



# Orange County Transportation Authority

## Board Agenda

Monday, January 23, 2023 at 9:00 a.m.

550 South Main Street, Orange, California

### Board Members

Gene Hernandez, Chairman

Tam Nguyen, Vice Chairman

Doug Chaffee

Jose Diaz

Andrew Do

Jon Dumitru

Jamey Federico

Katrina Foley

Brian Goodell

Patrick Harper

Michael Hennessey

Steve Jones

Fred Jung

Farrah N. Khan

Jessie Lopez

Vicente Sarmiento

Donald P. Wagner

Ryan Chamberlain, Ex-Officio

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

### Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The 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.

### Public Availability of Agenda Materials

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

# **BOARD MEETING AGENDA**

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## **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking the below link:

<https://octa.legistar.com/Calendar.aspx>

Members of the public may address the Board of Directors regarding any item two ways:

### **In-Person Comment**

Members of the public may attend in-person and address the Board of Directors regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board (or notify the Clerk of the Board the item number on which you wish to speak). Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

### **Written Comment**

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

## **Call to Order**

### **Invocation**

Director Goodell

### **Pledge of Allegiance**

Director Wagner

## **Special Calendar**

### **1. Closed Session**

A Closed Session will be held as follows:

- A. Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Orange County Transportation Authority v. Hyundai Motor America, et al. - OCSC Case No. 30-2019-01053132.
- B. Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Martinez v. Orange County Transportation Authority, OCSC Case No. 30-2021-1218101.

# BOARD MEETING AGENDA

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## Orange County Local Transportation Authority Special Calendar Matters

### 2. Adopt Resolutions of Necessity for the State Route 91 Improvement Project Between State Route 57 and State Route 55

Joe Gallardo/James G. Beil

#### **Overview**

The Orange County Transportation Authority is implementing the State Route 91 Improvement Project between State Route 57 and State Route 55 (Project). The Project requires acquisition of property rights from public and private parties adjacent to the existing freeway and city streets. Currently, staff has been unable to reach or finalize an agreement to purchase required property rights from the subject properties. It is necessary for the Board of Directors to adopt resolutions of necessity and commence the eminent domain process to obtain possession of required property rights to maintain the Project delivery and construction schedules.

#### **Recommendation**

Adopt Resolution of Necessity Nos. 2023-001, 2023-002, and 2023-003 and authorize and direct General Counsel to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the State Route 91 Improvement Project between State Route 57 and State Route 55.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Attachment F](#)

[PowerPoint](#)

# BOARD MEETING AGENDA

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## Orange County Transportation Authority Special Calendar Matters

### 3. Update on Emergency Railroad Track Stabilization in the Vicinity of Milepost 206.8 on the Orange Subdivision

Jason Lee/James G. Beil

#### **Overview**

A hillside adjacent to the Orange County Transportation Authority-owned railroad right-of-way, in the vicinity of Mile Post 206.8 on the Orange Subdivision, has failed and continues to incrementally move, pushing the railroad tracks toward the Pacific Ocean. Measures are being taken to stabilize the landslide to restore and maintain passenger and freight rail service. Staff will provide an update on efforts to stabilize the railroad tracks.

#### **Recommendation**

Reaffirm Resolution No. 2022-075 authorizing the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 206.8 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

### 4. Presentation of Resolutions of Appreciation for Employees of the Month

#### **Overview**

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2023-005, 2023-006, and 2023-007 to Roberto Vargas, Coach Operator; Michael Gonzales, Maintenance; and Riley Koehler, Administration, as Employees of the Month for January 2023.

### 5. 2023 Board of Directors and Chief Executive Officer Initiatives and Action Plan

Darrell E. Johnson

#### **Overview**

At the beginning of each calendar year, the Orange County Transportation Authority Board of Directors, led by the Chairman, identify a set of priorities for the year, titled Board of Directors Initiatives. The Chief Executive Officer's Initiatives and Action Plan are developed concurrently to support and reinforce the Board of Directors Initiatives. Together, the Orange County Transportation Authority Board of Directors Initiatives and Chief Executive Officer's Initiatives and Action Plan establish a roadmap for major accomplishments during the calendar year.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

# BOARD MEETING AGENDA

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## Consent Calendar (Items 6 through 10)

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

### Orange County Transportation Authority Consent Calendar Matters

#### 6. Approval of Minutes

***Recommendation***

Approve the minutes of the January 9, 2023 Orange County Transportation Authority and affiliated agencies' regular meeting.

***Attachments:***

[Minutes](#)

#### 7. Approval of 2023 Orange County Transportation Authority Board Committees and External Agencies' Assignments

Andrea West/Jennifer L. Bergener

***Overview***

The recommended 2023 Board Member assignments for the Orange County Transportation Authority Board Committees and external agencies are presented for the Board of Directors' consideration and approval.

***Recommendations***

- A. Approve the Chairman's assignments for the 2023 Orange County Transportation Authority Board Committees comprised of the Executive, Finance and Administration, Legislative and Communications, Regional Planning and Highways, State Route 91 Advisory, Transit, and Environmental Oversight Committees.
  
- B. Receive the Chairman's assignments for 2023 external agencies comprised of the California Association of Councils of Governments, Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, Mobile Source Air Pollution Reduction Review Committee, Southern California Association of Governments' Regional Council, Orange County Council of Governments, and Southern California Regional Rail Authority.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

# BOARD MEETING AGENDA

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## Orange County Transit District Consent Calendar Matters

### 8. **Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2022-23**

Kim Tucker/Johnny Dunning, Jr.

#### **Overview**

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established measures of performance for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the performance of these services through the first quarter of fiscal year 2022-23.

#### **Recommendation**

Receive and file as an information item.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

### 9. **Amendment to Agreement for Schedule Checking Services**

Jeffrey N. Tatro/Johnny Dunning, Jr.

#### **Overview**

On January 14, 2019, the Board of Directors approved an agreement with National Data and Surveying Services, Inc., doing business as Southland Car Counters, to perform manual observation and collection of bus ridership and performance information for fixed-route services, referred to in the transit industry as schedule checking. This agreement has an initial term of three years and includes two, one-year option terms. The first option term expires January 31, 2023.

#### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-8-1850 between the Orange County Transportation Authority and National Data and Surveying Services, Inc., doing business as Southland Car Counters, to exercise the second option term of the agreement, in the amount of \$164,212, to continue providing manual observation and collection of bus ridership and performance information for fixed-route services, referred to as schedule checking activities. This will increase the maximum obligation of the agreement to a total contract value of \$929,353.

#### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

## BOARD MEETING AGENDA

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### Orange County Local Transportation Authority Consent Calendar Matters

#### 10. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report

Adrian Salazar/Kia Mortazavi

##### **Overview**

Measure M2 includes a program to fund community-based transit circulators known as Project V. The goal of the program is to provide local transit services in areas not well-served by regional transit services. Funding is awarded to local jurisdictions through a competitive call for projects. Local jurisdictions then implement the awarded services and commit to meeting minimum performance standards including ridership metrics. The ridership information for these awarded services is presented to the Board of Directors twice annually. The ridership report from April 2022 through September 2022 is presented herein.

##### **Recommendation**

Receive and file as an information item.

##### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

### Regular Calendar

### Orange County Local Transportation Authority Regular Calendar Matters

#### 11. OC Streetcar Project Quarterly Update

Ross Lew/James G. Beil

##### **Overview**

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report covers OC Streetcar project activities from October 2022 through December 2022.

##### **Recommendation**

Receive and file as an information item.

##### **Attachments:**

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Presentation](#)

## **BOARD MEETING AGENDA**

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### **Discussion Items**

**12. Public Comments**

**13. Chief Executive Officer's Report**

**14. Directors' Reports**

**15. Adjournment**

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

**9:00 a.m. on Monday, February 13, 2023**


OCTA Headquarters  
550 South Main Street  
Orange, California





**January 23, 2023**

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

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

**Subject:** Adopt Resolutions of Necessity for the State Route 91 Improvement Project Between State Route 57 and State Route 55

**Overview**

The Orange County Transportation Authority is implementing the State Route 91 Improvement Project between State Route 57 and State Route 55. The project requires acquisition of property rights from public and private parties adjacent to the existing freeway and city streets. Currently, staff has been unable to reach or finalize an agreement to purchase required property rights from the subject properties. It is necessary for the Board of Directors to adopt resolutions of necessity and commence the eminent domain process to obtain possession of required property rights to maintain the project delivery and construction schedules.

**Recommendation**

Adopt Resolution of Necessity Nos. 2023-001, 2023-002, and 2023-003 and authorize and direct General Counsel to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the State Route 91 Improvement Project between State Route 57 and State Route 55.

**Background**

The acquisition of public and private properties is often required to implement transportation projects, even though extensive efforts are made during the planning and design process to avoid or minimize the impacts to public and private properties. Cooperative Agreement Nos. C-9-1274 and C-0-2583 between the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) were approved by the Board of Directors (Board) on June 10, 2019, and October 12, 2020, respectively. These documents define the roles and responsibilities of OCTA and Caltrans for final design and right-of-way (ROW) acquisition for the

State Route 91 (SR-91) Improvement Project between State Route 57 and State Route 55 (SR-55) (Project). Pursuant to the cooperative agreements, OCTA is the lead implementing agency for final design and ROW acquisition for the Project. The environmental document and project report were approved by Caltrans on June 22 and June 24, 2020, respectively.

***Discussion***

Construction of the Project will impact 19 properties, including one multi-residential property, eight commercial/industrial properties, and ten vacant properties. There are four properties identified as partial acquisitions and no properties identified as full acquisitions. The remaining 15 properties are all identified as temporary acquisitions only. The Project does not require any displacement of tenants/occupants. The real property requirements for the Project include the acquisition of partial fee interests (FEE), permanent easements (PE), and temporary construction easements (TCE) to construct the proposed highway improvements. The partial FEEs, PEs, and TCEs are required for roadway construction, soundwalls, and retaining walls.

The Project is identified as Project I in the Renewed Measure M2 Transportation Ordinance and Investment Plan approved by the voters in November 2006 and included in the 2020 update to the Next 10 Delivery Plan approved by the Board in April 2021. The Project is being delivered in three logical segments: SR-91 between SR-55 to Lakeview Avenue (Segment 1), SR-91 La Palma Avenue to SR-55 (Segment 2), and SR-91 Acacia Street to La Palma Avenue (Segment 3). Currently, staff has been unable to reach or finalize an agreement to purchase required property rights from three subject properties for Segment 1.

Resolution No. 2023-001 pertains to the acquisition of one partial FEE and one TCE over a portion of the property owned by Luther E. Secrest and Charmella C. Secrest, Trustees of the Brandon Chase Trust, dated May 3, 2004. The acquisition of the subject partial FEE is needed to accommodate the construction of a retaining wall and soundwall as part of the freeway widening improvements. The acquisition of the subject TCE is needed to provide sufficient work area to construct the freeway widening improvements.

Resolution No. 2023-002 pertains to the acquisition of one TCE over a portion of the property owned by Gene Secrest, Trustee of the Brandon Chase Trust. The acquisition of the subject TCE is needed to provide sufficient work area to construct the freeway widening improvements.

Resolution No. 2023-003 pertains to the acquisition of one partial FEE and one TCE over a portion of the property owned by Alston Community Association, a California nonprofit mutual benefit corporation. The acquisition of the subject partial FEE is needed to accommodate the widening of the SR-91, realignment

of the westbound on-ramp at Lakeview Avenue, and construction of a soundwall. The acquisition of the subject TCE is needed to provide sufficient work area to construct the freeway widening improvements.

The property owners have been given substantially more time than the 30 days required by the Federal Highway Administration to consider OCTA's written offer. A history of the communication to negotiate an agreement with each property owner is described in Attachment A. These communications include OCTA staff requesting a meeting with the property owners to conduct an OCTA policies and procedures first level review meeting to describe the Project design and the need for the property.

OCTA must secure possession of the interests in the subject properties by August 2023 for Segment 1 to meet Project schedule deadlines. Delay in acquiring the interests in these properties will cause Project delays. Proceeding with these resolutions of necessity (RON) will ensure that Project schedules are maintained.

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

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

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

The following resolutions are recommended:

- Resolution No. 2023-001 (Luther E. Secrest and Charmella C. Secrest, Trustees of the Brandon Chase Trust, dated May 3, 2004) – Action is recommended for the acquisition of one partial FEE and one TCE over a portion of the property to accommodate the construction of a retaining wall and soundwall and to provide sufficient work area to construct the freeway widening improvements.

- Resolution No. 2023-002 (Gene Secret, Trustee of the Brandon Chase Trust) – Action is recommended for the acquisition of one TCE over a portion of the property to provide sufficient work area to construct a soundwall and the freeway widening improvements.
- Resolution No. 2023-003 (Alston Community Association, a California nonprofit mutual benefit corporation) – Action is recommended for the acquisition of one partial FEE and one TCE over a portion of the property to accommodate the realignment of the westbound on-ramp at Lakeview Avenue and construction of a soundwall and to provide sufficient work area to construct the freeway widening improvements.

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

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

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

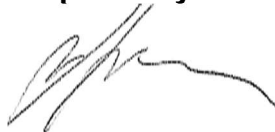
### ***Summary***

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

***Attachments***

- A. Correspondence/Contact Summary with Property Owners
- B. List of Property Owners, State Route 91 Improvement Project Between State Route 57 and State Route 55, Board of Directors Exhibit Matrix
- C. Photo Aerial Exhibits
- D. Resolution No. 2023-001
- E. Resolution No. 2023-002
- F. Resolution No. 2023-003

**Prepared by:**



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

**Approved by:**



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

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

**Correspondence/Contact Summary  
Resolution No. 2023-001**

**Luther E. Secrest and Charmealla C. Secrest, Trustees of the Brandon Chase  
Trust  
(CPN 104156)**

| <b>Date</b>        | <b>Reason for Contact</b>   |
|--------------------|---|
| November 9, 2021   | Orange County Transportation Authority (OCTA) sent Notice of Decision to Appraise to property owner via certified mail. |
| June 10, 2022      | OCTA's right-of-way (ROW) agent sent offer package by electronic mail to property owner, as requested.                  |
| June 14, 2022      | OCTA ROW agent met with the property owner to sign offer.   |
| July 13, 2022      | OCTA's ROW agent called property owner asking for a status of the offer.  |
| July 14, 2022      | Telephone conversation between property owner and OCTA staff regarding offer.   |
| July 19, 2022      | OCTA ROW agent sent executed Purchase and Sale Agreement to property owner via email.                                   |
| July 20, 2022      | Escrow opened.  |
| July 21, 2022      | Telephone conversation between OCTA ROW agent and escrow regarding tax.   |
| July 21, 2022      | Telephone conversation between OCTA ROW agent and property owner regarding tax.   |
| August 4, 2022     | Telephone conversation between escrow and property owner regarding tax.   |
| August 4, 2022     | Second telephone conversation between escrow and property owner regarding tax.  |
| August 5, 2022     | E-mail correspondence between escrow and property owner re: tax.  |
| August 17, 2022    | E-mail correspondence between escrow and property owner re: tax.  |
| August 29, 2022    | OCTA's ROW agent spoke with property owner re: escrow.  |
| September 12, 2022 | OCTA's ROW agent spoke with escrow re: canceling escrow.  |
| September 12, 2022 | OCTA's ROW agent spoke with property owner re: escrow.  |
| September 29, 2022 | OCTA's ROW agent spoke with property owner re: escrow.  |
| October 4, 2022    | E-mail correspondence between escrow and property owner re: escrow documents.   |
| October 6, 2022    | Escrow emailed property owner asking for a status of their escrow documents.  |
| October 7, 2022    | OCTA's ROW agent called property owner asking for a status of escrow documents.   |
| October 27, 2022   | OCTA's ROW agent called property owner asking for a status of escrow documents.   |
| November 4, 2022   | OCTA's ROW agent called property owner asking for a status of escrow documents.   |
| November 18, 2022  | OCTA's ROW agent called property owner asking for a status of escrow documents.   |

|                  |  |
|------------------|--|
| December 7, 2022 | OCTA's ROW agent informed property owner about the upcoming resolution of necessity (RON).   |
| December 9, 2022 | OCTA's ROW agent spoke with property owner re: escrow.   |
| December 22,2022 | Scheduled first level review meeting for January 12, 2023  |
| January 12, 2023 | Met with Mr. Secret, EPIC Consulting, LLC, and OCTA to conduct the first level review meeting, discussed the need for the property rights, and the status of the escrow. |



**Correspondence/Contact Summary  
Resolution No. 2023-002**

**Gene Secret, Trustee of the Brandon Chase Trust  
(CPN 104158)**

| <b>Date</b>        | <b>Reason for Contact</b>   |
|--------------------|---|
| November 9, 2021   | OCTA sent Notice of Decision to Appraise to property owner via certified mail.          |
| June 10, 2022      | OCTA's ROW agent sent offer package by electronic mail to property owner, as requested. |
| June 14, 2022      | OCTA ROW agent met with the property owner to sign offer.                               |
| July 13, 2022      | OCTA's ROW agent called property owner asking for a status of the offer.                |
| July 14, 2022      | Telephone conversation between property owner and OCTA staff regarding offer.           |
| July 19, 2022      | OCTA ROW agent sent executed Purchase and Sale Agreement to property owner.             |
| July 20, 2022      | Escrow opened.  |
| July 21, 2022      | Telephone conversation between OCTA ROW agent and escrow regarding tax.                 |
| July 21, 2022      | Telephone conversation between OCTA ROW agent and property owner regarding tax.         |
| August 4, 2022     | Telephone conversation between escrow and property owner regarding tax.                 |
| August 4, 2022     | Second telephone conversation between escrow and property owner regarding tax.          |
| August 5, 2022     | E-mail correspondence between escrow and property owner re: tax.                        |
| August 17, 2022    | E-mail correspondence between escrow and property owner re: tax.                        |
| August 29, 2022    | OCTA's ROW agent spoke with property owner re: escrow.                                  |
| September 12, 2022 | OCTA's ROW agent spoke with escrow re: canceling escrow.                                |
| September 12, 2022 | OCTA's ROW agent spoke with property owner re: escrow.                                  |
| September 29, 2022 | OCTA's ROW agent spoke with property owner re: escrow.                                  |
| October 4, 2022    | E-mail correspondence between escrow and property owner re: escrow documents.           |
| October 6, 2022    | Escrow emailed property owner asking for a status of their escrow documents.            |
| October 7, 2022    | OCTA's ROW agent called property owner asking for a status of escrow documents.         |
| October 27, 2022   | OCTA's ROW agent called property owner asking for a status of escrow documents.         |
| November 4, 2022   | OCTA's ROW agent called property owner asking for a status of escrow documents.         |
| November 18, 2022  | OCTA's ROW agent called property owner asking for a status of escrow documents.         |

|                  |   |
|------------------|---|
| December 7, 2022 | OCTA's ROW agent informed property owner about the upcoming RON.  |
| December 9, 2022 | OCTA's ROW agent spoke with property owner re: escrow.  |
| December 22,2022 | Scheduled first level review meeting for January 12, 2023.  |
| January 12, 2023 | Met with Mr. Secrest, EPIC Consulting, LLC, and OCTA to conduct the first level review meeting, discussed the need for the property rights, and the status of the escrow. |

**Correspondence/Contact Summary  
Resolution No. 2023-003**

**Alston Community Association, a California nonprofit mutual benefit corporation  
(CPN 104159)**

| <b>Date</b>        | <b>Reason for Contact</b>   |
|--------------------|---|
| November 9, 2021   | OCTA sent Notice of Decision to Appraise to property owner via certified mail.  |
| June 15, 2022      | OCTA's ROW agent sent offer package by electronic mail to the representative of Alston Community Association, as requested.   |
| June 22, 2022      | OCTA's ROW agent e-mailed property representative asking for a status of their review of the offer package.   |
| June 30, 2022      | E-mail correspondence between OCTA's ROW agent and the representative re: the review of the offer package.  |
| July 6, 2022       | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| July 8, 2022       | E-mail correspondence between OCTA's ROW agent and the representative re: the review of the offer package.  |
| July 11, 2022      | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| July 13, 2022      | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| July 22, 2022      | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| July 26, 2022      | E-mail correspondence between OCTA's ROW agent and the representative re: the offer.  |
| July 27, 2022      | Conversation between OCTA's ROW agent and a Board of Director's member regarding project and negotiations.  |
| August 26, 2022    | OCTA's ROW agent called property representative asking for a status of their review of the offer package.   |
| September 13, 2022 | OCTA's ROW agent called property representative asking for a status of their review of the offer package.   |
| September 22, 2022 | OCTA's ROW agent called property representative asking for a status of their review of the offer package.   |
| September 30, 2022 | Property owner's legal counsel, Kumar Raja, advised OCTA that he will be taking over negotiations moving forward. OCTA's ROW agent sent offer package to the property owner's legal counsel via email for review, as requested. |
| October 6, 2022    | OCTA's ROW agent emailed property owner's legal counsel asking for a status of their review of the offer package.   |
| October 10, 2022   | E-mail correspondence between OCTA's ROW agent and property owner's legal counsel regarding offer and appraisal.  |
| October 17, 2022   | E-mail correspondence between OCTA's ROW agent and property owner's legal counsel regarding offer and appraisal.  |
| October 17, 2022   | E-mail correspondence between OCTA's ROW agent and property owner's legal counsel regarding offer and appraisal.  |

|                   |   |
|-------------------|---|
| October 26, 2022  | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| November 1, 2022  | E-mail correspondence between OCTA's ROW agent and property owner's legal counsel regarding offer and appraisal.  |
| November 7, 2022  | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| November 15, 2022 | E-mail correspondence between OCTA's ROW agent and property owner's legal counsel regarding offer and appraisal.  |
| November 28, 2022 | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| December 7, 2022  | OCTA's ROW agent emailed property representative asking for a status of their review of the offer package.  |
| December 9, 2022  | OCTA's ROW agent informed property owner's legal counsel about the upcoming RON.  |
| January 10, 2023  | Property owner requested staking of the property.   |
| January 12, 2023  | OCTA ROW agent informed property owner that staking will be performed.  |
| January 16, 2023  | Met with representative of Alston Community, EPIC Consulting, LLC, and OCTA to conduct the first level review meeting and discussed the need for the property rights. |

**List of Property Owners  
State Route 91 Improvement Project Between State Route 57 and State Route 55  
Board of Directors Exhibit Matrix**

| <b>Resolution No.</b> | <b>APN</b> | <b>CPN</b> | <b>Owner</b>  | <b>Property Address</b> | <b>Area Needed</b>           | <b>Type of Acquisition</b> | <b>Reason for Acquisition</b>   |
|-----------------------|------------|------------|---|-------------------------|------------------------------|----------------------------|---|
| <b>2023-001</b>       | 359-084-21 | 104156     | Luther E. Secrest and Charmealla C. Secrest, Trustees of the <b>Brandon Chase Trust dated May 3, 2004</b> | Anaheim, CA             | 274 sq. ft.<br>1,196 sq. ft. | FEE<br>TCE                 | One (1) partial FEE and one (1) TCE over a portion of the property to accommodate the construction of a retaining wall and soundwall and to provide sufficient work area to construct the freeway widening improvements.  |
| <b>2023-002</b>       | 359-113-21 | 104158     | Gene Secrest, Trustee of the <b>Brandon Chase Trust</b>   | Anaheim, CA             | 4,496 sq. ft.                | TCE                        | One (1) TCE over a portion of the property to provide sufficient work area to construct the freeway widening improvements.  |
| <b>2023-003</b>       | 359-221-63 | 104159     | <b>Alston Community Association</b> , a California nonprofit mutual benefit corporation                   | Anaheim, CA             | 21 sq. ft.<br>2,482 sq. ft.  | FEE<br>TCE                 | One (1) partial FEE and one (1) TCE over a portion of the property to accommodate the realignment of the westbound on-ramp at Lakeview Avenue, construction of a soundwall, and to provide sufficient work area to construct the freeway widening improvements. |

**Legend**

APN = Assessor's Parcel Number

CPN = California Department of Transportation Parcel Number

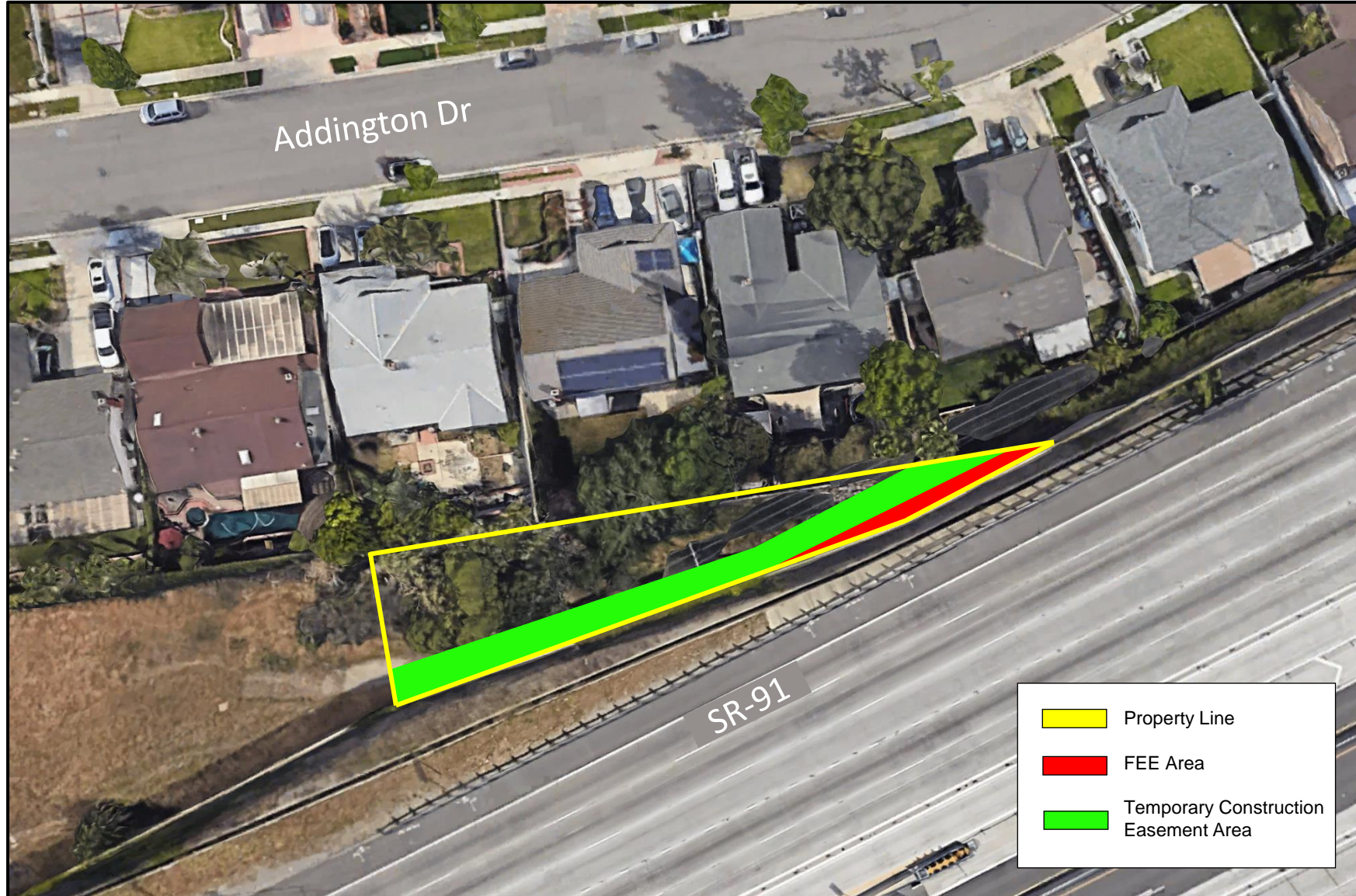
FEE = Partial Fee

PHE = Permanent Highway Easement

TCE = Temporary Construction Easement

# Photo Aerial Exhibits

Resolution No. 2023-001 (Brandon Chase Trust dated May 3, 2004)



# Resolution No. 2023-002 (Brandon Chase Trust)



# Resolution No. 2023-003 (Alston Community Association)





**RESOLUTION NO. 2023-001**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NO. 359-084-21.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 91 Improvement Project Between State Route 57 and State Route 55 (the "Project"); and

**WHEREAS**, the Project is intended to increase freeway capacity, improve traffic and interchange operations, and enhance road safety through SR-91 freeway mainline widening, primarily in the eastbound direction, and modifications to various interchanges, connectors, ramps, and intersections; and

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

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

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

**WHEREAS**, portions of the real property located southerly of Addington Street (generally between Bluerock Street and Redrock Street) in the City of Anaheim, California (Assessor Parcel No. 359-084-21) ("Subject Property"), are required for the Project. The specific portions of the Subject Property required for the Project are a partial fee interest as described and depicted in Exhibit "A" attached hereto (Parcel 104156-1) and a temporary construction easement as described and depicted in Exhibit "B" attached hereto (Parcel 104156-2) (collectively, "Property Interests"); and

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

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

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on February 19, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

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

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

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for January 23, 2023, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

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

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

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

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

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

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

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

Section 4. Necessity.

