastructure legislation could create economic growth and provide certainty for transportation projects and services moving forward. There was consensus that it is an opportune moment to pass a bi-partisan long-term surface transportation legislation to spur the economy and provide the necessary predictability for transportation projects, helping prevent any disruption or delay to transportation projects, and mitigate job losses. Several times, Senators pointed to the highway legislation the committee passed last year as an example of how this could be done, with recognition of the need for it to be combined with funding for multi-modal improvements. However, there was disagreement about how to pay for such a bill, especially considering the current economic situation. While many witnesses emphasized the need to find a long-term funding solution, rather than borrowing or short-term influxes of funding, no specific funding mechanism was endorsed as the best solution. That said, several mechanisms were discussed that could be considered going forward, including a vehicle miles traveled charge, the gas tax, and tolling. Senators and witnesses largely agreed that swift action on a surface transportation bill would fund transportation improvements in communities across the country, stimulating job creation creating jobs for the tens of millions of Americans out of work as a result of the COVID-19 pandemic.

Summary

Updates are provided on the HEROES Act, surface transportation reauthorization, and air quality regulations. Summaries of two transportation hearings are also provided.

Attachments

- A. Letter from Steve Jones, Chairman, Orange County Transportation Authority Board of Directors, to Representative Harley Rouda, United States House of Representatives, dated June 5, 2020, re: Support for Transportation Funding in Future Stimulus Legislation
- B. Potomac Partners DC, Monthly Legislative Report – May 2020

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Darrell E. Johnson
Chief Executive Officer

June 5, 2020

The Honorable Harley Rouda
United States House of Representatives
2300 Rayburn House Office Building
Washington, D.C. 20515

RE: Support for Transportation Funding in Future Stimulus Legislation

Dear Representative Rouda:

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, I write to thank you for taking action to pass economic relief legislation in response to the novel coronavirus (COVID-19) pandemic. As you continue your work on future proposals, we respectfully request that you consider providing additional transportation funding via existing formula programs to provide much-needed funding certainty during these difficult times.

OCTA is grateful for the \$25 billion in transit formula funding provided by the Coronavirus Aid, Relief and Economic Security Act (CARES) Act. This funding has been critical to OCTA's effort to facilitate a comprehensive COVID-19 response. This funding will be used not only to help provide continued transit operations for essential workers and services, but also to implement precautionary measures including social distancing, enhanced safety and cleaning protocols, and the installation of hand sanitizer stations on its fleet of more than 500 buses.

While the CARES Act funding has been incredibly helpful, OCTA continues to face tremendous fiscal uncertainty given the historic declines in sales and gas tax revenues that fund federal, state, and local transportation programs. OCTA is primarily funded by local sales tax revenues, including Orange County's half-cent sales tax dedicated to transportation projects known as Measure M2. OCTA estimates that Measures M2 revenues may decline by as much as much as \$4.7 billion over the life of the measure, which runs through 2041. Similarly, state sales tax revenues, which traditionally fund about half of OCTA's transit operations, are expected to decrease by approximately 27 percent this fiscal year. As such, OCTA writes in support of efforts to provide supplemental transit and highway funding, such as that provided via existing formula programs in the House-passed Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act.

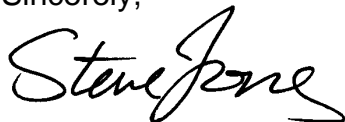
The Honorable Harley Rouda
June 5, 2020
Page 2

The HEROES Act would provide \$15.75 billion in transit formula funding in addition to the CARES Act transit funding. Even after utilizing the CARES Act funding, OCTA expects to face an estimated \$115 million annual structural deficit on its transit operations in light of the considerable revenue decreases discussed above. As such, funding provided by any supplemental stimulus bill will be critical to sustaining transit services moving forward. Therefore, OCTA strongly supports the decision in the HEROES Act to provide an additional \$11.75 billion in funding through established formula programs, which gives local agencies like OCTA funding certainty in responding to emergencies like the COVID-19 pandemic.

In addition to the additional transit funding, OCTA supports the \$15 billion in supplemental highway funding provided by the HEROES Act. The highway formula funding is intended to be used for projects eligible for the Surface Transportation Block Grant Program, one of the most flexible federal transportation funding sources, as well as for administrative and operating expenses. The HEROES Act also contains language requiring that the highway funding be distributed in a manner that is consistent with the most recent appropriations bill which gives states, and in turn local agencies, more certainty on the distribution of funding. OCTA supports the approach taken in the HEROES Act and encourages Congress to continue to appropriate emergency funding to existing funding formula distributions.

OCTA respectfully asks that future legislation provide transportation funding via existing formulas to ensure the certainty and flexibility necessary to facilitate the most effective COVID-19 response. Thank you for your consideration, and please do not hesitate to contact Kristin Jacinto, Manager of State and Federal Relations, at kjacinto@octa.net or 714-560-5754, to discuss this matter further.

Sincerely,

A handwritten signature in black ink that reads "Steve Jones". The signature is fluid and cursive, with the first name "Steve" and last name "Jones" clearly legible.

Steve Jones
Chairman

c: Darrell E. Johnson, Chief Executive Officer, OCTA
Potomac Partners, LLC

SJ:djs



Monthly Legislative Report – May 2020

May Advocacy Meetings

Due to the District of Columbia's shelter-in-place order that has been extended to June 8TH, we have been unable to have in-person meetings during the month of May. Nevertheless, we have been in regular contact with the OCTA Congressional Delegation, House T&I Committee, Senate EPW Committee, Senate Commerce Committee, Senate Banking Committee, Appropriations Committees, and other Member offices. Some of those meetings include the following:

Congressman Harley Rouda (D-CA) – We had a series of conference calls with Congressman Rouda's senior staff to discuss OCTA requests for the upcoming Surface Transportation Reauthorization and the Infrastructure Bill. During these calls we discussed OCTA's principles for reauthorization legislation. We also further discussed the decrease in projected revenue from Measure M and the impacts this will have on local project funding streams as well as the need for new funding for COVID-19 safety activities, and funding flexibilities for existing funding streams. We also provided an up-to-date overview of the County's projects, their status. We also worked with Congressman Rouda's office on a BUILD Grant support letter for OCTA sent to Secretary Chao on May 15th.

Congressman Alan Lowenthal (D-CA) – This month we conducted a series of calls with Congressman Lowenthal's office to discuss the upcoming Surface Transportation Reauthorization and the principles supported by OCTA. During these calls we also discussed a support letter for OCTA's BUILD Grant application, which Congressman Lowenthal signed. We also discussed the need for a one-time TIFIA refinancing option and the impacts of COVID-19 on Measure M funding for ongoing projects. We discussed the benefits and flexibilities provided by the Surface Transportation Block Grant and discussed support for increasing funding for this account.

Congressman Lou Correa (D-CA) – We have been in close contact with Congressman Correa and his staff this month to circulate the BUILD Grant support letter for the SR-55 project. We also discussed the funding issues resulting for the COVID-19 crisis and the provisions included in the Heroes Act. Finally, we updated the office on potential policy and funding requests for the prospective infrastructure bill that we are tracking in the House.

Congressman Mike Levin (D-CA) – We had numerous conference calls with Congressman Levin and his senior staff this month to discuss the Alternative Fuel Tax Credit issue, the effects of COVID-19 on daily operations, as well as Measure M project

funding, and our policy requests for the surface transportation reauthorization. We also discussed the possibility of including key policy requests into the infrastructure bill that could be considered in the House before the end of the summer.

Congressman Gil Cisneros (D-CA) – We had a call with senior staff in Congressman Cisneros’ office early this month to provide an update on OCTA transit services, improvement projects, and to discuss the need for additional funding flexibilities for existing funding streams. We also discussed the benefits of a one-time reduction of TIFIA loan interest to take advantage of current interest rates and discussed the substantial cost savings and benefits to critical transportation projects.

Congresswoman Katie Porter (D-CA) – We have been in contact with senior staff in Congresswoman Porter’s office this month to discuss support for OCTA’s BUILD Grant application and the support letter to Secretary Chao. We also communicated and discussed OCTA’s priorities for the Surface Transportation Reauthorization and the impacts of COVID-19 on transit services and project funding through Measure M.

Senator Kamala Harris (D-CA) – We have been in contact with staff in Senator Harris’ office to discuss OCTA’s priorities for the upcoming Surface Transportation Reauthorization. We also discussed the need for increased funding, and/or new flexibilities, to help provide COVID-19 service, including cleanings, PPE for employees, and paratransit services.

Senator Dianne Feinstein (D-CA) – We have held numerous conference calls with staff in Senator Feinstein’s office this month to discuss Heroes Act and Care Act implementation. During those conversations on the state of play of the Heroes Act in the Senate, we did mention the decrease in Measure M funding, and the funding needs for the projects that have completed their environmental review in the County. We also discussed the upcoming Surface Transportation Reauthorization and reiterated OCTA’s funding and policy requests again.

House Transportation and Infrastructure Committee – We have been in close contact with both Majority and Minority staff to discuss OCTA’s projects, progress on the Surface Transportation Reauthorization, as well as the Infrastructure bill. We specifically highlighted policy requests for that would benefit OCTA and the region for that legislation. We discussed the Alternative Fuel Tax Credit again. We also discussed the need for providing additional funding and flexibilities for the use of STBG funds.

Senate Environment and Public Works Committee – This month we communicated with various EPW staff (minority and majority) on OCTA’s Surface Transportation Reauthorization policy asks. We also specifically discussed more TIFIA reforms and changes that would benefit OCTA.

Senate Banking Committee – We had emails and phone calls with senior Senate Banking staff on the Majority and Minority to discuss the Senate’s timeline for a full Surface Transportation Reauthorization that continues to remain in flux.

Department of the Treasury – We have been in contact with intergovernmental staff at the Department of Treasury regarding guidance on stimulus fund, and disbursements to localities.

Congressional Schedule

While the Senate is expected to be in session for most of June, the House announced on Friday, May 29th, that there will be only one day of votes on June 12th. The rest of the month will be used in the House as a “committee work” period. House Majority Leader Steny Hoyer (D-MD) has told Members that he would like the House to finish the FY21 markups by the end of July.

HEROS Act Update

On May 15th, the House passed HR 6088 – The HEROS Act by a vote of 208-199. This is the fourth major stimulus bill (not including the recent bill to add funding to CARES Act programs). The HEROS Act would provide nearly \$3 trillion in direct aid to localities and states, direct payments to individuals, and several other accounts like the US Postal Service.

- The text of HR 6800 - Heroes Act, as introduced is [here](#).
- A one pager on the legislation as introduced is [here](#).
- A section-by-section summary of the legislation as introduced is [here](#).
- A resource on the state and local relief provisions of the legislation as introduced is [here](#).

The bill is not likely going to be taken up and debate in the Senate as written and Senate Majority Leader Mitch McConnell (R-KY) said the chamber will consider their coronavirus response bill - which he called the "fourth and final" measure - "in about a month." Speaking at an event in Kentucky, McConnell said the legislation could include funding for small businesses and health care but said he would not support extending the measure providing an additional \$600 per week in federal unemployment benefits.

The White House also issued a veto threat and House Republicans spent most of floor debate expressing their opposition to the bill. In the veto threat issued by the White House Office of Management and Budget, the third paragraph states that additional legislation should include a payroll tax holiday, safe-harbor provisions and liability protections, and permitting reform to facilitate infrastructure projects.

As an ongoing resource, links to the text and official summaries of each enacted and proposed stimulus bill is included below:

Stimulus 1 – H.R. 6074 (\$8.3 billion)

- Link to [Text](#)
- Link to [Summary](#)

Stimulus 2 – H.R. 6201 (Paid Leave Provisions)

- Link to [Text](#)
- Link to [Summary](#)

Stimulus 3 – H.R. 748 (CARES Act)(\$2.3 Trillion)

- Link to [Text](#)
- Link to Division B (Appropriations) [Summary](#)

Stimulus 3.5 – H.R. 266 (\$483 billion)

- Link to [Text](#)
- Link to [Summary](#)

Stimulus 4 – H.R. 6800 (\$3 Trillion - House Passed)

- Link to [Text](#)
- Link to [Summary](#)

Infrastructure Bill Update

Earlier this month we heard through a well-placed source that House Democrats will be preparing an Infrastructure bill that seems likely to become another stimulus related effort to address the job loss impact of the COVID crisis. This bill could also become included Highway Bill or Highway Bill extension measure. Similar to the HEORES Act it appears that Democrats are planning on writing this bill with very little GOP input. As a result, what we might expect is a very large Democrat wish list that tracks with many Democrat priorities such as more transit funding and increases in the discretionary grant programs. It may also include some of the elements of the "Green New Deal" we saw last year.

Once this infrastructure bill is released in the House, we expect it to follow a similar path as Heroes Act with a similar reaction in the Senate. Some on Capitol Hill, to include House T&I minority staff, believe at some point President Trump may support some version of a bipartisan infrastructure bill effort in order to fulfill a major campaign promise before the end of his term. Like the Heroes' Act, it will then eventually get negotiated with House and Senate leaders where even more House Republican T&I input could be included. To prepare for that we were told that House T&I GOP staff are readying their own principles document that would outline their "response" bill.

Remote Voting Resolution Passes House

This month the House also passed a resolution ([H.Res. 965](#)) authorizing remote voting by proxy as well as remote committee meetings for 45 days. This resolution was slated to be considered during the last House Vote when the CARES Act of was considered but was delayed due to concerns from Republicans and some Democrats. This is the first time in US history vote-by-proxy has been allowed in the House. Members with written permission may now vote on behalf of up-to ten other Members. This resolution also authorizes Committees to conduct hearings and business meetings remotely with the approval of the majority of Committee Members and directs the Chair of the Committee on House Administration to study the feasibility of using technology to conduct remote voting in the House.

COVID-19 Oversight Select Subcommittee

On April 29th, House Speaker Nancy Pelosi (D-CA) appointed seven Democratic lawmakers to the House Select Subcommittee on the Coronavirus Crisis. As we reported, the House passed a resolution last Friday establishing the select subcommittee under the House Oversight and Reform Committee to oversee the Administration's handling of the crisis and distribution of stimulus funds. Chaired by House Majority Whip James Clyburn (D-SC), the select subcommittee will now add three House Committee Chairs – Oversight Committee Chairwoman Carolyn Maloney (D-NY), Financial Services Committee Chairwoman Maxine Waters (D-CA), and Small Business Committee Chairwoman Nydia Velazquez (D-NY) – as well as members other to include Congressmen Jamie Raskin (D-MD), Bill Foster (D-IL), and Andy Kim (D-NJ). House Minority Leader Kevin McCarthy (R-CA) can appoint up to five members of the House Republican Caucus to serve on the subcommittee, although some House Republicans have called on him to not participate.

A separate bipartisan task force is looking into potentially amending House rules to allow for remote voting. This task force has also encouraged Committee leadership to begin testing online platforms for hearings which they hope to start holding again as early as June.

Upcoming Senate Hearings

The **Senate Banking Committee** will be holding a hearing on June 2nd to examine the implementation of Title IV of the CARES Act. A video of the hearing will be accessible [HERE](#). Witnesses will include:

- Mr. Thomas Quaadman - Executive Vice President U.S. Chamber, Center for Capital Markets Competitiveness
- Dr. Douglas Holtz-Eakin – President, American Action Forum
- Dr. Heidi Shierholz - Senior Economist And Director Of Policy, Economic Policy Institute

The **Senate Commerce Committee** will be holding a hearing on June 3rd to examine the “State of Transportation and Critical Infrastructure: Examining the Impact of the COVID-19 Pandemic”. A video of the hearing will be accessible [HERE](#). Witnesses will include:

- Mr. John Bozzella, President and Chief Executive Officer, Alliance for Automotive Innovation
- Mr. Randy Guillot, Chairman of the Board, American Trucking Associations
- Mr. Ian Jefferies, President and Chief Executive Officer, Association of American Railroads
- Mr. Alex Oehler, Interim President and Chief Executive Officer, Interstate Natural Gas Association of America
- Mr. Larry Willis, President, Transportation Trades Department, American Federation of Labor and Congress of Industrial Organizations (AFL-CIO)

The **Senate Environment and Public Works Committee** will be holding a hearing on June 4th to examine “Infrastructure: The Road to Recovery”. A video of the hearing will be accessible [HERE](#). The witness list has not been made public as of the writing of this report.

SMART Act - \$500 Billion legislation for States and Municipal Entities Introduced in Senate

Senators Bill Cassidy (R-LA) and Bob Menendez (D-NJ) formally introduced the *State and Municipal Assistance for Recovery and Transition (SMART) Act*. This proposal establishes a \$500 billion “SMART Fund” to continue to provide aid to state, local, and tribal governments during the coronavirus pandemic - \$484 billion to state and local governments, and \$16 billion for Native American tribes. A group of bipartisan lawmakers in the House led by Representatives Mikie Sherrill (D-NJ) and Peter King (R-NY) indicated they would be introducing the bill’s House companion. Specifically, the bill would lower the current population threshold for local governments to receive direct stabilization funding from the Treasury from 500,000 to 50,000 and would provide states and local governments with the flexibility to use this funding to cover revenue losses. Additionally, the \$484 billion would be allocated using the following formula that takes into consideration regions with the highest coronavirus-related needs:

- One-third distributed to states and territories based on their percentage of the U.S. population, with counties and municipalities each receiving one-sixth of the state allocation in proportion to their share of the state’s population;
- One-third distributed based on each state’s share of the total nationwide number of coronavirus cases, with counties and municipalities each receiving one-sixth of their state’s funding based on population;
- One-third distributed to states based on their revenue losses as a percentage of combined state-losses throughout the remainder of the year, with counties and municipalities receiving one-sixth of their state’s funding based on their revenue losses proportion to their state’s overall losses.

Treasury Opens Municipal Liquidity Facility

The **Federal Reserve** officially opened their **Municipal Liquidity Facility (MLF)** last week. The CARES Act established the MLF to assist state and local governments manage cash flow pressures related to the coronavirus pandemic by purchasing up to \$500 billion of short term municipal notes directly from states (including the District of Columbia), counties with a population of at least 500,000 people and cities with at least 250,000 people.

The most recently updated MLF term sheet is available for your reference [here](#), a list of eligible municipal issuers is available [here](#), and FAQs are available [here](#). To apply to sell municipal notes to the MLF, eligible issuers will first need to respond to the Federal Reserve-published Notice of Interest (*available [here](#)*) and if approved, the applicant will be invited to apply. A sample application may be found [here](#), and sample form documents and certifications that will be required may be found [here](#).

DOT Nominations and Senate Confirmation Updates

The Senate Commerce Committee approved the nomination of **Finch Fulton** to be Assistant Secretary of Transportation for Transportation Policy by voice this month. The committee also re-approved several nominees on a party-line basis who have been nominated by President Trump several times before and approved in committee, only to languish on the Executive Calendar until, by rule, their papers had to be returned to the President at the end of the annual session of Congress:

- **Diana Furchtgott-Roth**, to be Assistant Secretary of Transportation for Research and Technology.
- **Joseph Gruters**, to be a Member of the Amtrak Board of Directors.
- **Lynn Westmoreland**, to be a Member of the Amtrak Board of Directors.
- **Rick Dearborn**, to be a Member of the Amtrak Board of Directors.



June 18, 2020

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Request for Proposals for State Legislative Advocacy and Consulting Services

Overview

Staff is requesting Board of Directors' approval to release a request for proposals for a firm to provide state legislative advocacy and consulting services to begin when the present term for these services expires on December 31, 2020, coinciding with the 2021-22 legislative session. A draft request for proposals has been developed to initiate a competitive procurement process for these services.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 0-2369 for selection of a firm to provide state legislative advocacy and consulting services.
- B. Approve the release of Request for Proposals 0-2369 to select a firm to provide state legislative advocacy and consulting services for a two-year initial term with two, two-year option terms.

Discussion

From December 2002 until March 2014, the Orange County Transportation Authority (OCTA) contracted with Sloat Higgins Jensen and Associates (SHJA) for state legislative advocacy and consulting services. On March 10, 2014, the OCTA Board of Directors (Board) voted to end the contract with SHJA and directed staff to procure interim state advocacy services, while simultaneously beginning the process to release a new request for proposals for advocacy services to coincide with the 2015-16 state legislative session. On April 4, 2014, a contract for interim state advocacy services was entered into with Platinum Advisors, LLC (Platinum), with a scheduled contract completion date of July 31, 2014.

On June 23, 2014, the Board approved a state legislative advocacy and consulting contract with Platinum for an initial term of two-years through July 31, 2016, with two, two-year option terms. On April 25, 2016, the Board authorized exercising the first option term of the agreement and extending the term of the first option by five months through December 31, 2018. The Board then exercised the second option term of the contract on June 25, 2018. The second term will expire December 31, 2020. As part of all contracts OCTA has entered into with Platinum, the services of Topp Strategies, LLC, as a subcontractor, were included, with Moira Topp serving as the lead legislative advocate for OCTA. Since 2007, Moira Topp served as OCTA's primary legislative advocate through her former employment with SHJA and as a subcontractor on the current contract with Platinum.