(a) The proposed Project is necessary to increase freeway capacity, improve traffic and interchange operations, and enhance road safety; and

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

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

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

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

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

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

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

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

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

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

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

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

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

---

GENE HERNANDEZ, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

---

JAMES M. DONICH  
GENERAL COUNSEL

ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2023-001, by the following votes:

AYES:

NOES:

ABSENT:

---

Andrea West  
INTERIM CLERK OF THE BOARD

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

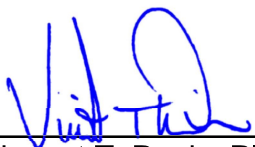
**Parcel 104156-1: FEE**

That portion of that certain strip of land, 46 feet wide, in the City of Anaheim, County of Orange, State of California, as described in a deed to Luther E. Secrest and Charmella C. Secrest, Trustees of the Brandon Chase Trust dated May 3, 2004, recorded February 14, 2012 as Document No. 2012000082453 of Official Records, in the office of the County Recorder of said County, lying easterly and southeasterly of the following described line:

**COMMENCING** at a point on the northwesterly line of Parcel 2 (45515-2) as described in a deed to the State of California recorded June 12, 1970 in Book 9314, Pages 638 through 646 of said Official Records, said point being the southwesterly terminus of said northwesterly line, having a bearing of North 71°54'32" East and a length of 174.10 feet; thence along said northwesterly line, North 72°10'29" East 143.97 feet to the **POINT OF BEGINNING**; thence leaving said northwesterly line, North 64°06'52" East 73.05 feet the northerly line of said certain strip of land.

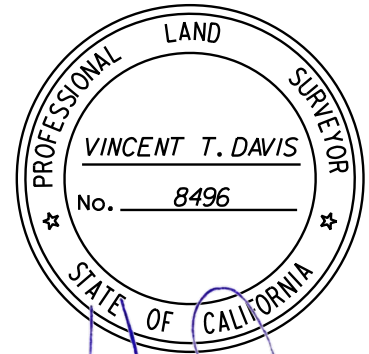
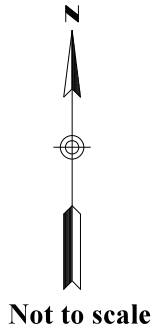
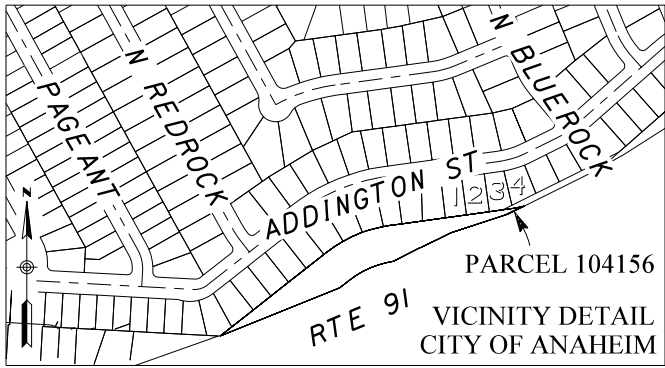
This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the GRANTEE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to the freeway.

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

Signature:   
Vincent T. Davis, PLS

Date: 12 Oct 2021





*Vincent T. Davis*  
**VINCENT T. DAVIS**

09 Jan 2023  
**DATE**

**LEGEND:**

|  |  |
|--|--|
|  | ACCESS PROHIBITED                        |
|  | SUPERSEDED R/W                           |
|  | P.O.B. = POINT OF BEGINNING              |
|  | P.O.C. = POINT OF COMMENCEMENT           |
|  | R/W = RIGHT OF WAY (STATE OF CALIFORNIA) |
|  | TCE = TEMPORARY CONSTRUCTION EASEMENT    |

**LINE DATA:**

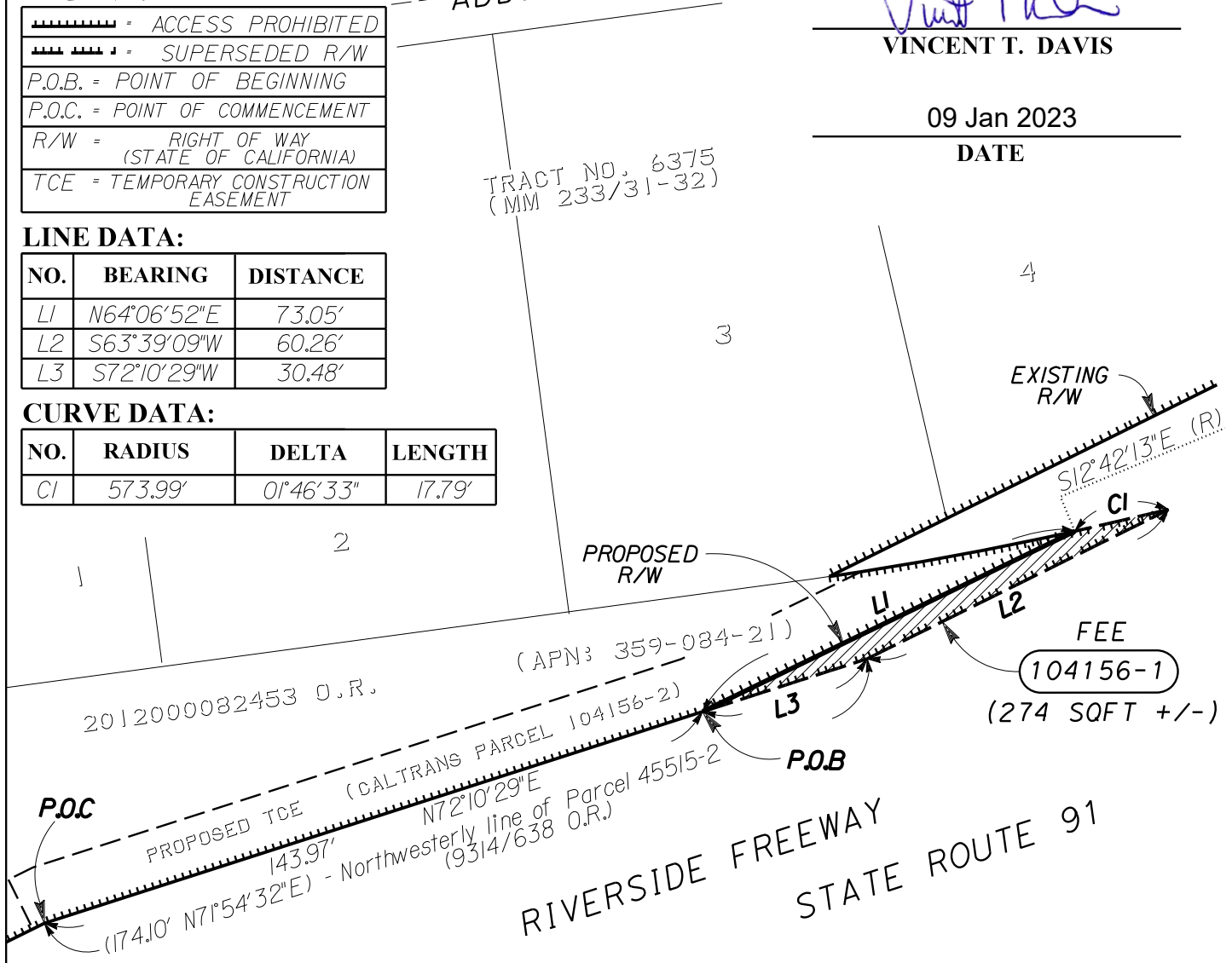
| NO. | BEARING     | DISTANCE |
|-----|-------------|----------|
| L1  | N64°06'52"E | 73.05'   |
| L2  | S63°39'09"W | 60.26'   |
| L3  | S72°10'29"W | 30.48'   |

**CURVE DATA:**

| NO. | RADIUS  | DELTA    | LENGTH |
|-----|---------|----------|--------|
| C1  | 573.99' | 0°46'33" | 17.79' |

---ADDINGTON ST---

TRACT NO. 6375  
 (MM 233/31-32)



**DATUM:** NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
**COORDINATE SYSTEM:** CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
**COMBINED FACTOR:** 0.99998733 (GROUND = GRID/COMBINED FACTOR)

**EXHIBIT "A1"**  
 (Page 1 of 1)

COUNTY: ORA  
 RTE: 91  
 P.M.: 9.6

NOT TO SCALE  
 DATE: DEC 2022

**PARCEL:**  
**104156-1**  
 APN: 359-084-21

# PSOMAS

## EXHIBIT 'B1'

### LEGAL DESCRIPTION

#### Caltrans Parcel No. 104156-2

#### Temporary Construction Easement

APN 359-084-21

That portion of the lands of the Santa Ana Valley Irrigation Company, in the City of Anaheim, County of Orange, State of California, described as Parcel 5 (45515-5) in a Grant Deed recorded June 12, 1970 in Book 9314, Page 638, of Official Records in the office of said County Recorder, also together with that portion of the Santa Ana Canyon Road (30-foot half-width) as shown on Tract No. 6375 filed in Book 233, Pages 31 and 32 of Miscellaneous Maps, in the office of said County Recorder, described as follows:

**Commencing** at the easterly terminus of that certain course described as having a bearing of North 71°54'32" East and a length of 174.10 feet in the southerly line of the land described in said Grant Deed, the bearing of said course being North 72°10'29" East for the purposes of this description; thence along said certain course and said southerly line, South 72°10'29" West 30.48 feet to the **True Point of Beginning**; thence continuing along said certain course and southerly line South 72°10'29" West 143.97 feet; thence leaving said certain course and southerly line South 63°39'51" West 1.86 feet; thence North 26°20'50" West 10.00 feet; thence North 63°39'10" East 2.61 feet to a line that is parallel with and distant 10.00 feet northwesterly from said southerly line; thence along said parallel line North 72°10'29" East 144.01 feet; thence leaving said parallel line North 64°06'52" East 35.28 feet to the beginning of a non-tangent curve, concave northwesterly, having a radius of 573.99 feet, a radial line to said point bears South 08°52'15" East, said point also being on the northerly line of the lands of the Santa Ana Valley Irrigation Company, as shown on said Tract Map; thence southeasterly along said northerly line and said curve 38.40 feet through a central angle of 03°49'58" to a Point thereon; thence leaving said curve South 64°06'52" West 73.05 feet to the **True Point of Beginning**.



# PSOMAS

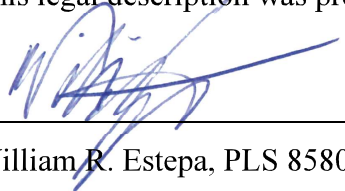
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Containing 1,996 square feet.

See Exhibit 'B2' attached hereto and made a part hereof.

The distances described herein are grid distances and are based upon the North American Datum of 1983 (NAD83) of the California Coordinate System of 1983 (CCS83), Zone 6, 1991.35 Epoch. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99998733.

This legal description was prepared by me or under my direction.



William R. Estepa, PLS 8580

10/15/2021

Date



**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 359-084-21**

**Caltrans Parcel No.: 104156-2**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "B1" and depicted in Exhibit "B2" attached hereto, subject to the Rights and Limitations of Use and Occupancy set forth below ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 91 Improvement Project. The TCE shall be for a period of sixty (60) months, a period of which shall be exclusive (subject to Rights and Limitations of Use and Occupancy set forth below) and a period of which shall be non-exclusive. Specifically, the physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining forty-eight (48) months of the TCE period will be non-exclusive.

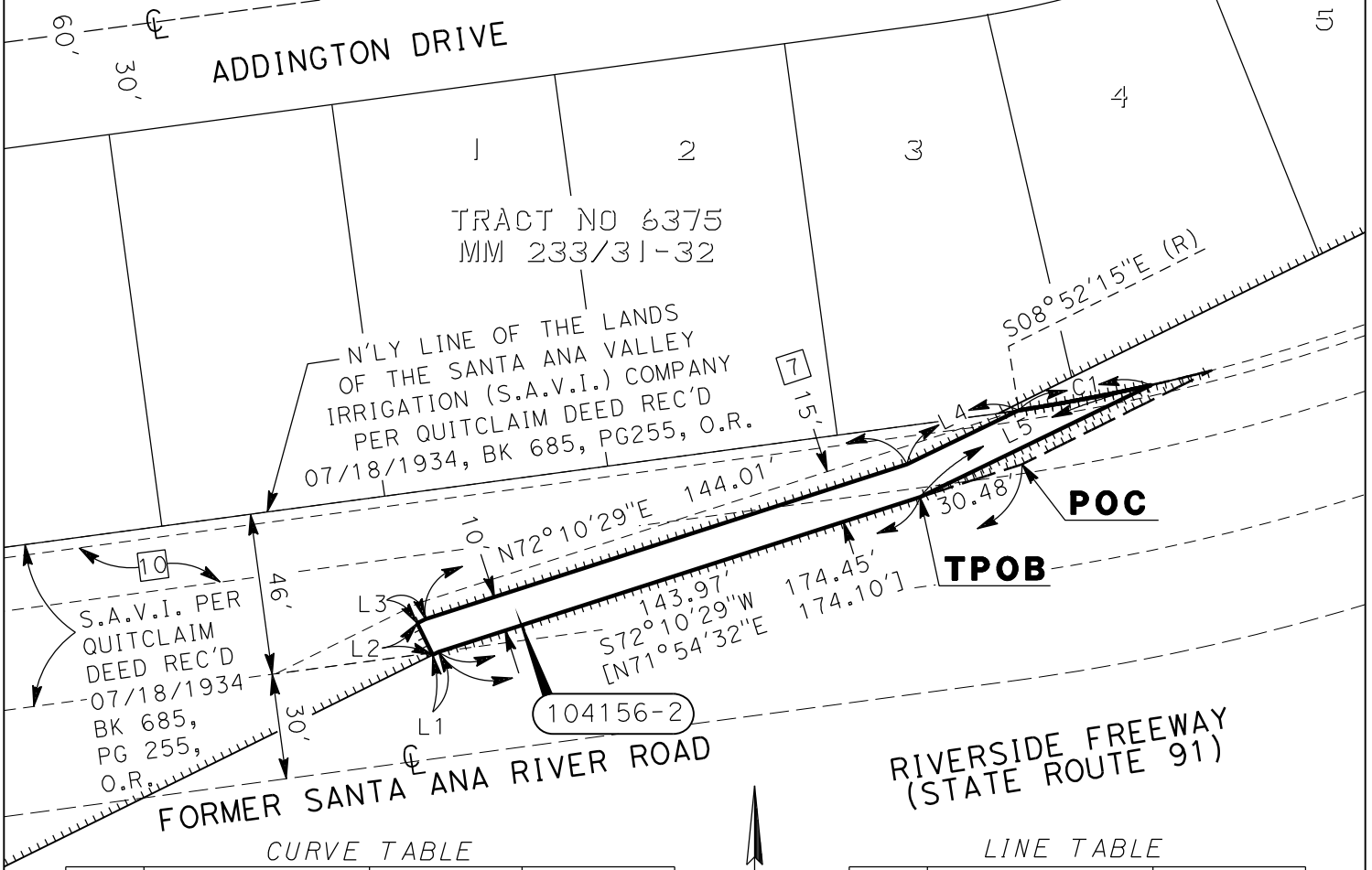
**Rights and Limitations of Use and Occupancy of TCE:**

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

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

# EXHIBIT B2

| PARCEL#  | TITLE | AREA     | APN        |
|----------|-------|----------|------------|
| 104156-2 | TCE   | 1,996 SF | 359-084-21 |



CURVE TABLE

| NO. | DELTA     | RADIUS  | DISTANCE |
|-----|-----------|---------|----------|
| C1  | 03°49'58" | 573.99' | 38.40'   |

LINE TABLE

| NO. | BEARING     | DISTANCE |
|-----|-------------|----------|
| L1  | S63°39'51"W | 1.86'    |
| L2  | N26°20'50"W | 10.00'   |
| L3  | N63°39'10"E | 2.61'    |
| L4  | N64°06'52"E | 35.28'   |
| L5  | S64°06'52"W | 73.05'   |



### LEGEND

|  |       |
|--|-------|
| OLD RIGHT OF WAY (SUPERSEDED)  | ----- |
| EXISTING RIGHT OF WAY  | ————— |
| PROPOSED RIGHT OF WAY  | ————— |
| ACCESS PROHIBITED  | ..... |
| TITLE TO STATE   | ○     |
| TRUE POINT OF BEGINNING  | TPOB  |
| POINT OF COMMENCEMENT  | POC   |
| RADIAL BEARING   | (R)   |
| INDICATES RECORD DATA PER QUITCLAIM DEED REC'D 07/18/1934, BOOK 9314, PAGE 638, O.R. | □     |

### EASEMENT NOTES:

- 7 NON-EXCLUSIVE UTILITY EASEMENT TO STATE OF CALIFORNIA PER GRANT DEED PARCEL 5 (45515-5), REC'D 06/12/1970, BOOK 9314, PAGE 638, O.R.
- 10 EASEMENT TO SOUTHERN COUNTIES GAS COMPANY OF CALIFORNIA FOR PUBLIC GAS LINES PER GRANT DEED, REC'D 07/29/1964, BOOK 7154, PAGE 769, O.R.

### NOTES

The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99998733.

## 104156-2

TEMPORARY CONSTRUCTION EASEMENT



PREPARED BY:

## PSOMAS

1650 Spruce Street, Ste. 400  
Riverside, California 92507  
(951)787-8421

DATE: 10-15-21

EA: OK981

FA#:

| DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|----------|--------|-------|----------|-----------|--------------|
| 12       | ORANGE | 91    | 9.3-9.9  | 1         | 1            |

**RESOLUTION NO. 2023-002**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NO. 359-113-21.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 91 Improvement Project Between State Route 57 and State Route 55 (the "Project"); and

**WHEREAS**, the Project is intended to increase freeway capacity, improve traffic and interchange operations, and enhance road safety through SR-91 freeway mainline widening, primarily in the eastbound direction, and modifications to various interchanges, connectors, ramps, and intersections; and

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

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

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

**WHEREAS**, a portion of the real property located southerly of East Addington Street (generally between Bluerock Street and Deerfield Street) in the City of Anaheim, California (Assessor Parcel No. 359-113-21) ("Subject Property"), is required for the Project. The specific portion of the Subject Property required for the Project is a temporary construction easement as described and depicted in Exhibit "A" attached hereto (Parcel 104158-1) ("Property Interest"); and

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

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

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on February 19, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interest. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

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

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

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for January 23, 2023, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

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

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

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

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

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

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

Section 4. Necessity.

(a) The proposed Project is necessary to increase freeway capacity, improve traffic and interchange operations, and enhance road safety; and

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

Section 5. Description of Property Interest. The Property Interest sought to be acquired is more particularly described and depicted in Exhibit "A" attached hereto and incorporated herein by reference.

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

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

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

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

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

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

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

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

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

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

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

---

GENE HERNANDEZ, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

---

JAMES M. DONICH  
GENERAL COUNSEL

ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2023-002, by the following votes:

AYES:

NOES:

ABSENT:

---

Andrea West  
INTERIM CLERK OF THE BOARD



# PSOMAS

## EXHIBIT 'B1'

### LEGAL DESCRIPTION

#### Caltrans Parcel No. 104158-1

#### Temporary Construction Easement

APN 359-113-21

That portion of the lands of the Santa Ana Valley Irrigation Company, in the City of Anaheim, County of Orange, State of California, described in a Quitclaim Deed recorded July 18, 1934 in Book 685, page 255, of Official Records in the office of said County Recorder, also together with that portion of the Santa Ana Canyon Road as shown on Record of survey filed in Book 80, Pages 29 of Records of Surveys, in the office of said County Recorder, described as follows:

**Beginning** at the westerly terminus of that certain course described as having a bearing of North 57°33'12" East and a length of 199.67 feet in the southerly line of the land described as Parcel 6 (45515-6) in a Grant Deed recorded June 12, 1970 in Book 9314, page 638, of Official Records in the office of said County Recorder, the bearing of said course being North 57°33'09" East for the purposes of this description; thence along said certain course North 57°33'09" East 355.21 feet; thence North 53°57'42" East 183.56 feet; thence North 49°09'58" East 149.55 feet to the northerly line of said lands of the Santa Ana Valley Irrigation Company; thence along said northerly line South 67°16'12" West 19.31 feet; thence leaving said northerly line South 49°09'58" West 130.94 feet; thence South 53°57'42" West 183.12 feet; thence South 57°33'09" West 341.04 feet to the beginning of a non-tangent curve, concave northwesterly, having a radius of 2942.25 feet, a radial line to said point bears South 27°48'38" East; thence southwesterly along said curve 48.95 feet through a central angle of 00°57'12" to a point on said northerly line; thence leaving said curve and along said northerly line South 48°34'34" West 17.06 feet to the beginning of a non-tangent curve, concave northwesterly, having a radius of 573.99 feet, a radial line to said point bears South 41°25'26" East; thence southwesterly along said curve and northerly line

# PSOMAS

1 21.74 feet through a central angle of 02°10'14" to a point on said southerly line; thence  
2 leaving said northerly line along said southerly line North 61°14'29" East 73.31 feet to  
3 the **Point of Beginning**.

4  
5 Containing 4,496 square feet.

6  
7 See Exhibit 'B2' attached hereto and made a part hereof.

8  
9 The distances described herein are grid distances and are based upon the North American  
10 Datum of 1983 (NAD83) of the California Coordinate System of 1983 (CCS83), Zone 6,  
11 1991.35 Epoch. Ground distances may be obtained by dividing grid distances by the  
12 combination factor of 0.99998733.

13  
14 This legal description was prepared by me or under my direction.

15  
16   
17 \_\_\_\_\_  
18 William R. Estepa, PLS 8580

19 \_\_\_\_\_  
20 10/15/2021

21 \_\_\_\_\_  
22 Date



**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 359-113-21**

**Caltrans Parcel No.: 104158-1**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "B1" and depicted in Exhibit "B2" attached hereto, subject to the Rights and Limitations of Use and Occupancy set forth below ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 91 Improvement Project. The TCE shall be for a period of sixty (60) months, a period of which shall be exclusive (subject to Rights and Limitations of Use and Occupancy set forth below) and a period of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining forty-eight (48) months of the TCE period will be non-exclusive.

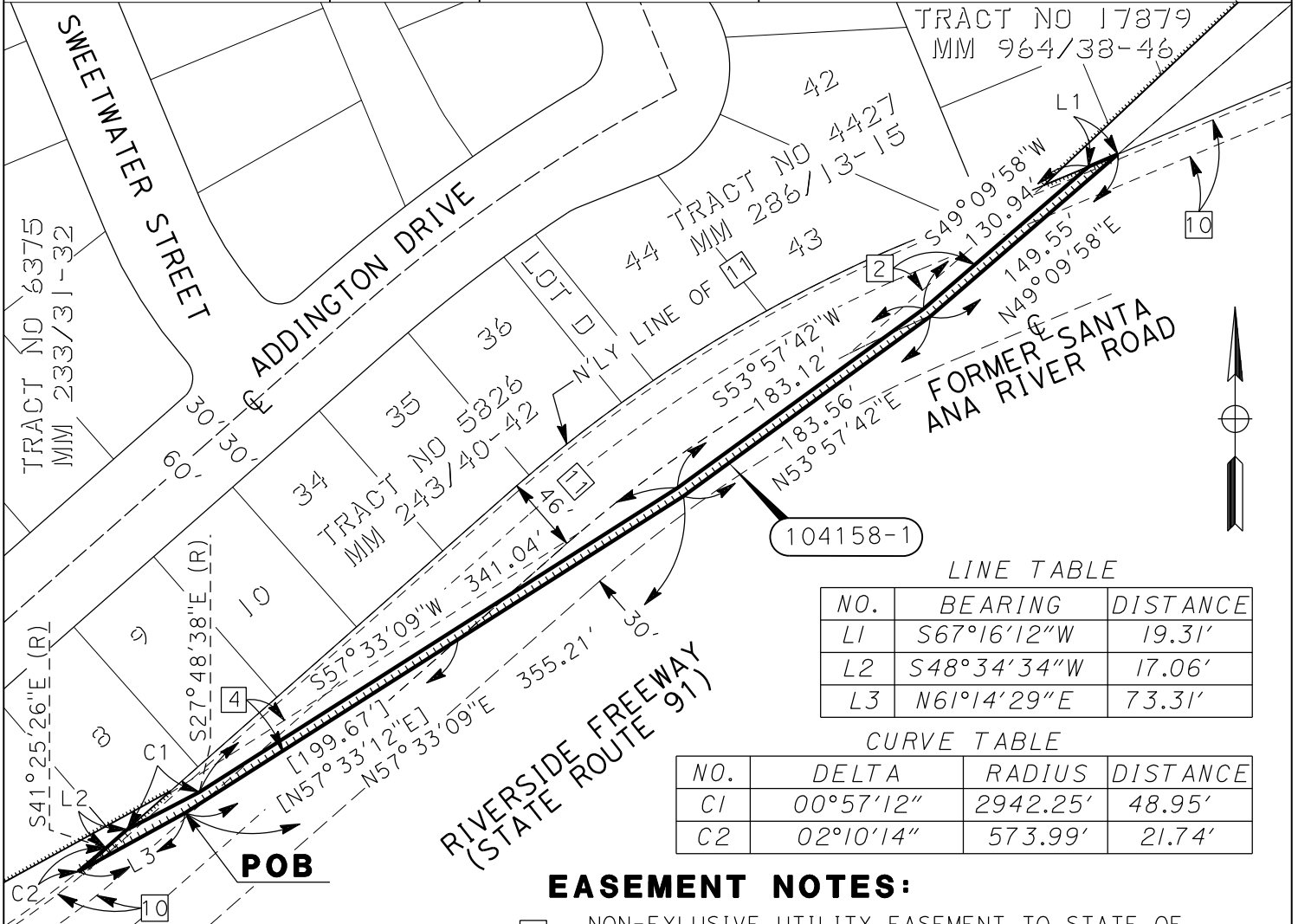
**Rights and Limitations of Use and Occupancy of TCE:**

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

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

# EXHIBIT B2

| PARCEL#  | TITLE | AREA     | APN        |
|----------|-------|----------|------------|
| 104158-1 | TCE   | 4,496 SF | 359-113-21 |



**LINE TABLE**

| NO. | BEARING     | DISTANCE |
|-----|-------------|----------|
| L1  | S67°16'12"W | 19.31'   |
| L2  | S48°34'34"W | 17.06'   |
| L3  | N61°14'29"E | 73.31'   |

**CURVE TABLE**

| NO. | DELTA     | RADIUS   | DISTANCE |
|-----|-----------|----------|----------|
| C1  | 00°57'12" | 2942.25' | 48.95'   |
| C2  | 02°10'14" | 573.99'  | 21.74'   |

**EASEMENT NOTES:**

- [2] NON-EXCLUSIVE UTILITY EASEMENT TO STATE OF CALIFORNIA PER GRANT DEED PARCEL 7 (45515-7), REC'D 06/12/1970, BOOK 9314, PAGE 638, O.R.
- [4] NON-EXCLUSIVE UTILITY EASEMENT TO STATE OF CALIFORNIA PER GRANT DEED PARCEL 6 (45515-6), REC'D 06/12/1970, BOOK 9314, PAGE 638, O.R.
- [10] EASEMENT TO SOUTHERN COUNTIES GAS COMPANY OF CALIFORNIA FOR PUBLIC GAS LINES PER GRANT DEED, REC'D 07/29/1964, BOOK 7154, PAGE 769, O.R.
- [11] RIGHT OF WAY FOR THE LAND OF THE SANTA ANA VALLEY IRRIGATION (S.A.V.I.) COMPANY PER QUITCLIAM DEED, REC'D 07/18/1934, BOOK 685, PAGE 255, O.R.