The state legislative consultants represent OCTA's positions on legislation, policy issues, and funding priorities before the State Legislature and the Administration. The state legislative consultants also provide input to the OCTA legislative platform, notify staff of relevant proposed legislation, legislative activity affecting OCTA, and provide timely updates and strategy for transportation issues and events occurring in Sacramento. It is important for OCTA to retain advocacy services that the Board is most comfortable with to carry its message during the next legislative session. The next two years will bring significant challenges related to overall transportation funding and policies. This includes funding impacts from current economic decline related to the novel coronavirus pandemic, including how the State may reprioritize allocation decisions moving forward with constrained funding availability; the potential for investment in transportation projects to generate economic stimulus; and the need for flexibilities moving forward so transportation agencies can maintain transportation services and planned projects. In addition, it is anticipated that discussions will continue on several ongoing policy issues related to expanding zero-emission transportation technology, the meeting of statewide environmental goals through transportation planning and services, and the future role of toll facilities and transit within the State.

With these considerations, staff recommends to seek proposals for state legislative advocacy and consulting services for an initial two-year term from January 1, 2021 to December 31, 2022, with two, two-year option terms. This contract term not only maintains alignment with the term of each legislative session, but also is consistent with OCTA's current federal advocacy contract.

Procurement Approach

Staff is requesting that the Board approve the release of RFP 0-2369, and the evaluation criteria and weightings. The procurement will be handled in accordance with OCTA's policies and procedures for professional services. Award is recommended to the firm offering the most effective overall proposal considering such factors as staffing, prior experience with similar clients, approach to the scope of work, and expertise in the field of advocacy.

The proposed evaluation criteria and weights are as follows:

Qualifications of the Firm	25 percent
Staffing	35 percent
Work Plan	25 percent
Cost and Price	15 percent

Qualifications of the firm is weighted at 25 percent as it is important because the firm must show that it has performed these services for other similar clients and has the necessary access to the state legislators and their staff. Staffing is weighted highest at 35 percent as it is the most critical element to the success of these services. The key personnel must be knowledgeable of the political and economic climate and the ongoing transportation issues that face California. The work plan is also weighted at 25 percent as the firms must demonstrate that the firm has a good understanding of OCTA's needs and be able to advocate on OCTA's behalf. Finally, cost and price is weighted at 15 percent as firms must demonstrate that they can perform the services at maximum cost efficiencies to ensure that OCTA receives value for the services provided.

The contract for this procurement will be solicited for a two-year initial term with two, two-year option terms. The total cost of the initial term is anticipated to be approximately \$480,000.

It is proposed to utilize a process consistent with the previous state advocacy services procurements. The evaluation committee will assess the proposals utilizing the criteria and weighting approved by the Board and a shortlist of proposals will be developed, and those firms will be interviewed. The evaluation committee will consist of members of the Board, staff from the Contracts Administration and Materials Management, Government Relations, and the Executive Office.

The draft RFP is included as Attachment A. The RFP will be released upon Board approval of these recommendations.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2020-21 Budget, Government Relations, Account No. 1412-7519-A3202-K5H, and is funded through the Local Transportation Fund.

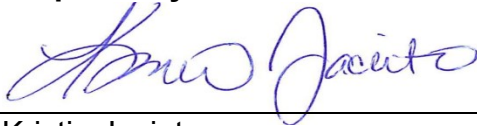
Summary

Board approval is requested to release RFP 0-2369 to initiate the competitive procurement process to select a firm to provide state legislative advocacy and consulting services, as well as approval of the proposed evaluation criteria, weights, evaluation team, and draft procurement schedule.

Attachment

- A. Draft Request for Proposals (RFP) 0-2369 – State Legislative Advocacy and Consulting Services

Prepared by:



Kristin Jacinto
Manager, State and Federal Relations
Government Relations
(714) 560-5754

Approved by:



Lance M. Larson
Executive Director,
Government Relations
(714) 560-5908



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

DRAFT REQUEST FOR PROPOSALS (RFP) 0-2369

STATE LEGISLATIVE ADVOCACY AND CONSULTING SERVICES



**ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282**

Key RFP Dates

Issue Date:	June 22, 2020
Pre-Proposal Conference Date:	July 14, 2020
Question Submittal Date:	July 20, 2020
Proposal Submittal Date:	August 14, 2020
Interview Date:	September 8, 2020

TABLE OF CONTENTS

SECTION I: INSTRUCTIONS TO OFFERORS	1
SECTION II: PROPOSAL CONTENT	8
SECTION III: EVALUATION AND AWARD	17
EXHIBIT A: SCOPE OF WORK.....	21
EXHIBIT B: COST AND PRICE FORMS	22
EXHIBIT C: PROPOSED AGREEMENT	23
EXHIBIT D: STATUS OF PAST AND PRESENT CONTRACTS FORM	24
EXHIBIT E: CAMPAIGN CONTRIBUTION DISCLOSURE FORM.....	25
EXHIBIT F: SAFETY SPECIFICATIONS	26
EXHIBIT G: PROPOSAL EXCEPTION AND/OR DEVIATIONS.....	27
EXHIBIT H: PUBLIC RECORDS ACT INDEMNIFICATION – PROPOSAL DOCUMENTS.....	28



June 22, 2020

NOTICE OF REQUEST FOR PROPOSALS (RFP)

RFP 0-2369: "STATE LEGISLATIVE ADVOCACY AND CONSULTING SERVICES"

TO: ALL OFFERORS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (Authority) invites proposals from qualified consultants to provide state legislative and advocacy and consulting services beginning January 1, 2021 through December 31, 2022, with two, two-year option terms.

Proposals must be received in the Authority's office at or before 2:00 p.m. on August 14, 2020.

Proposals delivered in person or by a means other than the U.S. Postal Service shall be submitted to the following:

**Orange County Transportation Authority
Contracts Administration and Materials Management
600 South Main Street, (Lobby Receptionist)
Orange, California 92868
Attention: Georgia Martinez, Section Manager, Procurement**

Proposals delivered using the U.S. Postal Service shall be addressed as follows:

**Orange County Transportation Authority
Contracts Administration and Materials Management
P.O. Box 14184
Orange, California 92863-1584
Attention: Georgia Martinez, Section Manager, Procurement**

Note: The Authority utilizes a third-party delivery service; therefore, please anticipate a 48-hour delay in delivery of proposals mailed to the

P.O. Box listed above. Proposals are considered received once time stamped at the Authority's physical address.

Proposals and amendments to proposals received after the date and time specified above will be returned to the Offerors unopened.

Firms interested in obtaining a copy of this RFP may do so by downloading the RFP from CAMM NET at <https://cammnet.octa.net>.

All firms interested in doing business with the Authority are required to register their business on-line at CAMM NET. The website can be found at <https://cammnet.octa.net>. From the site menu, click on CAMM NET to register.

To receive all further information regarding this RFP 0-2369, firms and subconsultants must be registered on CAMM NET with at least one of the following commodity codes for this solicitation selected as part of the vendor's on-line registration profile:

Category:
Professional Services

Commodity:
Legislative Advocacy Services -
California State
Government Relation Services

A pre-proposal conference will be held on July 14, 2020, at 10:30 a.m. **via teleconference only.**

IN-PERSON ATTENDANCE IS NOT AVAILABLE
This pre-proposal conference will be open for attendance via teleconference only. The specific call-in number for this conference is 1 (714) 558-5200 Conference ID: 51349#. The conference will begin promptly at 10:30 p.m. (PST). Callers are requested to dial in and mute the call.

All prospective Offerors are encouraged to attend the pre-proposal conference.

The Authority has established September 8, 2020, as the date to conduct interviews. All prospective Offerors will be asked to keep this date available.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of federal, state and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

SECTION I: INSTRUCTIONS TO OFFERORS

SECTION I. INSTRUCTIONS TO OFFERORS

A. PRE-PROPOSAL CONFERENCE

A pre-proposal conference will be held on July 14, 2020, at 10:30 a.m. via teleconference only.

IN-PERSON ATTENDANCE IS NOT AVAILABLE This pre-proposal conference will be open for attendance via teleconference only. The specific call-in number for this conference is 1 (714) 558-5200 Conference ID: 51349#. The conference will begin promptly at 1:30 p.m. Callers are requested to dial in and mute the call.

All prospective Offerors are encouraged to attend the pre-proposal conference.

B. EXAMINATION OF PROPOSAL DOCUMENTS

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the Authority's objectives.

C. ADDENDA

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

D. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Georgia Martinez, Section Manager, Procurement
Contracts Administration and Materials Management Department
600 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Phone: 714.560.5605, Fax: 714.560.5792
Email: gmartinez@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no proposer, subcontractor, lobbyist or

agent hired by the proposer shall have any contact or communications regarding this RFP with any Authority's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP. Contact includes face-to-face, telephone, electronic mail (e-mail) or formal written communication. Any proposer, subcontractor, lobbyist or agent hired by the proposer that engages in such prohibited communications may result in disqualification of the proposer at the sole discretion of the Authority. gmartinez@octa.net

E. CLARIFICATIONS

1. Examination of Documents

Should an Offeror require clarifications of this RFP, the Offeror shall notify the Authority in writing in accordance with Section E.2. below. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be sent to all firms registered on CAMM NET under the commodity codes specified in this RFP.

2. Submitting Requests

- a. All questions, including questions that could not be specifically answered at the pre-proposal conference must be put in writing and must be received by the Authority no later than 5:00 p.m., on July 20, 2020.
- b. Requests for clarifications, questions and comments must be clearly labeled, "Written Questions". The Authority is not responsible for failure to respond to a request that has not been labeled as such.
- c. Any of the following methods of delivering written questions are acceptable as long as the questions are received no later than the date and time specified above:
 - (1) U.S. Mail: Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, California 92863-1584.
 - (2) Personal Delivery: Contracts Administration and Materials Management Department, 600 South Main Street, Lobby Receptionist, Orange, California 92868.
 - (3) Facsimile: (714) 560-5792.
 - (4) Email: gmartinez@octa.net

3. Authority Responses

Responses from the Authority will be posted on CAMM NET, no later than July 23, 2020. Offerors may download responses from CAMM NET at <https://cammnet.octa.net>, or request responses be sent via U.S. Mail by emailing or faxing the request to Georgia Martinez, Section Manager, Procurement.

To receive email notification of Authority responses when they are posted on CAMM NET, firms and subconsultants must be registered on CAMM NET with at least one of the following commodity codes for this solicitation selected as part of the vendor's on-line registration profile:

Category:

Professional Services

Commodity:

Legislative Advocacy Services -
California State
Government Relation Services

Inquiries received after 5:00 p.m. on July 20, 2020 will not be responded to.

F. SUBMISSION OF PROPOSALS

Offeror is responsible for ensuring third-party deliveries arrive at the time and place as indicated in this RFP

1. Date and Time

Proposals must be received in the Authority's office at or before 2:00 p.m. on August 14, 2020.

Proposals received after the above-specified date and time will be returned to Offerors unopened.

2. Address

Proposals delivered in person or by a means other than the U.S. Postal Service shall be submitted to the following:

**Orange County Transportation Authority
Contracts Administration and Materials Management (CAMM)
600 South Main Street, (Lobby Receptionist)
Orange, California 92868
Attention: Georgia Martinez, Section Manager, Procurement**

Or proposals delivered using the U.S. Postal Services shall be addressed as follows:

**Orange County Transportation Authority
Contracts Administration and Materials Management (Camm)
P.O. Box 14184
Orange, California 92863-1584
Attention: Georgia Martinez, Section Manager, Procurement**

Note: The Authority utilizes a third-party delivery service; therefore, anticipate a 48-hour delay in delivery of proposals mailed to the P.O. Box listed above. Proposals are considered received once time stamped at the Authority's physical address.

3. Identification of Proposals

Offeror shall submit an **original and six (6) copies** of its proposal in a sealed package, addressed as shown above in F.2. The outer envelope must show the Offeror's name and address and clearly marked with RFP number. In addition to the above, Proposers shall also include one (1) electronic copy of their entire RFP submittal package in "PDF" format, on a CD, DVD, or flash drive.

4. Acceptance of Proposals

- a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.
- b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.
- c. The Authority reserves the right to issue a new RFP for the project.
- d. The Authority reserves the right to postpone proposal openings for its own convenience.
- e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.
- f. The Authority reserves the right to investigate the qualifications of

any Offeror, and/or require additional evidence of qualifications to perform the work.

- g. Submitted proposals are not to be copyrighted.

G. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

1. Preparing its proposal in response to this RFP;
2. Submitting that proposal to the Authority;
3. Negotiating with the Authority any matter related to this proposal; or
4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

H. JOINT OFFERS

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

I. TAXES

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Offeror is responsible for payment of all taxes for any goods, services, processes and operations incidental to or involved in the contract.

J. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

K. CONTRACT TYPE

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be a firm-fixed price contract specifying firm-fixed monthly fees for work specified in the Scope of Work, included in this RFP as Exhibit A. This agreement will include a two-year initial term beginning January 1, 2021, with two, two-year option terms.

L. CONFLICT OF INTEREST

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby Authority staff or the Board of Directors on their behalf.

Offerors hired to perform services for the Authority are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the Authority, either as a prime or subcontractor.

M. CODE OF CONDUCT

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

N. PROHIBITION

The firm(s) awarded lobbying services under this RFP will be prohibited from representing or lobbying any party competing for a contract with the Authority (either as a prime contractor or a subcontractor).

SECTION II: PROPOSAL CONTENT

SECTION II. PROPOSAL CONTENT

A. PROPOSAL FORMAT AND CONTENT

1. Format

Proposals should be typed with a standard 12-point font, double-spaced and submitted on 8 1/2" x 11" size paper, using a single method of fastening. Charts and schedules may be included in 11"x17" format. Proposals should not include any unnecessarily elaborate or promotional materials. Proposals should not exceed fifty (50) pages in length, excluding any appendices, cover letters, resumes, or forms.

2. Letter of Transmittal

The Letter of Transmittal shall be addressed to Georgia Martinez, Section Manager, Procurement and must, at a minimum, contain the following:

- a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address, and telephone number of the contact person identified during period of proposal evaluation.
- b. Identification of all proposed subcontractors including legal name of company, contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.
- c. Acknowledgement of receipt of all RFP addenda, if any.
- d. A statement to the effect that the proposal shall remain valid for a period of not less than 120 days from the date of submittal.
- e. Signature of a person authorized to bind Offeror to the terms of the proposal.
- f. Signed statement attesting that all information submitted with the proposal is true and correct.

3. Technical Proposal

a. Qualifications, Related Experience and References of Offeror

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature; demonstrated competence in the

services to be provided; strength and stability of the firm; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to:

- (1) Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.
- (2) Provide a general description of the firm's financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror's ability to complete the project.
- (3) Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, including legislative advocacy and consulting services to similar organizations, including transit agencies, transportation commissions, transportation agencies, or other similar private or public entities. Highlight the participation in such work by the key personnel proposed for assignment to this project. Describe experience in working with the various government agencies identified in this RFP.
- (4) Provide examples of the scope of work for your current clients and narrative examples of accomplishments in achieving the requirements identified in the respective scope of work.
- (5) Provide a complete list of all current clients of the firm and of the principal for this agreement.
- (6) In not more than three pages, describe your firm's success in representing public agencies or other clients.
- (7) Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.
- (8) Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.

- (9) Provide as a minimum three (3) references **presently** served by your firm in a capacity similar to that described in the Scope of Work. Include name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed.
- (10) Provide as a minimum three (3) references **previously** served by your firm within the past 5 years in a capacity similar to that described in the Scope of Work. Furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed.

b. Proposed Staffing and Project Organization

This section of the proposal should establish the method, which will be used by the Offeror to manage the project as well as identify key personnel assigned.

Offeror to:

- (1) Describe how the firm proposes to staff this engagement. Include the name of the principal, the name(s) of individuals designated to assist in this contract, and the qualifications and experience of each person named. Provide brief resumes (not more than two [2] pages each) highlighting your staff's education, experience, and applicable professional credentials of proposed staff.
- (2) Describe the principal's experience in obtaining state support and/or funding for transportation and transit projects. Describe the principal's experience in working with transportation clients and legislation and appropriations secured in the past four years. Please provide samples of projects and programs.
- (3) List the members of the Legislature with whom the principal and any individuals designated in item (1) have a special relationship and describe each relationship
- (4) List the officials of state departments, agencies, boards, and commissions with whom the principal and any individuals designated in item (1) have a special relationship and describe that relationship.
- (5) Describe the principal's relationship with the Governor and his administration.

- (6) Describe specifically how the principal and/or staff are qualified and positioned to be an effective advocate on behalf of the Authority, with one or more of the following audiences: Governor and his administration, majority party of the Legislature, minority party of the Legislature, Orange County delegation, California Transportation Commission, California Department of Transportation, and Public Utilities Commission.
- (7) Include a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

c. Work Plan

Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror's understanding of Authority's needs and requirements.

Offeror to:

- (1) Describe the approach to representing the Authority in Sacramento.
- (2) Briefly describe your outlook for the next two years on issues affecting the Authority at the state level.
- (3) Based upon your knowledge of the Authority, describe your recommendations of key advocacy goals for the 2021-22 and 2022-23 legislative sessions, and how your firm would assist the Authority in achieving those goals.
- (4) Provide samples of past reports, informational materials, and written correspondence which show specific accomplishments similar to what you would expect to accomplish for the Authority.
- (5) Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.
- (6) Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

d. Exceptions/Deviations

State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and deviations that receive a "fail" status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a "fail" status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a "fail" status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

e. Public Records Act Indemnification

Proposals received by Authority are subject to the California Public Records Act, Government Code section 6250 et seq. (the "Act"), except as otherwise provided in the Act. Proposers should familiarize themselves and exceptions thereto. In no event shall the Authority or any of its agents, representatives, consultants, directors, officers, or employees be liable to a Proposer for the disclosure of any materials or information submitted in response to the RFP. Proposers must complete and sign the Exhibit G, Public Records Act Indemnification – Proposal Documents, and submit it with the proposal. Failure to complete Exhibit G may cause the proposal to be deemed non-responsive to this RFP and may no longer continue in the evaluation process.

If a California Public Records Act request is received by Authority for the release of information identified by Proposer as propriety, trade secret, or confidential, the request will be referred to Proposer for review and consideration. If Proposer requests that the information be withheld from release, Proposer shall provide such request in writing with the legal basis under the Act for each requested withholding. Failure to notify the Authority in writing of its desire to withhold the records within three business days and/or to timely provide a legal basis for the withholding of documents, regardless of any marking or designation of such documents, shall constitute a waiver of any claims Proposer may have had related to such disclosure.

Authority will review the request, determine if the disclosure of the records is required by law, and notify Proposer of such determination. If Authority determines that the disclosure of records is required by law, Authority will notify Proposer of such determination and provide Proposer the opportunity to seek a protective order or other appropriate legal relief to protect the records.

Proposer shall defend and hold harmless Authority from any legal action arising from such withholding, as further detailed in Exhibit G, Public Records Act Indemnification – Proposal Documents.

4. Cost and Price Proposal

As part of the cost and price proposal, the Offeror shall submit proposed pricing to provide the services for each work task described in Exhibit A, Scope of Work.

The Offeror shall complete the "Price Summary Sheet" form included with this RFP (Exhibit B), and furnish any narrative required to explain the prices quoted in the schedules. It is anticipated that the Authority will issue a firm-fixed-price contract specifying firm-fixed monthly rates to complete the Scope of Work.

5. Appendices

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

B. FORMS

1. Campaign Contribution Disclosure Form

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form **must** be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to submit only **one** copy of the completed form(s) as part of its proposal and it must be included in only the **original** proposal.

2. Status of Past and Present Contracts Form

Offeror shall complete and sign the form entitled "Status of Past and Present Contracts" provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate. Offeror is required to submit one copy of the completed form(s) as part of its proposals and it should be included in only the original proposal.

3. Proposal Exceptions and/or Deviations Form

Offerors shall complete the form entitled "Proposal Exceptions and/or Deviations" provided in this RFP and submit it as part of the original

proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

4. Public Records Act Indemnification Form

Offerors shall complete and sign the form entitled “Public Records Act Indemnification” provided in this RFP and submit it as part of the original proposal. Proposers must complete and sign either Option 1 or Option 2 whichever applies.

SECTION III: EVALUATION AND AWARD

SECTION III. EVALUATION AND AWARD

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

- 1. Qualifications of the Firm 25%**

Experience in performing work of a closely similar nature; experience working with public agencies; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client references; the length of time your firm has been representing public transportation agencies.
- 2. Staffing and Project Organization 35%**

Qualifications of the principal and other staff; key personnel's level of involvement in performing the related work; principal's strong bipartisan relationships with transportation authorizing and appropriating committee's leadership and members in the Senate and Assembly; the principal's strong relationship with Transportation Committee members, and Appropriations Committee members; the principal's strong relationships with members of the Orange County Congressional Delegation; extent of any possible conflicts of interest.
- 3. Work Plan 25%**

Depth of Offeror's understanding of Authority's requirements and overall quality of work plan; logic, clarity and specificity of work plan; ability to meet deadlines; utility of suggested technical or procedural innovations; the firm's understanding of necessary advocacy goals; approach in representing Authority work in concert with Authority's policies and objectives.
- 4. Cost and Price 15%**

Reasonableness of the fixed monthly rate and competitiveness of this with other offers received; adequacy of data in support of figures quoted; cost comparison to the Authority's current state lobbyist contract; cost comparison to the Authority's budget for this contract.

B. EVALUATION PROCEDURE

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of Authority staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top-ranked proposals, firms within a

competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established September 8, 2020, as the date to conduct interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the evaluation committee will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the Legislative and Communications Committee, the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Board Committee will review the evaluation committee's recommendation and forward its decision to the full Board of Directors for final action.

C. AWARD

The Authority will evaluate the proposals received and will submit, with approval of the Legislative and Communications Committee, the proposal considered to be the most competitive to the Authority's Board of Directors, for consideration and selection. The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the Authority.

The Authority reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

The selected Offeror will be required to submit to the Authority's Accounting department a current IRS W-9 form prior to commencing work.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified via CAMM NET of the contract award. Such notification shall be made within three (3) business days of the date the contract is awarded.

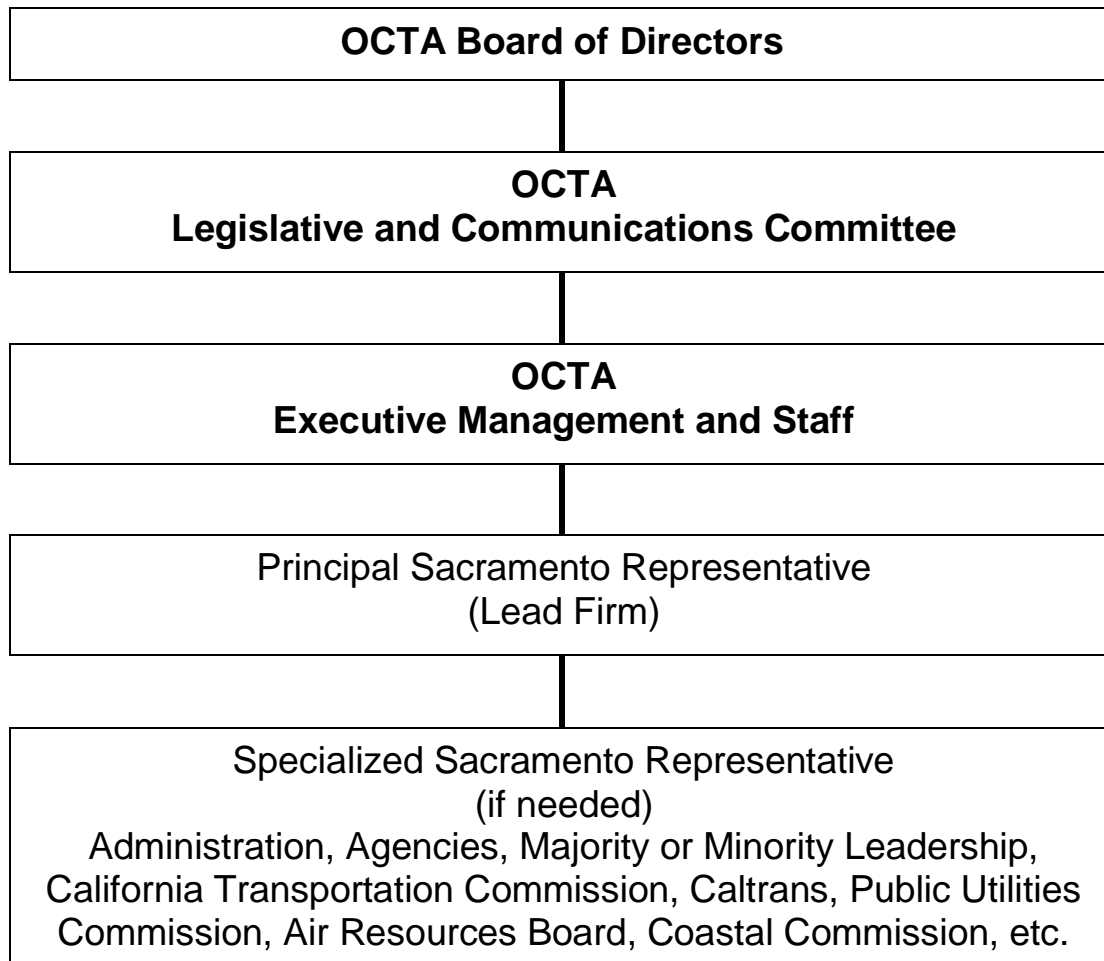
Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

EXHIBIT A: SCOPE OF WORK

**Sacramento Legislative Advocacy and Consulting Services
Scope of Work**

Reporting Relationship

The Orange County Transportation Authority's (OCTA) Manager of State and Federal Relations and/or his/her designee will be the key contact and will coordinate the work of the CONSULTANT. OCTA, at its sole discretion, may enter into more than one contract with additional firms with a Reporting Relationship of:



Role of the CONSULTANT

Under the coordination of the Manager of State and Federal Relations and/or his/her designee, the CONSULTANT shall be responsible for implementing the objectives described below.

Objectives

Objective 1: Maintain regular contact with the Governor's office; members of the Legislature and committee staff; and state departments, agencies, boards, commissions, committees, and staff to determine impending changes in laws, regulations, and funding priorities that relate to the OCTA.

- Meet with members of the Governor's office and Legislature to discuss policy issues affecting OCTA.
- Meet with members and staff of state agencies on issues that could impact the programming, delivery and funding of OCTA projects and services, including the California Transportation Commission; California State Transportation Agency; California Department of Transportation; California Air Resources Board;
- Track and attend meetings and actions by state agencies directly impacting transportation, including those associated with the Department of Finance; California Department of Tax and Fee Administration; Office of Planning and Research; California State Transportation Agency, Department of Transportation; California High-Speed Rail Authority; California Highway Patrol; California Department of Motor Vehicles; California Public Utilities Commission; California Environmental Protection Agency; and California Air Resources Board

Objective 1 Deliverable:

- Electronic reports of issues that could affect OCTA projects or funding.

Objective 2: Notify OCTA of anticipated, newly introduced or amended state legislation and proposed regulations, which could impact OCTA.

- Provide bill number and brief summary of introduced or amended state legislation via e-mail.
- Provide information relative to legislative hearings.
- Provide information on bills' sponsors, supporters, and opponents.
- Advise OCTA of proposed transportation, environmental, employment, and safety related legislation and regulations which could impact OCTA and provide copies as requested.

Objective 2 Deliverables:

- Copies of legislation, committee analyses, and proposed regulations as requested.
- Electronic notification of introduced bills and amendments, with summaries.
- Notification of legislative hearings.

Objective 3: Advocate OCTA's legislative program and positions on legislation, proposed regulations, and funding and transportation programming priorities as adopted by the Board.

- Participate in the preparation of OCTA's legislative program by informing staff of upcoming legislative proposals, budget forecasts, and potential policy issues.
- Assist in securing authors and drafting language for sponsor bills.
- Assist in drafting amendments to legislation and regulations.
- Build coalitions to support OCTA's positions on significant legislation.
- Testify on behalf of OCTA on Board-adopted positions on legislation at committee and floor hearings, as appropriate.
- Provide copies of all written correspondence, testimony, and position papers given on behalf of OCTA.
- Schedule meetings with legislators, Governor's office, and state departments for OCTA Directors and staff to advocate legislative and funding priorities.
- Participate in transit and transportation lobbying coalitions.
- Analyze and prepare advice on the proposed state budget as it relates to transportation, including, but not limited to, identifying decreases/increases in existing programs, new funding sources, and strategies to enhance transportation funding for OCTA.

Objective 3 Deliverables:

- Copies of all written correspondence, testimony, and position papers given on behalf of OCTA.
- Schedule of meetings with legislators, Governor, and administration.
- Budget analyses.

Objective 4: Provide written and oral reports.

- While the Legislature is in session, highlight significant transportation and related issues in Sacramento of importance to OCTA as needed.
- Submit a monthly written report of advocacy activities and accomplishments.
- As needed, present an in-person report to the Board or the Legislative and Communications Committee during a regular meeting. At least one in-person meeting should occur to develop legislative strategy.
- Once per month, participate via telephone in the Legislative and Communications Committee meeting or other designated committee of the Board.
- Maintain close contact with the Manager of State and Federal Relations on issues of importance.
- Provide electronic updates via e-mail to designated recipients on meetings of the Legislature, transportation issues of importance, press releases, and other issues of importance to OCTA.

Objective 4 Deliverables:

- Written reports highlighting significant transportation and related developments in Sacramento, as needed.
- Monthly written report of advocacy activities and accomplishments.
- As needed, oral presentations to the Board or Legislative and Communications Committee.
- As needed, an in-person legislative strategy session with Members of the Board of Directors.
- Monthly conference calls with the Legislative and Communications Committee or other designated committee.
- Electronic updates on issues of importance.

Objective 5: Maintain Sacramento office.

- Maintain an office in Sacramento, convenient to the State Capitol.
- Provide briefings at office prior to meetings at the Capitol.
- Have available an office for use by Board Members and staff while performing OCTA business in Sacramento.

Objective 5 Deliverable:

- Office in Sacramento.

Objective 6: Provide monthly invoices of services.

- Provide a written summary of meetings attended on behalf of OCTA.
- Provide a list of issues advocated during the month and status.

Objective 6 Deliverable:

- Monthly invoice that includes a written summary of meetings attended on behalf of OCTA and a list and status of the issues advocated for OCTA during the month.

EXHIBIT B: COST AND PRICE FORMS

PRICE SUMMARY SHEET

STATE LEGISLATIVE ADVOCACY AND CONSULTING SERVICES

Enter below the proposed firm-fixed monthly rate to perform the services described in the Scope of Work, Exhibit A. Prices shall include direct costs, indirect costs, and profits. The Authority's intention is to award a firm-fixed price contract.

Initial Term: January 1, 2021 – December 31, 2022

Fully-Burdened Monthly Rate:

Year 1 1/1/21 – 12/31/21	Year 2 1/1/22 – 12/31/22
\$ _____	\$ _____

First Option Term: January 1, 2023 through December 31, 2024

Fully-Burdened Monthly Rate:

Year 3 1/1/23 – 12/31/23	Year 4 1/1/24 – 12/31/24
\$ _____	\$ _____

Second Option Term: January 1, 2025 through December 31, 2026

Fully-Burdened Monthly Rate:

Year 5 1/1/25 – 12/31/25	Year 6 1/1/26 – 12/31/26
\$ _____	\$ _____

1. I acknowledge receipt of RFP 0-2369 and Addenda No.(s) _____
2. This offer shall remain firm for _____ days from the date of proposal
(Minimum 120)

COMPANY NAME

ADDRESS

TELEPHONE

SIGNATURE OF PERSON
AUTHORIZED TO BIND OFFEROR

SIGNATURE'S NAME AND TITLE

DATE SIGNED

EXHIBIT C: PROPOSED AGREEMENT

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EXHIBIT C

1 relinquishment of AUTHORITY's right to such performance or to future performance of such terms or
2 conditions and CONSULTANT's obligation in respect thereto shall continue in full force and effect.
3 Changes to any portion of this Agreement shall not be binding upon AUTHORITY except when
4 specifically confirmed in writing by an authorized representative of AUTHORITY by way of a written
5 amendment to this Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. AUTHORITY DESIGNEE

7 The Chief Executive Officer of AUTHORITY, or designee, shall have the authority to act for and
8 exercise any of the rights of AUTHORITY as set forth in this Agreement.

ARTICLE 3. SCOPE OF WORK

10 A. CONSULTANT shall perform the work necessary to complete in a manner satisfactory to
11 AUTHORITY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by this
12 reference, incorporated in and made a part of this Agreement. All services shall be provided at the times
13 and places designated by AUTHORITY.

14 B. CONSULTANT shall provide the personnel listed below to perform the above-specified
15 services, which persons are hereby designated as key personnel under this Agreement.

Names**Functions**

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21 C. No person named in paragraph B of this Article, or his/her successor approved by
22 AUTHORITY, shall be removed or replaced by CONSULTANT, nor shall his/her agreed-upon function or
23 level of commitment hereunder be changed, without the prior written consent of AUTHORITY. Should
24 the services of any key person become no longer available to CONSULTANT, the resume and
25 qualifications of the proposed replacement shall be submitted to AUTHORITY for approval as soon as
26 possible, but in no event later than seven (7) calendar days prior to the departure of the incumbent key

1 person, unless CONSULTANT is not provided with such notice by the departing employee. AUTHORITY
2 shall respond to CONSULTANT within seven (7) calendar days following receipt of these qualifications
3 concerning acceptance of the candidate for replacement.

4 **ARTICLE 4. TERM OF AGREEMENT**

5 A. This Agreement shall commence January 1, 2021 and shall continue in full force and effect
6 through December 31, 2022, ("Initial Term") unless earlier terminated or extended as provided in this
7 Agreement.

8 B. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement up to an
9 additional twenty-four (24) months, commencing January 1, 2023 and continuing through
10 December 31, 2024 ("First Option Term"), and thereupon require CONSULTANT to continue to provide
11 services, and otherwise perform, in accordance with Exhibit A, entitled "Scope of Work", and at the rates
12 set forth in Article 5, "Payment."

13 C. AUTHORITY, at its sole discretion, may elect to extend the term of this Agreement up to an
14 additional twenty-four (24) months, commencing January 1, 2025 and continuing through
15 December 31, 2026 ("Second Option Term"), and thereupon require CONSULTANT to continue to
16 provide services, and otherwise perform, in accordance with Exhibit A, entitled "Scope of Work", and at
17 the rates set forth in Article 5, "Payment."

18 AUTHORITY's election to extend the Agreement beyond the Initial Term shall not diminish its
19 right to terminate the Agreement for AUTHORITY's convenience or CONSULTANT's default as provided
20 elsewhere in this Agreement. The "maximum term" of this Agreement shall be the period extending from
21 January 1, 2021 through December 31, 2026, which period encompasses the Initial Term, First Option
22 Term and Second Option Term.

23 **ARTICLE 5. PAYMENT**

24 A. For CONSULTANT's full and complete performance of its obligations under this Agreement
25 and subject to the maximum cumulative payment obligation provisions set forth in Article 6, AUTHORITY
26 shall pay CONSULTANT on a firm-fixed price basis in accordance with the following provisions.

EXHIBIT C

1 B. CONSULTANT shall invoice AUTHORITY on a monthly basis for payments corresponding to
2 the work actually completed by CONSULTANT. Work completed shall be documented in a monthly
3 progress report prepared by CONSULTANT, which shall accompany each invoice submitted by
4 CONSULTANT. AUTHORITY shall pay CONSULTANT at the firm-fixed rates specified in Exhibit B,
5 entitled "Price Summary Sheet," which is attached to and by this reference, incorporated in and made a
6 part of this Agreement. These rates shall remain fixed for the term of this Agreement and are
7 acknowledged to include CONSULTANT's overhead costs, general costs, administrative costs and profit.
8 CONSULTANT shall also furnish such other information as may be requested by AUTHORITY to
9 substantiate the validity of an invoice. At its sole discretion, AUTHORITY may decline to make full
10 payment until such time as CONSULTANT has documented to AUTHORITY's satisfaction, that
11 CONSULTANT has fully completed all work required. AUTHORITY's payment in full shall constitute
12 AUTHORITY's final acceptance of CONSULTANT's work

13 C. Invoices shall be submitted by CONSULTANT on a monthly basis and shall be submitted in
14 duplicate to AUTHORITY's Accounts Payable office. CONSULTANT may also submit invoices
15 electronically to AUTHORITY's Accounts Payable Department at vendorinvoices@octa.net. Each invoice
16 shall be accompanied by the monthly progress report specified in paragraph B of this Article.
17 AUTHORITY shall remit payment within thirty (30) calendar days of the receipt and approval of each
18 invoice. Each invoice shall include the following information:

- 19 1. Agreement No. C-0-2369;
- 20 2. Specify the effort for which payment is being requested;
- 21 3. The time period covered by the invoice;
- 22 4. Total monthly invoice (including project-to-date cumulative invoice amount);
- 23 Monthly Progress Report;
- 24 5. Certification signed by the CONSULTANT or his/her designated alternate that a)
25 The invoice is a true, complete and correct statement of reimbursable costs and progress; b) The backup
26 information included with the invoice is true, complete and correct in all material respects; c) All payments

EXHIBIT C

1 due and owing to subcontractors and suppliers have been made; d) Timely payments will be made to
2 subcontractors and suppliers from the proceeds of the payments covered by the certification and; e) The
3 invoice does not include any amount which CONSULTANT intends to withhold or retain from a
4 subcontractor or supplier unless so identified on the invoice.

5 6. Any other information as agreed or requested by AUTHORITY to substantiate the
6 validity of an invoice.

7 **ARTICLE 6. MAXIMUM OBLIGATION**

8 Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and
9 CONSULTANT mutually agree that AUTHORITY's maximum cumulative payment obligation (including
10 obligation for CONSULTANT's profit) shall be _____ Dollars (\$_____.00) which shall include
11 all amounts payable to CONSULTANT for its subcontracts, leases, materials and costs arising from, or
12 due to termination of, this Agreement.

13 **ARTICLE 7. NOTICES**

14 All notices hereunder and communications regarding the interpretation of the terms of this
15 Agreement, or changes thereto, shall be effected by delivery of said notices in person or by depositing
16 said notices in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and
17 addressed as follows:

18 To CONSULTANT:

23 ATTENTION:

To AUTHORITY:

Orange County Transportation Authority

550 South Main Street

P.O. Box 14184

Orange, CA 92863-1584

ATTENTION: Georgia Martinez

Section Manager, Procurement

Ph: (714) 560 - 5605

Email: gmartinez@octa.net

ARTICLE 8. INDEPENDENT CONTRACTOR

A. CONSULTANT's relationship to AUTHORITY in the performance of this Agreement is that of an independent contractor. CONSULTANT's personnel performing services under this Agreement shall at all times be under CONSULTANT's exclusive direction and control and shall be employees of CONSULTANT and not employees of AUTHORITY. CONSULTANT shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, such as social security, income tax withholding, unemployment compensation, workers' compensation and similar matters.

B. Should CONSULTANT's personnel or a state or federal agency allege claims against AUTHORITY involving the status of AUTHORITY as employer, joint or otherwise, of said personnel, or allegations involving any other independent contractor misclassification issues, CONSULTANT shall defend and indemnify AUTHORITY in relation to any allegations made.

ARTICLE 9. INSURANCE

A. CONSULTANT shall procure and maintain insurance coverage during the entire term of this Agreement. Coverage shall be full coverage and not subject to self-insurance provisions. CONSULTANT shall provide the following insurance coverage:

1. Commercial General Liability, to include Products/Completed Operations, Independent Contractors', Contractual Liability, and Personal Injury Liability, and Property Damage with a minimum limit of \$1,000,000.00 per occurrence and \$2,000,000.00 general aggregate;

2. Automobile Liability Insurance to include owned, hired and non-owned autos with a combined single limit of \$1,000,000.00 each accident;

3. Workers' Compensation with limits as required by the State of California including a waiver of subrogation in favor of AUTHORITY, its officers, directors, employees or agents;

4. Employers' Liability with minimum limits of \$1,000,000.00; and

5. Professional Liability with minimum limits of \$1,000,000.00 per claim.

B. Proof of such coverage, in the form of a certificate of insurance, with the AUTHORITY, its

EXHIBIT C

1 officers, directors, employees and agents, designated as additional insureds as required by contract. In
2 addition, provide an insurance policy blanket additional insured endorsement. Both documents must be
3 received by AUTHORITY prior to commencement of any work. Proof of insurance coverage must be
4 received by AUTHORITY within ten (10) calendar days from the effective date of this Agreement. Such
5 insurance shall be primary and non-contributive to any insurance or self-insurance maintained by the
6 AUTHORITY. Furthermore, AUTHORITY reserves the right to request certified copies of all related
7 insurance policies.

8 C. CONSULTANT shall include on the face of the certificate of insurance the Agreement Number
9 C-0-2369; and, Georgia Martinez, Section Manager, Procurement.

10 D. CONSULTANT shall also include in each subcontract the stipulation that subcontractors shall
11 maintain insurance coverage in the amounts required from CONSULTANT as provided in this Agreement.

12 E. CONSULTANT shall be required to immediately notify AUTHORITY of any modifications or
13 cancellation of any required insurance policies.

14 **ARTICLE 10. ORDER OF PRECEDENCE**

15 Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence:
16 (1) the provisions of this Agreement, including all exhibits; (2) the provisions of RFP 0-2369 ;(3)
17 CONSULTANT's proposal dated _____; (4) all other documents, if any, cited herein or incorporated
18 by reference.