**LEGEND**

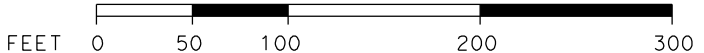
|  |       |
|--|-------|
| OLD RIGHT OF WAY (SUPERSEDED)  | ---   |
| EXISTING RIGHT OF WAY  | ——    |
| PROPOSED RIGHT OF WAY  | ———   |
| ACCESS PROHIBITED  | ..... |
| TITLE TO STATE   | ○     |
| POINT OF BEGINNING   | POB   |
| RADIAL BEARING   | (R)   |
| INDICATES RECORD DATA PER QUITCLAIM DEED REC'D 07/18/1934, BOOK 9314, PAGE 638, O.R. | [ ]   |

**NOTES**

The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99998733.

104158-1

**TEMPORARY CONSTRUCTION EASEMENT**



PREPARED BY:  
**PSOMAS**  
1650 Spruce Street, Ste. 400  
Riverside, California 92507  
(951)787-8421

| DATE: 10-15-21 |        | EA: OK981 |          | FA#:      |              |
|----------------|--------|-----------|----------|-----------|--------------|
| DISTRICT       | COUNTY | ROUTE     | SHEET PM | SHEET NO. | TOTAL SHEETS |
| 12             | ORANGE | 91        | 9.3-9.9  | 1         | 1            |

**RESOLUTION NO. 2023-003**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NO. 359-221-63.**

**WHEREAS**, the Orange County Transportation Authority (the "Authority") is undertaking the State Route 91 Improvement Project Between State Route 57 and State Route 55 (the "Project"); and

**WHEREAS**, the Project is intended to increase freeway capacity, improve traffic and interchange operations, and enhance road safety through SR-91 freeway mainline widening, primarily in the eastbound direction, and modifications to various interchanges, connectors, ramps, and intersections; and

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

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

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

**WHEREAS**, portions of the real property located at the southwesterly terminus of Beauty Drive in the City of Anaheim, California (Assessor Parcel No. 359-221-63) ("Subject Property"), are required for the Project. The specific portions of the Subject Property required for the Project are a partial fee interest as described and depicted in Exhibit "A" attached hereto (Parcel 104159-1) and a temporary construction easement as described and depicted in Exhibit "B" attached hereto (Parcel 104159-2) (collectively, "Property Interests"); and

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

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

**WHEREAS**, in accordance with section 1245.235 of the California Code of Civil Procedure, on February 19, 2021, the Authority mailed a Notice of Hearing on the Intent of the Authority to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as having an interest in the Subject Property; and

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

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

**WHEREAS**, pursuant to section 1245.235 of the California Code of Civil Procedure, the Authority scheduled a hearing for January 23, 2023, at 9:00 a.m. and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll a reasonable opportunity to be heard; and

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

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

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

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

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

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

Section 4. Necessity.

(a) The proposed Project is necessary to increase freeway capacity, improve traffic and interchange operations, and enhance road safety; and

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

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

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

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

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

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

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

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

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

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

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

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

PASSED, APPROVED, and ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

---

GENE HERNANDEZ, CHAIRMAN  
ORANGE COUNTY  
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

---

JAMES M. DONICH  
GENERAL COUNSEL



ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2023-003, by the following votes:

AYES:

NOES:

ABSENT:

---

Andrea West  
INTERIM CLERK OF THE BOARD

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

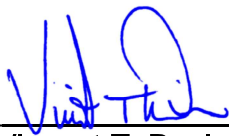
**Parcel 104159-1: FEE**

That portion of Lot "K" of Tract No. 17879, in the City of Anaheim, County of Orange, State of California, as shown on a map filed in Book 964, pages 38 through 46, of Miscellaneous Maps, in the office of the County Recorder of said County, lying southeasterly of the following described line:

**COMMENCING** at a point on the southeasterly line of said Lot "K", said point being the southerly terminus of said southeasterly line having a bearing of North 49°10'22" East and a length of 185.99 feet; thence North 49°09'58" East 168.17 feet along said southeasterly line to the **POINT OF BEGINNING**; thence leaving said southeasterly line, North 44°20'29" East 29.19 feet to the northeasterly line of said Lot "K".

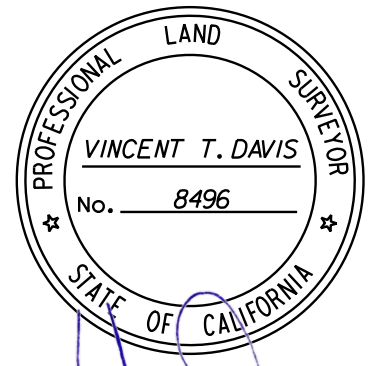
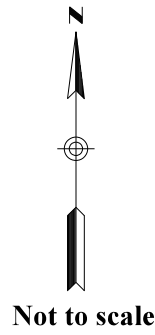
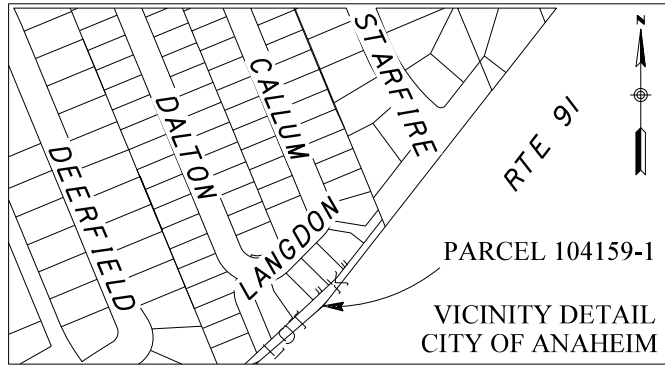
This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the GRANTEE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to the freeway.

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

Signature:   
Vincent T. Davis, PLS

Date: 12 Oct 2021



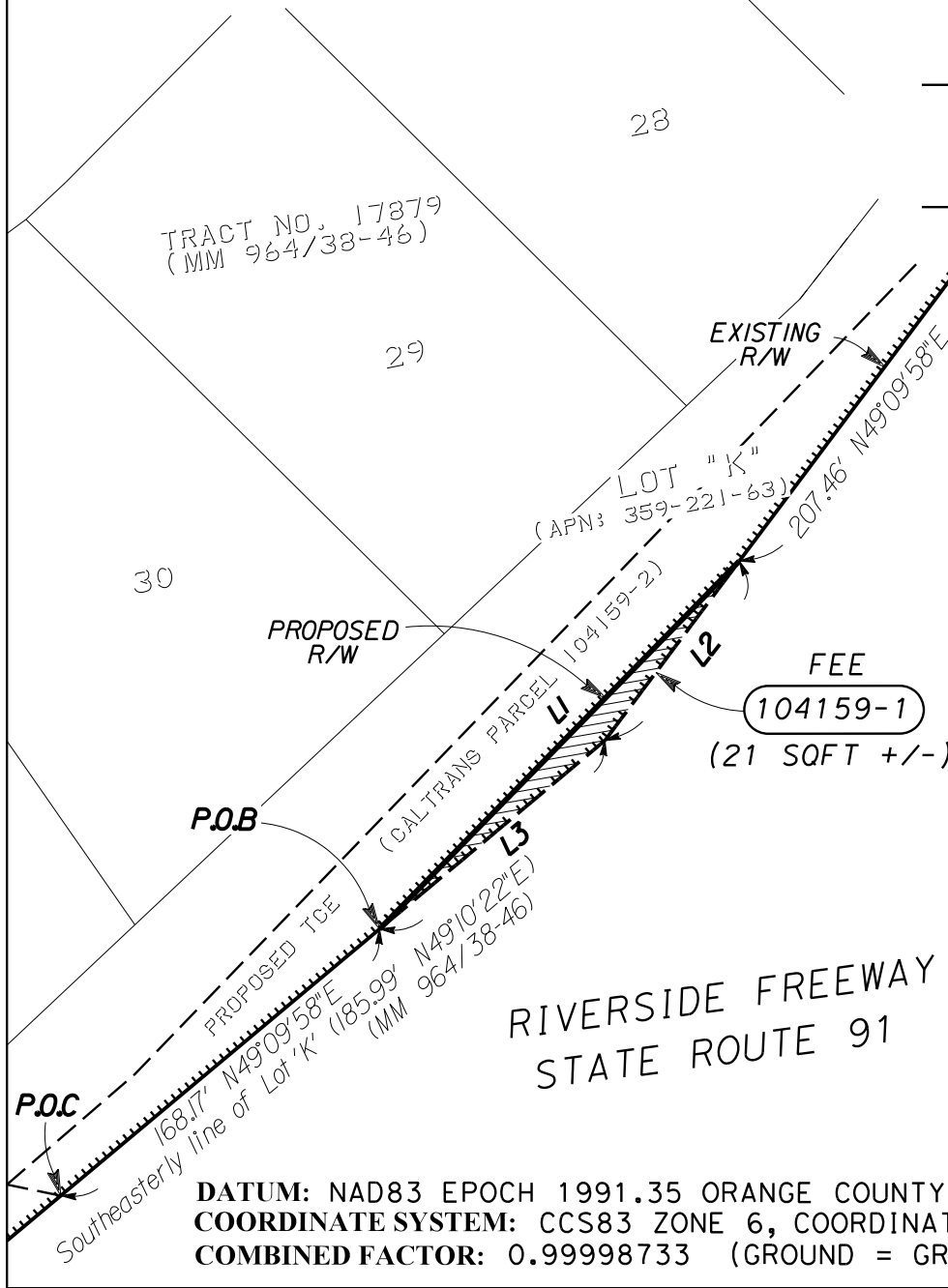


*Vincent T. Davis*

**VINCENT T. DAVIS**

**09 Jan 2023**

**DATE**



**LEGEND:**

|  |  |
|--|--|
|  | ACCESS PROHIBITED                        |
|  | SUPERSEDED R/W                           |
|  | P.O.B. = POINT OF BEGINNING              |
|  | P.O.C. = POINT OF COMMENCEMENT           |
|  | R/W = RIGHT OF WAY (STATE OF CALIFORNIA) |
|  | TCE = TEMPORARY CONSTRUCTION EASEMENT    |

**LINE DATA:**

| NO. | BEARING     | DISTANCE |
|-----|-------------|----------|
| L1  | N44°20'29"E | 29.19'   |
| L2  | S38°00'25"W | 12.68'   |
| L3  | S49°09'58"W | 16.64'   |

**DATUM:** NAD83 EPOCH 1991.35 ORANGE COUNTY SURVEYOR ADJUSTMENT.  
**COORDINATE SYSTEM:** CCS83 ZONE 6, COORDINATES, BEARINGS, DISTANCES  
**COMBINED FACTOR:** 0.99998733 (GROUND = GRID/COMBINED FACTOR)

**EXHIBIT "A1"**

(Page 1 of 1)

COUNTY: ORA  
 RTE: 91  
 P.M.: 9.8

NOT TO SCALE  
 DATE: DEC 2022

**PARCEL:**  
**104159-1**  
 APN: 359-221-63

# PSOMAS

## EXHIBIT 'B1'

### LEGAL DESCRIPTION

#### Caltrans Parcel No. 104159-2

#### Temporary Construction Easement

APN 359-221-63

That portion of Lot K of Tract No. 17879, filed in Book 964, Pages 38 through 46 of Miscellaneous Maps, in the Office of the County Recorder of Orange County, in the City of Anaheim, County of Orange, State of California, said portion more particularly described as Parcel 2 (C2543-2) in Grant Deed recorded on September 17, 1968 in Book 8723, page 16, of Official Records in the office of said County Recorder, described as follows:

**Beginning** at the easterly terminus of that certain course described as having a bearing of South 38°00'32" West and a length of 219.99 feet in the southerly line of the land described in said Grant Deed, the bearing of said course being South 38°00'25" West for the purposes of this description; thence along said certain course and southerly line, South 38°00'25" West 77.99 feet to the **True Point of Beginning**; thence continuing along said certain course and southerly line South 38°00'25" West 129.47 feet; thence leaving said southerly line South 44°20'29" West 29.19 feet to said southerly line; thence along said southerly line South 49°09'58" West 168.17 feet to the northerly line of the Santa Ana Valley Irrigation Company, as described in a Quitclaim Deed recorded July 18, 1934 in Book 685, page 255, of Official Records in the office of said County Recorder; thence along said southerly and northerly line South 67°16'12" West 19.31 feet; thence leaving said southerly and northerly line North 49°09'58" East 122.02 feet; thence North 43°57'37" East 159.10 feet; thence North 38°00'15" East 62.34; thence South 51°59'45" East 5.09 feet to the **Point of Beginning**.

# PSOMAS

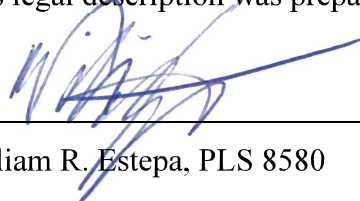
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Containing 2,482 square feet.

See Exhibit 'B2' attached hereto and made a part hereof.

The distances described herein are grid distances and are based upon the North American Datum of 1983 (NAD83) of the California Coordinate System of 1983 (CCS83), Zone 6, 1991.35 Epoch. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99998733.

This legal description was prepared by me or under my direction.



\_\_\_\_\_  
William R. Estepa, PLS 8580

\_\_\_\_\_  
11/30/2021

Date



**TEMPORARY CONSTRUCTION EASEMENT  
ATTACHMENT TO LEGAL DESCRIPTION**

**Assessor Parcel No.: 359-221-63**

**Caltrans Parcel No.: 104159-2**

This temporary construction easement shall be in, on, over, under, and across that certain real property described in Exhibit "B1" and depicted in Exhibit "B2" attached hereto, subject to the Rights and Limitations of Use and Occupancy set forth below ("TCE"). The TCE shall be used by the Orange County Transportation Authority and its employees, agents, representatives, contractors, successors and assigns (collectively, "OCTA") in connection with the construction of the SR 91 Improvement Project. The TCE shall be for a period of sixty (60) months, a period of which shall be exclusive (subject to Rights and Limitations of Use and Occupancy set forth below) and a period of which shall be non-exclusive. Specifically, the actual physical construction activities within the TCE area shall be limited to a period of twelve (12) consecutive months within the sixty (60) month TCE period (the "Construction Period"). During the Construction Period, OCTA's use and occupancy of the TCE will be exclusive, subject to the Rights and Limitations of Use and Occupancy set forth below. OCTA's use and occupancy of the TCE during the remaining forty-eight (48) months of the TCE period will be non-exclusive.

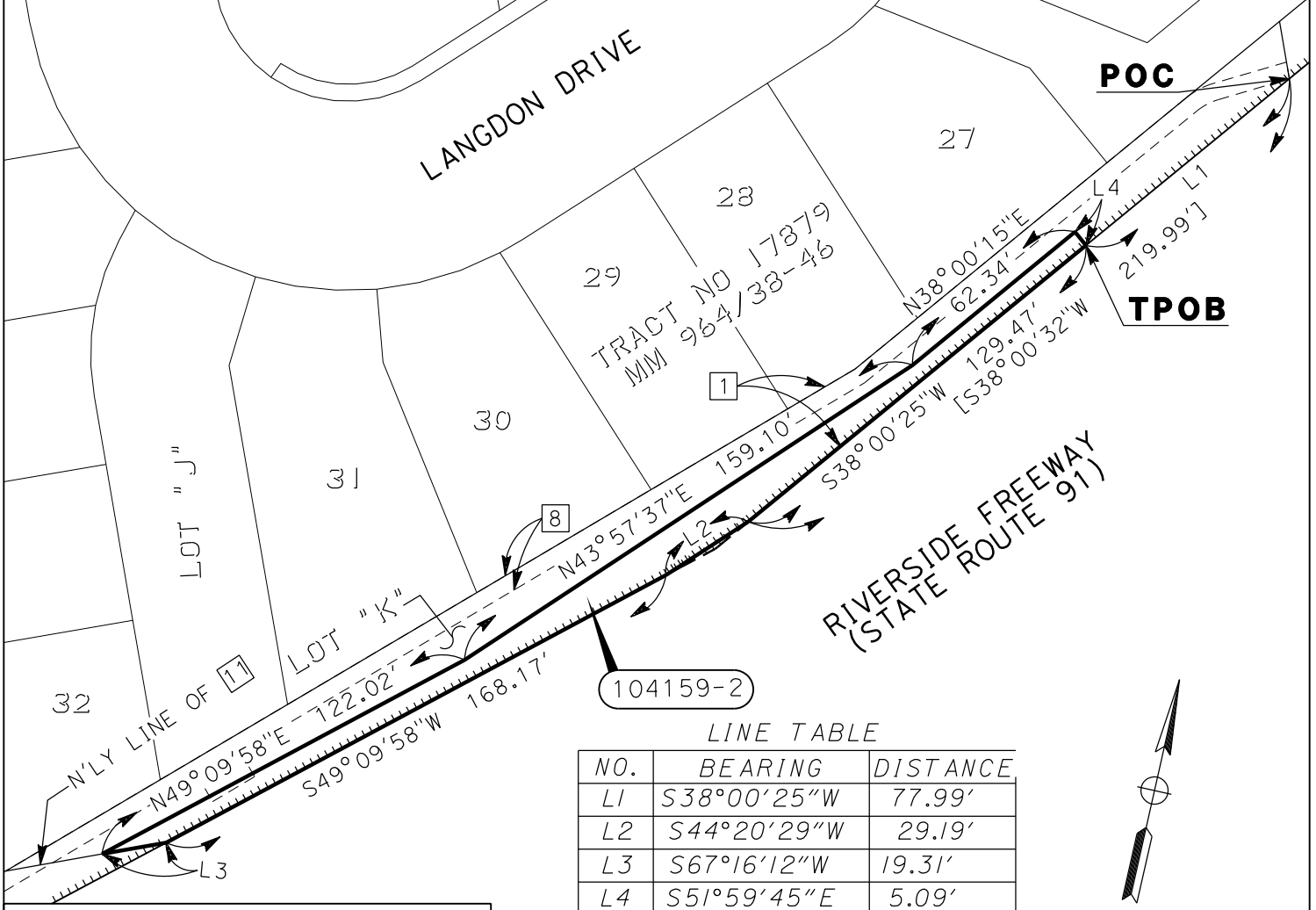
**Rights and Limitations of Use and Occupancy of TCE:**

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

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

# EXHIBIT B2

|          |       |          |            |
|----------|-------|----------|------------|
| PARCEL#  | TITLE | AREA     | APN        |
| 104159-2 | TCE   | 2,482 SF | 359-221-63 |



LINE TABLE

| NO. | BEARING     | DISTANCE |
|-----|-------------|----------|
| L1  | S38°00'25"W | 77.99'   |
| L2  | S44°20'29"W | 29.19'   |
| L3  | S67°16'12"W | 19.31'   |
| L4  | S51°59'45"E | 5.09'    |



### LEGEND

- OLD RIGHT OF WAY (SUPERSEDED) -----
- EXISTING RIGHT OF WAY —————
- PROPOSED RIGHT OF WAY —————
- ACCESS PROHIBITED .....
- TITLE TO STATE ○
- TRUE POINT OF BEGINNING TPOB
- POINT OF COMMENCEMENT POC
- RADIAL BEARING (R)
- INDICATES RECORD DATA PER GRANT DEED REC'D 09/17/1968, BOOK 8723, PAGE 16, O.R. [ ]

### EASEMENT NOTES:

- [1] NON-EXCLUSIVE UTILITY EASEMENT TO STATE OF CALIFORNIA PER PARCEL 2 (C2543-2) IN GRANT DEED, REC'D 09/17/1968, BOOK 8723, PAGE 16, O.R.
- [8] PUBLIC UTILITY AND TELECOMMUNICATION EASEMENT TO THE CITY OF ANAHEIM PER PARCEL 16 IN EASEMENT DEED, REC'D 10/18/2017, INSTRUMENT NO. 2017-000443168, O.R.
- [11] RIGHT OF WAY FOR THE LAND OF THE SANTA ANA VALLEY IRRIGATION (S.A.V.I.) COMPANY PER QUITCLAIM DEED, REC'D 07/18/1934, BOOK 685, PAGE 255, O.R.

### NOTES

The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99998733.

104159-2

TEMPORARY CONSTRUCTION EASEMENT



PREPARED BY:

## PSOMAS

1650 Spruce Street, Ste. 400  
Riverside, California 92507  
(951)787-8421

DATE: 10-15-21

EA: OK981

FA#:

| DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|----------|--------|-------|----------|-----------|--------------|
| 12       | ORANGE | 91    | 9.3-9.9  | 1         | 1            |



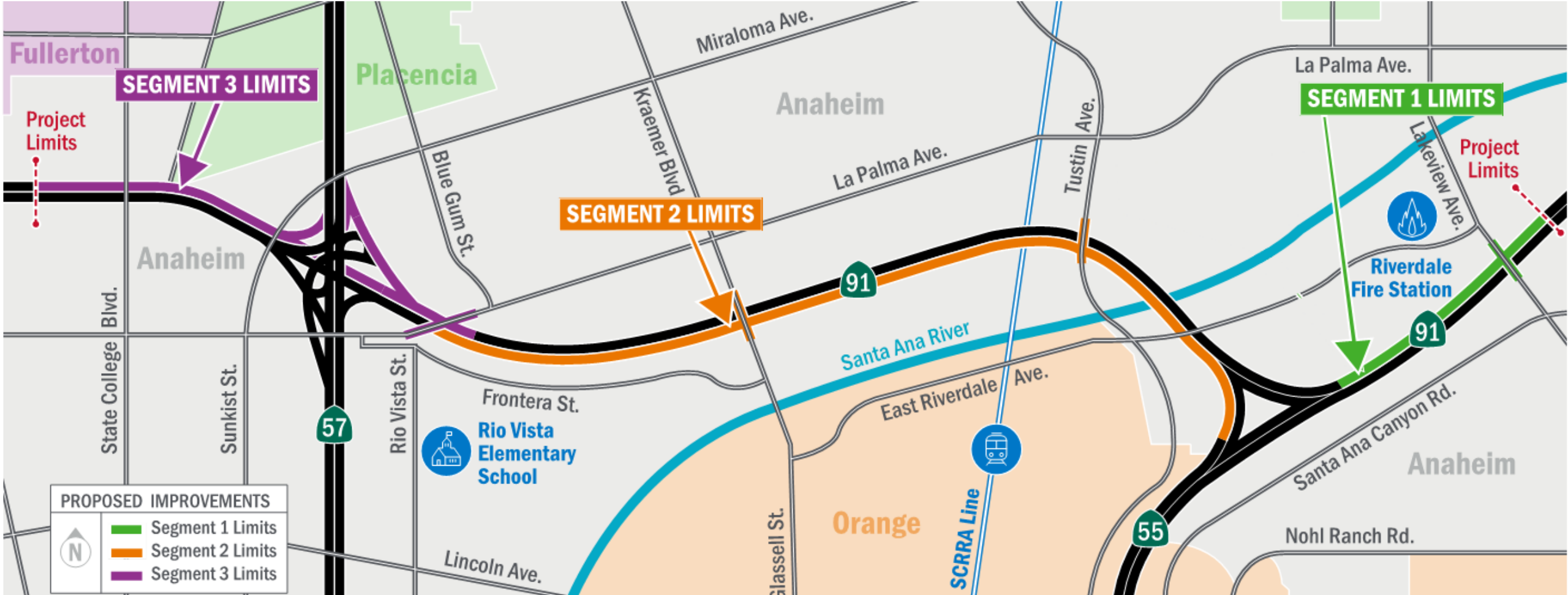
*A Better 91*

Adopt Resolutions of Necessity for the  
State Route 91 Improvement Project  
Between State Route 57 and State Route 55



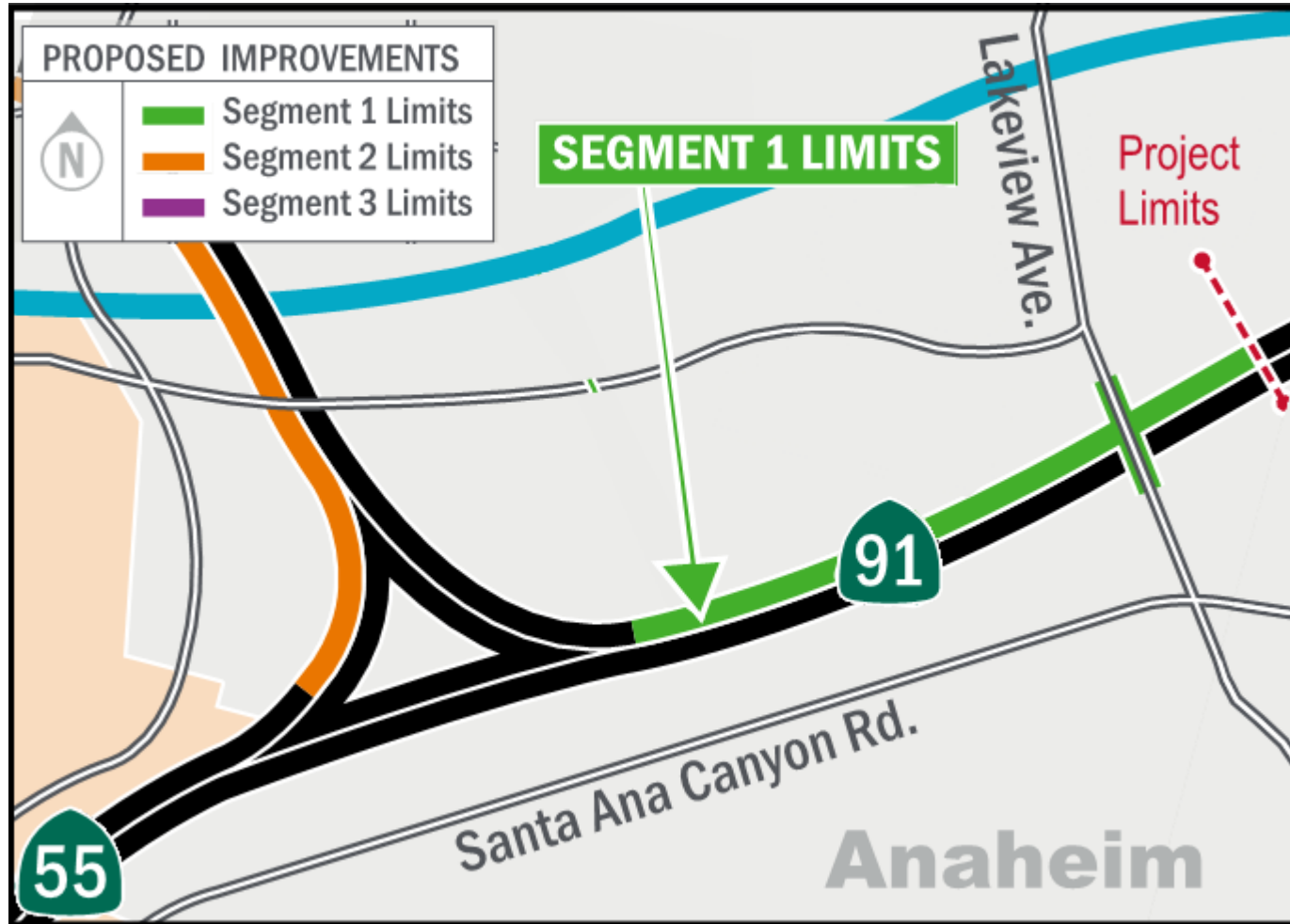
# Project Limits

- Project I in the Renewed Measure M2 Transportation Ordinance and Investment Plan approved by voters in November 2006
- Segments included in the 2020 update to the Next 10 Delivery Plan approved by the Orange County Transportation Authority Board of Directors in April 2021



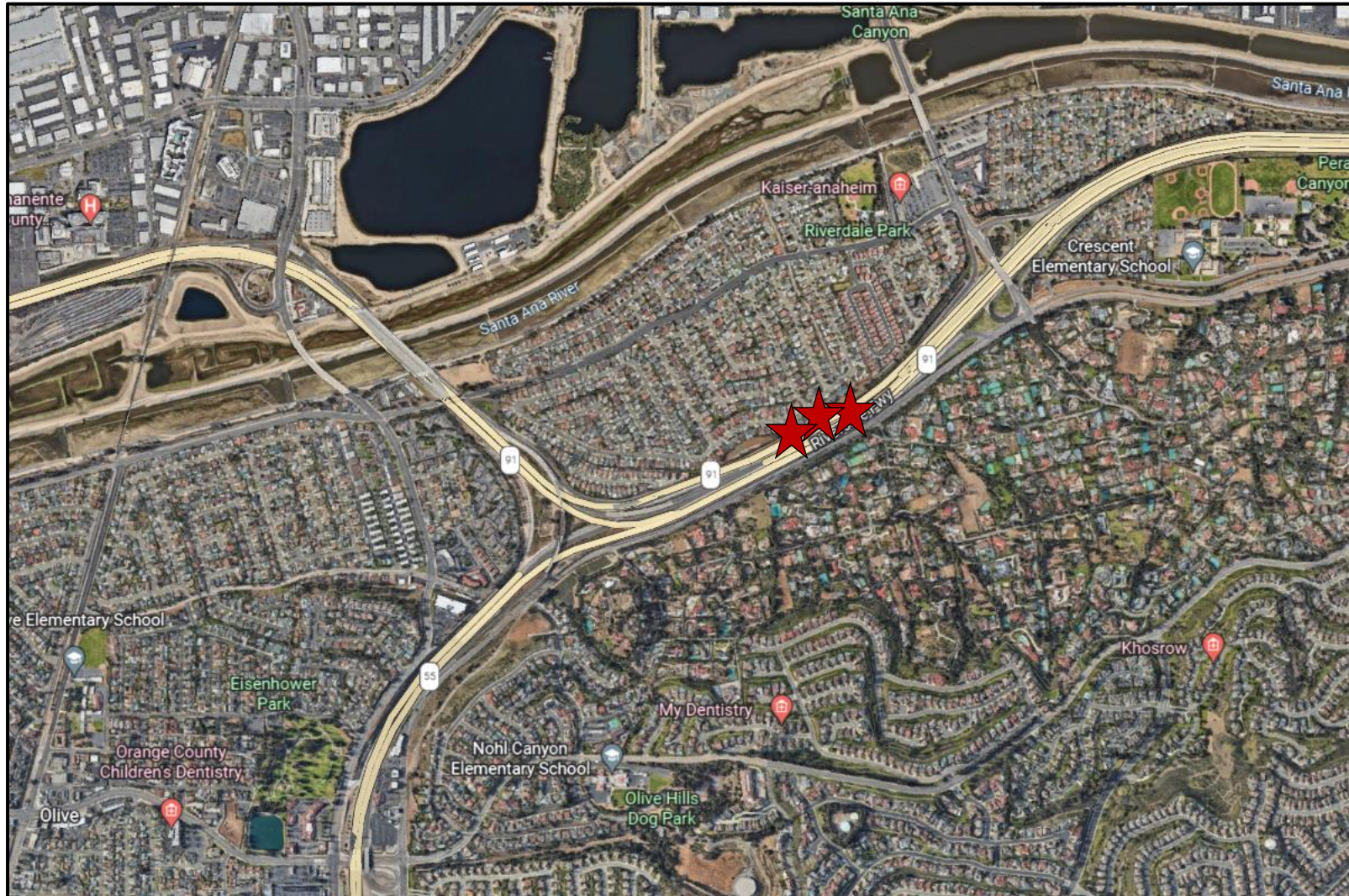
# Area of Improvements – Segment 1

## State Route 91 (SR-91)/Lakeview Avenue Interchange



- Realign westbound (WB) on-ramp to direct traffic to WB SR-91.
- Add a new on-ramp from the Lakeview Avenue Bridge connecting directly to southbound (SB) State Route (SR-55).
- Separate WB SR-91 from SB SR-55.

# SR-91 Improvement Project Resolutions of Necessity Locations

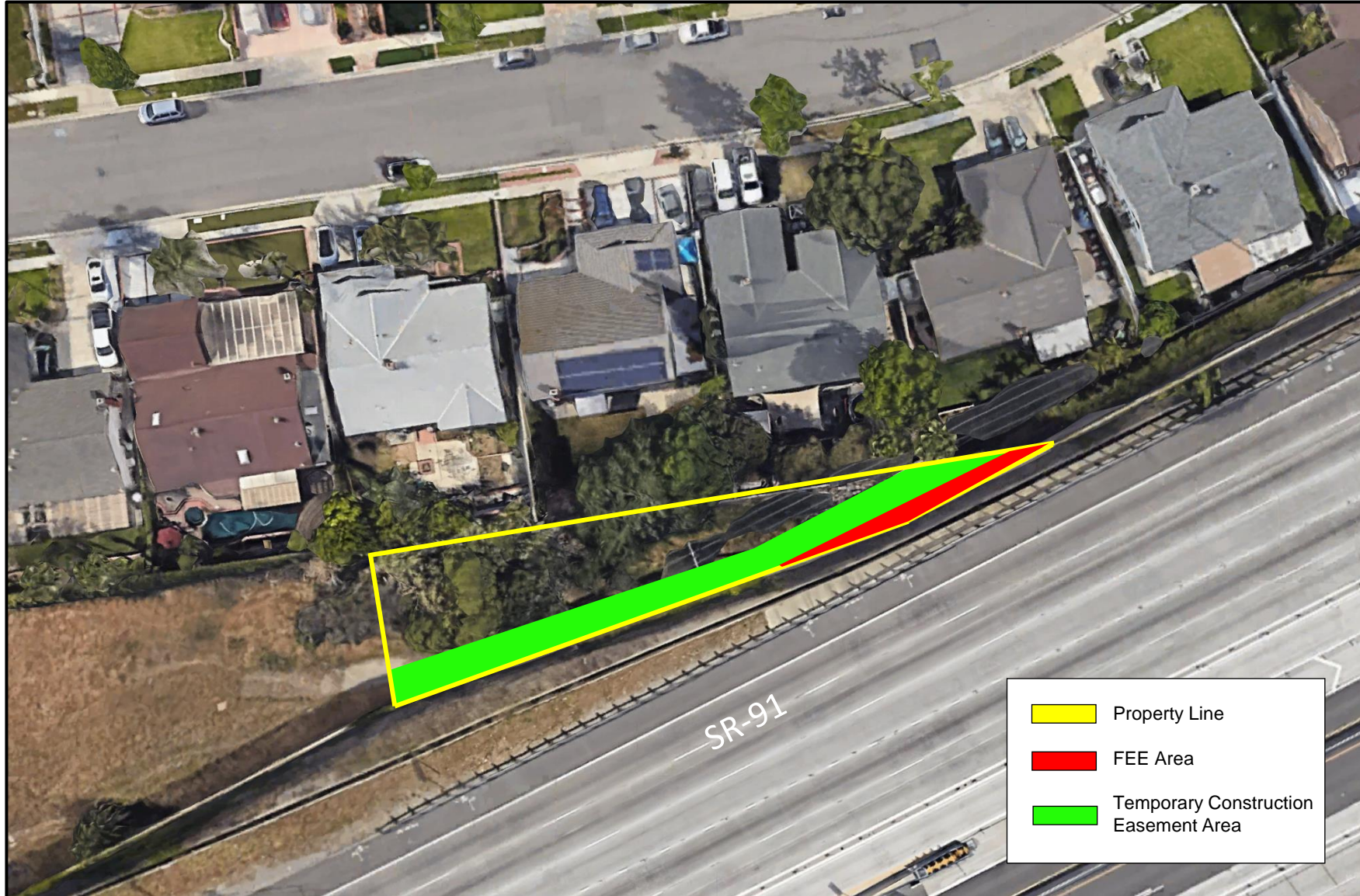


# Resolution of Necessity No. 2023-001 Brandon Chase Trust dated May 3, 2004



Not to Scale,  
For Presentation  
Purposes Only

# Resolution of Necessity No. 2023-001 Brandon Chase Trust dated May 3, 2004 (Cont.)



Not to Scale,  
For Presentation  
Purposes Only

# Resolution of Necessity No. 2023-001 Brandon Chase Trust dated May 3, 2004 (Cont.)



Not to Scale,  
For Presentation  
Purposes Only

# Resolution of Necessity No. 2023-002 Brandon Chase Trust



Not to Scale,  
For Presentation  
Purposes Only

# Resolution of Necessity No. 2023-002 Brandon Chase Trust (Cont.)



Not to Scale,  
For Presentation  
Purposes Only



# Resolution of Necessity No. 2023-003 Alston Community Association



Not to Scale,  
For Presentation  
Purposes Only

# Resolution of Necessity No. 2023-003 Alston Community Association (Cont.)



Not to Scale,  
For Presentation  
Purposes Only

# Resolution of Necessity No. 2023-003 Alston Community Association (Cont.)



Not to Scale,  
For Presentation  
Purposes Only

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



**January 23, 2023**

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

**From:** Gene Hernandez, Chairman of the Board of Directors  
Darrell E. Johnson, Chief Executive Officer

**Subject:** 2023 Board of Directors and Chief Executive Officer Initiatives and Action Plan

At the beginning of each calendar year, the Orange County Transportation Authority (OCTA) Board of Directors (Board), led by the Chairman, identify a set of priorities for the year, titled Board Initiatives. The Chief Executive Officer's (CEO) Initiatives and Action Plan are developed concurrently to support and reinforce the Board Initiatives. Together, the OCTA Board Initiatives and CEO Initiatives and Action Plan establish a roadmap for major accomplishments during the calendar year. The 2023 Board and CEO Initiatives, combined as Attachment A, create an ambitious, yet balanced and sustainable plan.

For 2023, there are three Board Initiatives supported by nine CEO Initiatives. The 2023 Board and CEO Initiatives and Action Plan (Attachment B) include 98 projects and/or program milestones. These milestones provide staff with strategic direction for implementation during the calendar year. Reports on the CEO Initiatives and Action Plan detailing progress on these milestones will be provided on a quarterly basis for Board review.

Please let me know if you have any questions on the Board Initiatives or contact Darrell E. Johnson, CEO, at (714) 560-5343 with questions on the Action Plan.

GH/DEJ:ls



# 2023 BOARD & CEO INITIATIVES



## Equitable, Reliable, and Balanced Transportation

- Provide Effective and Accessible Transportation Modes
- Advance Measure M2 Improvements
- Engage with Local Stakeholders in All Communities



## Financial and Environmental Sustainability and Resilience

- Champion Fiscal Responsibility and Prudently Administer Public Funds
- Anticipate and Plan for Future Conditions
- Demonstrate Environmental Stewardship and Sustainability



## Organizational Excellence, Leadership, and Accountability

- Enhance Regional Partnerships and Relationships with Stakeholders
- Strengthen Inclusivity and Diversity in the Work Environment
- Promote Employee Development and a Safe and Modern Workplace

**GENE HERNANDEZ**  
CHAIRMAN

**DARRELL E. JOHNSON**  
CHIEF EXECUTIVE OFFICER



## 2023 BOARD & CEO INITIATIVES



### Equitable, Reliable, and Balanced Transportation

- Provide Effective and Accessible Transportation Modes
- Advance Measure M2 Improvements
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### Organizational Excellence, Leadership, and Accountability

- Enhance Regional Partnerships and Relationships with Stakeholders
- Strengthen Inclusivity and Diversity in the Work Environment
- Promote Employee Development and a Safe and Modern Workplace

Handwritten signature of Gene Hernandez in white ink.

**GENE HERNANDEZ**  
CHAIRMAN

Handwritten signature of Darrell E. Johnson in white ink.

**DARRELL E. JOHNSON**  
CHIEF EXECUTIVE OFFICER

## 2023 Board Initiatives

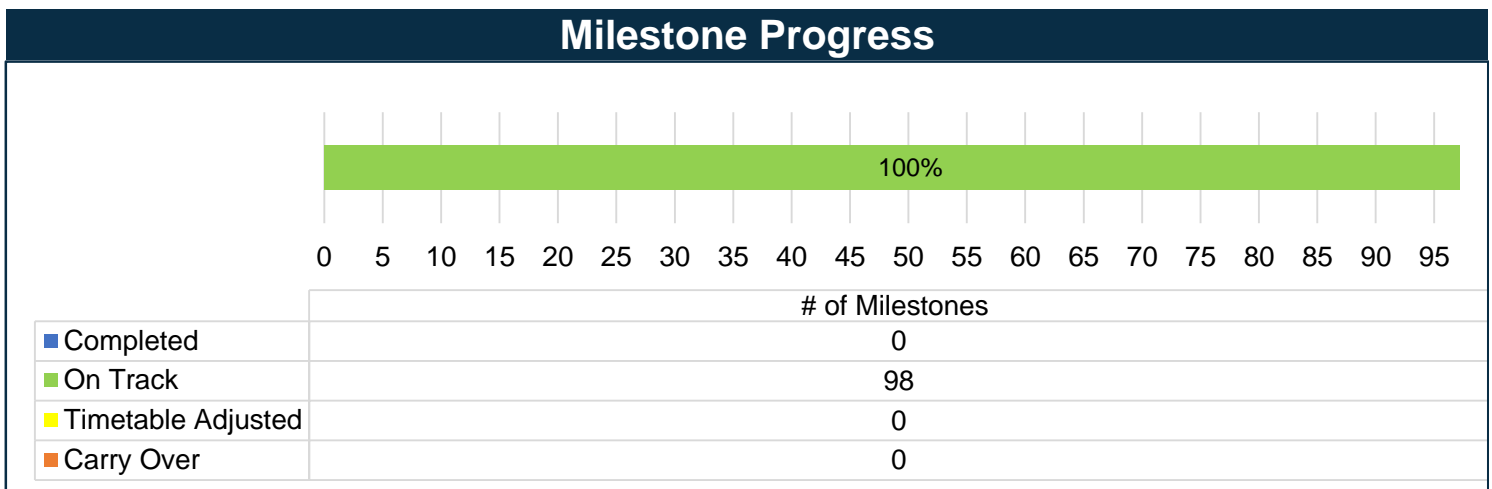
1. Equitable, Reliable, and Balanced Transportation
2. Financial and Environmental Sustainability and Resilience
3. Organizational Excellence, Leadership, and Accountability

## 2023 CEO Initiatives

1. Provide Effective and Accessible Transportation Modes
2. Advance Measure M2 Improvements
3. Engage with Local Stakeholders in All Communities
4. Champion Fiscal Responsibility and Prudently Administer Public Funds
5. Anticipate and Plan for Future Conditions
6. Demonstrate Environmental Stewardship and Sustainability
7. Enhance Regional Partnerships and Relationships with Stakeholders
8. Strengthen Inclusivity and Diversity in the Work Environment
9. Promote Employee Development and a Safe and Modern Workplace

## 2023 CEO Milestone Summary

| Number of Milestones by Quarter |           |
|---------------------------------|-----------|
| Quarter Due                     | Number    |
| First Quarter                   | 13        |
| Second Quarter                  | 12        |
| Third Quarter                   | 25        |
| Fourth Quarter                  | 48        |
| <b>TOTAL</b>                    | <b>98</b> |





# FIRST QUARTER (Q1)

0 of 13 Completed - 0%

| #   | Project/Program                                  | Objective   | Milestone  | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|--|---|--|-------|----|----|----|----|
| 1.  | I-405 Project*                                   | Continue to Advance Construction  | Complete and fully open bridge at Goldenwest Street - Q1   |       |    |    |    |    |
| 2.  | I-5, El Toro Road Interchange                    | Assess Potential Additional Build Alternatives  | Restart the environmental phase incorporating new alternatives - Q1  |       |    |    |    |    |
| 3.  | San Juan Creek Bridge Replacement*               | Ensure Asset Preservation   | Complete ROW activities and coordinate with Metrolink to advertise for construction - Q1   |       |    |    |    |    |
| 4.  | Transit Security and Operations Center (TSOC)*   | Ensure Transit Service Continuity   | Complete design phase - Q1   |       |    |    |    |    |
| 5.  | Comprehensive Business Plan (CBP)*               | Develop OCTA's Business Plan  | Present CBP to Board for adoption - Q1   |       |    |    |    |    |
| 6.  | Bus Fleet Management                             | Maintain Fleet in a State of Good Repair  | Finalize agreement to acquire replacement CNG buses - Q1   |       |    |    |    |    |
| 7.  | Contracted Fixed-Route                           | Award New Agreement for Contracted Fixed-Route Service Provision  | Present to Board for approval to award contract - Q1   |       |    |    |    |    |
| 8.  | OC Streetcar*                                    | Prepare for OC Streetcar Operations   | Issue NTP to Herzog for operations and maintenance services - Q1   |       |    |    |    |    |
| 9.  | Zero-Emission Battery-Electric Buses*            | Reduce Emissions in Orange County   | Receive delivery of last remaining plug-in battery-electric bus and put all into service - Q1  |       |    |    |    |    |
| 10. | Core Competency Integration                      | Provide Clear Growth and Development Pathways for Staff and Bridge Gaps Between Performance and Opportunity by Articulating which Competencies are Needed for Various Positions | Continue development of a "road map" for core competency implementation and roll-out plan to implement core competencies into the job descriptions of all divisions at OCTA. Present roll-out plan to ESC - Q1 |       |    |    |    |    |
| 11. | Public Transportation Agency Safety Plan (PTASP) | Reinforce the Value of Safety and Organizational Commitment to Reduce Safety Incidents  | Present annual PTASP to Board for approval - Q1  |       |    |    |    |    |

\*2022 Carryover

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| COMPLETED | ON TRACK | TIMETABLE ADJUSTED | CARRYOVER |
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## Q1 (Continued)

| #   | Project/Program                        | Objective   | Milestone   | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|--|---|---|-------|----|----|----|----|
| 12. | Long-Range Transportation Plan (LRTP)* | Develop the LRTP  | Release draft LRTP for public review - Q1         |       |    |    |    |    |
| 13. | Rail Coastal Protection                | Assess Vulnerability of the Railroad ROW in South Orange County to Address the Impacts of Sea Level Rise, Erosion, Etc. | Develop scope of work and seek grant funding - Q1 |       |    |    |    |    |

\*2022 Carryover

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| COMPLETED | ON TRACK | TIMETABLE ADJUSTED | CARRYOVER |
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## SECOND QUARTER (Q2)

0 of 12 Completed - 0%

| #   | Project/Program  | Objective  | Milestone  | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|--|--|--|-------|----|----|----|----|
| 1.  | Anaheim Canyon Metrolink Station Improvement*            | Close Out Construction and Commission New Platform                                       | Complete construction and provide update to Board - Q2   |       |    |    |    |    |
| 2.  | I-5, SR-73 to El Toro Road Project                       | Continue to Advance Construction on All Segments   | Provide construction update to Board - Q2  |       |    |    |    |    |
| 3.  | TSOC   | Ensure Transit Service Continuity  | Advertise for construction - Q2  |       |    |    |    |    |
| 4.  | OCTA's Operating and Capital Budget                      | Develop a FY 2023-24 Balanced Budget   | Present a comprehensive balanced OCTA FY 2023-24 Budget for adoption to Board - Q2                       |       |    |    |    |    |
| 5.  | Procurement  | Ensure Transparency and Organizational Excellence  | Conduct a procurement workshop with the Board - Q2   |       |    |    |    |    |
| 6.  | Metrolink Service  | Plan, Fund, and Administer Sustainable Metrolink Service                                 | Continue to work with Metrolink to develop a sustainable service plan consistent with market demand - Q2 |       |    |    |    |    |
| 7.  | Paratransit Vehicles                                     | Replace Cutaway Buses with a Mix of Cutaways and Vans                                    | Initiate procurement of replacement paratransit vehicles - Q2  |       |    |    |    |    |
| 8.  | Personnel and Salary Resolution                          | Attract and Retain Top Talent  | Present recommendations to Board as part of the OCTA FY 2023-24 budget - Q2                              |       |    |    |    |    |
| 9.  | LRTP   | Finalize the LRTP  | Incorporate public feedback and present draft final LRTP to Board - Q2                                   |       |    |    |    |    |
| 10. | Signal Synchronization                                   | Improve Roadway Efficiency   | Provide update to Board on signal synchronization projects (Project P) - Q2                              |       |    |    |    |    |
| 11. | Transit Chokepoint Study                                 | Identify Bus Operation Impediments that Lead to Reduced Speed and Reliability Challenges | Award contract - Q2  |       |    |    |    |    |
| 12. | Transit Vision Update (Connections Plan Follow-Up Study) | Ensure Appeal of Transit as a Long-Term Multimodal Transportation Option                 | Present to Board for approval to award contract - Q2   |       |    |    |    |    |

\*2022 Carryover

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| COMPLETED | ON TRACK | TIMETABLE ADJUSTED | CARRYOVER |
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# THIRD QUARTER (Q3)

0 of 25 Completed - 0%

| #   | Project/Program                                 | Objective  | Milestone   | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|---|--|---|-------|----|----|----|----|
| 1.  | I-405 Project                                   | Continue to Advance Construction                       | Complete and fully open remaining bridge replacements at Brookhurst Street, Bolsa Avenue, Warner Avenue, Newland Street, and Springdale Street - Q3 |       |    |    |    |    |
| 2.  | I-5, Avenida Pico to San Diego County Line      | Advance Environmental Phase                            | Release Draft EIR and provide update to Board - Q3  |       |    |    |    |    |
| 3.  | SR-55, I-405 to I-5 Project                     | Continue to Advance Construction                       | Provide construction update to Board - Q3   |       |    |    |    |    |
| 4.  | 405 Express Lanes Customer Service Center (CSC) | Open 405 Express Lanes CSC for Service                 | Complete construction, install equipment, and provide furniture in the 405 Express Lanes CSC - Q3   |       |    |    |    |    |
| 5.  | 91 Express Lanes                                | Potentially Re-finance Outstanding Debt                | Evaluate whether to move forward on refinancing outstanding debt - Q3   |       |    |    |    |    |
| 6.  | Credit Ratings                                  | Maintain OCTA's Positive Credit Rating                 | Conduct annual rating agency meeting - Q3   |       |    |    |    |    |
| 7.  | Cybersecurity                                   | Protect OCTA's Information Systems                     | Require completion of annual cybersecurity training for all employees - Q3  |       |    |    |    |    |
| 8.  | Cybersecurity (TSA Security Directive)          | Fulfill TSA Security Directive                         | Complete initial cybersecurity assessment and incident response plan - Q3   |       |    |    |    |    |
| 9.  | Headquarters Building                           | Implement Long-Term Strategy for the OCTA Headquarters | Present a design agreement to Board - Q3  |       |    |    |    |    |
| 10. | Human Resources Information System (HRIS)       | Implement a Modernized HRIS                            | Present to Board for approval to award contract - Q3  |       |    |    |    |    |
| 11. | Rider Validation System                         | Continue Modernization of OCTA's Fare System           | Present vendor selection to Board - Q3  |       |    |    |    |    |
| 12. | Bus Fleet Management                            | Maintain Fleet in a State of Good Repair               | Receive delivery of initial order of CNG buses - Q3   |       |    |    |    |    |
| 13. | OC Streetcar                                    | Complete Vehicle Production                            | Begin receiving delivery of streetcar vehicles - Q3   |       |    |    |    |    |
| 14. | OC Streetcar                                    | Prepare for OC Streetcar Operations                    | Complete operations and maintenance agreements with the cities of Garden Grove and Santa Ana - Q3   |       |    |    |    |    |

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### Q3 (Continued)

| #   | Project/Program  | Objective  | Milestone   | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|--|--|---|-------|----|----|----|----|
| 15. | Same-Day Taxi  | Deliver Enhanced ACCESS Service  | Award service contract - Q3   |       |    |    |    |    |
| 16. | Zero-Emission Paratransit Buses  | Replace Ten Gasoline OC ACCESS Buses with Ten Battery-Electric Vehicles                                    | Initiate procurement - Q3   |       |    |    |    |    |
| 17. | College Pass Program   | Extend College Pass Program Beyond Initial Pilot Term  | Develop a new agreement with Santiago Canyon College - Q3   |       |    |    |    |    |
| 18. | Diversity, Equity, Inclusion, and Belonging - Affirmative Action Plan/Equal Employment Opportunity (AAP/EEO) | Provide Updates on Progress of AAP/EEO Development and Implementation and Adhere to Federal Requirements   | Present biannual updates to ESC - Q1 and Q3   |       |    |    |    |    |
| 19. | Employee Health Insurance Renewal Programs   | Secure Competitive Health Benefits   | Present health insurance recommendations to Board - Q3  |       |    |    |    |    |
| 20. | Management Development Academy (MDA)   | Provide Management Professional Development  | Launch fifth cohort of MDA - Q3   |       |    |    |    |    |
| 21. | OC Streetcar Operations Safety Education and Public Awareness  | Provide Safety Education to Affected Audiences and General Public  | Create and implement a safety education campaign to raise public awareness once testing begins on tracks - Q3               |       |    |    |    |    |
| 22. | PTASP  | Adopt OC Streetcar PTASP as Required by the FTA and the CPUC's State Safety Oversight Program              | Submit draft OC Streetcar PTASP to the CPUC for review and comment for revenue service preparation and/or requirements - Q3 |       |    |    |    |    |
| 23. | South Orange County Rail Station Feasibility Study   | Assess Feasibility of a New Rail Station South of Existing Laguna Niguel Metrolink Station                 | Complete study and present to Board - Q3  |       |    |    |    |    |
| 24. | SR-91 Implementation Plan  | Collaborate with RCTC to Update the Plan in Support of Regional SR-91 Corridor Transportation Improvements | Present Plan to Board - Q3  |       |    |    |    |    |

### Q3 (Continued)

| #   | Project/Program          | Objective                           | Milestone   | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|--------------------------|-------------------------------------|---|-------|----|----|----|----|
| 25. | Streets and Roads Grants | Fund Streets and Roads Improvements | Present recommendations for RCP (Project O) and RTSSP (Project P) projects grant awards to Board - Q3 |       |    |    |    |    |

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# FOURTH QUARTER (Q4)

0 of 48 Completed - 0%

| #   | Project/Program                             | Objective  | Milestone  | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|---|--|--|-------|----|----|----|----|
| 1.  | I-405 Project                               | Open All I-405 Improvements to Traffic   | Achieve substantial completion of construction (all lanes open) and opening of the 405 Express Lanes - Q4                        |       |    |    |    |    |
| 2.  | OC Streetcar                                | Continue to Advance Construction   | Report on status of construction and updates to target service startup date Q1-Q4  |       |    |    |    |    |
| 3.  | Serra Siding Extension                      | Advance Environmental Phase  | Release Draft EIR and provide update to Board - Q4   |       |    |    |    |    |
| 4.  | SR-91, SR-55 to Lakeview Avenue             | Advance Project to Construction Phase  | Complete the construction bid package for Caltrans' advertisement for bids - Q4  |       |    |    |    |    |
| 5.  | 241/91 Express Lanes Connector (ELC)*       | Provide 241/91 ELC Project Progress  | Provide update to Board on the status of the project with a discussion on next steps - Q4  |       |    |    |    |    |
| 6.  | 405 Express Lanes                           | Commence Operations on the 405 Express Lanes   | Begin processing transaction and collecting revenues on the 405 Express Lanes - Q4   |       |    |    |    |    |
| 7.  | 91 Express Lanes*                           | Install Toll Entrance Readers to Register Vehicles Entering the 91 Express Lanes   | Complete installation of infrastructure gantries, cameras, and readers at the three entrances of the 91 Express Lanes - Q4       |       |    |    |    |    |
| 8.  | Crisis Communications                       | Ensure Agency and Staff Preparedness   | Conduct a tabletop exercise for the Crisis Communications team and revise Crisis Communications Plan as appropriate - Q4         |       |    |    |    |    |
| 9.  | Diversity, Equity, Inclusion, and Belonging | Review OCTA Organizational Policies, Practices and Programs Related to Diversity, Equity and Inclusion, and Develop Recommendations to Enhance Efforts in this Area and Help Guide Future Agency Decisions | Review and implement appropriate recommendations from the third-party organizational diversity, equity, and inclusion study - Q4 |       |    |    |    |    |
| 10. | Rail Coastal Protection                     | Support State Efforts to Develop Long-Term Solutions for Coastal Rail Infrastructure   | Work with external stakeholders and provide periodic updates to Board - Q2 and Q4  |       |    |    |    |    |