19 **ARTICLE 11. CHANGES**

20 By written notice or order, AUTHORITY may, from time to time, order work suspension and/or
21 make changes in the general scope of this Agreement, including, but not limited to, the services furnished
22 to AUTHORITY by CONSULTANT as described in the Scope of Work. If any such work suspension or
23 change causes an increase or decrease in the price of this Agreement, or in the time required for its
24 performance, CONSULTANT shall promptly notify AUTHORITY thereof and assert its claim for
25 adjustment within ten (10) calendar days after the change or work suspension is ordered, and an
26 equitable adjustment shall be negotiated. However, nothing in this clause shall excuse CONSULTANT

1 from proceeding immediately with the Agreement as changed.

2 **ARTICLE 12. DISPUTES**

3 A. Except as otherwise provided in this Agreement, when a dispute arises between
4 CONSULTANT and AUTHORITY, the project managers shall meet to resolve the issue. If project
5 managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of Contracts
6 Administration and Materials Management (CAMP), who shall reduce the decision to writing and mail or
7 otherwise furnish a copy thereof to CONSULTANT. The decision of the Director, CAMP, shall be the
8 final and conclusive administrative decision.

9 B. Pending final decision of a dispute hereunder, CONSULTANT shall proceed diligently with
10 the performance of this Agreement and in accordance with the decision of AUTHORITY's Director,
11 CAMP. Nothing in this Agreement, however, shall be construed as making final the decision of any
12 AUTHORITY official or representative on a question of law, which questions shall be settled in
13 accordance with the laws of the State of California.

14 **ARTICLE 13. TERMINATION**

15 A. AUTHORITY may terminate this Agreement for its convenience at any time, in whole or part,
16 by giving CONSULTANT written notice thereof. Upon said notice, AUTHORITY shall pay CONSULTANT
17 its allowable costs incurred to date of termination and those allowable costs determined by AUTHORITY
18 to be reasonably necessary to effect such termination. Thereafter, CONSULTANT shall have no further
19 claims against AUTHORITY under this Agreement.

20 B. In the event either Party defaults in the performance of any of their obligations under this
21 Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the
22 option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party. Upon
23 receipt of such notice, CONSULTANT shall immediately cease work, unless the notice from AUTHORITY
24 provides otherwise. Upon receipt of the notice from AUTHORITY, CONSULTANT shall submit an invoice
25 for work and/or services performed prior to the date of termination. AUTHORITY shall pay
26 CONSULTANT for work and/or services satisfactorily provided to the date of termination in compliance

1 with this Agreement. Thereafter, CONSULTANT shall have no further claims against AUTHORITY under
2 this Agreement. AUTHORITY shall not be liable for any claim of lost profits or damages for such
3 termination.

4 **ARTICLE 14. INDEMNIFICATION**

5 CONSULTANT shall indemnify, defend, and hold harmless AUTHORITY, its officers, directors,
6 employees and agents from and against any and all claims (including attorneys' fees and reasonable
7 expenses for litigation or settlement) for any loss, costs, penalties, fines, damages, bodily injuries,
8 including death, damage to or loss of use of property, arising out of, resulting from, or in connection with
9 the performance of CONSULTANT, its officers, directors, employees, agents, subconsultants or suppliers
10 under the Agreement. Notwithstanding the foregoing, such obligation to defend, hold harmless, and
11 indemnify AUTHORITY, its officers, directors, employees and agents shall not apply to such claims or
12 liabilities arising from the sole or active negligence or willful misconduct of AUTHORITY.

13 **ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS**

14 A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by
15 CONSULTANT either voluntarily or by operation of law, nor may all or any part of this Agreement be
16 subcontracted by CONSULTANT, without the prior written consent of AUTHORITY. Consent by
17 AUTHORITY shall not be deemed to relieve CONSULTANT of its obligations to comply fully with all terms
18 and conditions of this Agreement.

19 B. AUTHORITY hereby consents to CONSULTANT's subcontracting portions of the Scope of
20 Work to the parties identified below for the functions described in CONSULTANT's proposal.
21 CONSULTANT shall include in the subcontract agreement the stipulation that CONSULTANT, not
22 AUTHORITY, is solely responsible for payment to the subcontractor for the amounts owing and that the
23 subcontractor shall have no claim, and shall take no action, against AUTHORITY, its officers, directors,
24 employees or sureties for nonpayment by CONSULTANT.

25 /

26 /

Subcontractor Name/AddressesSubcontractor Amounts

.00

.00

ARTICLE 16. AUDIT AND INSPECTION OF RECORDS

CONSULTANT shall provide AUTHORITY, or other agents of AUTHORITY, such access to CONSULTANT's accounting books, records, payroll documents and facilities, as AUTHORITY deems necessary. CONSULTANT shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONSULTANT's performance hereunder and for a period of four (4) years from the date of final payment by AUTHORITY. AUTHORITY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15 of this Agreement. CONSULTANT shall permit any of the foregoing parties to reproduce documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

ARTICLE 17. CONFLICT OF INTEREST

CONSULTANT agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, the CONSULTANT is unable, or potentially unable to render impartial assistance or advice to the AUTHORITY; CONSULTANT's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or the CONSULTANT has an unfair competitive advantage. CONSULTANT is obligated to fully disclose to the AUTHORITY in writing Conflict of Interest issues as soon as they are known to the CONSULTANT. All disclosures must be submitted in writing to AUTHORITY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

ARTICLE 18. CODE OF CONDUCT

CONSULTANT agrees to comply with the AUTHORITY's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. CONSULTANT agrees to include these requirements in all of its subcontracts.

ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES

CONSULTANT and all subconsultants performing work under this Agreement, shall be prohibited from concurrently representing or lobbying for any other party competing for a contract with AUTHORITY, either as a prime consultant or subconsultant. Failure to refrain from such representation may result in termination of this Agreement.

ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS

CONSULTANT warrants that in the performance of this Agreement, it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder.

ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY

In connection with its performance under this Agreement, CONSULTANT shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. CONSULTANT shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ARTICLE 22. PROHIBITED INTERESTS

CONSULTANT covenants that, for the term of this Agreement, no director, member, officer or employee of AUTHORITY during his/her tenure in office or for one (1) year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS

A. The originals of all letters, documents, reports and other products and data produced under this Agreement shall be delivered to, and become the property of AUTHORITY. Copies may be made for CONSULTANT's records but shall not be furnished to others without written authorization from AUTHORITY. Such deliverables shall be deemed works made for hire and all rights in copyright therein

1 shall be retained by AUTHORITY.

2 B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings,
3 descriptions, and all other written information submitted to CONSULTANT in connection with the
4 performance of this Agreement shall not, without prior written approval of AUTHORITY, be used for any
5 purposes other than the performance under this Agreement, nor be disclosed to an entity not connected
6 with the performance of the project. CONSULTANT shall comply with AUTHORITY's policies regarding
7 such material. Nothing furnished to CONSULTANT, which is otherwise known to CONSULTANT or is or
8 becomes generally known to the related industry shall be deemed confidential. CONSULTANT shall not
9 use AUTHORITY's name, photographs of the project, or any other publicity pertaining to the project in
10 any professional publication, magazine, trade paper, newspaper, seminar or other medium without the
11 express written consent of AUTHORITY.

12 C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be
13 released by CONSULTANT to any other person or agency except after prior written approval by
14 AUTHORITY, except as necessary for the performance of services under this Agreement. All press
15 releases, including graphic display information to be published in newspapers, magazines, etc., are to be
16 handled only by AUTHORITY unless otherwise agreed to by CONSULTANT and AUTHORITY.

17 **ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT**

18 A. In lieu of any other warranty by AUTHORITY or CONSULTANT against patent or copyright
19 infringement, statutory or otherwise, it is agreed that CONSULTANT shall defend at its expense any claim
20 or suit against AUTHORITY on account of any allegation that any item furnished under this Agreement
21 or the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any
22 presently existing U.S. letters patent or copyright and CONSULTANT shall pay all costs and damages
23 finally awarded in any such suit or claim, provided that CONSULTANT is promptly notified in writing of
24 the suit or claim and given authority, information and assistance at CONSULTANT's expense for the
25 defense of same. However, CONSULTANT will not indemnify AUTHORITY if the suit or claim results
26 from: (1) AUTHORITY's alteration of a deliverable, such that said deliverable in its altered form infringes

1 upon any presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination
2 with other material not provided by CONSULTANT when such use in combination infringes upon an
3 existing U.S. letters patent or copyright.

4 B. CONSULTANT shall have sole control of the defense of any such claim or suit and all
5 negotiations for settlement thereof. CONSULTANT shall not be obligated to indemnify AUTHORITY
6 under any settlement made without CONSULTANT's consent or in the event AUTHORITY fails to
7 cooperate fully in the defense of any suit or claim, provided, however, that said defense shall be at
8 CONSULTANT's expense. If the use or sale of said item is enjoined as a result of such suit or claim,
9 CONSULTANT, at no expense to AUTHORITY, shall obtain for AUTHORITY the right to use and sell
10 said item, or shall substitute an equivalent item acceptable to AUTHORITY and extend this patent and
11 copyright indemnity thereto.

12 **ARTICLE 25. FINISHED AND PRELIMINARY DATA**

13 A. All of CONSULTANT's finished technical data, including but not limited to illustrations,
14 photographs, tapes, software, software design documents, including without limitation source code,
15 binary code, all media, technical documentation and user documentation, photoprints and other graphic
16 information required to be furnished under this Agreement, shall be AUTHORITY's property upon
17 payment and shall be furnished with unlimited rights and, as such, shall be free from proprietary restriction
18 except as elsewhere authorized in this Agreement. CONSULTANT further agrees that it shall have no
19 interest or claim to such finished, AUTHORITY-owned, technical data; furthermore, said data is subject
20 to the provisions of the Freedom of Information Act, 5 USC 552.

21 B. It is expressly understood that any title to preliminary technical data is not passed to
22 AUTHORITY but is retained by CONSULTANT. Preliminary data includes roughs, visualizations,
23 software design documents, layouts and comprehensives prepared by CONSULTANT solely for the
24 purpose of demonstrating an idea or message for AUTHORITY's acceptance before approval is given
25 for preparation of finished artwork. Preliminary data title and right thereto shall be made available to
26 AUTHORITY if CONSULTANT causes AUTHORITY to exercise Article 11, and a price shall be

1 negotiated for all preliminary data.

2 **ARTICLE 26. FORCE MAJEURE**

3 Either party shall be excused from performing its obligations under this Agreement during the time
4 and to the extent that it is prevented from performing by an unforeseeable cause beyond its control,
5 including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products,
6 plants or facilities by the federal, state or local government; national fuel shortage; or a material act or
7 omission by the other party; when satisfactory evidence of such cause is presented to the other party,
8 and provided further that such nonperformance is unforeseeable, beyond the control and is not due to
9 the fault or negligence of the party not performing.

10 **ARTICLE 27. HEALTH AND SAFETY REQUIREMENT**

11 CONSULTANT shall comply with all the requirements set forth in Exhibit __, Level 1 Safety
12 Specifications.

13 **IN WITNESS WHEREOF**, the parties hereto have caused this Agreement No. C-0-23690-2369
14 to be executed as of the date of the last signature below.

15 **CONSULTANT**

16 By: _____

18 Date: _____

15 **ORANGE COUNTY TRANSPORTATION AUTHORITY**

16 By: _____

17 Darrell E. Johnson
Chief Executive Officer

18 Date: _____

20 **APPROVED AS TO FORM:**

22 By: _____

23 James M. Donich
General Counsel

24 Date: _____

APPROVED:

By: _____
Lance M. Larson
Executive Director, Government Relations

Date: _____

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EXHIBIT D: STATUS OF PAST AND PRESENT CONTRACTS FORM

STATUS OF PAST AND PRESENT CONTRACTS FORM

On the form provided below, Offeror/Bidder shall list the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract.

A separate form must be completed for each contract. Offeror/Bidder shall provide an accurate contact name and telephone number for each contract and indicate the term of the contract and the original contract value. Offeror/Bidder shall also provide a brief summary and the current status of the litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations. If the contract was terminated, list the reason for termination.

Offeror/Bidder shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of the bid. Each form must be signed by an officer of the Offeror/Bidder confirming that the information provided is true and accurate.

Project city/agency/other:	
Contact Name:	Phone:
Project Award Date:	Original Contract Value:
Term of Contract:	
(1) Litigation, claims, settlements, arbitrations, or investigations associated with contract:	
(2) Summary and Status of contract:	
(3) Summary and Status of action identified in (1):	
(4) Reason for termination, if applicable:	

By signing this Form entitled "Status of Past and Present Contracts," I am affirming that all of the information provided is true and accurate.

Name

Signature

Title

Date

EXHIBIT E: CAMPAIGN CONTRIBUTION DISCLOSURE FORM

EXHIBIT F: SAFETY SPECIFICATIONS

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

- A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC) requirements of this safety specification, project site requirements, bus yard safety rules, as well as all federal, state, and local regulations pertaining to scope of work, contracts or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.
- B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be cause for termination of scope or agreements with the Authority, at the sole discretion of the Authority.
- C. The health, safety, and environmental requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be planned and performed, and safe conditions shall be maintained during this work scope.
- D. The Authority Project Manager shall be responsible to ensure a safety orientation is conducted of known potential hazards and emergency procedures for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to commencement of the project.
- E. The Contractor shall ensure that all Contractor vehicles, including those of its subcontractors, suppliers, vendors and employees are parked in designated parking areas, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots.
- F. California Code of Regulations (CCR) Title 8 Standards are minimum requirements; each Contractor is encouraged to exceed minimum requirements. When the Contractor's safety requirements exceed statutory standards, the more stringent requirements shall be applied for the safeguard of public and employees.

1.2 REGULATORY

- A. Injury/Illness Prevention Program
The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

B. Substance Abuse Prevention Program

Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

C. Heat Illness Prevention Program

Contractor shall comply with CCR Title 8, Section, Section 3395, Heat Illness Prevention. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

D. Hazard Communication Program

Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable chemical products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

- a. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

E. Storm Water Pollution Prevention Plan

The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:

1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);
2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;
3. Incidents impacting the environment, i.e. spills or releases on Authority projects or property.
4. Outside Agency Inspections; agencies such as Cal/OSHA, DTSC, SCAQMD, State Water Resources Control Board, FTA, CPUC, EPA, USACE and similar agencies.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

- B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public that arise from the performance of Authority contract work. An immediate verbal notice followed by an initial written incident investigation report shall be submitted to the Authority's Project Manager within 24 hours of the incident.
- C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Photos of the existing conditions and area of the injury/incident, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.
- D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.
 - 1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.
 - 2. Serious Incident: includes but not limited to property damage of \$500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.
 - 3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

4. Significant Near Miss Incident: includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

1.4 DESIGNATED HEALTH AND SAFETY REPRESENTATIVE

- A. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.
- B. This person shall be a competent or qualified individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards (Cal/OSHA) and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

1.5 PERSONAL PROTECTIVE EQUIPMENT

- A. The Contractor, its subcontractors, suppliers, and employees are required to comply with applicable personal protective equipment (PPE) requirements while performing work at any Authority project or property. Generally minimum PPE requirements include eye protection; hearing protection, head protection, class 2 or 3 safety reflective vests, and appropriate footwear.
- B. The Contractor, its subcontractors, suppliers, and employees are required to provide their own PPE, including eye, head, foot, and hand protection, safety vests, or other PPE required to perform their work safely on Authority projects or property. The Authority requires eye protection on construction projects and work areas that meet ANSI Z-87.1 Standards.

1.6 REFERENCES

- A. CCR Title 8 Standards (Cal/OSHA)
- B. FCR Including 1910 and 1926 Standards
- C. NFPA, NEC, ANSI, NIOSH Standards
- D. Construction Industry Institute (CII)
- E. OCTA Yard Safety Rules

END OF SECTION

EXHIBIT G: PROPOSAL EXCEPTION AND/OR DEVIATIONS

PROPOSAL EXCEPTIONS AND/OR DEVIATIONS

The following form shall be completed for each technical and/or contractual exception or deviation that is submitted by Offeror for review and consideration by Authority. The exception and/or deviation must be clearly stated along with the rationale for requesting the exception and/or deviation. If no technical or contractual exceptions or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted Authority's technical obligations and contractual terms and conditions set forth in the Scope of Work and Proposed Agreement Exhibit C. Offerors will not be allowed to submit this form or any contractual exceptions and/or deviation after the proposal submittal date identified in the RFP. Exceptions or deviations submitted after the proposal submittal date will not be reviewed by Authority.

Offeror: _____

RFP No.: _____ RFP Title: _____

Deviation or Exception No. : _____

Check one:

- Scope of Work (Technical) _____
- Proposed Agreement (Contractual) _____

Reference Section/Exhibit: _____ Page/Article No. _____

Complete Description of Deviation or Exception:

Rationale for Requesting Deviation or Exception:

Area Below Reserved for Authority Use Only:

**EXHIBIT H: PUBLIC RECORDS ACT INDEMNIFICATION – PROPOSAL
DOCUMENTS**

PUBLIC RECORDS ACT INDEMNIFICATION – PROPOSAL DOCUMENTS

Offeror is required to submit one copy of the completed and signed form as part of its proposal and it should be included only in the original proposal. Offeror shall complete either Option 1 or Option 2 which ever applies.

Option #1: Public Records Act Indemnification Agreement

By signing below, the Proposer agrees as follows regarding its Proposal:

If Authority receives a Public Records Act request (Government Code sections 6250 et seq.) which seeks any portion of Proposer's proposal that the Proposer has marked as "confidential", "trade secret", "proprietary", "not subject to disclosure", or similar designation (the "PRA Documents"), the Authority will notify the Proposer of the request. The Proposer shall, within three business days of such notification from the Authority, inform the Authority as to whether it desires the PRA Documents to be withheld, and shall thereafter timely provide a legal basis for each such requested withholding. If the Authority determines to withhold the PRA Documents, Proposer shall indemnify and defend Authority from any and all costs or liabilities resulting from such withholding including, but not limited to, attorney fees and court costs.

Proposer shall pay all costs, immediately as they come due, pertaining to any action under the Public Records Act related to any portion of Proposer's proposal marked or designated as described above, and withheld by Authority. If the Proposer fails to notify the Authority in writing within three business days, or to timely provide a legal basis for the withholding of documents, Proposer agrees that Authority shall release and disclose Proposer records, notwithstanding any marking or designation of the PRA Documents.

In no case shall Authority be liable for any inadvertent disclosure of any Proposer proposal documents, or any disclosure made by Authority upon a good faith belief that disclosure is required by law, or in the event Proposer has failed to notify the Authority in writing of its desire to withhold the PRA Documents within three business days and/or to timely provide a legal basis for the withholding of documents, regardless of any marking or designation of such PRA Documents, and Proposer waives any claims it may have had related to such disclosure.

Official, legal name of Proposing Firm (Type or Print)

Contact Name: _____ (Print Name)

Title: _____

Signed by: _____

Date: _____

Option #2: Non-Applicability

This Proposer has not marked any portion of its proposal as "confidential", "trade secret", "proprietary", "not subject to disclosure", or similar designation.

Official, legal name of Proposing Firm (Type or Print)

Contact Name: _____ (Print Name)

Title: _____

Signed by: _____

Date: _____



June 18, 2020

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement with Potomac Partners DC, for Federal Legislative Advocacy and Consulting Services

Overview

On November 12, 2018, the Orange County Transportation Authority Board of Directors approved an agreement with Potomac Partners DC, for federal legislative and consulting services for a two-year initial term, with two, two-year option terms. Staff is requesting approval to exercise the first option term effective January 1, 2021, through December 31, 2022.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-8-1750 between the Orange County Transportation Authority and Potomac Partners DC, to exercise the first option term of the agreement, in the amount of \$480,000, for federal legislative advocacy and consulting services. This will increase the maximum obligation of the agreement to a total contract value of \$960,000.

Discussion

Since 2003, the Orange County Transportation Authority (OCTA) has contracted with Potomac Partners, DC (PPDC) for federal legislative advocacy services. Through competitive procurements, the OCTA Board of Directors (Board) awarded the federal advocacy contract to PPDC in 2002, 2007, 2010, 2014, and most recently in 2018. On November 12, 2018, the Board approved a contract with PPDC to provide federal advocacy and consulting services for an initial term of two years through December 31, 2020, with two, two-year option terms.

The federal legislative advocacy and consulting services provided by PPDC are led by principals Richard Alcalde and Daniel Feliz. Through their work for OCTA, PPDC has developed significant long-term relationships with key members in Congress and worked on several priority policy issues and goals for OCTA

including implementing Breaking Down Barriers, an OCTA-led project delivery streamlining effort; obtaining a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Interstate 405 Improvement Project and seeking Capital Investment Grant funding and receipt of a full funding grant agreement for the OC Streetcar.