\*2022 Carryover

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## Q4 (Continued)

| #   | Project/Program                       | Objective  | Milestone  | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|---------------------------------------|--|--|-------|----|----|----|----|
| 11. | Annual Comprehensive Financial Report | Ensure Accountability and Transparency   | Obtain an unmodified opinion from the external auditors and provide the annual financial statements to Board - Q4  |       |    |    |    |    |
| 12. | Enterprise Asset Management (EAM)     | Implement New EAM System   | Transition Infor EAM System from test into full production - Q4  |       |    |    |    |    |
| 13. | Renewable Energy Assessment           | Assess Feasibility of Using Renewable Energy at OCTA Facilities  | Evaluate OCTA's ability to implement renewable energy options and provide update to Board - Q4   |       |    |    |    |    |
| 14. | Federal Triennial Review              | Provide a Well-Coordinated Response, Evidenced by Documentation, During FTA's Triennial Review to Convey the Agency's Outstanding Performance as a Federal Grantee | Complete the necessary steps and actions as part of the FTA Triennial Review process - Q4  |       |    |    |    |    |
| 15. | Legislative Forums                    | Communicate Transportation Needs and Challenges and OCTA's Ongoing Plans, Programs, and Projects   | Conduct forums with local delegation representatives and report to management team - Q1-Q4   |       |    |    |    |    |
| 16. | Legislative Platforms                 | Set Legislative Priorities   | Present final 2024 state and federal legislative platforms to Board for approval - Q4  |       |    |    |    |    |
| 17. | Legislative Priorities                | Provide End of Session Report  | Discuss outcomes of legislative priorities with L&C - Q4   |       |    |    |    |    |
| 18. | Local Government Forums               | Conduct Mayors Forums by District  | Conduct forums with local delegation representatives and report to management team - Q1-Q4   |       |    |    |    |    |
| 19. | Zero-Emission Bus (ZEB) Pilots*       | Evaluate ZEBs for Operational Effectiveness  | Provide progress report to Board on ZEB pilots, including the hydrogen fuel-cell electric buses and plug-in battery-electric buses - Q4                      |       |    |    |    |    |
| 20. | Coach Operator Workforce              | Implement Programs to Support Increase in Recruitment and Retention  | Review current efforts on coach operator recruitment and retention and include coach operator headcount in the quarterly bus operations report to Board - Q4 |       |    |    |    |    |

\*2022 Carryover

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| COMPLETED | ON TRACK | TIMETABLE ADJUSTED | CARRYOVER |
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## Q4 (Continued)

| #   | Project/Program  | Objective   | Milestone  | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|--|---|--|-------|----|----|----|----|
| 21. | Core Competency Integration  | Provide Clear Growth and Development Pathways for Staff and Bridge Gaps Between Performance and Opportunity by Articulating which Competencies are Needed for Various Positions | Implement core competencies into all job descriptions at OCTA - Q4   |       |    |    |    |    |
| 22. | Diversity, Equity, Inclusion, and Belonging  | Provide Microaggression Training to Ensure Coach Operators Understand OCTA's Commitment to Diversity, Equity, Inclusion, and Belonging  | Conduct microaggressions training for all coach operators during annual required training - Q4   |       |    |    |    |    |
| 23. | Diversity, Equity, Inclusion, and Belonging  | Identify and Develop Enhancements to Support Employees' Voices Throughout the Organization  | Implement one additional Employee Resource Group - Q4  |       |    |    |    |    |
| 24. | Diversity, Equity, Inclusion, and Belonging - Diverse Community Leaders Group (DCLG) | Maximize Relationships with Key Stakeholders and Leaders that Represent Diverse Communities to Gain Feedback  | Enhance engagement opportunities with OCTA's DCLG as part of transportation programs, projects, and plans with update to L&C - Q4  |       |    |    |    |    |
| 25. | Diversity, Equity, Inclusion, and Belonging - Outreach Update                        | Conduct Diversity Outreach Programs to Support Capital Projects, Planning Studies, and Transit Marketing  | Develop proactive diversity outreach and inclusion strategies using traditional and digital tactics to engage with diverse and underrepresented communities on OCTA initiatives and activities with update to L&C - Q4 |       |    |    |    |    |
| 26. | Early Career Academy (ECA)   | Provide Early Career Development to Grow New Professionals  | Launch fourth cohort of ECA - Q4   |       |    |    |    |    |
| 27. | Market Research  | Obtain Public Input and Preferences for OCTA's Various Programs and Services  | Conduct qualitative and quantitative surveys to support marketing programs, LRTP/Measure M2 Ten-Year Review, and other planning studies - Q4   |       |    |    |    |    |

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

## Q4 (Continued)

| #   | Project/Program                                      | Objective   | Milestone   | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|--|---|---|-------|----|----|----|----|
| 28. | Marketing Activities                                 | Promote and Educate Public on OCTA Services   | Develop campaigns and programs to promote the Making Better Connections Bus Service Plan and other activities - Q4  |       |    |    |    |    |
| 29. | Marketing Activities*                                | Promote and Educate Public on OCTA Services   | Present biannual updates on ongoing campaigns promoting bus, rail, OC Flex, rideshare, and vanpool services to L&C - Q2 and Q4                                    |       |    |    |    |    |
| 30. | Outreach Activities                                  | Conduct Outreach to Support Capital Projects  | Provide quarterly I-405 and OC Streetcar outreach updates, as well as I-5 south and SR-55, and other projects to Board - Q1-Q4                                    |       |    |    |    |    |
| 31. | Outreach Activities                                  | Conduct Outreach to Support Planning Studies  | Provide outreach updates for planning studies, including the LRTP, South Orange County Rail Station Feasibility Study, and others as appropriate to Board - Q1-Q4 |       |    |    |    |    |
| 32. | 2023 Congestion Management Program (CMP) Report      | Report on the CMP Status and Local Jurisdiction Compliance  | Adopt CMP report and submit to SCAG - Q4  |       |    |    |    |    |
| 33. | 2024 State Transportation Improvement Program (STIP) | Maximize State Funding Opportunities  | Present the 2024 STIP proposal to Board for approval - Q4   |       |    |    |    |    |
| 34. | Active Transportation Initiatives                    | Implement Programs in Support of Non-Motorized Transportation                                     | Provide biannual updates on active transportation initiatives to Board - Q2 and Q4  |       |    |    |    |    |
| 35. | Bus Base Charge Ready Infrastructure Plan            | Evaluate Charging Infrastructure Needs and Facilities for ZEB Rollout Plan                        | Present update to ESC - Q4  |       |    |    |    |    |
| 36. | Climate Adaptation and Sustainability Plan (CASP)    | Advance Agency Sustainability Practices and Resiliency Efforts to Adapt to Climate Change Impacts | Present update on final CASP development to ESC - Q4  |       |    |    |    |    |
| 37. | Community Circulators and Shuttles (Project V)       | Fund Development of Local Bus Transit Services  | Solicit letters of interest for a Project V call for projects - Q4  |       |    |    |    |    |

\*2022 Carryover

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| COMPLETED | ON TRACK | TIMETABLE ADJUSTED | CARRYOVER |
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## Q4 (Continued)

| #   | Project/Program   | Objective   | Milestone   | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|---|---|---|-------|----|----|----|----|
| 38. | Complete Streets Funding Program                                | Develop Funding Approach for Bicycle and Pedestrian Projects that Reduce Traffic Congestion and Improve Air Quality               | Update guidelines and present to ESC - Q4   |       |    |    |    |    |
| 39. | E-Bicycles (E-Bike) Safety Plan                                 | Define Approach for E-Bike Use and Safety   | Coordinate with local partners to develop best practices for consideration in the development of local E-bike policies - Q4 |       |    |    |    |    |
| 40. | M2 Environmental Cleanup Program                                | Fund Water Quality Improvements   | Present programming recommendations for Tier 1 water quality projects (Project X) grant awards to Board - Q4                |       |    |    |    |    |
| 41. | M2 Environmental Mitigation Programs                            | Ensure Comprehensive Freeway Program Mitigation   | Present biannual progress reports to Board - Q2 and Q4  |       |    |    |    |    |
| 42. | M2 Quarterly Reports  | Provide Updates on Progress of M2 Implementation and Fulfill the Requirements of the M2 Ordinance No. 3                           | Present quarterly reports to Board - Q1-Q4  |       |    |    |    |    |
| 43. | M2 Triennial Performance Assessment                             | Evaluate the Efficiency, Effectiveness, Economy, and Results of the Agency's Delivery of M2                                       | Present closeout of the 2018-2021 M2 Triennial Performance Assessment Report Recommendations to Board - Q4                  |       |    |    |    |    |
| 44. | Making Better Connections Program                               | Continue to Improve the Quality of Public Transportation  | Complete implementation plan and schedule and provide updates to ESC - Q2 and Q4  |       |    |    |    |    |
| 45. | Next 10 Delivery Plan   | Ensure M2 Delivery Commitment   | Review and present status of the Next 10 Delivery Plan deliverables to Board - Q4   |       |    |    |    |    |
| 46. | OC Streetcar Bus-Rail Interface Study and Fleet Management Plan | Update OC Streetcar Interface and Fleet Management Plans to Ensure Seamless Connection Between OC Streetcar and OC Bus Operations | Present update to ESC - Q4  |       |    |    |    |    |

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

## Q4 (Continued)

| #   | Project/Program              | Objective   | Milestone  | Notes | Q1 | Q2 | Q3 | Q4 |
|-----|------------------------------|---|--|-------|----|----|----|----|
| 47. | On-Board Bus Survey          | Determine the Origin and Destination of Transit Trips | Initiate procurement of consultant contract - Q4   |       |    |    |    |    |
| 48. | Regional Planning Activities | Highlight Transportation Planning Activities          | Present biannual reports on activities underway that impact OCTA and the Southern California region to Board - Q2 and Q4 |       |    |    |    |    |

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

# Acronyms

|  |  |
|--|--|
| AAP/EEO - Affirmative Action Plan/Equal Employment Opportunity | I-405 - Interstate 405   |
| Board - Board of Directors                                     | L&C - Legislative and Communications Committee                 |
| Caltrans - California Department of Transportation             | LRTP - Long-Range Transportation Plan                          |
| CASP - Climate Adaptation and Sustainability Plan              | M2 - Measure M2  |
| CBP - Comprehensive Business Plan                              | MDA - Management Development Academy                           |
| CEO - Chief Executive Officer                                  | NTP - Notice to Proceed  |
| CMP - Congestion Management Program                            | OCTA - Orange County Transportation Authority                  |
| CNG - Compressed Natural Gas                                   | PTASP - Public Transportation Agency Safety Plan               |
| CPUC - California Public Utilities Commission                  | RCTC - Riverside County Transportation Commission              |
| CSC - Customer Service Center                                  | RCP - Regional Capacity Program                                |
| DCLG - Diverse Community Leaders Group                         | ROW - Right-of-Way   |
| E-Bike - E-Bicycles  | RTSSP - Regional Transportation Signal Synchronization Program |
| EAM - Enterprise Asset Management                              | SCAG - Southern California Association of Governments          |
| ECA - Early Career Academy                                     | SR-55 - State Route 55   |
| EIR - Environmental Impact Report                              | SR-73 - State Route 73   |
| ELC - Express Lanes Connector                                  | SR-91 - State Route 91   |
| ESC - Executive Steering Committee                             | STIP - State Transportation Improvement Program                |
| FTA - Federal Transit Administration                           | TSA - Transportation Security Administration                   |
| FY - Fiscal Year   | TSOC - Transit Security and Operations Center                  |
| HRIS - Human Resources Information System                      | ZEB - Zero-Emission Bus  |
| I-5 - Interstate 5   |  |



## **Call to Order**

The Monday, January 9, 2023, regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Vice Chairman Hernandez at 9:03 a.m. at the OCTA Headquarters, 550 South Main Street, Orange, California.

**Directors Present:** Gene Hernandez, Vice Chairman  
Doug Chaffee  
Jose Diaz  
Andrew Do  
Jon Dumitru  
Jamey Federico  
Katrina Foley  
Brian Goodell  
Patrick Harper  
Steve Jones  
Fred Jung  
Farrah N. Khan  
Jessie Lopez  
Tam Nguyen  
Vicente Sarmiento  
Donald P. Wagner

**Directors Absent:** Michael Hennessey  
Ryan Chamberlain, Ex-Officio

**Staff Present:** Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Andrea West, Interim Clerk of the Board  
Gina Ramirez, Clerk of the Board Specialist, Principal  
Sahara Meisenheimer, Clerk of the Board Specialist  
Aaron Delgado, Employee Rotation Program  
James Donich, General Counsel

## **Special Calendar**

### **1. Administration of the Oath of Office to New and Returning Orange County Transportation Authority Board of Directors**

James Donich, General Counsel, administered the Oath of Office to incoming new Board Members Jon Dumitru, Jamey Federico, Farrah N. Khan, and returning Board Members Doug Chaffee, Katrina Foley, Patrick Harper, Fred Jung, and Vicente Sarmiento.



**2. Election of Orange County Transportation Authority Board of Directors Chair**

Vice Chairman Hernandez stated that the OCTA Administrative Code notes that the Board of Directors shall elect a Chair and Vice Chair at its first Board meeting in January.

A motion was made by Director Do, seconded by Director Jones, and following a roll call vote, declared passed 16-0, to elect Vice Chairman Gene Hernandez as the 2023 Chairman of the Orange County Transportation Authority Board of Directors.

**3. Election of Orange County Transportation Authority Board of Directors Vice Chair**

A motion was made by Director Do, seconded by Director Jones, and following a roll call vote, declared passed 16-0, to elect Director Tam Nguyen as the 2023 Vice Chairman of the Orange County Transportation Authority Board of Directors.

**4. Update on Emergency Railroad Track Stabilization in the Vicinity of Milepost 206.8 on the Orange Subdivision**

James G. Beil, Executive Director of Capital Programs, provided a PowerPoint presentation.

Gina Ramirez, Clerk of the Board Specialist, Principal, read into the record a public comment received from Russell H. McDonald Jr. on January 5, 2023 which was emailed to the Board of Directors on Sunday, January 8, 2023 at 5:32 p.m.

Public comments were received by Gary Walsh, Susie Whitelaw, and Paul Hyek.

A motion was made by Director Diaz, seconded by Director Foley, and following a roll vote, declared passed 16-0, to reaffirm Resolution No. 2022-075 authorizing the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 206.8 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

**5. 2022 Board of Directors and Chief Executive Officer Initiatives and Action Plan – End-of-Year Report**

Darrell E. Johnson, CEO, congratulated the newly elected Chairman and Vice Chairman and introduced a video.



## **Consent Calendar (Item 6)**

### **6. Approval of Minutes**

A motion was made by Director Do, seconded by Director Foley, and declared passed by those present, to approve the minutes of the December 12, 2022, Orange County Transportation Authority and affiliated agencies' regular meeting.

## **Regular Calendar**

### **7. Zero-Emission Bus Pilot Updates**

Darrell E. Johnson, CEO, provided opening comments and introduced Cliff Thorne, Director of Maintenance, who provided a PowerPoint presentation.

Director Wager referenced page two of the staff report and asked if OCTA had received the buses and to update the Board of Directors. Cliff Thorne, Director of Maintenance, described the difficulties with the factory and that OCTA had not received the buses yet.

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

## **Discussion Items**

### **8. 20-Year Anniversary of Purchase of the 91 Express Lanes**

Darrell E. Johnson, CEO, provided opening comments and introduced Tim Keenan, former Board Member, who commented on his experience with the purchase of the 91 Express Lanes and a short video was played.

### **9. Public Comments**

Gina Ramirez, Clerk of the Board Specialist, Principal read into the record a public comment received from Craig A. Durfey on January 7, 2023 which was emailed to the Board of Directors on Sunday, January 8, 2023 at 5:32 p.m.

### **10. Chief Executive Officer's Report**

No report was given.





**11. Directors' Reports**

Director Foley provided her experience with the California State Route 91 freeway.

Vice Chairman Nguyen expressed his appreciation to the Board and acknowledged his appreciation to former Director Greg Winterbottom.

Chairman Hernandez participated in the Pasadena Tournament of Roses and announced that the Rotary Club International float won the Princess Award, in which he worked on.

**12. Closed Session**

A closed session was not scheduled.

**13. Adjournment**

The meeting adjourned at 10:13 a.m.

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

**9:00 a.m. on Monday, January 23, 2023**

OCTA Headquarters

550 South Main Street

Orange, California.

ATTEST:

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Gina Ramirez  
Clerk of the Board Specialist, Principal



**January 23, 2023**

**To:** Members of the Board of Directors  
**From:** Gene Hernandez, Chairman of the Board of Directors   
**Subject:** Approval of the 2023 Orange County Transportation Authority Board of Directors Committee and External Agencies' Assignments

**Overview**

The recommended 2023 Board Member assignments for the Orange County Transportation Authority Board of Directors committees and external agencies are presented for the Board of Directors' consideration and approval.

**Recommendations**

- A. Approve the Chairman's assignments for the 2023 Orange County Transportation Authority Board of Directors committees comprised of the Executive, Finance and Administration, Legislative and Communications, Regional Planning and Highways, State Route 91 Advisory, Transit, and Environmental Oversight committees.
- B. Receive the Chairman's assignments for the 2023 external agencies comprised of the California Association of Councils of Governments, Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, Mobile Source Air Pollution Reduction Review Committee, Southern California Association of Governments' Regional Council, Orange County Council of Governments, and the Southern California Regional Rail Authority.

**Background**

The Orange County Transportation Authority (OCTA) is governed by an 18-member Board of Directors (Board) comprised of:

- Ten city members elected by the Orange County City Selection Committee;
- All five Orange County Board of Supervisors;
- Two public members selected by the 15 OCTA Board Members above; and

**Approval of the 2023 Orange County Transportation Authority Board of Directors Committee and External Agencies' Assignments** **Page 2**

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- The Governor's ex-officio member, who is a non-voting member and serves a four-year term, (appointed by the Governor of California), and historically has been held by the California Department of Transportation District 12 Director.

***Discussion***

Each year, the OCTA Board Chairman has the prerogative of assigning members to committees, and those appointments are then confirmed by the Board.

The recommended assignments to the OCTA Board committees and external agencies are detailed in Attachment A.

***Summary***

The recommended OCTA Board committees and Chairman's external agencies' committee assignments for 2023 are presented for Board consideration and approval.

***Attachment***

- A. 2023 Orange County Transportation Authority (OCTA) Board Committees and External Agencies' Assignments

**Prepared by:**



Andrea West  
Interim Clerk of the Board  
(714) 560-5676

**Approved by:**



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



## 2023 - Orange County Transportation Authority Board Committee and External Agency Assignments

| <b>OCTA Board Committee Assignments:</b>   |   |
|--|---|
| <p><b><u>Executive Committee</u></b><br/>                     Gene Hernandez, <b>Chairman</b><br/>                     Tam Nguyen, <b>Vice Chairman</b><br/>                     Andrew Do, Regional Planning &amp; Highways Chairman<br/>                     Brian Goodell, Legislative &amp; Communications Chairman<br/>                     Michael Hennessey, Finance &amp; Administration Chairman<br/>                     Steve Jones, Transit Committee Chairman</p> | <p><b><u>Finance and Administration Committee</u></b><br/>                     Michael Hennessey, <b>Chairman</b><br/>                     Patrick Harper, <b>Vice Chairman</b><br/>                     Andrew Do<br/>                     Jamey Federico<br/>                     Brian Goodell<br/>                     Steve Jones<br/>                     Vicente Sarmiento</p> |
| <p><b><u>Legislative and Communications Committee</u></b><br/>                     Brian Goodell, <b>Chairman</b><br/>                     Donald P. Wagner, <b>Vice Chairman</b><br/>                     Jose Diaz<br/>                     Jon Dumitru<br/>                     Katrina Foley<br/>                     Gene Hernandez<br/>                     Fred Jung</p>  | <p><b><u>Regional Planning and Highways Committee</u></b><br/>                     Andrew Do, <b>Chairman</b><br/>                     Doug Chaffee, <b>Vice Chairman</b><br/>                     Jon Dumitru<br/>                     Jamey Federico<br/>                     Katrina Foley<br/>                     Patrick Harper<br/>                     Farrah N. Khan</p>     |
| <p><b><u>Transit Committee</u></b><br/>                     Steve Jones, <b>Chairman</b><br/>                     Fred Jung, <b>Vice Chairman</b><br/>                     Andrew Do<br/>                     Farrah N. Khan<br/>                     Jessie Lopez<br/>                     Tam Nguyen<br/>                     Vicente Sarmiento</p>  | <p><b><u>State Route 91 Advisory Committee</u></b><br/>                     Doug Chaffee<br/>                     Jon Dumitru<br/>                     Gene Hernandez<br/>                     Farrah N. Khan<br/>                     Donald P. Wagner<br/>                     Jose Diaz (Alternate)<br/>                     Fred Jung (Alternate)</p>                             |
| <p><b><u>Environmental Oversight Committee</u></b><br/>                     Brian Goodell, <b>Chairman</b><br/>                     Katrina Foley, Member</p>  |   |
| <b>External Agencies Assignments:</b>  |   |
| <p><b><u>California Association of Councils of Governments</u></b><br/>                     Patrick Harper</p>   | <p><b><u>LOSSAN Rail Corridor Agency</u></b><br/>                     Fred Jung<br/>                     Al Murray<br/>                     Jose Diaz, Alternate<br/>                     Joseph Muller, Alternate</p>  |
| <p><b><u>Mobile Source Air Pollution Reduction Review Committee</u></b><br/>                     Patrick Harper<br/>                     Katrina Foley (Alternate)</p>   | <p><b><u>Orange County Council of Governments</u></b><br/>                     Brian Goodell</p>  |
| <p><b><u>Southern California Association of Governments' Regional Council</u></b><br/>                     Brian Goodell</p>   | <p><b><u>Southern California Regional Rail Authority (Metrolink)</u></b><br/>                     Doug Chaffee<br/>                     Tam Nguyen<br/>                     Mark A. Murphy (Alternate)</p>  |



COMMITTEE TRANSMITTAL

**January 23, 2023**

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

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

*Andrea West*

**Subject:** Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2022-2023

Transit Committee Meeting of January 12, 2023

**Present:** Directors Do, Harper, Jones, Jung, Nguyen, and Sarmiento

**Absent:** None

**Committee Vote**

This item was declared passed by the Members present.

**Committee Recommendation**

Receive and file as an information item.



*January 12, 2023*

**To:** Transit Committee

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

*For*  
*[Handwritten signature]*

**Subject:** Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2022-2023

***Overview***

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established measures of performance for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the performance of these services through the first quarter of fiscal year 2022-23.

***Recommendation***

Receive and file as an information item.

***Background***

The Orange County Transportation Authority (OCTA) operates a countywide network of over 50 routes, including local, community, rail connector, and express bus routes serving over 5,000 bus stops. Fixed-route bus (OC Bus) service operates in a 798 square-mile area, serving more than three million residents in 34 cities and unincorporated areas, with connections to transit services in Los Angeles, Orange, and Riverside counties. OCTA provides these services through both directly operated fixed-route (DOFR) and contracted fixed-route (CFR) service. The contracted fixed-route service is provided by First Transit, Inc., (First Transit). OCTA also provides OC ACCESS, a federally mandated paratransit service, which is a shared-ride program available for people unable to use the OC Bus service because of functional limitations. OC ACCESS is also a contracted service operated by First Transit, Inc. Performance measures for OC Bus, OC ACCESS, and OC Flex services are summarized and reported quarterly (Attachment A).

### ***Discussion***

This report provides an update on the performance of the OC Bus and OC ACCESS services by presenting the current trends and comparisons with OCTA-established performance standards for transit system safety, courtesy, and reliability. OCTA counts preventable vehicle accidents to evaluate system safety, customer complaints to assess courtesy, and uses both on-time performance (OTP) and miles between road calls (MBRC) to measure service reliability.

This report includes performance through the first quarter of FY 2022-23. OCTA continues to operate a reduced level of service due to the prolonged impact of the COVID-19 pandemic. This is reflected in the performance to be discussed in this report. During this reporting period, increased ridership coupled with the challenges of driver availability negatively impacted the reliability and courtesy metrics for OC ACCESS. The ongoing procurement and replacement of OC ACCESS cutaway buses resulted in an improvement in MBRC. For OC Bus, the age of the fleet continued to result in MBRC not meeting the standard; this is expected to improve as OCTA receives replacement buses over the next year and completes mid-life engine replacements.

- Safety –CFR OC Bus service performed below the accident frequency standard of one preventable accident per 100,000 service miles. OCTA Operations and contracted staff continue to stress safety in the bus loading/unloading zones and vehicle operation that impacts passenger safety inside the vehicle (passenger falls). Training and discussions continue with coach operators emphasizing safety and identifying problem locations where fixed-object strikes frequently occur. Accident prevention is also reinforced during post-accident retraining and during annual refresher training. OC ACCESS also performed below the performance standard. First Transit launched a safety awareness campaign to mitigate common fixed object strikes.
  
- Customer Service – Customer service is measured by evaluating the number of valid customer complaints received compared to boardings. During the performance period, the DOFR and CFR modes of service performed above the respective standards. OC ACCESS fell below the standard, with service delays as the chief complaint. First Transit is actively recruiting employee resources and expanding use of subcontractors to increase capacity and minimize service delays.

- Reliability – Through the first quarter, the OTP for DOFR service met the standard while CFR service did not. OC ACCESS remained below standard due to increasing demand and driver shortages.
- MBRC – The MBRC for OC ACCESS met the standard while CFR and DOFR did not. OCTA is in the middle of a fixed-route bus replacement and MBRC should improve as OCTA replaces and retires older buses that have met their useful life.

The report also includes:

- An assessment of the efficiency of OCTA transit operations based on industry standards for ridership, productivity, farebox recovery, and cost per revenue vehicle hour;
- A review of contractor performance for CFR and OC ACCESS services;
- A route-level performance evaluation that includes subsidy per boarding, revenue per boarding, and resource allocation (buses); and
- A performance assessment of the OC Flex microtransit service and a report on the College Pass Program.

### ***Summary***

During the first quarter of FY 2022-23, DOFR and CFR OC Bus service exceeded the performance in the area of courtesy, and DOFR exceeded performance in the areas of safety and OTP. OC Bus MBRC did not meet the standard due to mechanical failures associated with the age of the fleet, which will be mitigated as OCTA continues to receive replacement buses. OC ACCESS exceeded the performance standard for MBRC but was below standard for courtesy, OTP, and safety. The contractor continues to focus on providing sufficient operator resources which will improve reliability as ridership continues to increase. OCTA staff continues to focus on strategies to improve safety and reliability, track the established key performance indicators, manage the service agreements pursuant to contract requirements, and work to identify other strategies to improve overall system performance.



***Attachment***

- A. Bus Operations Performance Measurements Report, Fourth Quarter, Fiscal Year 2021-22

**Prepared by:**



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Kim Tucker  
Manager, Scheduling and Bus  
Operations Support  
(714) 560-5715

**Approved by:**



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Johnny Dunning, Jr.  
Chief Operating Officer, Operations  
(714) 560-5710

# Fiscal Year 2022-23 First Quarter



## Bus Operations Performance Measurements Report

# About This Report

The Orange County Transportation Authority (OCTA) operates a countywide network of over 50 OC Bus routes including local, community, rail connector, and express bus routes serving over 5,000 bus stops. OCTA also operates OC ACCESS paratransit service, a shared-ride program available for people unable to use the standard OC Bus service because of functional limitations. OC Bus service is provided through both direct operations by OCTA referred to as directly operated fixed-route (DOFR) and contracted operations referred to as contracted fixed-route (CFR) service. The OC ACCESS service is a contract-operated demand-response service required by the Americans with Disabilities Act (ADA) that is complementary to the fixed-route service and predominately accounts for the overall paratransit services operated by OCTA. These services make up the bus transit system and are evaluated by the performance measurements summarized in this report.

This report tracks bus system safety, as measured by vehicle accidents, courtesy, as measured by customer complaints, and reliability, as measured by on-time performance (OTP) and miles between road calls (MBRC). Along with these metrics, industry-standard measurements are tracked to assess OCTA bus operations; these measurements include ridership, productivity, farebox recovery ratio (FRR), and cost per revenue vehicle hour (RVH). Graphs accompany the details of each indicator showing the standards or goals and the values for the current reporting period. The following sections provide performance information for OC Bus service, DOFR and CFR, and OC ACCESS service.