In 2019, OCTA's annual evaluation of the work performed by PPDC rated the firm as "very good" in both its overall efforts and outcomes of key OCTA policy objectives. PPDC's most recent successes include: helping secure transit funding for novel coronavirus pandemic response efforts through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, informing follow-up stimulus efforts to the CARES Act to provide additional financial assistance for transportation agencies, advancing discussions on efforts to streamline and create cost savings through TIFIA, including securing language in the draft reauthorization bill passed by the Senate Environment and Public Works Committee, and securing support from Orange County delegation members and leadership for various regulatory and financing reforms related to zero-emission bus technology, the use of sales tax revenues from aviation fuel, and project delivery streamlining mechanisms.

Many of the above policy issues are expected to be ongoing in the upcoming session, especially as deadlines approach related to surface transportation reauthorization. It is, therefore, recommended that the Board exercise the first option term to coincide with the next session of Congress.

Procurement Approach

The procurement was originally handled in accordance with OCTA's Board-approved procedures for professional and technical services. On November 12, 2018, the Board approved award of the agreement with PPDC. The original agreement was awarded on a competitive basis and included a two-year initial term with two, two-year option terms, in the amount of \$480,000. The first option term will extend the term of the agreement through December 31, 2022, in the amount of \$480,000, bringing the total contract value to \$960,000.

In accordance with the current agreement, PPDC's firm-fixed monthly fee of \$20,000 will remain the same as originally negotiated. The agreement was awarded with no increases to the firm-fixed monthly fee.

PPDC has provided excellent service to OCTA throughout the term of the agreement. Extending the term of the agreement will allow PPDC to continue

providing federal legislative advocacy and consulting services through December 31, 2022.

Fiscal Impact

Funding for the project was approved in OCTA's Fiscal Year 2020-21 Budget, Government Relations, Account No. 1412-7519-A320-K5H, and the project is funded through the Local Transportation Fund.

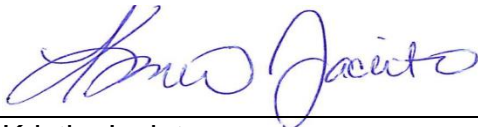
Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-8-1750 with Potomac Partners DC, to exercise the first option term in the amount of \$480,000, for continued federal legislative advocacy and consulting services effective January 1, 2021 through December 31, 2022.

Attachments

- A. Scope of Work, Federal Legislative Advocates
- B. Potomac Partners DC, Agreement No. C-8-1750 Fact Sheet

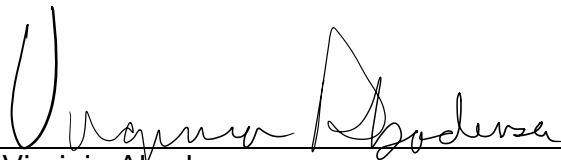
Prepared by:



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Lance Larson
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**SCOPE OF WORK
FEDERAL LEGISLATIVE ADVOCATES**

I. General

The Orange County Transportation Authority (OCTA) is seeking a federal legislative advocate team (Consultant) to address a series of issues described in and organized around the federal goals and objectives of the OCTA's Legislative Platform. The primary issues and objectives are summarized as follows:

1. Secure a stable and reliable long term transportation reauthorization bill, and annual appropriations bills in accordance with current Legislative Platform and Board of Directors (Board)-approved project requests.
2. Advocate at the Congressional and Executive Branch levels for federal funding for OCTA capital projects, including fixed guideway projects.
3. Advocate on behalf of OCTA's position on Goods Movement.
4. Seek to maximize funding for all OCTA modal programs, but especially restoration of a well-funded bus discretionary program, in the next transportation reauthorization bill.
5. Seek to streamline and accelerate the delivery of federally funded projects with minimal federal requirements.
6. Advocate for funding of compliance costs for any new federally mandated requirements.
7. Advocate for federal intercity passenger rail funding in the San Luis Obispo-Los Angeles-San Diego (LOSSAN) corridor.

II. Coalition Activities

The Consultant shall build and sustain a strong federal coalition in support of OCTA.

1. OCTA Legislative Platform

- 1.1 Provide input to and implement OCTA-developed funding strategies for transportation projects described in the Information and Issues discussion and Legislative Platform, including bus, highway, intelligent transportation systems projects, and any other projects which may be appropriate to achieve OCTA legislative goals.

1.2 Recommend appropriate activities for OCTA Board members and local elected officials at various stages of the legislative process.

1.3 Provide general political and advocacy advice to OCTA.

2. Legislation, Regulations, and Policy

2.1 Notify OCTA of anticipated, newly introduced, or amended federal legislation, regulations, and administrative policy actions which could impact OCTA and provide a legislative analysis on how such action(s) may affect the interest of OCTA.

2.2 Work with OCTA, develop positions and tactics which implement OCTA's strategy objectives regarding the upcoming reauthorization of the transportation program.

2.3 Provide information and advice regarding upcoming legislative hearings which may impact policies and programs of OCTA.

2.4 Attend hearings and other public sessions of interest to OCTA.

2.5 Assist in the preparation of testimony before congressional committees and represent OCTA before such committees, including but not limited to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, the Senate Committee on Banking and Urban Affairs, the Senate Commerce Committee and the Senate Committee on Environment and Public Works.

2.6 Assist in drafting legislative language, and other written materials deemed of interest to OCTA, to ensure that the goals and objectives of OCTA are fulfilled.

2.7 Assist in drafting responses to Federal Register notices and other federal public comment announcements.

2.8 Assist in preparation of appropriate written materials supporting OCTA legislative goals, including letters, talking points, bill summaries and position papers.

3. Liaison and Advocacy Activities

3.1 Orange County Congressional Delegation

3.1.1 Maintain frequent formal and informal contact with the Orange County delegation members and staff to represent and advocate OCTA policies and positions.

3.1.2 Recommend when OCTA Board Members should be in direct contact with members of the Orange County delegation or their key legislative staff.

3.2 House and Senate

3.2.1 Maintain direct and frequent contact with key members and staff of appropriate Senate and House Committees to represent and advocate OCTA policies and positions.

3.2.2 Arrange meetings between key legislation members and OCTA personnel as appropriate in Washington, D.C. or Orange County. Provide logistical support for Washington, D.C. visits.

3.2.3 Recommend timing and nature of contacts with the Orange County delegation and other legislation members in Washington, D.C.

3.3 Executive Branch

3.3.1 Meet with and arrange meetings with appropriate White House officials and staff, as necessary, to represent and advocate OCTA policies and positions.

3.3.2 Meet with and arrange meetings with appropriate Department of Transportation officials and staff, and other federal agencies, as necessary, to represent and advocate OCTA policies and positions.

III. **Administrative Coordination**

The Consultant shall continuously coordinate with OCTA Board, Chief Executive Officer and staff.

1. Coordination

1.1 Coordinate all activities with the OCTA State and Federal Relations Manager and Executive Director, Government Relations as appropriate.

1.2 Coordinate with members of the OCTA Board of Directors, as appropriate.

1.3 Coordinate with other OCTA consultants, as appropriate.

2. Other Activities

2.1 Preparation of Materials, Conference Calls, Oral Reports, Written Reports, and Additional Assignments.

- 2.2 Participate via teleconferencing with the Manager of Grants and Federal Relations, other OCTA staff, and other consultants as necessary.
- 2.3 Provide on-site and in-person oral reports to the Board and meet with appropriate OCTA staff at the OCTA headquarters in Orange, California, as needed. The number of on-site reports is not expected to exceed four per year.
- 2.4 Submit a written monthly activity and status report, including key advocacy activities undertaken on behalf of OCTA during each month.
- 2.5 Undertake additional assignments that have been mutually agreed upon by both parties and are necessary to accomplish OCTA's objectives in Washington.

**Potomac Partners DC
Agreement No. C-8-1750 Fact Sheet**

1. November 12, 2018, Agreement No. C-8-1750, \$480,000, approved by the Board of Directors (Board).
 - To provide federal legislative advocacy and consulting services
 - Initial term of the agreement effective January 1, 2019 through December 31, 2020, with two, two-year option terms.
2. June 22, 2020, Amendment No. 1 to Agreement No. C-8-1750, \$480,000, pending Board approval.
 - Amendment to exercise the first option term effective January 1, 2021 and extend the Agreement through December 31, 2022.

Total committed to Potomac Partners DC, Agreement No. C-8-1750: \$960,000.



June 18, 2020

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed Schedule for the Orange County Transportation Authority's 2021-22 State and Federal Legislative Platforms

Overview

The Orange County Transportation Authority is preparing legislative platforms for the upcoming sessions of the California State Legislature and United States Congress beginning in 2021. The legislative platforms communicate comprehensive legislative and regulatory priorities that provide direction to staff, advocates, and legislative representatives in Sacramento and Washington, D.C.

Recommendation

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

Discussion

Prior to each legislative session, Orange County Transportation Authority (OCTA) Government Relations staff collects proposals and input from the OCTA Board of Directors (Board); OCTA division directors and department managers; OCTA advisory groups; the Orange County legislative delegation; national, regional, and state transportation agencies; interest groups and related associations; cities and the County of Orange; interested members of the public; and various other stakeholders. Staff evaluate and consolidate these proposals into a framework document that guides OCTA's legislative activities. Working drafts are first submitted to the Board through the committee process. After receiving committee input, staff prepare final documents for the committee that, if approved, go to the full Board for adoption.

Based on the strategic initiatives adopted as part of the OCTA Strategic Plan, the State and Federal Legislative platforms provide guidance on state and federal statutory, regulatory, and administrative policies for staff and its legislative advocates to pursue in the subsequent legislative sessions. Timely adoption of the platforms allows time to draft bill language, secure bill authors, introduce legislation, recommend advocacy positions on bills, and develop support for OCTA projects and funding priorities.

Once the draft 2021-22 State and Federal Legislative platforms are prepared, the documents will be reviewed by the Legislative and Communications Committee and then the full Board. After extensive circulation and revision, the State and Federal Legislative platforms will be presented for final adoption at the Board meeting on November 23, 2020.

The proposed schedule for the 2021-22 State and Federal Legislative platforms is included as Attachment A. This schedule is subject to change based on both the results of the November 2020 elections and the ongoing impacts of the novel coronavirus (COVID-19) pandemic. Due to uncertainty stemming from the COVID-19 pandemic, a special session of the State Legislature may be called later this year to take up budget revisions. Similarly, Congress needs to act on surface transportation reauthorization legislation because the current authorizing bill expires at the end of September. Staff will continue to provide updates should these extenuating circumstances impact the platform development process.

On November 25, 2019, the Board adopted the 2019-20 State and Federal Legislative platforms, which are included as attachments B and C, respectively.


Summary

The proposed timeline and process for the preparation of the 2021-22 State and Federal Legislative platforms are presented for approval.

Attachments

- A. Proposed Schedule for the Orange County Transportation Authority's 2021-22 State and Federal Legislative Platforms
- B. State Legislative Platform 2019-20, Orange County Transportation Authority, Adopted on November 25, 2019
- C. Federal Legislative Platform 2019-20, Orange County Transportation Authority, Adopted on November 25, 2019

Prepared by:



Dustin J. Sifford
Senior Government Relations Representative,
External Affairs
(714) 560-5389

Approved by:

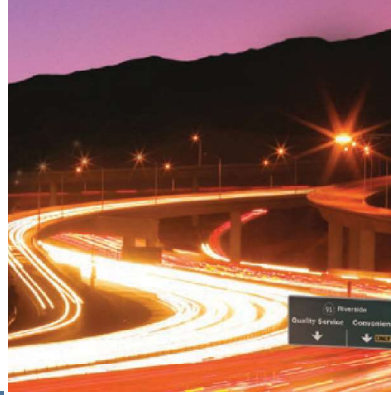


Lance M. Larson
Executive Director,
Government Relations
(714) 560-5908

**Proposed Schedule for the Orange County Transportation Authority's
2021-22 State and Federal Legislative Platforms**

Proposed Action	Target Date
Provide the proposed adoption schedule to the Orange County Transportation Authority (OCTA) Legislative and Communications (L&C) Committee and Board of Directors (Board).	June 18, 2020 June 22, 2020
Receive platform suggestions from OCTA Board, staff, and advisory groups; Orange County legislative delegations and organizations; transportation agencies; members of the public; and other stakeholders.	September 25, 2020
Present preliminary draft of 2021-22 State and Federal Legislative platforms to L&C Committee and the Board. Circulate and receive comments from OCTA Board, staff, legislative advocates, and legal counsel, revising platforms based on input.	October 15, 2020 October 26, 2020
Incorporate comments on preliminary drafts.	November 2, 2020
Present final drafts of 2021-22 State and Federal Legislative platforms to L&C Committee for recommendation to the Board.	November 19, 2020*
Present final drafts of 2021-22 State and Federal Legislative platforms to the Board for adoption.	November 23, 2020*
Distribute adopted 2021-22 State and Federal Legislative platforms.	December 2020*

**Subject to change pending November 2020 elections and/or in response to legislative actions.*



Adopted on
November 25, 2019



STATE LEGISLATIVE PLATFORM 2019-20



ORANGE COUNTY TRANSPORTATION AUTHORITY



The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2019-20 is balanced at \$1.5 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 507 vehicles.
- Among the top 20 busiest bus transit operations in the nation, providing more than 38 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and more than 1.49 million boardings per year.
- Three Metrolink commuter-rail lines with 18,500 boardings each weekday.
- OCTA owns the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of Renewed Measure M approved by voters in 2006, providing \$13.4 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes toll road with more than 17.5 million vehicle trips in FY 2019.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2020 BOARD OF DIRECTORS

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Gregory Winterbottom
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Ryan Chamberlain
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EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Table Of Contents

Key Transportation Policy Issues in 2019-20	Page 1
I. State Budget	Page 3
II. Fiscal Reforms and Issues	Page 3
III. State Transportation Improvement Program Streamlining	Page 4
IV. Transit Programs	Page 4
V. Roads and Highways	Page 4
VI. Roles and Responsibilities	Page 5
VII. 91 Express Lanes/Managed Lanes	Page 6
VIII. Rail Programs	Page 6
IX. Goods Movement	Page 7
X. Active Transportation	Page 7
XI. Administration/General	Page 8
XII. Environmental Policies	Page 8
XIII. Employment Issues	Page 9
XIV. Transportation Security and Emergency Preparedness	Page 9

With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. In addition, Orange County provides highway and rail corridors that facilitate the increasing level of international trade entering the Southern California ports.

The 2019-20 State Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) legislative, regulatory, and administrative activities in the coming legislative session. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the upcoming legislative session. The later sections present guiding policy statements for other major issue areas that may arise during the session. Positions on individual items not directly in this document will be brought to the OCTA Board of Directors (Board) for formal action.

Key Policy Issues in 2019-20

A number of significant transportation issues are expected to be discussed in the 2019-20 legislative session. A few of these key issues are highlighted in this section, including: Transportation Funding and the Implementation of Environmental Regulations and Cap-and-Trade.

Transportation Funding

Securing stable transportation funding that provides long-term operational certainty continues to be one of OCTA's top priorities. It is anticipated that transportation funding will be affected by legislative and regulatory efforts requiring OCTA's close attention in the upcoming session. As such, OCTA will:

- a) Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas;
- b) Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded;

- c) Oppose efforts to divert or reclassify transportation revenue sources for other purposes, such as General Fund transfers or for debt service;
- d) Oppose efforts to link or reprioritize local and state transportation funding to programs not primarily intended to help the state meet its transportation needs;
- e) Support legislation to implement the provisions of the federal reauthorization, Fixing America's Surface Transportation Act, in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions;
- f) Support the development of greater efficiencies within the Transportation Development Act's performance metrics while maintaining existing eligibility parameters and realigning administrative rules and farebox recovery requirements to eliminate any unnecessary or overly burdensome mandates in order to streamline the administration of transit funding;
- g) Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds;
- h) Support the retention of existing and future local revenue sources;
- i) Support efforts to develop alternative definitions of "disadvantaged" and "low-income" communities to ensure that transportation funding flows to each region's most impacted areas;
- j) Support maintaining the current State Transportation Improvement Program (STIP) formula, which provides 75 percent of the STIP funding to the locally nominated Regional Transportation Improvement Program (RTIP) and 25 percent to the Interregional Transportation Improvement Program (ITIP) Program;
- k) Support efforts to provide secure transit funding for capital and operating expenses;
- l) Flexibility should be included in any state transit funding source, allowing transit operators to use the funding for both operations and capital expenditures;

- m) Monitor the study and development of alternative transportation funding proposals, including the state's road charge pilot program and ensure that efforts are made to address concerns related to equitability, privacy, and public support of such proposals;
- n) Monitor implementation of Executive Order N-19-19, and any related legislative or regulatory efforts, to ensure that transportation funds are used for their intended purposes.

Implementation of Environmental Regulations and Cap-and-Trade

In 2016, the state expanded upon its greenhouse reduction initiatives with the passage of SB 32 (Chapter 249, Statutes of 2016) and AB 197 (Chapter 250, Statutes of 2016), which set a new statewide emissions target of 40 percent below 1990 levels by the year 2030. In 2017, the state continued its commitment to these strategies with the passage of AB 398 (Chapter 135, Statutes of 2017), extending the market-based cap-and-trade system until January 1, 2031. The passage of AB 398 ensures the long-term stability of the cap-and-trade system. However, approximately 40 percent of annual cap-and-trade revenues are still subject to annual appropriations. As such, OCTA will advocate for as much transportation funding as possible from these revenues.

In order to ensure that the state's environmental regulations and cap-and-trade program are implemented in an equitable manner which will both help to reduce emissions and encourage the development of necessary infrastructure to serve California's growing population, in 2019-20 OCTA will:

- a) Support efforts to ensure local flexibility in meeting the goals of the state's greenhouse gas reduction initiatives, including the creation of incentive-based measures and grant programs to assist with compliance;
- b) Support the eligibility of the transportation sector and inclusion of county transportation commissions as eligible recipients of any funding mechanism created for implementation of the state's greenhouse gas reduction initiatives, including the cap-and-trade program;

- c) Support efforts to ensure the availability of proven technology and adequate funding prior to the implementation of any mandated purchase requirements for zero-emission bus technology;
- d) Support the prioritization of transportation projects and programs that achieve greenhouse gas emissions reductions for cap-and-trade funding while maintaining ongoing appropriations for transit;
- e) Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service;
- f) Support legislation to streamline the environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections;
- g) Support the creation of formula-based funding programs under the cap-and-trade program to assist with compliance of any adopted regulations;
- h) Support efforts to mitigate costs associated with the operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, or other forms of financial assistance;
- i) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements.

Sponsored Legislation

Each year, OCTA may consider sponsoring legislation to clarify or address various transportation policy areas that require additional attention. This session, the following major initiative will be emphasized as sponsor legislation:

- a) Co-sponsor legislation to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy protections.

I. State Budget

As the Legislature continues to move forward in developing solutions to close the state's structural deficit, OCTA continues to monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. As a proven method to help rebuild the economy through investments in vital transportation infrastructure projects and critical transit services, OCTA will also work to promote methods of expediting such projects to allow for such stimulus.

Key actions by OCTA will include:

- a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;
- b) Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities;
- c) Support legislation to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;
- d) Support the constitutional protection of all transportation funding resources;
- e) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;
- f) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time.

II. Fiscal Reforms and Issues

In recent years, the Legislature and Governor have worked collaboratively during the budget process to pass funding bills in a timely manner, providing some degree of certainty to the state-funded programs that OCTA relies upon. Unfortunately, uncertainties over future changes remain due to a continued structural deficit and the potential for an economic downturn.

Therefore, OCTA will:

- a) Oppose efforts to reduce local prerogative over regional program funds;
- b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects, and additional revenues are to be controlled by the county transportation commission;
- c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes and/or mandating specific uses of future local sales tax revenues;
- d) Oppose efforts to increase administrative fees charged by the California Department of Tax and Fee Administration on the collection of local sales tax measures;
- e) Support efforts to ease or simplify local matching requirements for state and federal grants and programs;
- f) Support legislation to protect the flexibility of the federal-aid highway funds by requiring state compliance with federal highway safety requirements;
- g) Support flexibility for obligating regional federal transportation funds through interim exchange instead of loss of the funds by the local agency;
- h) Support efforts that ensure that all users of the state's transportation system pay their "fair share" to maintain and improve the system;

- i) Support efforts to restore equity with regards to the generation and disbursement of sales tax revenues that support the Local Transportation Fund.

III. State Transportation Improvement Program Streamlining

The STIP, substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making authority closest to the problem by providing project selection for 75 percent of the funding in the RTIP. This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds is programmed by the California Department of Transportation (Caltrans) in the ITIP. SB 1 is expected to promote increased stability for future STIP fund estimates. OCTA will seek to ensure that the regional focus of the program is preserved.

Key provisions to be sought by OCTA include:

- a) Support legislation that maintains equitable allocations of transportation funding, such as the north/south formula distribution of county shares and ITIP allocations;
- b) Support legislation to clarify that programming of current period county shares has priority over advancement of future county shares;
- c) Support a formula-based guaranteed disbursement of the ITIP;
- d) Support legislation to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;
- e) Support efforts to allow a mode-neutral STIP;
- f) Support increased flexibility for the use of STIP funds to support alternative projects, including, but not limited to, transit and goods movement improvement projects.