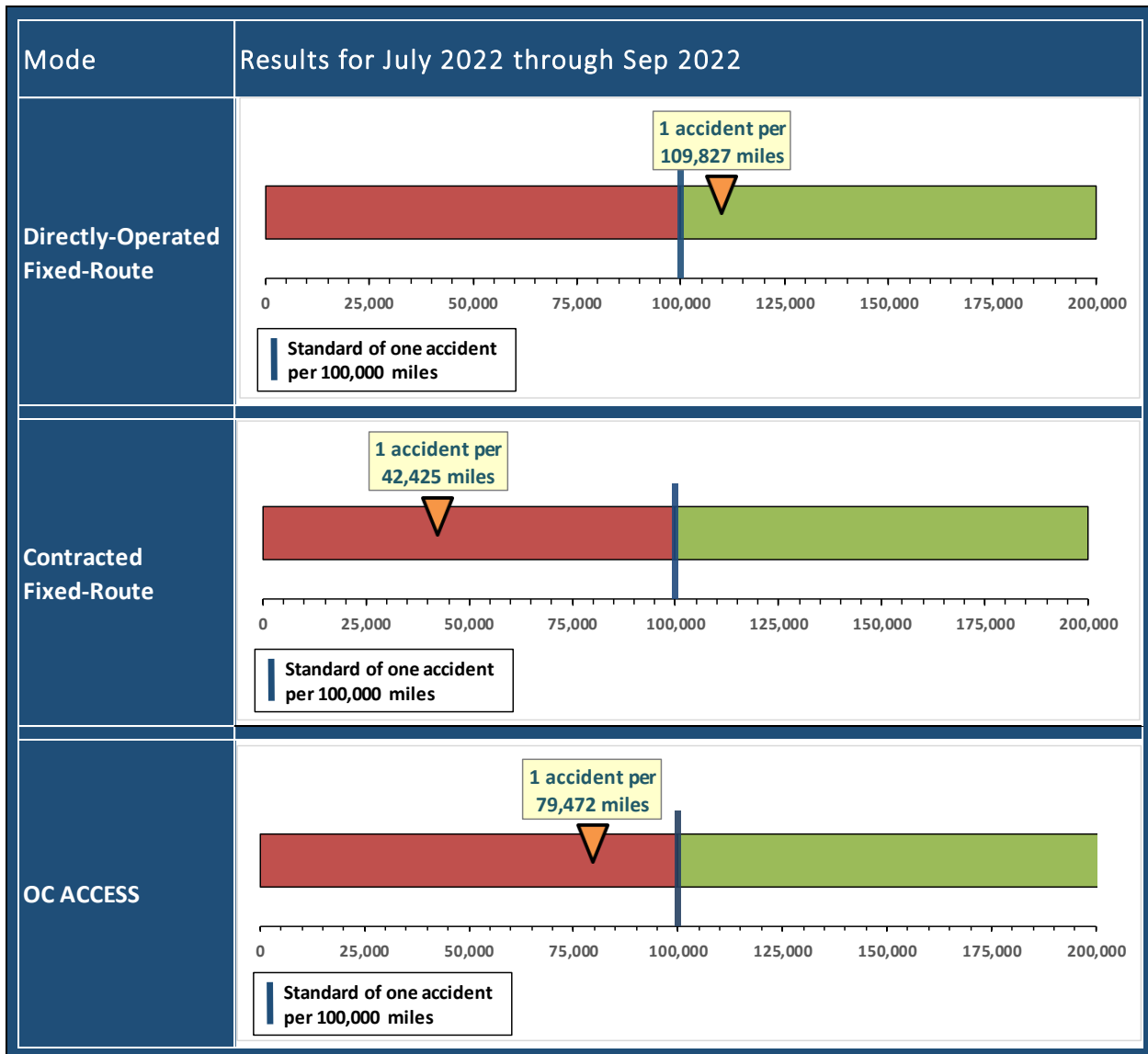
Through September 2022, OCTA continued to operate a reduced level of OC Bus service due to the prolonged impact of the coronavirus (COVID-19) pandemic and a shortage of coach operators as is being experienced throughout the country. This is reflected in the performance to be discussed in this report. During this reporting period, increased ridership coupled with driver availability continued to negatively impact OC ACCESS OTP and courtesy metrics. The ongoing procurement and replacement of OC ACCESS cutaway buses has resulted in an improvement in MBRC.

## **FY2022-23 Q1 SUMMARY**

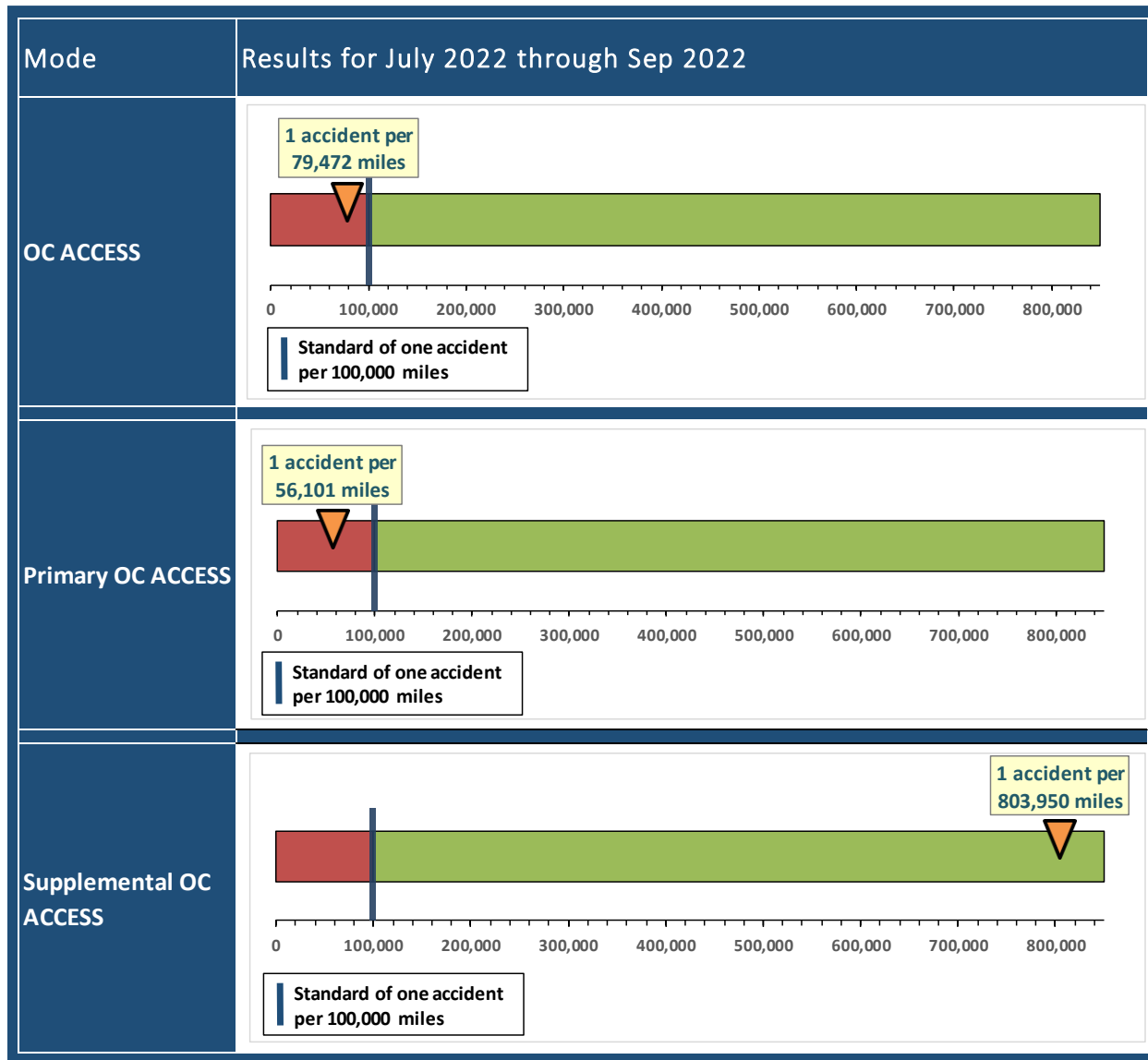
- **Safety:**
  - DOFR - ▲
  - CFR - ▼
  - OC ACCESS - ▼
- **Courtesy:**
  - DOFR - ▲
  - CFR - ▲
  - OC ACCESS - ▼
- **OTP:**
  - DOFR - ▲
  - CFR - ▼
  - OC ACCESS - ▼
- **MBRC:**
  - DOFR - ▼
  - CFR - ▼
  - OC ACCESS - ▲

## Safety: Preventable Vehicle Accidents

OCTA is committed to the safe delivery of the OC Bus service. The safety standard for DOFR, CFR, and OC ACCESS services is no more than one vehicle accident per 100,000 miles. Preventable vehicle accidents are defined as incidents when physical contact occurs between vehicles used for public transit and other vehicles, objects, or pedestrians, and where a coach operator failed to do everything reasonable to prevent the accident. On-board passenger falls on fixed-route service that are determined to be preventable are also included among these accidents. Through the first quarter (Q1) of fiscal year (FY) 2022-23, DOFR met the standard of operating more than 100,000 miles between preventable accidents while CFR did not.



For CFR, the number of miles between preventable accidents continues to be below the performance standard in Q1. The majority of preventable accidents are the result of the operator striking fixed objects (curb, sign, pole, parked vehicle). Staff continues working with the contractor to improve performance and reduce the number of preventable accidents.

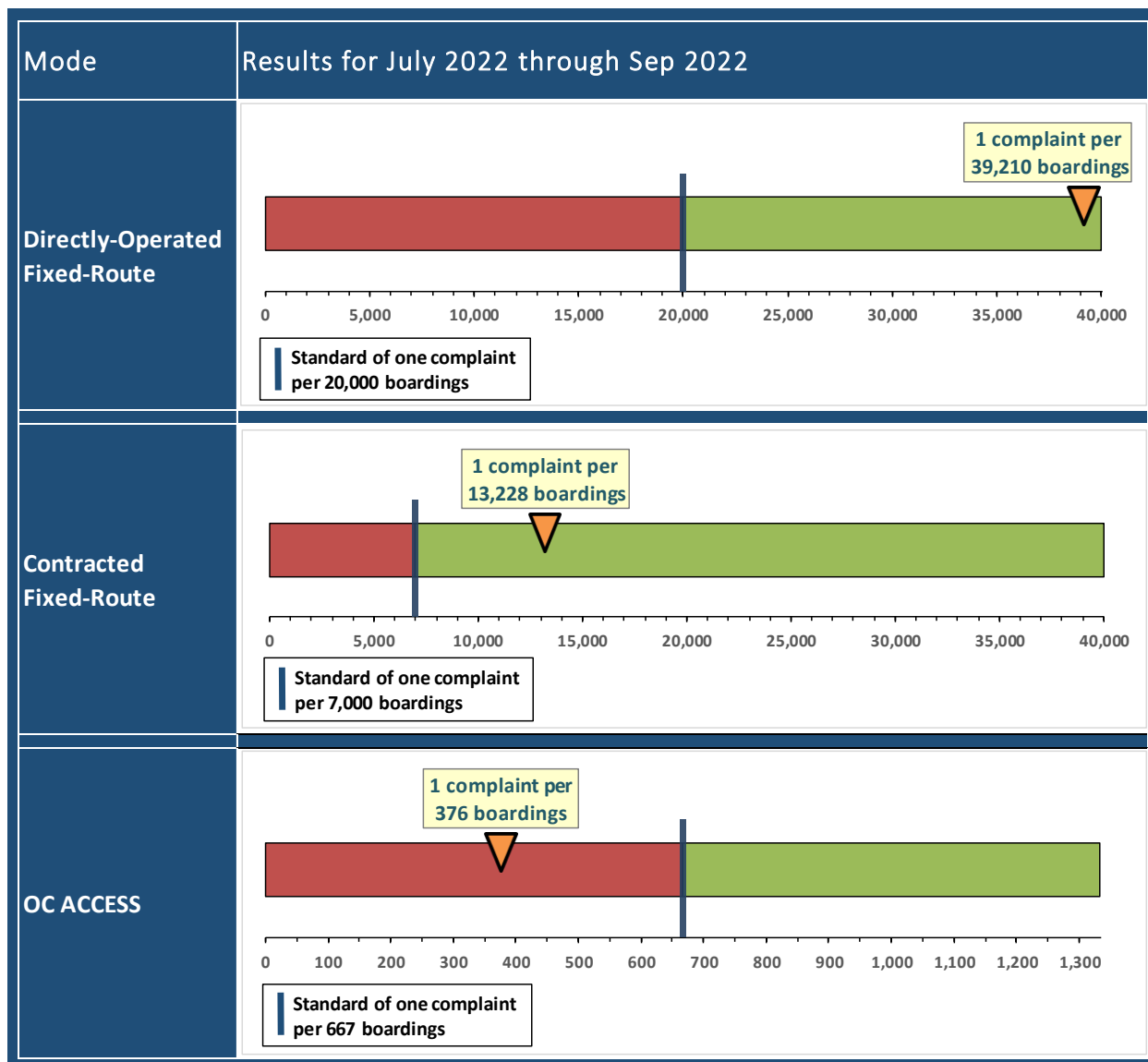


OC ACCESS is the combination of Primary OC ACCESS (operated by First Transit, Inc. [First Transit]) and Supplemental OC ACCESS (operated by First Transit’s subcontractors) data. Primary OC ACCESS includes data for service provided by First Transit only. Supplemental OC ACCESS includes data for service provided by the subcontractors of First Transit only. Overall, OC ACCESS performed just below the standard, with Primary OC ACCESS below the standard while Supplemental OC ACCESS performed above the standard. Similar to fixed route, the primary cause of preventable accidents is fixed-object strikes. First Transit launched an awareness campaign to mitigate common fixed-object strikes, such as impacts with tree branches, through additional training during monthly safety meetings, and the addition of a checkpoint during pull out (before drivers begin service for the day) to reinforce the height of the vehicle.

## Courtesy: Customer Complaints

OCTA strives to achieve a high level of customer satisfaction in the delivery of OC Bus and OC Access services. The performance standard for customer satisfaction is courtesy as measured by the number of valid complaints received. Customer complaints are the count of incidents when a rider reports dissatisfaction with the service. The standard adopted by OCTA for DOFR OC Bus is no more than one customer complaint per 20,000 boardings; the standard for CFR OC Bus service is no more than one complaint per 7,000 boardings; and the contractual standard for OC ACCESS is no more than one complaint per 667 boardings.

Through Q1 of FY 2022-23, the DOFR and CFR modes of service continue to perform well, exceeding the courtesy standard with less than one valid complaint per 20,000 and 7,000 boardings, respectively, while OC ACCESS performed below standard.



For OC ACCESS, service delays were the chief complaint through Q1. First Transit is actively recruiting employee resources and expanding use of subcontractors to increase capacity and minimize service delays.

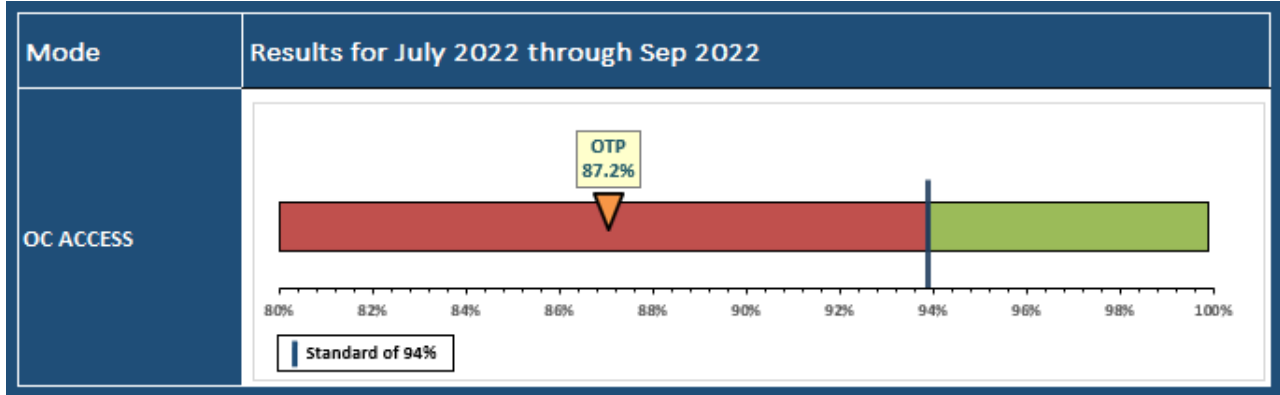
## Reliability: On-Time Performance

Reliability is vital to a successful transportation network. Reliability for OCTA is measured in part by OTP. OTP is a measure of performance which evaluates the schedule adherence of a bus operating in revenue service according to a published schedule. Schedule adherence is tracked by monitoring the departure of vehicles from time points, which are designated locations on a route used to control vehicle spacing as shown in the published schedule. For OC Bus service, a trip is considered on-time if it departs the scheduled time point from zero minutes before up to no more than five minutes after the time as printed on the bus route schedule. OCTA’s fixed-route system standard for OTP is 80 percent. For OC ACCESS service, OTP is a measure of performance evaluating a revenue vehicle’s adherence to a scheduled pickup time for transportation on a demand-response trip. A trip is considered on-time if the vehicle arrives within a 30-minute window. The OC ACCESS OTP standard is 94 percent.

Systemwide fixed-route OTP was 81.1 percent; the OTP for DOFR met the standard, operating at a rate of 82.9 percent. OC Bus operated by CFR and OC ACCESS services both fell below the respective standards during Q1 of FY 2022-23.



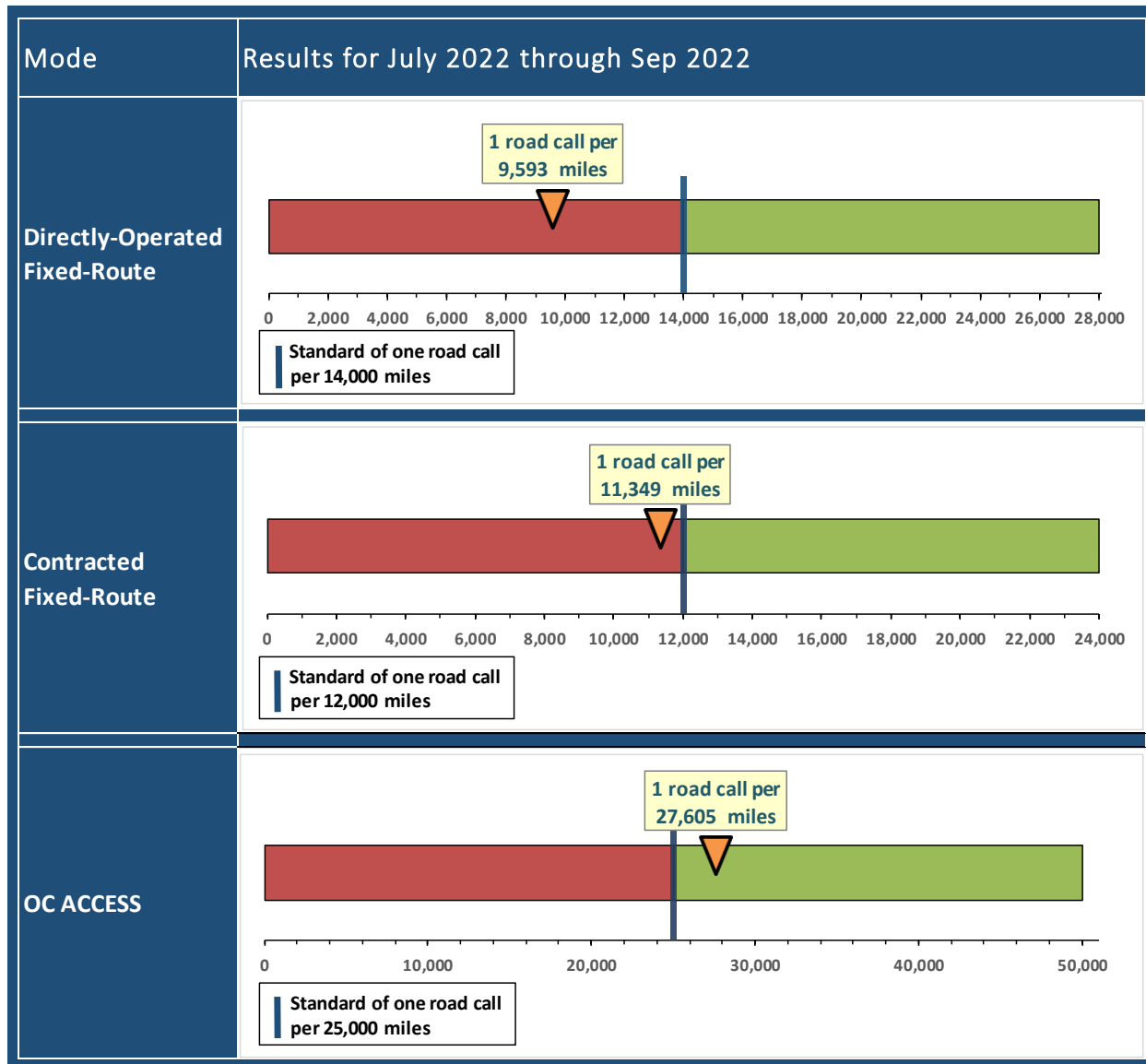
The OTP for OC ACCESS was below standard with a rate of 87.2 percent. The OC ACCESS contractor struggled to meet the OTP standard in Q1 due to continued increases in demand as adult day programs for seniors and individuals with disabilities throughout Orange County expanded their capacity for in-person services. Staff is working closely with the contractor to ensure appropriate operator resources, both employee and subcontracted, are in place to meet the increasing demand as ridership continues to recover to pre-pandemic levels.





## Reliability: Miles Between Road Calls

MBRC is a vehicle reliability performance indicator that measures the average distance in miles that a transit vehicle travels before failure of a vital component forces removal of the vehicle from service. OCTA has adopted standards for the MBRC for DOFR, CFR, and OC ACCESS services. These standards vary to align with the specific type of service being provided and to account for the variability inherent to each of these services including the vehicles assigned. The specific standards as adopted by OCTA are 14,000 MBRC for DOFR OC Bus service, 12,000 MBRC for CFR OC Bus service, and 25,000 MBRC for OC ACCESS.



Through Q1, the MBRC for DOFR and CFR were under the performance standard while OC ACCESS met the performance standard.

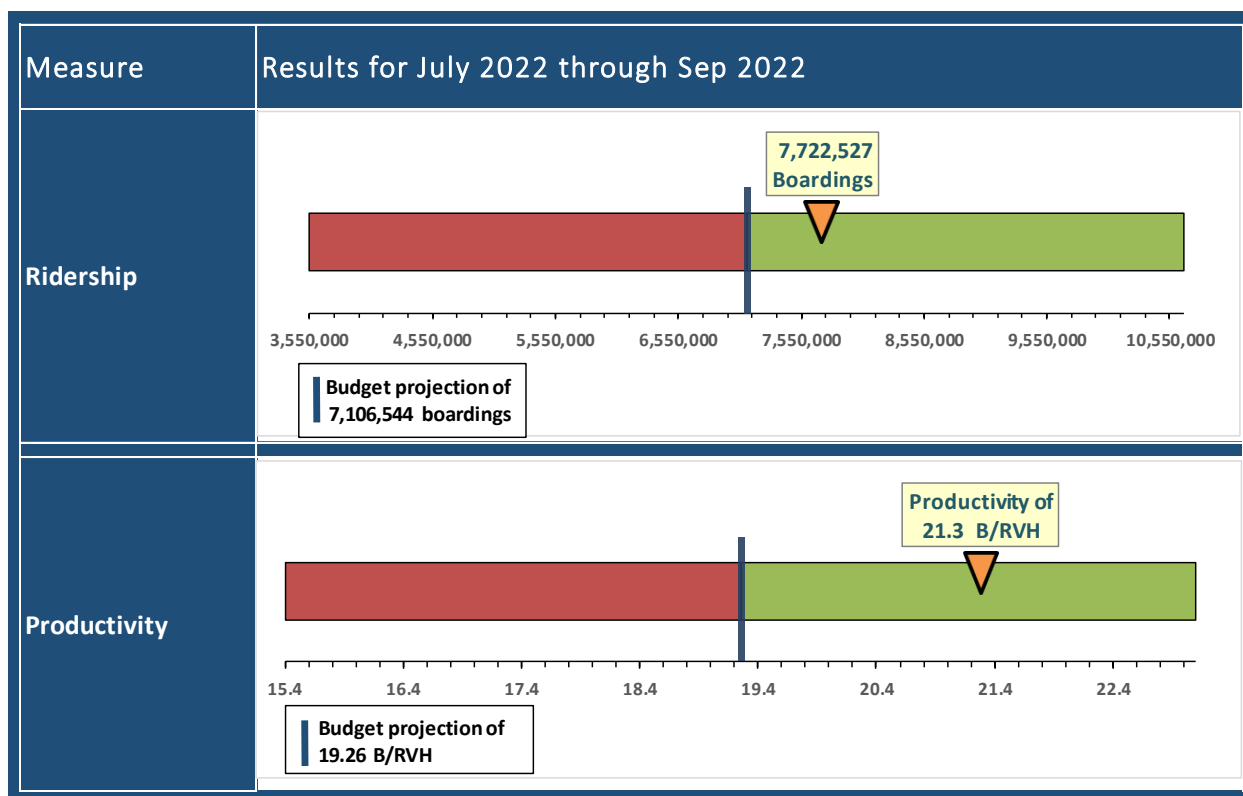
OCTA operates two primary fleets in fixed-route service: 2007/2008 New Flyer CNG Low Floor buses, and 2016 New Flyer Xcelsior CNG buses. The first fleet is now at the end of their designed useful life and is experiencing failures due to long-term wear and tear. A new bus procurement is in effect to replace the 2007/2008 buses. New buses have begun arriving and will continue over the next year. The 2016 buses are now due for a planned engine mid-life repower. OCTA is replacing the engines in the 2016 fleet with new near-zero emission engines. This will continue for the next 18 months and is expected to improve performance in terms of MBRC. Both CFR and DOFR are experiencing increased failures, including road calls, that can be expected considering the age and current condition of the two fleets.

MBRC for OC ACCESS for Q1 of FY 2022-23 met the performance standard. Performance improved this quarter with the replacement of 82 cutaway buses, which represents 33 percent of the paratransit bus fleet. Improvements continue as the remaining buses of a 117-bus procurement have been delivered and the old buses retired.

## Ridership and Productivity – OC Bus

Ridership (or boardings) is the number of rides taken by passengers using public transit and is influenced by the level of service provided, weather, the economy, and seasonal variations in demand. Productivity is an industry measure that counts the average number of boardings for each RVH that is operated. An RVH is any 60-minute increment of time that a vehicle is available for passengers within the scheduled hours of service, excluding deadhead (a non-revenue movement of a transit vehicle to position it for service). Boardings per RVH (B/RVH) is calculated by taking the boardings and dividing it by the number of RVH operated.