IV. Transit Programs

In 2019-20, OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. While state transit funding has recently become more stable, future demand increases due to environmental regulations and increased fuel prices may put further strain on existing resources. Thus, OCTA will make every effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source.

To that end, OCTA will focus on the following:

- a) Support legislation to encourage and incentivize the interoperability of transit and rail systems within California;
- b) Support legislation to limit the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*);
- c) Support the citing of transit-oriented development projects (i.e. authorize extra credit towards housing element requirements for these developments), including incentives for development;
- d) Support legislation and or/regulations which aim to enhance transit services, and the overall safety and security of transit riders, coach operators, and on-road vehicles.

V. Roads and Highways

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes and the use of design-build authority on the State Route 22 project and Interstate 405 Improvement Project. OCTA will continue to seek new and innovative ways to deliver road and highway projects to the residents of Orange County and, to that end, in 2019-20, OCTA will focus on the following:

- a) Oppose efforts to create a conservancy that would inhibit the delivery of transportation projects under study or being implemented in the region;

- b) Support efforts to expand, extend, and preserve new and existing alternative project delivery methods such as design-build, public-private partnership authority, and construction manager/general contractor authority, including expanding mode and funding eligibility, while allowing the appropriate balance of partnership between the state and local agencies;
- c) Support legislation that would authorize local agencies to advertise, award, and administer contracts for state highway projects;
- d) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
- e) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards;
- f) Support administrative policy changes to lower the oversight fee charged by Caltrans to ensure that project support costs are equivalent whether the project is administered by Caltrans or a local agency;
- g) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
- h) Support policies that improve signal synchronization programs in order to facilitate street signal coordination, prioritization, and preemption, as well as encouraging the use of intelligent transportation system measures;
- i) Support policies that expanding utilization of continuous access of high-occupancy vehicle (HOV) lanes;
- j) Monitor efforts to increase fines for HOV lane violations and, if implemented, ensure fines are dedicated to enforcement purposes;
- k) Support legislation that provides for equitable enforcement of regulations governing transportation network companies;

- l) Support efforts to study the development and safe operation of autonomous vehicles and related technologies;
- m) Oppose legislation that fails to preserve local discretion and flexibility in the development of the congestion management program.

VI. Roles and Responsibilities

In recent years, there have been many efforts to reorganize or restructure transportation programs and local agency responsibilities. In 2019-20, OCTA will continue to monitor legislation or regulations that would significantly affect the way in which it operates, with a focus on the following principles:

- a) Support efforts to preserve the role of county transportation commissions, as consistent with existing law, in the administration of transportation programs;
- b) Oppose proposals that reduce the rights and responsibilities of county transportation commissions in planning, funding, and delivering transportation programs;
- c) Oppose efforts to unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;
- d) Support efforts to facilitate a partnership with alternative mobility providers that allows for adequate information sharing while also respecting the planning efforts of local agencies;
- e) Support efforts to improve local oversight and create operational improvements in the administration of the Orange County Taxi Administration Program;
- f) Support efforts to increase the flexibility of funds used for motorist service programs;
- g) Support efforts to maintain the promises self-help counties have made to taxpayers in the implementation of local sales tax measures, specifically regarding the sequencing and delivery of transportation improvements.

VII. 91 Express Lanes/Managed Lanes

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes, a ten-mile managed lane facility on State Route 91, extending from State Route 55 to the Orange/Riverside County line. Since its purchase in 2003, the 91 Express Lanes has provided drivers an alternative mobility option between Orange and Riverside counties, while also allowing for investment in multi-modal improvements throughout the State Route 91 corridor.

As transportation demands continue to increase, innovative tools must be available to ensure transportation infrastructure projects continue to be built in a reliable, prompt, and efficient manner. OCTA took advantage of one such tool by securing a \$629 million federal loan to supplement state and local funds on the Interstate 405 Improvement Project. The loan, obtained through the Transportation Infrastructure Finance and Innovation Act (TIFIA), will save taxpayers approximately \$300 million in the decades to come. As the TIFIA loan illustrates, OCTA is committed to improving mobility for Orange County residents using the innovative tools and approaches that are allowing transportation agencies to stretch their dollars further than ever before.

Many agencies are discussing the increased use of managed lane facilities. To ensure not only the continued success of the 91 Express lanes, but also to ensure managed lane policy moving forward allows for local flexibility and input, in 2019-20, OCTA will:

- a) Support legislation to ensure revenues from managed lane facilities remain within the corridor from which they are generated, opposing efforts to divert revenues from managed lane facilities for state purposes;
- b) Support policies that allow OCTA and the Riverside County Transportation Commission to efficiently operate and maintain the 91 Express Lanes into Riverside County;
- c) Support efforts to preserve local flexibility in the administration of toll lanes;

- d) Oppose state efforts to construct or operate managed lane facilities that are established without an adopted statewide managed lane strategy or plan;
- e) Oppose state efforts to construct or operate managed lane facilities that fail to respect existing local transportation projects and funding programs;
- f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes;
- g) Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates;
- h) Support collaborative solutions to address the degradation of HOV lanes that respect local transportation funding sources and programs, have the support of the relevant regional transportation planning agency, do not redirect existing local transportation funding sources, and analyze the effect of single-occupant, low-emission vehicles, including associated federal requirements triggered by their access allowance;
- i) Support efforts to improve the interoperability of the different toll systems across the state in order to ensure fair and efficient toll operations, including enforcement mechanisms, throughout California.

VIII. Rail Programs

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. In support of these routes, OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA's rail capital budget supports improvements to the regional commuter rail system in Orange County, and under existing policy, OCTA is the primary construction lead on major capital improvements to the regional commuter rail system on its right-of-way.

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between

San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency). OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for the Pacific Surfliner service in June 2015 via an interagency transfer agreement with the State of California. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources.

Key advocacy efforts will emphasize the following:

- a) Support legislation that encourages commercial, commuter-based development around passenger rail corridors that includes permanent job creation;
- b) Support efforts to create additional efficiency in rail program oversight, including consideration of possible program consolidation;
- c) Monitor and evaluate plans and progress of high-speed rail and its funding;
- d) Support efforts to provide resources for safety improvements on the rail network in Southern California, including for the implementation of Positive Train Control safety technology;
- e) Support policies that facilitate the development and construction of needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California's rail network.

IX. Goods Movement

The Ports of Los Angeles and Long Beach, the nation's two busiest in terms of container volume and value, are vital to California's economy and the surrounding region because goods are shipped to and through the surrounding counties. Our state's goods movement-related industries account for more than

\$700 billion in revenue and more than five million jobs. While the state's goods movement system is the most robust in the nation, it is continually challenged by competing goods movement systems in other states. In order to continue to compete and engage in the global market place, California must continue to enhance its goods movement system, while at the same time be cognizant of taking the necessary actions to mitigate any negative impacts to local communities.

Key Positions for 2019-20 include:

- a) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the state's economy;
- b) Support legislation that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;
- c) Ensure that control of goods movement infrastructure projects and funding retained at the local level;
- d) Seek mitigation for the impacts of goods movement on local communities;
- e) Pursue ongoing, stable sources of funding for goods movement infrastructure.

X. Active Transportation

Active transportation projects and programs, which encourage greater mobility through walking and biking, have grown in popularity due to the environmental, health, and cost savings benefits. Through local planning efforts such as Orange County's Regional Bikeways Planning Collaborative, the Pacific Coast Highway Corridor Study, and the development of OCTA's Commuter Bikeways Strategic Plan, OCTA continues to study, plan, and fund active transportation projects and programs as part of its mission to provide Orange County with an efficient and multi-modal transportation system.

Key positions include:

- a) Support legislation that increases the visibility and safety of users engaged in active transportation;

- b) Support creative use of paths, roads, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths;
- c) Support policies that encourage the safe interaction and operation of integrated multi-modal systems, including roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities;
- d) Support efforts to streamline active transportation funding programs;
- e) Support legislation and regulatory changes to streamline and simplify the review and approval by the California Public Utilities Commission of lease agreements between sponsors of active transportation projects and public utility companies.

XI. Administration/General

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability;
- b) Support legislation to provide greater protection of OCTA's computer and information security systems;
- c) Support legislation that establishes reasonable liability for non-economic damages in any action for personal injury, property damage, or wrongful death brought against a public entity based on principles of comparative fault;
- d) Support legislation that would provide for consistency of campaign contribution limits applied to both elected and appointed bodies;
- e) Monitor the effect of Brown Act legislation on OCTA Board operations as it relates to the use of new technologies for communication with the public.

XII. Environmental Policies

Changes in environmental laws can affect OCTA's ability to plan, develop, and build transit, rail, and highway projects. While OCTA has been a leading advocate for new, cleaner transit technologies and the efficient use of transportation alternatives, it also remains alert to new, conflicting, or excessive environmental statute changes.

Key positions include:

- a) Oppose efforts to grant special interest groups or new bureaucracies control, oversight, or influence over the California Environmental Quality Act process;
- b) Oppose legislation that restricts road construction by superseding existing broad-based environmental review and mitigation processes;
- c) Support incentives for development, testing, and purchase of clean fuel commercial vehicles;
- d) Support efforts to seek funding and flexibility for the retrofit or re-powering of transit buses and locomotives with cleaner engines to attain air quality standards;
- e) Oppose legislation that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes, while encouraging policies that promote advance mitigation planning programs;
- f) Support efforts to ensure that Caltrans can continue to review and approve transportation projects under the National Environmental Policy Act;
- g) Monitor the development, adoption, and implementation of the Air Quality Management Plan (AQMP) to avoid cost increases and prevent any potential conflicts between AQMP implementation, the adopted Regional Transportation Plan, and OCTA's projects or programs.

XIII. Employment Issues

As a public agency and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost-effective service with its responsibility of being a reasonable, responsive employer.

Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;
- b) Oppose legislation that circumvents the collective bargaining process;
- c) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits including pension benefits, Family Medical Leave Act, and working conditions, including health, safety, and ergonomic standards for the workplace;
- d) Support legislation that reforms and resolves inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently;
- e) Support workforce development policies that facilitate a more efficient talent acquisition process.

XIV. Transportation Security and Emergency Preparedness

As natural and man-made disasters continue to threaten transportation systems around the world, significant improvements have been, and continue to be, carried out to enhance the safety, security, and resilience of transportation infrastructure in the United States. As Orange County's bus provider and a Metrolink partner, OCTA comprehends the importance of ensuring the safety and security of our transportation network and protecting our customers. Presently, OCTA maintains a partnership with the Orange County Sheriff's Department to provide OCTA Transit Police Services for the bus and train systems in

Orange County and continues to be actively involved in a variety of state and regional preparedness exercises in support of first responders. OCTA is also currently working with its community partners on an effort to install video surveillance systems at Metrolink stations and on its fleet of buses and throughout its bus facilities. The development of a new Transit Security and Operations Center is also underway to enhance security efforts and further the resiliency of the Orange County transit system.

Heightened security awareness, an active public safety campaign, and greater surveillance efforts, all require additional financial resources. Consequently, in 2019-20, OCTA's advocacy positions will highlight:

- a) Support state homeland security and emergency preparedness funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities;
- b) Support legislation that balances retention mandates of video surveillance records to reflect current reasonable technological and fiscal capabilities;
- c) Support the use of new technology to increase the safety of public transportation passengers and operators.



MAP KEY

-  LOSSAN RAIL CORRIDOR
-  I-405 IMPROVEMENT PROJECT (2023)
-  METROLINK ORANGE COUNTY LINE
-  METROLINK INLAND EMPIRE/ORANGE COUNTY LINE
-  METROLINK 91 LINE
-  91 EXPRESS LANES
-  OC STREETCAR PROJECT (2022)

“Our mission is to enhance the quality of life in Orange County by delivering safer, faster, and more efficient transportation solutions.”

ORANGE COUNTY TRANSPORTATION AUTHORITY

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Orange County
Transit District

Local Transportation
Authority

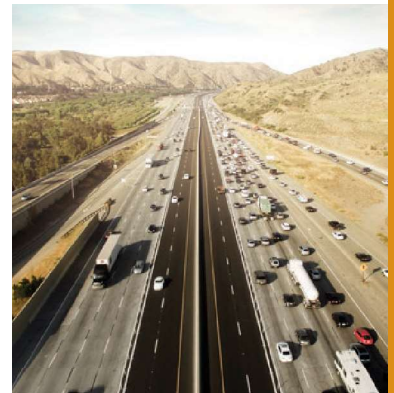
Service Authority for
Freeway Emergencies

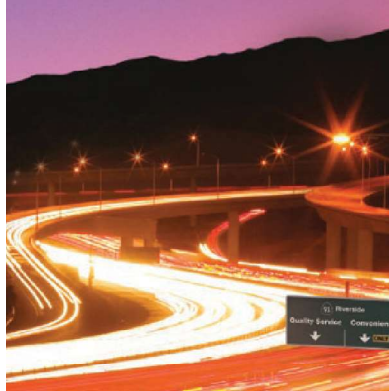
Consolidated Transportation
Service Agency

Congestion Management
Agency



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Adopted on
November 25, 2019



FEDERAL LEGISLATIVE PLATFORM 2019-20

ORANGE COUNTY TRANSPORTATION AUTHORITY





The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2019-20 is balanced at \$1.5 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 507 vehicles.
- Among the top 20 busiest bus transit operations in the nation, providing more than 38 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and more than 1.49 million boardings per year.
- Three Metrolink commuter-rail lines with 18,500 boardings each weekday.
- OCTA owns the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of Renewed Measure M approved by voters in 2006, providing \$13.4 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes toll road with more than 17.5 million vehicle trips in FY 2019.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2020 BOARD OF DIRECTORS

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Supervisor

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Table Of Contents

Key Policy Issues in the 116 th Congress.....	Page 1
I. Transportation Funding	Page 1
II. Reauthorization Priorities.....	Page 2
III. Implementing Federal Transportation Programs.....	Page 3
IV. Fiscal Reforms and Issues.....	Page 3
V. Rail Programs.....	Page 4
VI. Goods Movement.....	Page 4
VII. Transportation Security and Emergency Preparedness.....	Page 5
VIII. Energy Issues.....	Page 5
IX. Environmental Policy.....	Page 5
X. Regulatory Requirments.....	Page 6
XI. Employment Issues.....	Page 6

With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. In addition, Orange County provides highway and rail corridors that facilitate the increasing level of international trade entering the Southern California ports.

The 2019-20 Federal Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) statutory, regulatory, and administrative goals and objectives in Washington, D.C. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the 116th Congress, and the later sections present guiding policy statements for the other major issues that may arise. Positions on individual items not directly addressed in this document will be brought to the OCTA Board of Directors (Board) for formal action.

Key Policy Issues in the 116th Congress

A number of significant transportation issues will be discussed in the 116th Congress. OCTA will focus its advocacy efforts on the following principles:

- a) Enact long-term surface transportation reauthorization legislation that provides sustainable funding levels for transportation programs in order to meet our county's critical infrastructure needs;
- b) Seek responsible revenue solutions to fund future transportation projects without adversely affecting an agency's ability to provide services;
- c) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects;
- d) Ensure that funding for any new infrastructure initiatives does not replace or adversely affect existing transportation programs;
- e) Ensure that Highway Trust Fund revenues continue to be used for transit expenditures;
- f) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements.

I. Transportation Funding

Current federal law does not require the appropriation of authorized Highway Trust Fund dollars. Therefore, the annual appropriations process will continue to play an important role in funding OCTA's programs and projects. OCTA will continue to advocate for the largest possible amount and share of appropriations funding to ensure adequate resources to meet the infrastructure needs of Orange County.

Funding limitations enacted with bipartisan support effectively prohibit funding specifically directed to individual projects, commonly called earmarks. It is expected that appropriators will continue this practice for the foreseeable future. Accordingly, this platform does not contain any earmark requests. Should Congress once again allow earmarks, OCTA staff will seek the guidance from the Legislative and Communications Committee regarding project requests.

Even in the absence of earmarks, OCTA will continue to aggressively pursue discretionary funding for transportation projects within the statutory and regulatory requirements of funding programs and the current funding status of OCTA's capital program. Other funding priorities for OCTA include:

- a) Support sustainable transportation funding levels that allow OCTA to continue to improve mobility in and around Orange County;
- b) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs;
- c) Support funding for the Capital Investment Grants program to allow for an expansion of fixed-guideway projects;
- d) Ensure that federal funding is available for capital purposes to the extent not needed for direct operating costs;
- e) Support funding, with increased flexibility, for safety and security grant programs in order to protect Orange County's transportation system,

including highways, transit facilities, rail lines, and related software systems;

- f) Support policies that encourage ridesharing and related congestion relief programs for Orange County commuters;
- g) Support funding for regional and intercity passenger rail corridors in California;
- h) Support funding for the Southern California Regional Training Consortium to develop bus maintenance training information for the transit agencies throughout Southern California.

II. Reauthorization Priorities

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) authorized \$305.5 billion over five years for public transportation, rail, highway, safety, research, and technology programs. These funding levels provided modest increases in all major existing surface transportation programs over the life of the bill. It also added new formula and discretionary freight programs, a new discretionary bus capital program, and new funding for intercity rail. The legislation also preserved the federal focus on safety, kept intact the established structure of the various highway programs, and continued efforts to streamline project delivery.

The FAST Act expires on September 30, 2020. In the 116th Congress, OCTA will focus much of its advocacy efforts on enacting long-term reauthorization legislation that allows state and local government agencies to move forward with a federal partner on critical transportation projects. As such, OCTA will advocate for the following policies:

- a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;
- b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;
- c) Ensure a long-term partnership with the federal government that helps OCTA address capital and operating revenue shortfalls;
- d) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;
- e) Oppose efforts to subject public transportation providers to gas tax liability or other fees that increase operating costs;
- f) Oppose unfunded federal mandates that further stretch the resources of state and local transportation agencies;
- g) Oppose policies that undermine or limit local control over land use decisions;
- h) Ensure fair sub-allocations of funding to account for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject;
- i) Support efforts to ensure that all users of the national transportation system pay their "fair share" to maintain and improve the system;
- j) Oppose limitations or other arbitrary conditions on transportation programs that prevent an equitable distribution of transportation resources;
- k) Support efforts to clarify roles for state and local transportation agencies, as well as for the private sector, in developing innovative approaches to improving mobility;
- l) Support additional funding flexibility to facilitate the use of alternative mobility providers;
- m) Support policies to encourage the safe development, demonstration, deployment, and operation of connected and automated vehicle technologies;
- n) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as those of private sector partners, in the testing and deployment of autonomous vehicles and related technologies;
- o) Support proposals consistent with the recommendations contained in OCTA's Breaking Down Barriers Report and subsequent Follow-on Study;

- p) Oppose rescissions or other arbitrary funding cuts to transportation programs.

III. Implementing Federal Transportation Programs

In the 116th Congress, OCTA will continue to support finalizing the implementation of the FAST Act while finding ways to complement the programs and provisions authorized under federal law. During this time, OCTA will advocate for the following issues:

- a) Oppose any effort to further reduce transportation funding for OCTA or California, advocating for a fair and equitable share;
- b) Pursue continued eligibility of Congestion Mitigation Air Quality (CMAQ) program funding for three-to-five years of operating expenses associated with any new start fixed-guideway or eligible bus projects;
- c) Support expanded use of alternative delivery methods for federally-funded transportation projects;
- d) Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs;
- e) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;
- f) Support efforts that direct state departments of transportation to consider the condition and effectiveness of local evacuation routes in high-risk areas when setting priorities for the disbursement of highway funding;
- g) Support efforts to authorize, fund, and streamline the delivery of bike and pedestrian projects in Orange County;
- h) Advocate for policies to encourage, when possible, a “complete streets” approach to multi-modal project planning in order to expedite project delivery;
- i) Encourage the Federal Highway Administration (FHWA) to utilize the Regional Transportation Plan (RTP) as a long-range planning and vision document rather than a detailed 30-year financial plan;
- j) Support shifting the approval of RTP amendments involving Transportation Control Measures from the Environmental Protection Agency back to the FHWA while allowing for an adequate consultation process;
- k) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;
- l) Encourage cooperation between state and federal partners to mitigate or eliminate any policy that requires direct actions within 180 days of realized degradation on federally-funded highways;
- m) Support streamlining of Federal Buy America requirements to increase certainty while also advocating for greater flexibility in their application.

IV. Fiscal Reforms and Issues

Several legislative and regulatory proposals would have economic impacts, both positive and negative, affecting the delivery of transportation infrastructure projects that create jobs and spur further business development in Orange County. Regarding these developments, OCTA will:

- a) Oppose legislation and regulations that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;
- b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy amendment processes that delay project delivery;

- c) Support expansion and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;
- d) Support fiscally-sound legislation that adequately addresses the Highway Trust Fund's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;
- e) Seek methods to ensure the equitable collection and distribution of sales tax revenue from out-of-state, online retailers (*South Dakota v. Wayfair, Inc.*);
- f) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;
- g) Support legislation or regulations that expedite the delivery of transportation improvements or the development of business opportunities in order to create jobs and economic activity in Southern California.

V. Rail Programs

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA's rail capital budget supports improvements to the regional commuter rail system in Orange County, and under existing policy, OCTA is the primary construction lead on major capital improvements to the regional commuter rail system on its right-of-way.

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency). OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management

responsibility for Pacific Surfliner service in June 2015 via an interagency transfer agreement with the State of California. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. OCTA will continue to monitor the development of additional service to ensure that it does not adversely affect other transportation funding sources. Other rail policy priorities include the following:

- a) Support funding for rail safety programs, including funding for implementation and operation of Positive Train Control (PTC) safety technology and other safety enhancements;
- b) Support ongoing PTC implementation efforts that allow for adequate consideration of technological, fiscal, and logistical challenges;
- c) Support efforts to ensure that any alternative safety technology is interoperable with, and contains the same safety benefits as, the PTC system implemented on passenger rail corridors in Southern California;
- d) Support the availability of technical resources, such as wireless spectrum, to fully implement rail safety technology;
- e) Oppose increasing the current rail passenger liability cap of \$295 million per incident and work with regional partners to ensure that any changes to the cap take into account the limited resources of passenger rail providers.

VI. Goods Movement

The twin Ports of Los Angeles and Long Beach are considered "America's Gateway" and the nation's busiest ports, handling more than \$180 billion dollars' worth of cargo each year. The maintenance and improvement of our region's goods movement infrastructure must continue to be a national priority if our region is to remain competitive with the rest of the world and responsive to the consumer needs of the nearly 18 million people living in Southern California. The need for the Southern California

region to remain competitive is further underscored by the expansion and modernization efforts of foreign competitors. Even though the FAST Act provided \$10 billion for goods movement projects and programs, revenue streams remain insufficient to fund the projects needed to offset the costs of moving these goods considering the many years of underinvestment. OCTA's advocacy efforts regarding goods movement will continue to emphasize the following:

- a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;
- b) Ensure that the benefits of newly-funded projects also take into account mitigation factors to impacted communities;
- c) Support a collaborative approach, including engaging with private sector partners, in developing and implementing the needed sustainable goods movement infrastructure programs and projects;
- d) Support regionally-significant grade separation projects that improve the flow of goods and people throughout Southern California;
- e) Support local control of goods movement infrastructure and freight mobility projects.

VII. Transportation Security and Emergency Preparedness

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative partners, state and federal Homeland Security and Emergency Preparedness grant partners, and local jurisdictions to enhance the security and resiliency of Orange County's transportation system. OCTA will pursue the following priorities to ensure that the agency's safety, security, and emergency preparedness needs are met:

- a) Support increased funding for staff training, increased surveillance, and emergency preparedness improvements with adequate flexibility to ensure that local agencies can effectively use the resources to ensure a more resilient transportation system;

- b) Support a funding distribution that considers all risk threats, including natural disasters, acts of terrorism, and other man-made disasters, as estimated by the Department of Homeland Security, in cooperation with state and local officials;
- c) Support programs that facilitate cooperation with security and emergency preparedness officials to refine and improve information exchange protocols, emergency preparedness systems, and regional data coordination;
- d) Support efforts to provide funding incentives and policy flexibility to facilitate programs to provide safe working conditions for coach operators and transit personnel.

VIII. Energy Issues

The transportation sector is one of the largest consumers of petroleum in the nation. Therefore, legislation or regulations to further develop energy-efficient policies will likely have an impact on OCTA's operations. With such proposals in mind, OCTA will:

- a) Monitor legislation and rulemakings that address new or emerging energy policies;
- b) Encourage industry associations to comment on proposals affecting the public transportation sector;
- c) Support the continuation and expansion of tax incentives for using compressed natural gas, liquefied natural gas, and other alternative transit fuels;
- d) Provide reports to the Board outlining any energy-related legislation introduced in the 116th Congress potentially affecting OCTA.

IX. Environmental Policy

Federal environmental policies affecting OCTA include the National Environmental Protection Act, the Clean Air Act, the Clean Water Act, and the Endangered Species Act. With regard to these policies, OCTA will:

- a) Seek opportunities to expedite and improve the efficiency of the environmental process without impairing substantive environmental requirements;

- b) Seek funding to meet state and local environmental quality requirements, including anticipated requirements for zero-emission buses, alternative fueling stations, and future greenhouse gas reduction requirements;
 - c) Monitor proposals to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements;
 - d) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities.
- b) Oppose policies adversely affecting the agency's ability to effectively address labor relations, employee rights, benefits, and working conditions, such as health, safety, and ergonomic standards;
 - c) Oppose policies that limit state or local pension benefit reforms.

X. Regulatory Requirements

OCTA must also monitor several other administrative requirements, including new and expanded regulatory definitions that may affect the agency's operations. As such, OCTA will:

- a) Oppose regulatory efforts to extend the statutory requirements of the Americans with Disabilities Act;
- b) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data while also eliminating redundant state and federal requirements;
- c) Oppose regulatory proposals that unreasonably subject OCTA to burdensome bureaucratic requirements or increase operational costs, making it harder to deliver projects and improve mobility in Orange County.

XI. Employment Issues

Federal employment laws affecting OCTA include the Fair Labor Standards Act, Family and Medical Leave Act, Occupational Safety and Health Act, and the Omnibus Transportation Employee Testing Act of 1991. OCTA's historical positions regarding labor and employment issues have included:

- a) Support tax incentives for employer-provided transit passes, vanpool benefits, parking spaces, or other commuter benefits;



MAP KEY

- LOSSAN RAIL CORRIDOR
- I-405 IMPROVEMENT PROJECT (2023)
- METROLINK ORANGE COUNTY LINE
- METROLINK INLAND EMPIRE/ORANGE COUNTY LINE
- METROLINK 91 LINE
- 91 EXPRESS LANES
- OC STREETCAR PROJECT (2022)

“Our mission is to enhance the quality of life in Orange County by delivering safer, faster, and more efficient transportation solutions.”

ORANGE COUNTY TRANSPORTATION AUTHORITY

STATE GOVERNMENT RELATIONS CONTACTS

Lance Larson
Executive Director
Government Relations
714-560-5908
llarson@octa.net

Kristin Jacinto
Manager
State and Federal Relations
714-560-5754
kjacinto@octa.net

Dustin Sifford
Senior Government
Relations Representative
714-560-5389
dsifford@octa.net

Alexis Leicht
Associate Government
Relations Representative
714-560-5475
aleicht@octa.net

OCTA AFFILIATED AGENCIES

Orange County
Transit District

Local Transportation
Authority

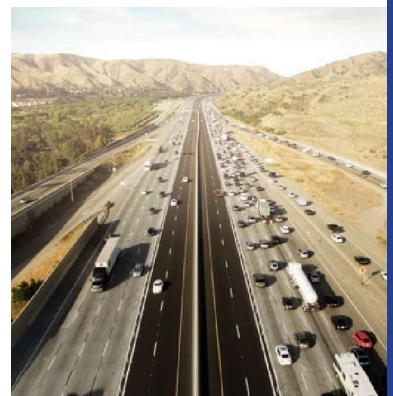
Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management
Agency



550 SOUTH MAIN STREET
P.O. BOX 14184 • ORANGE, CA 92863-1584
714.560.OCTA (6282) • OCTA.NET





Marketing Update 2020



NOVEL CORONAVIRUS (COVID-19) CUSTOMER EDUCATION AND SAFETY CAMPAIGN



Goal

Support OCTA's top priority of putting safety first during COVID-19 and build trust and confidence in riding OC Bus through timely and agile communication.

Objectives

- Create awareness about Orange County Transportation Authority's (OCTA) response to COVID-19
- Integrate service change and safety information
- Encourage customers to do their part in reducing the spread of COVID-19
- Position OCTA as a trusted brand in helping community during the process of recovery from COVID-19
- Maintain high level of agility to pivot messages when needed



JUNE 2020 SERVICE CHANGE AND SAFETY GUIDELINES



Effective and extensive communication channels

- Bilingual bus book (online and through mail upon request)
- Service change brochure (online, through mail and outreach)
- Digital communications (web, email, social, TextAlert, In-App links)
- Signage (bus stops, transit centers, headway signs)
- Bus ads (interior and exterior)
- Customer Information Call Center
- Cities' Public Information Office

Timely and empowering safety messaging

- Keeping Orange County Moving Safely
- Ride Smart. Stay Safe.

DIGITAL TACTICS

EFFECTIVE JUNE 14, 2020 | EFECTIVO 14 DE JUNIO, 2020

JUNE SERVICE CHANGE



OCTA is modifying OC Bus service while helping to protect your safety. Effective June 14, we will operate on the Saturday schedule (Monday through Saturday), while also increasing service on routes to accommodate social distancing and adding more local routes.

En junio, cambiaremos los horarios de domingo a sábado de lunes a sábado. Agregaremos más servicios en rutas con mayor demanda, brindando más rutas comunitarias y protegiendo su seguridad con importantes medidas de seguridad COVID-19.





RIDE SMART.
STAY SAFE.

MONDAY-SATURDAY
Operating Modified Saturday Service

- Weekday service on limited routes
- Regular Sunday service resumes
- Service suspended on limited routes
- New COVID-19 riding guidelines

(see inside for details)

Service Change

JUNE 14 SERVICE CHANGE

MONDAY-SATURDAY
Operating Modified Saturday Service

- Weekday service on limited routes
- Regular Sunday service resumes
- Service suspended on limited routes
- New COVID-19 riding guidelines

OCTA continues to follow health guidance from federal, state and local agencies to keep the safety of riders and employees as the top priority, while helping stop the spread of COVID-19.

OC Bus service has been adjusted to modified Saturday service levels, with added trips on busier routes to accommodate social distancing.

MONDAY-SATURDAY:
OC Bus will operate modified Saturday service on the following routes: 1, 25, 26, 29, 30, 33, 35, 37, 38, 42, 43, 45, 47, 50, 53, 54, 55, 56, 59, 60, 64, 66, 70, 71, 72, 79, 83, 89, 90, 91, 129, 143, 153, 177, 543, 550.

(The highlighted routes will operate with additional trips to allow for social distancing!)

WEEKDAYS ONLY
OC Bus will operate weekday service on the following routes: 76, 82, 85, 86, 87, 123, 127, 177, 453, 455, 457, 473, 475, 480.

SUNDAYS
OC Bus will operate regular Sunday service.

TEMPORARILY DISCONTINUED ROUTES
53X, 57X, 64X, 150, 205, 213, 519, 550, 701, 725, 734 and 736.

[JUNE BUSBOOK](#)

RIDE SMART, STAY SAFE.
OCTA safeguards the health of OC Bus riders with enhanced cleaning of buses in operation, applying anti-viral disinfectant to every bus daily and being extra time to clean surfaces touched most frequently. Additional safety measures have been taken to protect the safety of our customers and employees. Please follow the important safety guidelines below when riding OC Bus to protect yourself and others.

BE SMART, STAY SAFE.
OCTA safeguards the health of OC Bus riders with enhanced cleaning of buses in operation, applying anti-viral disinfectant to every bus daily and being extra time to clean surfaces touched most frequently. Additional safety measures have been taken to protect the safety of our customers and employees. Please follow the important safety guidelines below when riding OC Bus to protect yourself and others.

- **Face covering required** when waiting for and riding OC Bus. Please don't travel if you are sick.
- **Leave a two-foot barrier** between yourself and other passengers when possible for proper social distancing.
- **Use hand sanitizer** available on all our fixed-route buses.
- **Board from the rear door** to protect safety of passengers and coach operators. Boarding from the front door will also be allowed for passengers with disabilities or those who require use of the ramp.
- **A bus pass is still required.** Bus fare is not free while boarding from the rear. You'll be required to show your bus pass upon request to the coach operator or transit police.
- **We are boarding fewer passengers per bus** to provide more room for social distancing. Signs in the bus window indicate if the bus is full. Please wait for the next bus if your scheduled bus is full.

Please ahead before you ride. All adjusted routes and schedules can be found on OCTA.net or by calling 714-638-8382.

Routes & Schedules

JUNE 14 SERVICE CHANGE

MONDAY-SATURDAY
Operating Modified Saturday Service

- Weekday service on limited routes
- Regular Sunday service resumes
- Service suspended on limited routes
- New COVID-19 riding guidelines

View and download the entire bus book, or individual routes and schedules, or create a personalized Bus Book with the bus and train routes you use the most. Last updated: June 2020

[CLICK HERE](#) to view June Service Change Highlights

Download Full Bus Book

- ✓ All routes and schedules
- ✓ All fare information
- ✓ All connecting transit information

[DOWNLOAD FULL BUS BOOK](#)

Create Your Own Bus Book

- ✓ Choose from individual routes and schedules
- ✓ Personalize and download your own Bus Book
- ✓ Includes fares, connecting transit info, riding tips

[CHOOSE YOUR ROUTES](#)

Choose Your Bus Routes

View and download individual routes and schedules, or create a personalized bus book. You can create a customized book with the bus and train routes you use the most. Routes last updated: June 2020

Search routes by Route Number or Name

Local Fixed Routes (Routes 1 to 99)

1	Long Beach - San Clemente
25	Fallerton - Huntington Beach
26	Fallerton - Placentia
29/A	La Habra - Huntington Beach
30	Cerritos - Anaheim
33	Fallerton - Huntington Beach

My Bus Book

The items that you have selected will be combined into one document for download (PDF).

[Download My Bus Book](#)

or CLEAR ALL

JUNE SERVICE CHANGE



MONDAY-SATURDAY Operating Modified Saturday Service

- Weekday service on limited routes
- Regular Sunday service resumes
- Service suspended on limited routes
- New COVID-19 riding guidelines

LUNES-SABADO

OC Bus will operate service on the following routes:

OCTA continues to follow health guidance from federal, state and local agencies to keep the safety of riders and employees as the top priority, while helping stop the spread of COVID-19.

OC Bus service has been adjusted to modified Saturday service levels, with added trips on busier routes to accommodate social distancing.

MONDAY-SATURDAY:

OC Bus will operate modified Saturday service on the following routes: 1, 25, 26, 29, 30, 33, 37, 38, 42, 43, 46, 47, 50, 53, 54, 55, 56, 57, 59, 60, 64, 66, 70, 71, 72, 79, 83, 89, 90, 129, 143, 153, 177, 543, 862.

(The highlighted routes will operate with additional trips to allow for social distancing)

WEEKDAYS ONLY

OC Bus will operate weekday service on the following routes: 76, 82, 85, 86, 87, 123, 167, 177, 178, 453, 463, 472, 473, 480.

SUNDAYS

OC Bus will operate regular Sunday service.

TEMPORARILY DISCONTINUED ROUTES

53X, 57X, 64X, 150, 206, 213, 529, 560, 701, 721 and 794.

OCTA continúa siguiendo las normas de salud de las agencias federales, estatales y locales para mantener la seguridad de los pasajeros y empleados, cual es la principal prioridad, para ayudar a detener la propagación de COVID-19.

El servicio de autobuses OC Bus se ha ajustado a los niveles de servicio modificado del sábado, con viajes adicionales en rutas más ocupadas para acomodar el distanciamiento físico.

LUNES-SABADO:

OC Bus operará servicio modificado de los sábados en las siguientes rutas: 1, 25, 26, 29, 30, 33, 37, 38, 42, 43, 46, 47, 50, 53, 54, 55, 56, 57, 59, 60, 64, 66, 70, 71, 72, 79, 83, 89, 90, 129, 143, 153, 177, 543, 862.

(Las rutas resaltadas operarán con viajes adicionales para permitir el distanciamiento físico)

DÍAS SEMANALES SOLAMENTE

OC Bus operará el servicio de lunes a viernes en las siguientes rutas: 76, 82, 85, 86, 87, 123, 167, 177, 178, 453, 463, 472, 473, 480.

DOMINGOS

OC Bus operará servicio regular los domingos.

RUTAS TEMPORALMENTE DISCONTINUADAS

53X, 57X, 64X, 150, 206, 213, 529, 560, 701, 721 and 794.



RIDE SMART. STAY SAFE.

COVID-19 SAFETY GUIDELINES

Sobre nuestras últimas pautas COVID-19



OC Bus Store: Open with reduced hours from 10 a.m. to 2 p.m., Mondays, Wednesdays and Fridays only at 600 S. Main St. in Orange.

OC Bus Last and Fenced: Closed to the public until further notice. Essential items, including medication and wallets, can be retrieved by emailing LastandFenced@ocbus.net or calling (714) 560-5054.

OC Bus Store: Abierta con horarios reducidos de 10 a.m. a 2 p.m., los lunes, miércoles y viernes solo en 600 S. Main St., en la ciudad de Orange.

OC Bus Última y Cercada: Cerrada al público hasta nuevo aviso. Los artículos esenciales, incluyendo medicamentos y billeteras, se pueden recuperar enviando un correo electrónico a LastandFenced@ocbus.net o llamando al 714-560-5054.



JUNE SERVICE CHANGE



MONDAY-SATURDAY Operating Modified Saturday Service

- Weekday service on limited routes
- Regular Sunday service resumes
- Service suspended on limited routes
- New COVID-19 riding guidelines

THURSDAY TO SUNDAY

OC Bus will operate service on the following routes:

OCTA continues to follow health guidance from federal, state and local agencies to keep the safety of riders and employees as the top priority, while helping stop the spread of COVID-19.

OC Bus service has been adjusted to modified Saturday service levels, with added trips on busier routes to accommodate social distancing.

MONDAY-SATURDAY:

OC Bus will operate modified Saturday service on the following routes: 1, 25, 26, 29, 30, 33, 37, 38, 42, 43, 46, 47, 50, 53, 54, 55, 56, 57, 59, 60, 64, 66, 70, 71, 72, 79, 83, 89, 90, 129, 143, 153, 177, 543, 862.

(The highlighted routes will operate with additional trips to allow for social distancing)

WEEKDAYS ONLY

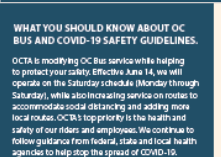
OC Bus will operate weekday service on the following routes: 76, 82, 85, 86, 87, 123, 167, 177, 178, 453, 463, 472, 473, 480.

SUNDAYS

OC Bus will operate regular Sunday service.

TEMPORARILY DISCONTINUED ROUTES

53X, 57X, 64X, 150, 206, 213, 529, 560, 701, 721 and 794.

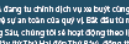


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OCTA tiếp tục theo sự hướng dẫn từ các cơ quan y tế liên bang, tiểu bang và địa phương để giúp ngăn chặn sự lây lan của COVID-19.

Dịch vụ xe buýt OCTA sẽ hoạt động theo lịch trình thứ Bảy trên những tuyến đường này để đáp ứng nhu cầu khách được tiếp cận với dịch vụ.

THỨ HAI ĐẾN THỨ BẢY

Xe buýt OC Bus sẽ hoạt động với lịch trình thứ Bảy trên những tuyến đường sau đây: 1, 25, 26, 29, 30, 33, 37, 38, 42, 43, 46, 47, 50, 53, 54, 55, 56, 57, 59, 60, 64, 66, 70, 71, 72, 79, 83, 89, 90, 129, 143, 153, 177, 543, 862.

(Những tuyến đường này sẽ hoạt động với tần suất chuyến xe để giúp ngăn chặn sự lây lan)

NHỮNG NGÀY THƯỜNG MÀ THỜI

OC Bus sẽ phục vụ trong ngày thường trên những tuyến đường sau đây: 76, 82, 85, 86, 87, 123, 167, 177, 178, 453, 463, 472, 473, 480.

CHỦ NHẬT

OC Bus sẽ phục vụ lịch trình Chủ nhật bình thường.

TAM THỜI NGỪNG HOẠT ĐỘNG NHỮNG Tuyến ĐƯỜNG SAU ĐÂY:

53X, 57X, 64X, 150, 206, 213, 529, 560, 701, 721 and 794.



RIDE SMART. STAY SAFE.

COVID-19 SAFETY GUIDELINES

HƯỚNG DẪN AN TOÀN CHO COVID-19



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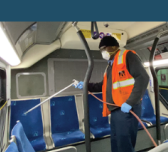
OC Bus Store: Abierta con horarios reducidos de 10 a.m. a 2 p.m., los lunes, miércoles y viernes solo en 600 S. Main St., en la ciudad de Orange.

OC Bus Última y Cercada: Cerrada al público hasta nuevo aviso. Los artículos esenciales, incluyendo medicamentos y billeteras, se pueden recuperar enviando un correo electrónico a LastandFenced@ocbus.net o llamando al 714-560-5054.



WHAT YOU SHOULD KNOW ABOUT OC BUS AND COVID-19 SAFETY GUIDELINES.