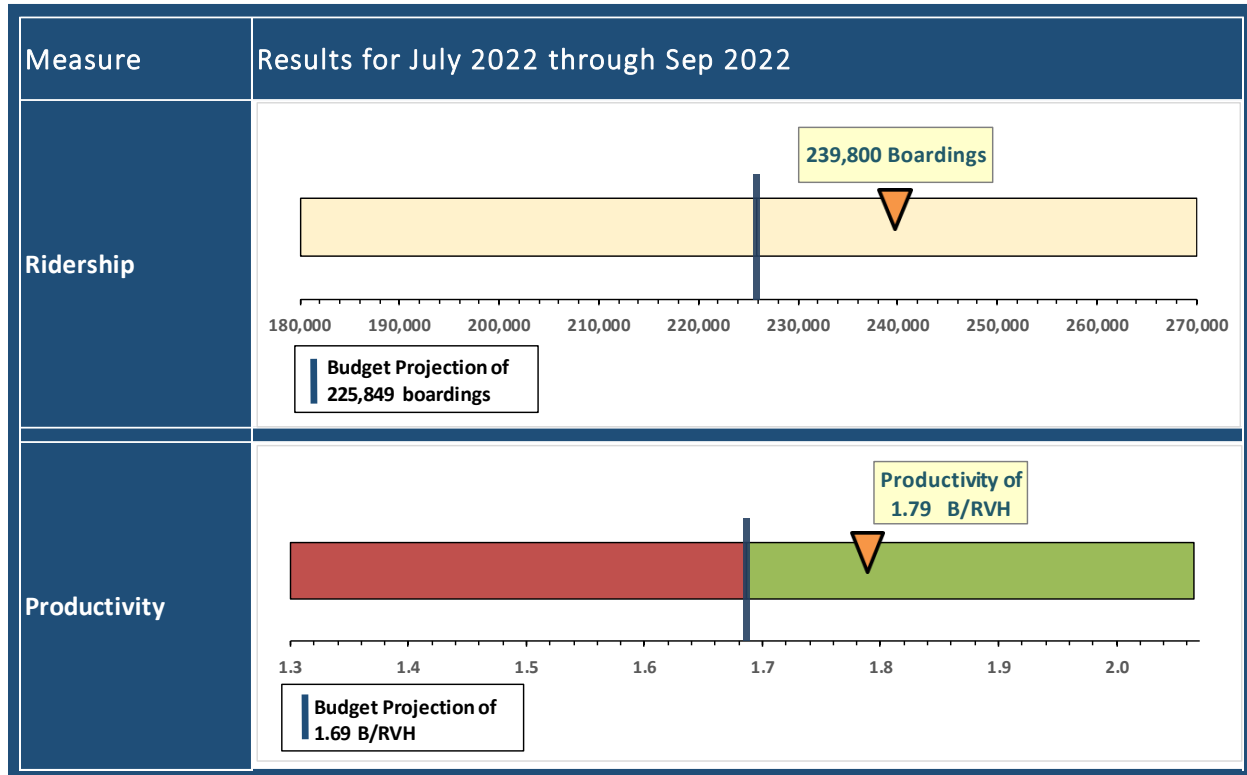
During Q1, ridership grew from a low point in July and then increased in mid-August and September as students returned to school. By the end of September, average weekday ridership was over 106,000 boardings, the highest level reached since the start of the pandemic. Productivity during the performance period was higher than the budgeted projection, trending at 21.3 boardings per RVH.



## Ridership and Productivity – OC ACCESS

(Primary Service Provider and Supplemental Taxi Service)

Through Q1 of FY 2022-23, the total ridership was 239,800 and productivity was 1.79 B/RVH, exceeding the budgeted projections. Travel for eligible riders continued to increase as facilities and adult day programs for seniors and individuals with disabilities expanded their capacity for in-person services throughout Orange County.



## Contractor Performance: Fixed Route

Per Agreement No. C-4-1737 between OCTA and First Transit, additional measures are tracked to ensure the CFR OC Bus service meets specified standards for safety, customer service, and reliability. When the contractor's monthly performance exceeds the standard as set forth in the agreement, financial incentives are paid to First Transit; conversely, when the monthly performance of the contractor is below the standard as set forth in the agreement, penalties are assessed and are paid to OCTA by First Transit.

For Q1 of FY 2022-23, the overall performance of the contracted OC Bus service, as determined by the performance categories outlined in the contract, was below standard for on-time performance, unreported accident, road calls, and missed trips, which totaled \$390,000 in penalties. Incentives were assessed for valid complaints and accident frequency ratio, totaling \$28,400. There was an adjustment of \$5,600 in waived penalties for late report. The net amount of penalties assessed for Q1 is \$356,000.

| Table 1:          | Performance Categories                 | FY23 Q1             | FY23 Q2     | FY23 Q3     | FY23 Q4     | FYTD 23             |
|-------------------|--|---------------------|-------------|-------------|-------------|---------------------|
| <b>Penalties</b>  | On-Time Performance                    | \$ (3,000)          | \$ -        | \$ -        | \$ -        | \$ (3,000)          |
|                   | Valid Complaints: Per 7,000 boardings  | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Unreported Accident                    | \$ (15,000)         | \$ -        | \$ -        | \$ -        | \$ (15,000)         |
|                   | Accident Frequency Ratio               | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Key Positions                          | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | CHP Terminal Inspections Reports       | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Preventive Maintenance                 | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Road Calls                             | \$ (1,000)          | \$ -        | \$ -        | \$ -        | \$ (1,000)          |
|                   | Vehicle Damage: Per vehicle per day    | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Missed Trips                           | \$ (371,000)        | \$ -        | \$ -        | \$ -        | \$ (371,000)        |
| <b>Total</b>      | <b>\$ (390,000)</b>                    | <b>\$ -</b>         | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ (390,000)</b> |
| <b>Incentives</b> | On-Time Performance                    | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Valid Complaints: Per 7,000 boardings  | \$ 13,400           | \$ -        | \$ -        | \$ -        | \$ 13,400           |
|                   | Accident Frequency Ratio               | \$ 15,000           | \$ -        | \$ -        | \$ -        | \$ 15,000           |
|                   | <b>Total</b>                           | <b>\$ 28,400</b>    | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 28,400</b>    |
| <b>Adjustment</b> | Unreported Accident (Prior Period)     | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Waived Penalties (On-Time Performance) | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Waived Penalties (Key Position)        | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Waived Penalties (Late Report)         | \$ 5,600            | \$ -        | \$ -        | \$ -        | \$ 5,600            |
|                   | Waived Incentives                      | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Missed Trips                           | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Road Calls                             | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
| <b>Total</b>      | <b>\$ 5,600</b>                        | <b>\$ -</b>         | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 5,600</b>     |
| <b>All</b>        | <b>Total</b>                           | <b>\$ (356,000)</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ (356,000)</b> |

## Contractor Performance: OC ACCESS

### (Primary Service Provider and Supplemental Taxi Service)

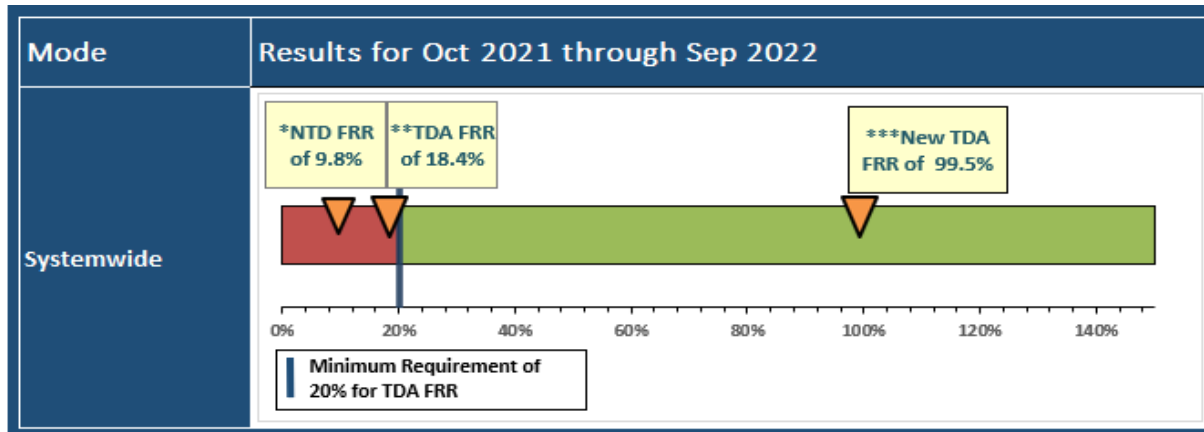
Like the CFR service, the contractor for OC ACCESS, First Transit (Agreement No. C-0-2150), is paid financial incentives or incurs penalties when monthly performance exceeds or comes in below the standard as set forth in the agreement. Financial incentives are paid to the contractor and assessed penalties are paid to OCTA by the contractor.

As presented in this report, First Transit struggled to meet performance standards in Q1 of FY 2022-23 across several indicators, and was assessed penalties totaling \$550,299. Of those penalties, \$12,706 were waived by staff, resulting in \$537,593 in total penalties.

| Table 2:          | Performance Categories             | FY23 Q1             | FY23 Q2     | FY23 Q3     | FY23 Q4     | FYTD 23             |
|-------------------|------------------------------------|---------------------|-------------|-------------|-------------|---------------------|
| <b>Penalties</b>  | Pick-Up On-time Performance        | \$ (70,000)         | \$ -        | \$ -        | \$ -        | \$ (70,000)         |
|                   | Arrival On-Time Performance        | \$ (87,000)         | \$ -        | \$ -        | \$ -        | \$ (87,000)         |
|                   | Customer Complaints                | \$ (27,900)         | \$ -        | \$ -        | \$ -        | \$ (27,900)         |
|                   | Call Center Hold Times             | \$ (2,000)          | \$ -        | \$ -        | \$ -        | \$ (2,000)          |
|                   | Excessively Early Trips            | \$ (5,000)          | \$ -        | \$ -        | \$ -        | \$ (5,000)          |
|                   | Excessively Late Trips             | \$ (30,000)         | \$ -        | \$ -        | \$ -        | \$ (30,000)         |
|                   | Missed Trips                       | \$ (30,000)         | \$ -        | \$ -        | \$ -        | \$ (30,000)         |
|                   | Accident/ Incident Notification    | \$ (23,000)         | \$ -        | \$ -        | \$ -        | \$ (23,000)         |
|                   | Preventable Accidents              | \$ (2,000)          | \$ -        | \$ -        | \$ -        | \$ (2,000)          |
|                   | Preventable Incidents              | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Trip Denial                        | \$ (1,000)          | \$ -        | \$ -        | \$ -        | \$ (1,000)          |
|                   | Terminal Inspections               | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Preventive Maintenance             | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Road calls                         | \$ (700)            | \$ -        | \$ -        | \$ -        | \$ (700)            |
|                   | Reports                            | \$ (39,100)         | \$ -        | \$ -        | \$ -        | \$ (39,100)         |
|                   | Vehicle Damage                     | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Excessive Travel Time              | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Routing Efficiency                 | \$ (24,000)         | \$ -        | \$ -        | \$ -        | \$ (24,000)         |
|                   | Key Positions                      | \$ (208,599)        | \$ -        | \$ -        | \$ -        | \$ (208,599)        |
|                   | Drug and Alcohol Audit             | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
| Fare Variance     | \$ -                               | \$ -                | \$ -        | \$ -        | \$ -        |                     |
|                   | <b>Total</b>                       | <b>\$ (550,299)</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ (550,299)</b> |
| <b>Incentives</b> | Arrival On-time Performance        | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Pick-Up On-time Performance        | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Excessively Early Trips            | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Excessively Late Trips             | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Missed Trips                       | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | <b>Total</b>                       | <b>\$ -</b>         | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b>         |
| <b>Adjustment</b> | Unreported Accident (Prior Period) | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | Waived Penalties                   | \$ 12,706           | \$ -        | \$ -        | \$ -        | \$ 12,706           |
|                   | Waived Incentives                  | \$ -                | \$ -        | \$ -        | \$ -        | \$ -                |
|                   | <b>Total</b>                       | <b>\$ 12,706</b>    | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 12,706</b>    |
| <b>All</b>        | <b>Total</b>                       | <b>\$ (537,593)</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ (537,593)</b> |

## Farebox Recovery Ratio

FRR is a measure of the proportion of operating costs recovered by passenger fares, calculated by dividing the farebox revenue by total operating expenses. A minimum FRR of 20 percent for all services is required by the Transportation Development Act for transit agencies to receive the state sales tax available for public transit purposes. To normalize seasonal fluctuations, data shown below reflects actuals over the last 12 months from Oct 2021 through September 2022.



Note:

(\*) National Transit Database (NTD) FRR consists of only passenger fares

(\*\*) Transportation Development Act (TDA) FRR includes passenger fares, property tax revenue, advertising revenue and Measure M2 fare stabilization

(\*\*\*) New Transportation Development Act (TDA) FRR allows federal funds to be counted and exclusions on ADA paratransit service, demand-response, microtransit operating cost, cost of improving payment and ticketing systems and services, and costs of planning for zero-emission transition

Based on the NTD definition in which only passenger fares are included under revenue, FRR (\*NTD FRR) did not meet the 20 percent goal coming in at 9.8 percent. It is important to note this fact, as it is considered the true farebox recovery ratio without any exceptions.

However, as a result of the passage of SB 508 (Chapter 716, Statutes of 2015), OCTA was able to adjust the FRR to include local funds. SB 508 states, “If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” are any non-federal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.” This would include property tax revenue, advertising revenue, and Measure M2 fare stabilization. Once these additional revenues are included the adjusted FRR (\*\*TDA FRR) was 18.4 percent, an increase of 1.6 percentage points from the same quarter as last year.

Furthermore, as a result of the COVID-19 pandemic and the statewide impacts it created on farebox revenues as a result of little to no passengers, the Governor signed AB 90 (Chapter 17, Statutes of 2020) last year, which removed all financial penalties for failing to meet the 20 percent FRR requirement until January 1, 2022. This year, the Governor signed AB 149 (Chapter 81, Statutes of 2021), which includes an extension of this exemption through the 2022-23 FY. In addition, AB 149 (Chapter 81, statutes of 2021) provided additional exemptions from the definition of “operating cost” for purposes of calculating TDA FRR (\*\*\*)New TDA FRR). These exemptions include the:

- Costs of operating ADA paratransit service
- Costs to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors
- Costs of security services and public safety contracts
- Any expense greater than the actuarially determined contribution associated with pensions and other post-employment benefits as required by Governmental Accounting Board Statement Numbers 68 and 75
- Costs of funding or improving payment and ticketing systems and services
- Costs of planning for improvements in transit operations, integration with other operators and agencies, zero emission transition, and compliance with state and federal mandates. For the purposes of calculating the TDA FRR, discount and fare free transit passes are allowed to be counted at their full retail value, and federal funds are allowed to be counted as “local funds”.

It is important to note that this is not a true reflection of our true farebox recovery ratio but instead a method approved by the state under which with all exceptions allows us to meet, in our case exceed, the 20 percent TDA goal requirement.



## Operating Cost per Revenue Vehicle Hour

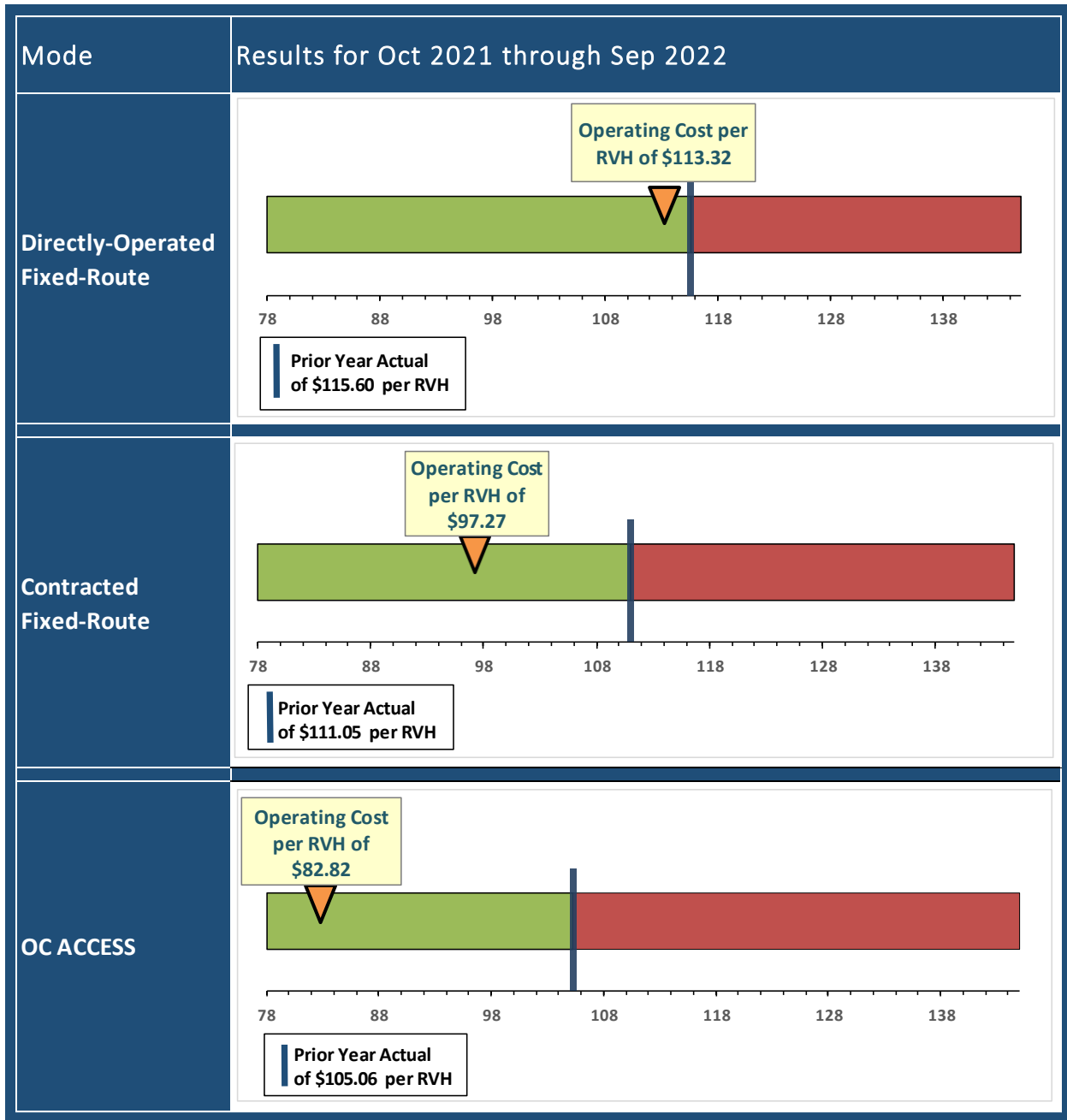
Cost per RVH is one of the industry standards used to measure the cost efficiency of transit service. It is derived by dividing actual operating expenses by RVH that is scheduled for the reporting period. To provide a more comparable illustration, all metrics below are calculated based on direct operating cost, which excludes capital, general administrative, and other overhead costs. DOFR cost includes labor costs for coach operator and maintenance employees. It also includes consumables such as replacement parts, fuel, and tires. CFR and OC ACCESS cost includes contracted costs (net of assessed penalties and incentives) and costs incurred by OCTA for maintenance, parts, and fuel for the contracted fleet.

Similar to the FRR, the statistics above depict actuals over the last 12 months. The difference in cost per RVH from the prior period was a 1.97 percent decrease in DOFR, a 12.42 percent decrease in CFR, and a 21.17 percent decrease in OC ACCESS.

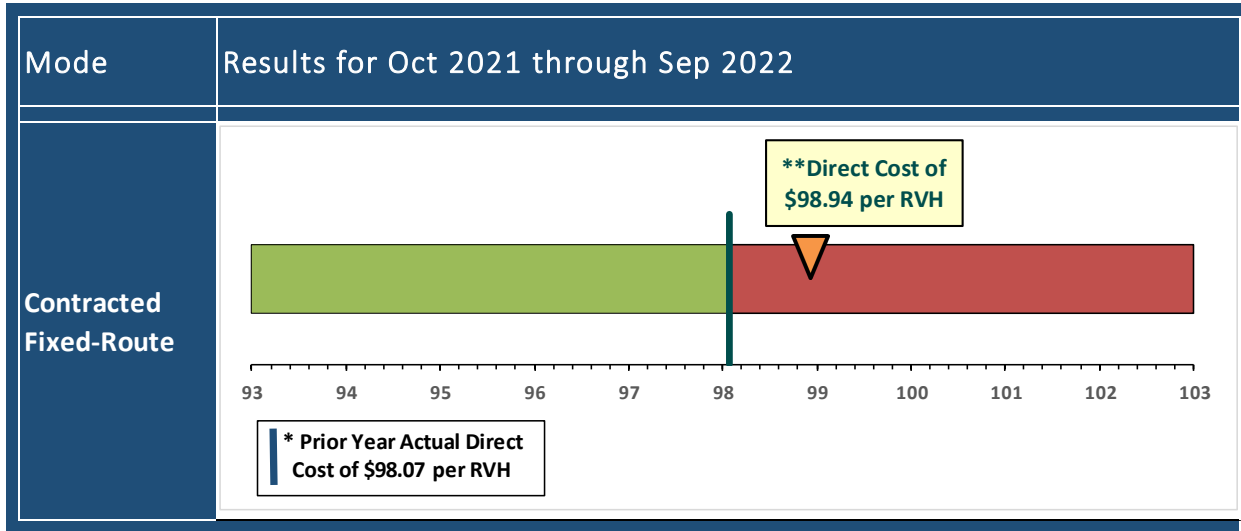
CFR operated at a lower cost per RVH compared to the prior 12-month period. The cost decrease is primarily due to the \$3.9 million of penalties incurred in the current period as a result of missed trips. However, it is important to note that the cost for CFR without the incurred penalties reflects a higher cost per RVH by 0.89 percent compared to the previous 12-month prior period due to the increase in year-over-year contract rate which resulted from COVID-19 pandemic with a decrease in maintenance, parts, and tires cost.

The decrease in cost per RVH for DOFR is also associated with the restoration of ridership from the pandemic and increased productivity. The prior 12-month period was a recovery period from the impact of COVID-19, where cost was higher per RVH due to the reduced service level.

Similarly, the decrease in OC ACCESS cost per RVH resulted from service demand restoration from the COVID-19 pandemic. The OC ACCESS contract has been operating on a tier-structure rate based on service demand. An increase in service from tier to tier would trigger a lower rate. Since the COVID-19 pandemic, the contracted rates for OC ACCESS have moved from tier 1 to tier 4, with tier 4 being one tier before the pre-pandemic equivalent tier. With the service demand moving toward higher tiers with lower trip rates, OC ACCESS cost per RVH decreased compared to the prior year.



CFR Direct cost per RVH



Note:

- The graph represents only the CFR direct operating cost per actual RVH on a rolling 12-month period without including the incurred penalties and COVID-19 reimbursement expense

- (\*) Direct cost per actual RVH of the prior period
- (\*\*) Direct cost per actual RVH of the current period

## Performance Evaluation by Route

Continuing efforts are underway to better understand, evaluate, and improve route performance. Performance evaluation is important because it provides:

- A better understanding of where resources are being applied.
- A measure of how well services is being delivered.
- A measure of how well these services is used; and
- An objective basis for decisions regarding future service changes and service deployment.

The tables on the following pages summarize route-level performance through Q1. The first two tables present the route-level performance sorted by routes with the highest net subsidy per boarding to routes with a lower net subsidy per boarding. The remaining two tables present the same information sorted by routes with the highest boardings to routes with a lower level of boardings.

A route guide listing all the routes and their points of origin and destinations is provided after the route-level performance tables. Route types are grouped by route numbers as follows:

- **Routes 1 to 99:** Local routes include two sub-categories:
  - Major: These routes operate as frequently as every 15 minutes during peak times. Major routes operate seven days a week throughout the day. Together, the Major routes form a grid on arterial streets throughout the highest transit propensity portions of the OC Bus service area, primarily in northern parts of the County.
  - Local: These routes operate on arterials within the grid created by the Major routes but at lower frequencies. Local routes also operate in parts of Orange County with lower transit demand. Most Local routes operate seven days per week; however, some operate on weekdays only.
- **Routes 100 to 199:** Community routes to connect pockets of transit demand with major destinations and offer local circulation. Routes tend to be less direct than Local routes, serving neighborhoods and destinations off the arterial grid. Approximately half of the Community routes operate seven days per week.
- **Routes 400 to 499:** Stationlink routes are rail feeder services designed to connect Metrolink stations to nearby employment destinations. These routes have relatively short alignments, with schedules tied to Metrolink arrivals and departures. They operate during weekday peak hours only, in the peak direction, from the station to destinations in the morning and the reverse in the evening.
- **Routes 500 to 599:** Bravo! routes are limited-stop services operated with branded vehicles.
- **Routes 600 to 699:** Seasonal or Temporary routes (these are not included on the following charts) such as the OC Fair Express. **(Did not operate during Q1 FY 2022-23).**



**OCTA Operating Statistics By Route for Local and Community Services (Sorted by Subsidy per Boarding)**  
**Fiscal Year 2022-23**