OCTA is modifying OC Bus service while helping to protect your safety. Effective June 14, we will operate on the Saturday schedule (Monday through Saturday), while also increasing service on routes to accommodate social distancing and adding more local routes. OCTA's top priority is the health and safety of our riders and employees. We continue to follow guidance from federal, state and local health agencies to help stop the spread of COVID-19.



LO QUE DEBE SABER SOBRE OC BUS, COVID-19, CONEXIONES DE SEGURIDAD Y TRANSTO.

OCTA está modificando el servicio OC Bus mientras ayudando a proteger su seguridad. A partir del 14 de junio, operaremos en el horario del sábado (de lunes a sábado), al mismo tiempo que aumentaremos el servicio en las rutas para acomodar el distanciamiento físico y agregaremos más rutas locales. La prioridad principal de OCTA es la salud y la seguridad de nuestros pasajeros y empleados. Continuamos siguiendo las guías de las agencias de salud federal, estatales y locales para ayudar a detener la propagación de COVID-19.

RIDE SMART. STAY SAFE.

OCTA safeguards the health of OC Bus riders with enhanced cleaning of buses in operation, applying anti-viral disinfectant to every bus daily and taking extra time to clean surfaces touched most frequently. Additional safety measures have been taken to protect the safety of our customers and employees. Please follow the important safety guidelines below when riding OC Bus to protect yourself and others.

1. Face covering required when waiting for and riding OC Bus. Please don't travel if you are sick.
2. Leave a row or a seat between yourself and other passengers when possible for proper social distancing.
3. Use hand sanitizer available on all our fixed-route buses.
4. Board from the rear door to protect safety of passengers and coach operators. Boarding from the front door will still be allowed for passengers with disabilities or those who require use of the ramp.

5. A bus pass is still required. Bus fare is not free when boarding from the rear. You'll be required to show your bus pass upon request to the coach operator or transit police. Purchase bus passes before you board at Ralph's, Huggins, Vons or Pavilions grocery stores, the OCTA store, octa.net or on the OC Bus mobile app.
6. We are boarding fewer passengers per bus to provide more room for social distancing. Signs in the bus window indicate if the bus is full. Please wait for the next bus if your scheduled bus is full.
7. Plan ahead before you ride. All adjusted routes and schedules can be found on OCTA.net or by calling 714-636-8052.

VIAJA INTELIGENTEMENTE. MANTÉNGASE SEGURO.
OCTA protege la salud de los pasajeros de OC Bus con una limpieza mejorada de los autobuses en operación, aplicando desinfectante antiviral a cada autobús diariamente y tomando más tiempo para limpiar las superficies que se tocan con mayor frecuencia. Se han tomado medidas de seguridad adicionales para proteger la seguridad de nuestros clientes y empleados. Sigla las pautas de seguridad importantes a continuación cuando viaje en OC Bus para protegerse y proteger a los demás.

4. Aborde desde la puerta trasera para proteger la seguridad de los pasajeros y los operadores de autobuses. El abordaje desde la puerta de entrada aún estará permitido para los pasajeros con discapacidades o aquellos que requieran el uso de la rampa.
5. Lleve su boleto en su mano. El boleto no es gratuito al abordar desde la parte trasera. Se le pedirá mostrar su boleto cuando se le solicite al conductor o a la policía de tránsito. Compre los boletos antes de abordar en las tiendas de comestibles Ralph's, Huggins, Vons o Pavilions, en la tienda de comestibles OCTA, octa.net o en la aplicación móvil OC Bus.
6. Abordamos menos pasajeros por autobús para proporcionar más espacio para el distanciamiento físico. Las señales en la ventana del autobús indican si el autobús está lleno. Espere el próximo autobús si su autobús programado está lleno.
7. Planifique con anticipación antes de viajar. Todas las rutas y horarios ajustados se pueden encontrar en ocbus.net o llamando al 714-636-8052.



NHỮNG ĐIỀU QUÝ VỊ NÊN BIẾT VỀ OC BUS VÀ TÍNH TÍNH VỆ AN TOÀN TRONG MÙA DỊCH COVID-19.

OCTA đang điều chỉnh dịch vụ xe buýt OC Bus với việc tiếp tục tăng cường làm sạch xe buýt, áp dụng chất khử trùng chống vi khuẩn trên toàn bộ xe buýt hàng ngày và dành thêm thời gian để làm sạch các bề mặt được chạm tay nhiều nhất. Chúng tôi tiếp tục tuân thủ hướng dẫn từ các cơ quan y tế liên bang, tiểu bang và địa phương để giúp ngăn chặn sự lây lan của COVID-19.

ĐI XE BUÝT THÔNG MINH. GIỮ AN TOÀN.

OCTA tiếp tục theo dõi hướng dẫn từ các cơ quan y tế liên bang, tiểu bang và địa phương để giúp ngăn chặn sự lây lan của COVID-19. Chúng tôi tiếp tục tuân thủ hướng dẫn từ các cơ quan y tế liên bang, tiểu bang và địa phương để giúp ngăn chặn sự lây lan của COVID-19.

4. Luôn sử dụng khẩu trang khi chờ đợi xe buýt và trên xe buýt. Không đi xe buýt nếu bạn đang cảm thấy không khỏe.
5. Giữ khoảng cách giữa bạn và người khác khi chờ đợi xe buýt và trên xe buýt. Nếu xe buýt đầy, hãy chờ đợi xe buýt tiếp theo.
6. Luôn sử dụng chất khử trùng tay khi chờ đợi xe buýt và trên xe buýt. Chất khử trùng tay có sẵn trên xe buýt OC Bus.
7. Lên xe buýt từ cửa sau để bảo vệ an toàn cho hành khách và người lái xe. Việc lên xe buýt từ cửa trước vẫn được chấp nhận nếu bạn có thể giữ khoảng cách giữa bạn và người khác.
8. Lên xe buýt từ cửa sau để bảo vệ an toàn cho hành khách và người lái xe. Việc lên xe buýt từ cửa trước vẫn được chấp nhận nếu bạn có thể giữ khoảng cách giữa bạn và người khác.
9. Lên xe buýt từ cửa sau để bảo vệ an toàn cho hành khách và người lái xe. Việc lên xe buýt từ cửa trước vẫn được chấp nhận nếu bạn có thể giữ khoảng cách giữa bạn và người khác.



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SIGNAGE

JUNE SERVICE CHANGE

MONDAY-SATURDAY Operating Modified Saturday Service

- Weekday service on limited routes
- Regular Sunday service resumes
- Service suspended on limited routes
- New COVID-19 riding guidelines



EFFECTIVE JUNE 14, 2020 EFECTIVO 14 DE JUNIO, 2020

OCTA continues to follow health guidance from federal, state and local agencies to keep the safety of riders and employees as the top priority, while helping stop the spread of COVID-19. OC Bus service has been adjusted to modified Saturday service levels, with added trips on busier routes to accommodate social distancing.

MONDAY-SATURDAY:

OC Bus will operate modified Saturday service on the following routes: 1, 25, 26, **29, 30, 33, 35, 37, 38, 42, 43, 46, 47, 50, 53, 54, 55, 56, 57, 59, 60, 64, 66, 70, 71, 72, 79, 83, 89, 90, 91, 129, 143, 153, 177, 543, 862.**

(The highlighted routes will operate with additional trips to allow for social distancing.)

WEEKDAYS ONLY

OC Bus will operate weekday service on the following routes: 76, 82, 85, 86, 87, 123, 167, 177, 178, 453, 463, 472, 473, 480

SUNDAYS

OC Bus will operate regular Sunday service

TEMPORARILY DISCONTINUED ROUTES

53X, 57X, 64X, 150, 206, 213, 529, 560, 701, 721 and 794.

OC BUS RIDING GUIDELINES

- Board from the rear doors.
- A bus pass is required when riding.
- Purchase your pass before boarding.
- Leave a row or seat between yourself and other passengers.
- Please wear face covering when riding.

For detailed route schedules visit ocbus.com/ebusbook or call 714-636-RIDE.

OCTA continúa siguiendo las normas de salud de las agencias federales, estatales y locales para mantener la seguridad de los pasajeros y empleados, cual es la principal prioridad, para ayudar a detener la propagación de COVID-19. El servicio de autobuses OC se ha ajustado a los niveles de servicio del sábado modificado, con viajes adicionales en rutas más concurridas para acomodar el distanciamiento físico.

LUNES-SABADO:

OC Bus operará servicio modificado de los sábados en las siguientes rutas: 1, 25, 26, **29, 30, 33, 35, 37, 38, 42, 43, 46, 47, 50, 53, 54, 55, 56, 57, 59, 60, 64, 66, 70, 71, 72, 79, 83, 89, 90, 91, 129, 143, 153, 177, 543, 862.**

(Las rutas resaltadas operarán con viajes adicionales para permitir el distanciamiento físico)

DÍAS SEMANALES SOLAMENTE

OC Bus operará el servicio de lunes a viernes en las siguientes rutas: 76, 82, 85, 86, 87, 123, 167, 177, 178, 453, 463, 472, 473, 480

DOMINGOS

OC Bus operará servicio regular los domingos

RUTAS TEMPORALMENTE DISCONTINUADAS

53X, 57X, 64X, 150, 206, 213, 529, 560, 701, 721 and 794.

GUÍAS DE VIAJE EN AUTOBUSES OC

- Entre por las puertas traseras.
- Se requiere un pase de autobús para viajar. Compre su pase antes de abordar.
- Deje una fila o asiento entre usted y otros pasajeros.
- Por favor, use coberturas de boca cuando viaje.

Para los horarios detallados de las rutas, visite ocbus.com/ebusbook o llame al 714-636-RIDE.



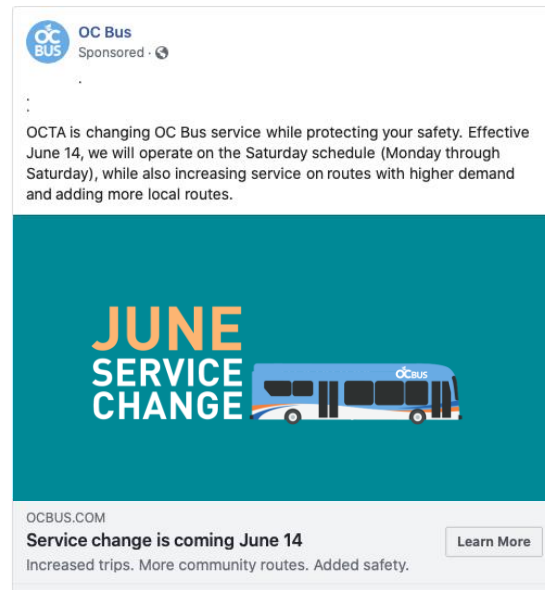
**PLEASE WEAR FACE
COVERING WHEN RIDING**

**POR FAVOR, USE COBERTURAS
DE BOCA CUANDO VIAJE**





Static Facebook ad



Animated GIF Facebook ad

BUS INTERIOR CARDS

KEEPING ORANGE COUNTY MOVING SAFELY

Please follow OC Bus Safety Guidelines to keep yourself and others safe.



Please wear
face covering



Practice social
distancing



Use on-board
hand sanitizer



Board from the
rear doors



A bus pass
is required



Fewer customers
per bus

Plan ahead before you ride
All adjusted routes and schedules
can be found at [OCTA.net](https://www.octa.net)



HACIENDO QUE EL CONDADO DE ORANGE SE MUEVA DE MANERA SEGURA

Siga las guías de seguridad de OC Bus para mantenerse seguro y proteger a los demás.



Por favor use
cubierta de cara



Practique el
distanciamiento
físico



Use desinfectante
de manos a bordo



Aborde desde las
puertas traseras



Todavía se
requiere un pase
de autobús



Menos clientes
por autobús

Planifique con anticipación antes de viajar

Todas las rutas y horarios ajustados se pueden
encontrar en [OCTA.net](https://www.octa.net)



TIẾP TỤC DI CHUYỂN CƯ DÂN QUẬN CAM MỘT CÁCH AN TOÀN

Vui lòng tuân theo những hướng dẫn an toàn của OC Bus để bảo vệ sự
an toàn của chính quý vị và hành khách khác.



Vui lòng đeo
khẩu trang



Hãy giữ khoảng
cách an toàn



Dùng nước khử
trùng rửa tay đang
có trên xe buýt



Lên xe buýt
bằng cửa sau



Vẫn cần phải
mua vé xe buýt

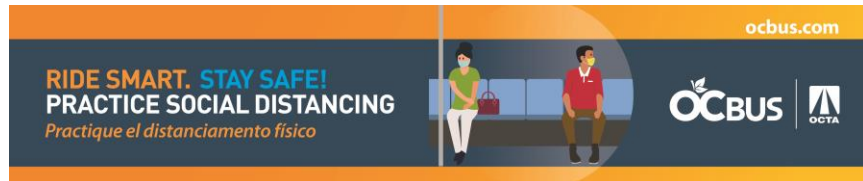
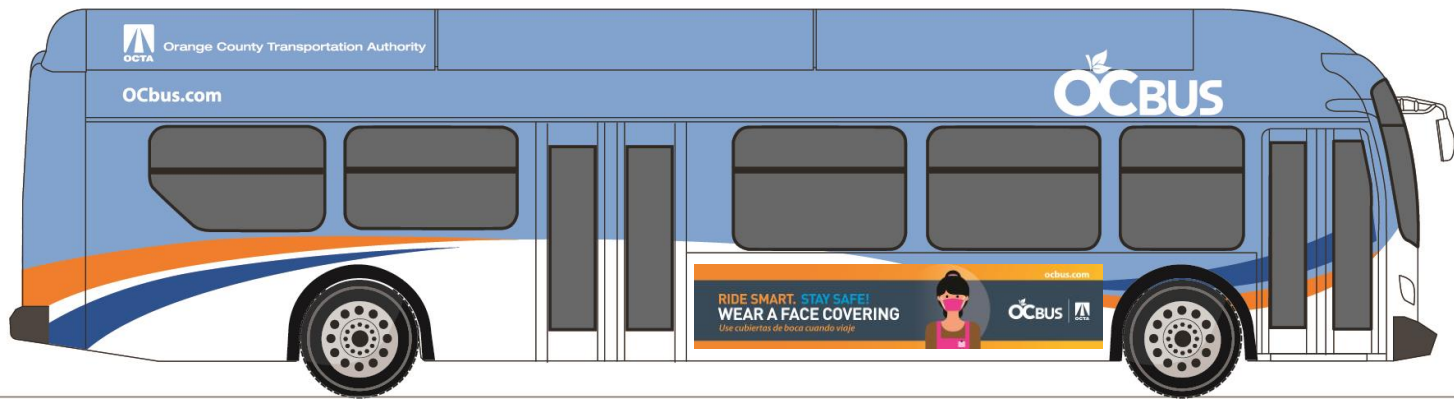


Giảm số lượng
hành khách của
mỗi xe buýt

Chuẩn bị trước khi dùng xe buýt

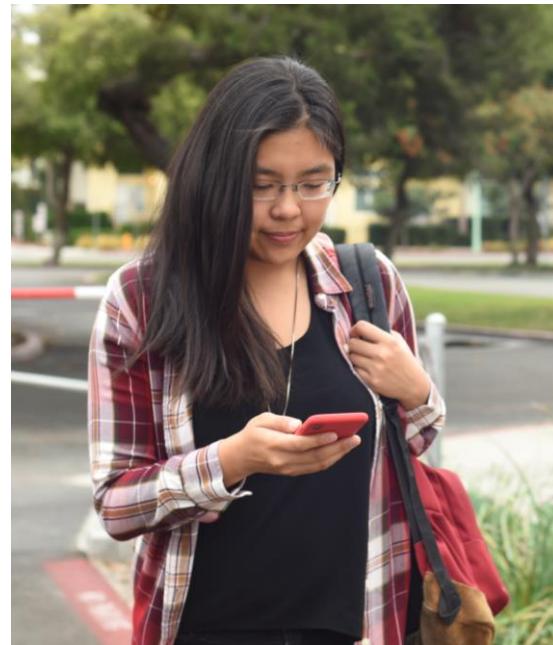
Tất cả những thay đổi thời gian của những tuyến
đường có thể tìm thấy tại trang mạng [OCTA.net](https://www.octa.net)





COLLEGE PASS PROGRAM

Colleges	Status
Santa Ana College (SAC)	Renewing
Continuing Education (RSCCD)	Renewing
Santiago Canyon College	Continuing
Golden West College	Continuing
Fullerton College	Continuing
Coastline College	New – Fall 2020
Saddleback College	New – Fall 2020
Irvine Valley College	New – Fall or Spring 2021
North Orange Continuing Education (NOCE)	New – Fall or Spring 2021
Cypress College	New – Spring 2021



METROLINK CUSTOMER COMEBACK CAMPAIGN

The screenshot shows the Metrolink Weekend Daycations website. At the top, there's a navigation bar with the OCTA logo, links for 'Getting Around', 'Projects and Programs', 'News and Resources', and 'About OCTA', a 'Select Language' dropdown, and social media icons. Below this is a search bar. The main banner features a colorful illustration of a castle, a train, and a pagoda, with the text 'METROLINK WEEKEND DAYCATIONS All the fun without the jet lag!'. A purple box below the banner says 'Enter to Win a Los Angeles Daycation for 4!' and lists the prize: 'Package includes Metrolink tickets, a \$100 gift card to Philippe's the Original, and a \$100 gift card to San Antonio Winery'. To the right is an 'ENTER TO WIN' button. Below the banner, there's a 'CLEAN COMMUTING' section with the text 'Making your ride healthy and safe' and a 'WATCH VIDEO' button. To the right of this is a section titled 'Come out and Explore Safely on Metrolink' with a sub-header 'Want to plan the perfect day trip?'. The text describes travel to world-class destinations in Orange County, Los Angeles, and Oceanside, and mentions the Metrolink Weekends Day Pass. At the bottom, it says 'Check back soon for updates on Metrolink Weekend promotions.'

METROLINK WEEKEND DAYCATIONS
All the fun without the jet lag!

Enter to Win a Los Angeles Daycation for 4!
Package includes Metrolink tickets, a \$100 gift card to Philippe's the Original, and a \$100 gift card to San Antonio Winery

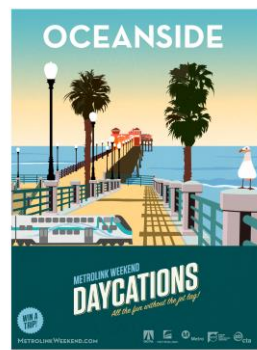
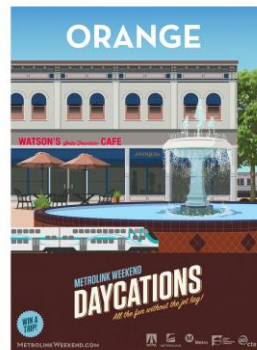
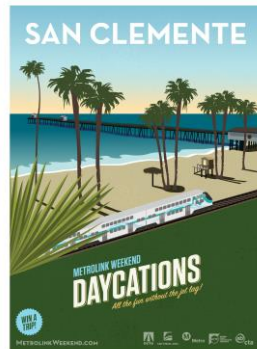
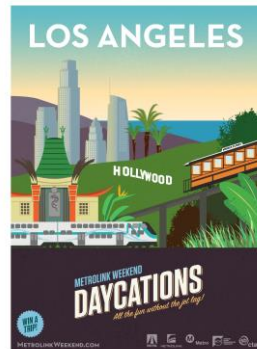
CLEAN COMMUTING
Making your ride healthy and safe
WATCH VIDEO

Come out and Explore Safely on Metrolink

Want to plan the perfect day trip?
Travel by train to world-class destinations in Orange County, Los Angeles, and Oceanside. Plan your daycation today to sunny beaches, outdoor fun, arts and culture, entertainment, and top-rated restaurants. Bon voyage!

With the Metrolink Weekends Day Pass, unlimited rides all day Saturday or Sunday are only \$10 and kids age 5 and under ride free with paying adult, up to 3 per adult.

Check back soon for updates on Metrolink Weekend promotions.



NATIONAL BIKE TO WORK WEEK – SEPTEMBER 2020



A promotional graphic for National Bike to Work Week 2020. The central dark blue area features a red and white hexagonal logo with a bicycle and the text "BIKE TO WORK WEEK 2020 SEPT". To the right, the text "GET YOUR HEALTH BACK IN GEAR!" is written in large teal letters, followed by "Take the 7-DAY CHALLENGE" and "Get rolling to fun, fitness & rewards". The website "octa.net/BikeToWorkSafely" and the OCTA logo are also present. The graphic is framed by a border of colorful squares containing icons for a sun, a number 2, a helmet, a building, a coffee cup, a bicycle, a person on a bike, a picnic basket, a heart with a pulse line, a person on a bike, and a dog's head.

2
5 MILES

GET YOUR HEALTH BACK IN GEAR!

Take the 7-DAY CHALLENGE
Get rolling to fun, fitness & rewards

octa.net/BikeToWorkSafely

OCTA

10
MILES

2 MILES

BRAND AWARENESS



- Articulate and promote the brand vision and values
- Create awareness and anticipation