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH   | Direct CostVSH | CostVSM  | BoardVSH | VSH    | Bus Count |       |       |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|----------|----------|--------|-----------|-------|-------|
|       |      |         |                      |                |                  |                                |                      |           |           |                |          |          |        | 40 FT     | 32 FT | 60 FT |
| 862   | C    | 2.6%    | \$ 22.82             | \$ 14.11       | \$ 8.23          | \$ 0.48                        | \$ 0.60              | 19,246    | \$ 179.96 | \$ 113.29      | \$ 20.93 | 7.84     | 2,454  | 1         | -     | -     |
| 178   | C    | 3.0%    | 21.99                | 12.96          | 7.56             | 1.47                           | 0.62                 | 18,933    | 175.81    | 111.22         | 14.06    | 8.32     | 2,276  | 3         | -     | -     |
| 085   | S    | 3.1%    | 20.30                | 13.08          | 6.12             | 1.10                           | 0.60                 | 16,873    | 167.36    | 115.73         | 13.31    | 8.45     | 1,997  | 2         | -     | -     |
| 167   | C    | 3.4%    | 17.86                | 10.68          | 6.23             | 0.95                           | 0.60                 | 39,095    | 174.67    | 110.40         | 14.60    | 9.98     | 3,917  | 4         | -     | -     |
| 087   | S    | 4.2%    | 17.44                | 11.15          | 5.22             | 1.07                           | 0.72                 | 17,420    | 168.49    | 116.15         | 11.44    | 9.86     | 1,766  | 2         | -     | -     |
| 123   | N    | 3.9%    | 15.96                | 9.48           | 5.53             | 0.95                           | 0.61                 | 49,106    | 181.36    | 115.02         | 13.22    | 11.61    | 4,230  | 5         | -     | -     |
| 086   | C    | 4.4%    | 15.92                | 10.21          | 4.78             | 0.93                           | 0.68                 | 30,043    | 166.48    | 115.52         | 13.26    | 10.62    | 2,829  | 3         | -     | -     |
| 177   | S    | 5.2%    | 15.25                | 9.81           | 4.53             | 0.91                           | 0.78                 | 20,512    | 164.48    | 113.83         | 13.22    | 10.87    | 1,886  | 2         | -     | -     |
| 001   | S    | 4.4%    | 15.05                | 9.16           | 5.31             | 0.58                           | 0.67                 | 112,997   | 190.04    | 121.81         | 12.11    | 12.55    | 9,006  | 7         | -     | -     |
| 153   | N    | 4.9%    | 15.04                | 9.85           | 4.55             | 0.64                           | 0.75                 | 28,931    | 158.36    | 108.83         | 12.40    | 10.45    | 2,768  | 2         | -     | -     |
| 082   | S    | 4.7%    | 13.82                | 8.45           | 3.96             | 1.41                           | 0.62                 | 13,201    | 175.81    | 117.78         | 12.31    | 13.50    | 978    | 2         | -     | -     |
| 079   | C    | 4.5%    | 13.76                | 8.86           | 4.15             | 0.75                           | 0.62                 | 74,219    | 164.81    | 111.53         | 14.47    | 12.10    | 6,135  | 6         | -     | -     |
| 091   | S    | 6.4%    | 13.46                | 8.58           | 4.02             | 0.86                           | 0.86                 | 86,879    | 162.57    | 110.79         | 11.91    | 12.09    | 7,188  | 8         | -     | -     |
| 076   | C    | 4.7%    | 13.24                | 7.85           | 4.55             | 0.84                           | 0.61                 | 22,160    | 175.32    | 110.66         | 14.84    | 13.48    | 1,644  | 2         | -     | -     |
| 143   | N    | 4.7%    | 13.23                | 8.66           | 4.00             | 0.57                           | 0.63                 | 48,921    | 163.10    | 111.16         | 14.47    | 12.28    | 3,985  | 3         | -     | -     |
| 129   | N    | 6.0%    | 12.91                | 8.37           | 3.87             | 0.67                           | 0.79                 | 41,899    | 161.46    | 109.70         | 13.70    | 12.39    | 3,382  | 3         | -     | -     |
| 083   | C    | 4.6%    | 12.83                | 7.59           | 4.40             | 0.84                           | 0.58                 | 122,526   | 183.42    | 117.32         | 10.66    | 14.59    | 8,398  | 11        | -     | -     |
| 090   | S    | 5.8%    | 12.11                | 7.86           | 3.68             | 0.57                           | 0.71                 | 65,193    | 163.08    | 111.85         | 11.01    | 13.32    | 4,894  | 4         | -     | -     |
| 529   | C    | 5.2%    | 10.87                | 6.41           | 3.72             | 0.74                           | 0.55                 | 63,168    | 187.14    | 118.18         | 16.29    | 17.51    | 3,608  | 5         | -     | -     |
| 059   | C    | 6.1%    | 10.78                | 6.92           | 3.24             | 0.62                           | 0.66                 | 104,720   | 162.96    | 111.28         | 15.60    | 15.05    | 6,957  | 7         | -     | -     |
| 150   | C    | 4.5%    | 10.77                | 6.35           | 3.71             | 0.71                           | 0.47                 | 52,643    | 171.53    | 107.73         | 18.44    | 16.29    | 3,232  | 4         | -     | -     |
| 025   | N    | 6.2%    | 10.75                | 7.00           | 3.28             | 0.47                           | 0.67                 | 79,597    | 163.32    | 111.26         | 13.99    | 14.90    | 5,340  | 4         | -     | -     |
| 026   | N    | 6.1%    | 10.55                | 6.85           | 3.21             | 0.49                           | 0.65                 | 95,083    | 162.73    | 111.80         | 15.07    | 15.19    | 6,259  | 5         | -     | -     |
| 033   | N    | 5.4%    | 10.20                | 6.76           | 3.16             | 0.28                           | 0.57                 | 67,197    | 161.64    | 111.79         | 13.40    | 15.41    | 4,361  | 2         | -     | -     |
| 089   | S    | 7.9%    | 10.12                | 6.43           | 3.01             | 0.68                           | 0.81                 | 68,390    | 164.59    | 111.20         | 13.20    | 16.07    | 4,257  | 5         | -     | -     |
| 056   | N    | 5.8%    | 9.54                 | 5.75           | 3.33             | 0.46                           | 0.56                 | 100,646   | 178.85    | 113.20         | 15.76    | 18.56    | 5,424  | 5         | -     | -     |
| 560   | C    | 6.1%    | 9.36                 | 5.54           | 3.21             | 0.61                           | 0.57                 | 122,797   | 180.42    | 114.06         | 15.40    | 19.35    | 6,346  | 8         | -     | -     |
| 072   | C    | 6.7%    | 9.34                 | 5.65           | 3.28             | 0.41                           | 0.64                 | 113,283   | 175.74    | 111.35         | 14.33    | 18.38    | 6,164  | 5         | -     | -     |
| 071   | N    | 7.6%    | 8.86                 | 5.77           | 2.70             | 0.39                           | 0.70                 | 120,220   | 160.51    | 109.37         | 13.28    | 17.50    | 6,871  | 5         | -     | -     |
| 070   | C    | 6.7%    | 8.74                 | 5.71           | 2.67             | 0.36                           | 0.60                 | 179,148   | 162.51    | 110.70         | 15.12    | 18.09    | 9,904  | 7         | -     | -     |
| 050   | N    | 6.6%    | 8.67                 | 5.23           | 3.03             | 0.41                           | 0.58                 | 274,834   | 178.14    | 112.87         | 15.18    | 20.14    | 13,647 | 12        | -     | -     |
| 054   | N    | 7.2%    | 8.23                 | 4.94           | 2.87             | 0.42                           | 0.61                 | 221,011   | 180.08    | 113.88         | 16.75    | 21.41    | 10,323 | 10        | -     | -     |
| 046   | N    | 7.2%    | 8.22                 | 5.31           | 2.49             | 0.42                           | 0.61                 | 111,985   | 162.23    | 110.27         | 14.67    | 19.31    | 5,798  | 5         | -     | -     |
| 030   | N    | 7.6%    | 8.10                 | 5.27           | 2.47             | 0.36                           | 0.64                 | 103,622   | 162.64    | 110.71         | 12.93    | 19.43    | 5,334  | 4         | -     | -     |
| 035   | N    | 7.2%    | 8.01                 | 5.28           | 2.47             | 0.26                           | 0.60                 | 142,482   | 163.25    | 110.57         | 14.99    | 19.55    | 7,289  | 4         | -     | -     |
| 055   | C    | 8.6%    | 7.94                 | 4.77           | 2.77             | 0.40                           | 0.71                 | 279,805   | 178.91    | 113.13         | 16.59    | 21.68    | 12,906 | 12        | -     | -     |
| 038   | N    | 7.9%    | 7.82                 | 4.99           | 2.34             | 0.49                           | 0.63                 | 209,279   | 164.82    | 112.19         | 13.25    | 20.72    | 10,102 | 11        | -     | -     |
| 037   | N    | 7.6%    | 7.57                 | 4.59           | 2.66             | 0.32                           | 0.60                 | 202,131   | 179.32    | 113.30         | 15.82    | 22.87    | 8,839  | 7         | -     | -     |
| 543   | N    | 7.7%    | 7.21                 | 4.32           | 2.51             | 0.38                           | 0.57                 | 171,673   | 175.12    | 110.57         | 17.32    | 23.68    | 7,250  | 7         | -     | -     |
| 053   | C    | 8.2%    | 6.90                 | 4.16           | 2.41             | 0.33                           | 0.59                 | 390,395   | 175.33    | 110.39         | 19.51    | 24.48    | 15,947 | 14        | -     | -     |
| 029   | N    | 9.5%    | 6.73                 | 4.01           | 2.33             | 0.39                           | 0.66                 | 411,949   | 186.44    | 118.22         | 16.05    | 26.61    | 15,481 | 2         | -     | 11    |
| 042   | N    | 8.2%    | 6.63                 | 4.27           | 2.00             | 0.36                           | 0.56                 | 287,910   | 164.04    | 110.35         | 14.80    | 24.02    | 11,985 | 11        | -     | -     |
| 047   | C    | 9.6%    | 6.45                 | 3.86           | 2.24             | 0.35                           | 0.65                 | 474,805   | 182.63    | 115.49         | 16.29    | 27.06    | 17,544 | 15        | -     | 2     |
| 060   | C    | 8.9%    | 5.95                 | 3.62           | 2.10             | 0.23                           | 0.56                 | 403,263   | 180.40    | 114.46         | 15.53    | 28.75    | 14,025 | 10        | -     | -     |
| 043   | N    | 10.0%   | 5.83                 | 3.55           | 2.06             | 0.22                           | 0.62                 | 462,775   | 176.05    | 110.98         | 18.62    | 28.27    | 16,371 | 11        | -     | -     |
| 057   | C    | 9.9%    | 5.68                 | 3.39           | 1.97             | 0.32                           | 0.59                 | 642,967   | 182.79    | 115.63         | 17.45    | 30.71    | 20,939 | 1         | -     | 15    |
| 064   | C    | 10.3%   | 5.16                 | 3.12           | 1.81             | 0.23                           | 0.56                 | 450,822   | 175.21    | 110.48         | 18.30    | 31.92    | 14,125 | 11        | -     | -     |
| 066   | C    | 11.4%   | 5.13                 | 3.06           | 1.77             | 0.30                           | 0.62                 | 462,376   | 181.63    | 114.69         | 17.94    | 33.29    | 13,891 | 15        | -     | -     |

(1) Total bus count (337) is based on PM weekday equipment requirements  
(2) C under Zone is Central County, N is North County and S is South County.



**OCTA Operating Statistics By Route for Stationlink Service (Sorted by Subsidy per Boarding)**  
**Fiscal Year 2022-23**

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH   | Direct CostVSH | CostVSM  | BoardVSH | VSH | Bus Count |       |       |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|----------|----------|-----|-----------|-------|-------|
|       |      |         |                      |                |                  |                                |                      |           |           |                |          |          |     | 40 FT     | 32 FT | 60 FT |
| 463   | C    | 1.7%    | \$ 57.70             | \$ 21.12       | \$ 21.62         | \$ 14.96                       | \$ 0.75              | 3,110     | \$ 170.74 | \$ 85.08       | \$ 17.00 | 3.93     | 792 | 5         | -     | -     |
| 453   | N    | 1.7%    | 31.61                | 11.61          | 11.89            | 8.11                           | 0.41                 | 3,441     | 177.28    | 86.39          | 29.79    | 7.42     | 464 | 3         | -     | -     |
| 480   | C    | 4.4%    | 23.31                | 8.96           | 9.17             | 5.18                           | 0.84                 | 3,595     | 173.23    | 85.86          | 13.60    | 9.13     | 394 | 2         | -     | -     |
| 472   | C    | 6.2%    | 16.59                | 5.82           | 5.96             | 4.81                           | 0.77                 | 5,799     | 165.23    | 83.77          | 13.82    | 13.17    | 440 | 3         | -     | -     |
| 473   | C    | 6.1%    | 14.84                | 5.48           | 5.61             | 3.75                           | 0.72                 | 7,452     | 179.13    | 86.36          | 17.21    | 15.18    | 491 | 3         | -     | -     |

(1) Total bus count (337) is based on PM weekday equipment requirements  
 (2) C under Zone is Central County, N is North County and S is South County.



**OCTA Operating Statistics By Route for Local and Community Services (Sorted by Boardings)**  
**Fiscal Year 2022-23**

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH   | Direct CostVSH | CostVSM  | BoardVSH | VSH    | Bus Count |       |       |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|----------|----------|--------|-----------|-------|-------|
|       |      |         |                      |                |                  |                                |                      |           |           |                |          |          |        | 40 FT     | 32 FT | 60 FT |
| 057   | C    | 9.9%    | \$ 5.68              | \$ 3.39        | \$ 1.97          | \$ 0.32                        | \$ 0.59              | 642,967   | \$ 182.79 | \$ 115.63      | \$ 17.45 | 30.71    | 20,939 | 1         | -     | 15    |
| 047   | C    | 9.6%    | 6.45                 | 3.86           | 2.24             | 0.35                           | 0.65                 | 474,805   | 182.63    | 115.49         | 16.29    | 27.06    | 17,544 | 15        | -     | 2     |
| 043   | N    | 10.0%   | 5.83                 | 3.55           | 2.06             | 0.22                           | 0.62                 | 462,775   | 176.05    | 110.98         | 18.62    | 28.27    | 16,371 | 11        | -     | -     |
| 066   | C    | 11.4%   | 5.13                 | 3.06           | 1.77             | 0.30                           | 0.62                 | 462,376   | 181.63    | 114.69         | 17.94    | 33.29    | 13,891 | 15        | -     | -     |
| 064   | C    | 10.3%   | 5.16                 | 3.12           | 1.81             | 0.23                           | 0.56                 | 450,822   | 175.21    | 110.48         | 18.30    | 31.92    | 14,125 | 11        | -     | -     |
| 029   | N    | 9.5%    | 6.73                 | 4.01           | 2.33             | 0.39                           | 0.66                 | 411,949   | 186.44    | 118.22         | 16.05    | 26.61    | 15,481 | 2         | -     | 11    |
| 060   | C    | 8.9%    | 5.95                 | 3.62           | 2.10             | 0.23                           | 0.56                 | 403,263   | 180.40    | 114.46         | 15.53    | 28.75    | 14,025 | 10        | -     | -     |
| 053   | C    | 8.2%    | 6.90                 | 4.16           | 2.41             | 0.33                           | 0.59                 | 390,395   | 175.33    | 110.39         | 19.51    | 24.48    | 15,947 | 14        | -     | -     |
| 042   | N    | 8.2%    | 6.63                 | 4.27           | 2.00             | 0.36                           | 0.56                 | 287,910   | 164.04    | 110.35         | 14.80    | 24.02    | 11,985 | 11        | -     | -     |
| 055   | C    | 8.6%    | 7.94                 | 4.77           | 2.77             | 0.40                           | 0.71                 | 279,805   | 178.91    | 113.13         | 16.59    | 21.68    | 12,906 | 12        | -     | -     |
| 050   | N    | 6.6%    | 8.67                 | 5.23           | 3.03             | 0.41                           | 0.58                 | 274,834   | 178.14    | 112.87         | 15.18    | 20.14    | 13,647 | 12        | -     | -     |
| 054   | N    | 7.2%    | 8.23                 | 4.94           | 2.87             | 0.42                           | 0.61                 | 221,011   | 180.08    | 113.88         | 16.75    | 21.41    | 10,323 | 10        | -     | -     |
| 038   | N    | 7.9%    | 7.82                 | 4.99           | 2.34             | 0.49                           | 0.63                 | 209,279   | 164.82    | 112.19         | 13.25    | 20.72    | 10,102 | 11        | -     | -     |
| 037   | N    | 7.6%    | 7.57                 | 4.59           | 2.66             | 0.32                           | 0.60                 | 202,131   | 179.32    | 113.30         | 15.82    | 22.87    | 8,839  | 7         | -     | -     |
| 070   | C    | 6.7%    | 8.74                 | 5.71           | 2.67             | 0.36                           | 0.60                 | 179,148   | 162.51    | 110.70         | 15.12    | 18.09    | 9,904  | 7         | -     | -     |
| 543   | N    | 7.7%    | 7.21                 | 4.32           | 2.51             | 0.38                           | 0.57                 | 171,673   | 175.12    | 110.57         | 17.32    | 23.68    | 7,250  | 7         | -     | -     |
| 035   | N    | 7.2%    | 8.01                 | 5.28           | 2.47             | 0.26                           | 0.60                 | 142,482   | 163.25    | 110.57         | 14.99    | 19.55    | 7,289  | 4         | -     | -     |
| 560   | C    | 6.1%    | 9.36                 | 5.54           | 3.21             | 0.61                           | 0.57                 | 122,797   | 180.42    | 114.06         | 15.40    | 19.35    | 6,346  | 8         | -     | -     |
| 083   | C    | 4.6%    | 12.83                | 7.59           | 4.40             | 0.84                           | 0.58                 | 122,526   | 183.42    | 117.32         | 10.66    | 14.59    | 8,398  | 11        | -     | -     |
| 071   | N    | 7.6%    | 8.86                 | 5.77           | 2.70             | 0.39                           | 0.70                 | 120,220   | 160.51    | 109.37         | 13.28    | 17.50    | 6,871  | 5         | -     | -     |
| 072   | C    | 6.7%    | 9.34                 | 5.65           | 3.28             | 0.41                           | 0.64                 | 113,283   | 175.74    | 111.35         | 14.33    | 18.38    | 6,164  | 5         | -     | -     |
| 001   | S    | 4.4%    | 15.05                | 9.16           | 5.31             | 0.58                           | 0.67                 | 112,997   | 190.04    | 121.81         | 12.11    | 12.55    | 9,006  | 7         | -     | -     |
| 046   | N    | 7.2%    | 8.22                 | 5.31           | 2.49             | 0.42                           | 0.61                 | 111,985   | 162.23    | 110.27         | 14.67    | 19.31    | 5,798  | 5         | -     | -     |
| 059   | C    | 6.1%    | 10.78                | 6.92           | 3.24             | 0.62                           | 0.66                 | 104,720   | 162.96    | 111.28         | 15.60    | 15.05    | 6,957  | 7         | -     | -     |
| 030   | N    | 7.6%    | 8.10                 | 5.27           | 2.47             | 0.36                           | 0.64                 | 103,622   | 162.64    | 110.71         | 12.93    | 19.43    | 5,334  | 4         | -     | -     |
| 056   | N    | 5.8%    | 9.54                 | 5.75           | 3.33             | 0.46                           | 0.56                 | 100,646   | 178.85    | 113.20         | 15.76    | 18.56    | 5,424  | 5         | -     | -     |
| 026   | N    | 6.1%    | 10.55                | 6.85           | 3.21             | 0.49                           | 0.65                 | 95,083    | 162.73    | 111.80         | 15.07    | 15.19    | 6,259  | 5         | -     | -     |
| 091   | S    | 6.4%    | 13.46                | 8.58           | 4.02             | 0.86                           | 0.86                 | 86,879    | 162.57    | 110.79         | 11.91    | 12.09    | 7,188  | 8         | -     | -     |
| 025   | N    | 6.2%    | 10.75                | 7.00           | 3.28             | 0.47                           | 0.67                 | 79,597    | 163.32    | 111.26         | 13.99    | 14.90    | 5,340  | 4         | -     | -     |
| 079   | C    | 4.5%    | 13.76                | 8.86           | 4.15             | 0.75                           | 0.62                 | 74,219    | 164.81    | 111.53         | 14.47    | 12.10    | 6,135  | 6         | -     | -     |
| 089   | S    | 7.9%    | 10.12                | 6.43           | 3.01             | 0.68                           | 0.81                 | 68,390    | 164.59    | 111.20         | 13.20    | 16.07    | 4,257  | 5         | -     | -     |
| 033   | N    | 5.4%    | 10.20                | 6.76           | 3.16             | 0.28                           | 0.57                 | 67,197    | 161.64    | 111.79         | 13.40    | 15.41    | 4,361  | 2         | -     | -     |
| 090   | S    | 5.8%    | 12.11                | 7.86           | 3.68             | 0.57                           | 0.71                 | 65,193    | 163.08    | 111.85         | 11.01    | 13.32    | 4,894  | 4         | -     | -     |
| 529   | C    | 5.2%    | 10.87                | 6.41           | 3.72             | 0.74                           | 0.55                 | 63,168    | 187.14    | 118.18         | 16.29    | 17.51    | 3,608  | 5         | -     | -     |
| 150   | C    | 4.5%    | 10.77                | 6.35           | 3.71             | 0.71                           | 0.47                 | 52,643    | 171.53    | 107.73         | 18.44    | 16.29    | 3,232  | 4         | -     | -     |
| 123   | N    | 3.9%    | 15.96                | 9.48           | 5.53             | 0.95                           | 0.61                 | 49,106    | 181.36    | 115.02         | 13.22    | 11.61    | 4,230  | 5         | -     | -     |
| 143   | N    | 4.7%    | 13.23                | 8.66           | 4.00             | 0.57                           | 0.63                 | 48,921    | 163.10    | 111.16         | 14.47    | 12.28    | 3,985  | 3         | -     | -     |
| 129   | N    | 6.0%    | 12.91                | 8.37           | 3.87             | 0.67                           | 0.79                 | 41,899    | 161.46    | 109.70         | 13.70    | 12.39    | 3,382  | 3         | -     | -     |
| 167   | C    | 3.4%    | 17.86                | 10.68          | 6.23             | 0.95                           | 0.60                 | 39,095    | 174.67    | 110.40         | 14.60    | 9.98     | 3,917  | 4         | -     | -     |
| 086   | C    | 4.4%    | 15.92                | 10.21          | 4.78             | 0.93                           | 0.68                 | 30,043    | 166.48    | 115.52         | 13.26    | 10.62    | 2,829  | 3         | -     | -     |
| 153   | N    | 4.9%    | 15.04                | 9.85           | 4.55             | 0.64                           | 0.75                 | 28,931    | 158.36    | 108.83         | 12.40    | 10.45    | 2,768  | 2         | -     | -     |
| 076   | C    | 4.7%    | 13.24                | 7.85           | 4.55             | 0.84                           | 0.61                 | 22,160    | 175.32    | 110.66         | 14.84    | 13.48    | 1,644  | 2         | -     | -     |
| 177   | S    | 5.2%    | 15.25                | 9.81           | 4.53             | 0.91                           | 0.78                 | 20,512    | 164.48    | 113.83         | 13.22    | 10.87    | 1,886  | 2         | -     | -     |
| 862   | C    | 2.6%    | 22.82                | 14.11          | 8.23             | 0.48                           | 0.60                 | 19,246    | 179.96    | 113.29         | 20.93    | 7.84     | 2,454  | 1         | -     | -     |
| 178   | C    | 3.0%    | 21.99                | 12.96          | 7.56             | 1.47                           | 0.62                 | 18,933    | 175.81    | 111.22         | 14.06    | 8.32     | 2,276  | 3         | -     | -     |
| 087   | S    | 4.2%    | 17.44                | 11.15          | 5.22             | 1.07                           | 0.72                 | 17,420    | 168.49    | 116.15         | 11.44    | 9.86     | 1,766  | 2         | -     | -     |
| 085   | S    | 3.1%    | 20.30                | 13.08          | 6.12             | 1.10                           | 0.60                 | 16,873    | 167.36    | 115.73         | 13.31    | 8.45     | 1,997  | 2         | -     | -     |
| 082   | S    | 4.7%    | 13.82                | 8.45           | 3.96             | 1.41                           | 0.62                 | 13,201    | 175.81    | 117.78         | 12.31    | 13.50    | 978    | 2         | -     | -     |

(1) Total bus count (337) is based on PM weekday equipment requirements  
 (2) C under Zone is Central County, N is North County and S is South County.



**OCTA Operating Statistics By Route for Stationlink Service (Sorted by Boardings)**  
**Fiscal Year 2022-23**

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH   | Direct CostVSH | CostVSM  | BoardVSH | VSH | Bus Count |       |       |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|----------|----------|-----|-----------|-------|-------|
|       |      |         |                      |                |                  |                                |                      |           |           |                |          |          |     | 40 FT     | 32 FT | 60 FT |
| 473   | C    | 6.1%    | \$ 14.84             | \$ 5.48        | \$ 5.61          | \$ 3.75                        | \$ 0.72              | 7,452     | \$ 179.13 | \$ 86.36       | \$ 17.21 | 15.18    | 491 | 3         | -     | -     |
| 472   | C    | 6.2%    | 16.59                | 5.82           | 5.96             | 4.81                           | 0.77                 | 5,799     | 165.23    | 83.77          | 13.82    | 13.17    | 440 | 3         | -     | -     |
| 480   | C    | 4.4%    | 23.31                | 8.96           | 9.17             | 5.18                           | 0.84                 | 3,595     | 173.23    | 85.86          | 13.60    | 9.13     | 394 | 2         | -     | -     |
| 453   | N    | 1.7%    | 31.61                | 11.61          | 11.89            | 8.11                           | 0.41                 | 3,441     | 177.28    | 86.39          | 29.79    | 7.42     | 464 | 3         | -     | -     |
| 463   | C    | 1.7%    | 57.70                | 21.12          | 21.62            | 14.96                          | 0.75                 | 3,110     | 170.74    | 85.08          | 17.00    | 3.93     | 792 | 5         | -     | -     |

(1) Total bus count (337) is based on PM weekday equipment requirements  
 (2) C under Zone is Central County, N is North County and S is South County.



## Route Reference Table

| Route | Route Description  | Main Street  | Route Category |
|-------|--|--|----------------|
| 1     | Long Beach - San Clemente                                | via Pacific Coast Hwy                                    | LOCAL          |
| 25    | Fullerton - Huntington Beach                             | via Knott Ave/ Goldenwest St                             | LOCAL          |
| 26    | Fullerton - Yorba Linda                                  | via Commonwealth Ave/ Yorba Linda Blvd                   | LOCAL          |
| 29    | La Habra - Huntington Beach                              | via Beach Blvd   | LOCAL          |
| 30    | Cerritos - Anaheim                                       | via Orangethorpe Ave                                     | LOCAL          |
| 33    | Fullerton - Huntington Beach                             | via Magnolia St  | LOCAL          |
| 35    | Fullerton - Costa Mesa                                   | via Brookhurst St  | LOCAL          |
| 37    | La Habra - Fountain Valley                               | via Euclid St  | LOCAL          |
| 38    | Lakewood - Anaheim Hills                                 | via Del Amo Blvd/ La Palma Ave                           | LOCAL          |
| 42    | Seal Beach - Orange                                      | via Seal Beach Blvd/ Los Alamitos Blvd/ Lincoln Ave      | LOCAL          |
| 43    | Fullerton - Costa Mesa                                   | via Harbor Blvd  | LOCAL          |
| 46    | Long Beach - Orange                                      | via Ball Road/ Taft Ave                                  | LOCAL          |
| 47    | Fullerton - Balboa                                       | via Anaheim Blvd/ Fairview St                            | LOCAL          |
| 50    | Long Beach - Orange                                      | via Katella Ave  | LOCAL          |
| 53    | Anaheim - Irvine   | via Main St  | LOCAL          |
| 54    | Garden Grove - Orange                                    | via Chapman Ave  | LOCAL          |
| 55    | Santa Ana - Newport Beach                                | via Standard Ave/ Bristol St/ Fairview St/ 17th St       | LOCAL          |
| 56    | Garden Grove - Orange                                    | via Garden Grove Blvd                                    | LOCAL          |
| 57    | Brea - Newport Beach                                     | via State College Blvd/ Bristol St                       | LOCAL          |
| 59    | Anaheim - Irvine   | via Kraemer Blvd/ Glassell St/ Grand Ave/ Von Karman Ave | LOCAL          |
| 60    | Long Beach - Tustin                                      | via Westminster Ave/ 17th St                             | LOCAL          |
| 64    | Huntington Beach - Tustin                                | via Bolsa Ave/ 1st St                                    | LOCAL          |
| 66    | Huntington Beach - Irvine                                | via McFadden Ave/ Walnut Ave                             | LOCAL          |
| 70    | Sunset Beach - Tustin                                    | via Edinger Ave  | LOCAL          |
| 71    | Yorba Linda - Newport Beach                              | via Tustin Ave/ Red Hill Ave/ Newport Blvd               | LOCAL          |
| 72    | Sunset Beach - Tustin                                    | via Warner Ave   | LOCAL          |
| 76    | Huntington Beach - John Wayne Airport                    | via Talbert Ave/ MacArthur Blvd                          | LOCAL          |
| 79    | Tustin - Newport Beach                                   | via Bryan Ave/ Culver Dr/ University Ave                 | LOCAL          |
| 82    | Foothill Ranch - Rancho Santa Margarita                  | via Portola Pkwy/ Santa Margarita Pkwy                   | LOCAL          |
| 83    | Anaheim - Laguna Hills                                   | via 5 Fwy/ Main St                                       | LOCAL          |
| 85    | Mission Viejo - Laguna Niguel                            | via Marguerite Pkwy/ Crown Valley Pkwy                   | LOCAL          |
| 86    | Costa Mesa - Mission Viejo                               | via Alton Pkwy/ Jeronimo Rd                              | LOCAL          |
| 87    | Rancho Santa Margarita - Laguna Niguel                   | via Alicia Pkwy  | LOCAL          |
| 89    | Mission Viejo - Laguna Beach                             | via El Toro Rd/ Laguna Canyon Rd                         | LOCAL          |
| 90    | Tustin - Dana Point                                      | via Irvine Center Dr/ Moulton Pkwy/ Golden Lantern St    | LOCAL          |
| 91    | Laguna Hills - San Clemente                              | via Paseo de Valencia/ Camino Capistrano/ Del Obispo St  | LOCAL          |
| 123   | Anaheim - Huntington Beach                               | via Malvern Ave/ Valley View/ Bolsa Chica                | COMMUNITY      |
| 129   | La Habra - Anaheim                                       | via La Habra Blvd/ Brea Blvd/ Birch St/ Kraemer Blvd     | COMMUNITY      |
| 143   | La Habra - Brea  | via Whittier Blvd/ Harbor Blvd/ Brea Blvd/ Birch St      | COMMUNITY      |
| 150   | Santa Ana - Costa Mesa                                   | via Fairview St/ Flower St                               | COMMUNITY      |
| 153   | Brea - Anaheim   | via Placentia Ave  | COMMUNITY      |
| 167   | Orange - Irvine  | via Irvine Ave/ Hewes St/ Jeffrey Rd                     | COMMUNITY      |
| 177   | Foothill Ranch - Laguna Hills                            | via Lake Forest Dr/ Muirlands Blvd/ Los Alisos Blvd      | COMMUNITY      |
| 178   | Huntington Beach - Irvine                                | via Adams Ave/ Birch St/ Campus Dr                       | COMMUNITY      |
| 453   | Orange Transportation Center - St. Joseph's Hospital     | via Chapman Ave/ Main St/ La Veta Ave                    | STATIONLINK    |
| 463   | Santa Ana Regional transportation Center - Hutton Centre | via Grand Ave  | STATIONLINK    |
| 472   | Tustin Metrolink Station - Irvine Business Complex       | via Edinger Ave/ Red Hill Ave/ Campus Dr/ Jamboree Rd    | STATIONLINK    |
| 473   | Tustin Metrolink Station - U.C.I.                        | via Edinger Ave/ Harvard Ave                             | STATIONLINK    |
| 480   | Irvine Metrolink Station - Lake Forest                   | via Alton Pkwy/ Bake Pkwy/ Lake Forest Dr                | STATIONLINK    |
| 529   | Fullerton to Huntington Beach                            | via Beach Blvd   | BRAVO          |
| 543   | Fullerton Transportation Center - Santa Ana              | via Harbor Blvd  | BRAVO          |
| 560   | Santa Ana - Long Beach                                   | via 17th St / Westminster Ave                            | BRAVO          |
| 862   | Downtown Santa Ana Shuttle                               | via Civic Center Dr                                      | COMMUNITY      |

# OC Bus 360 Initiatives

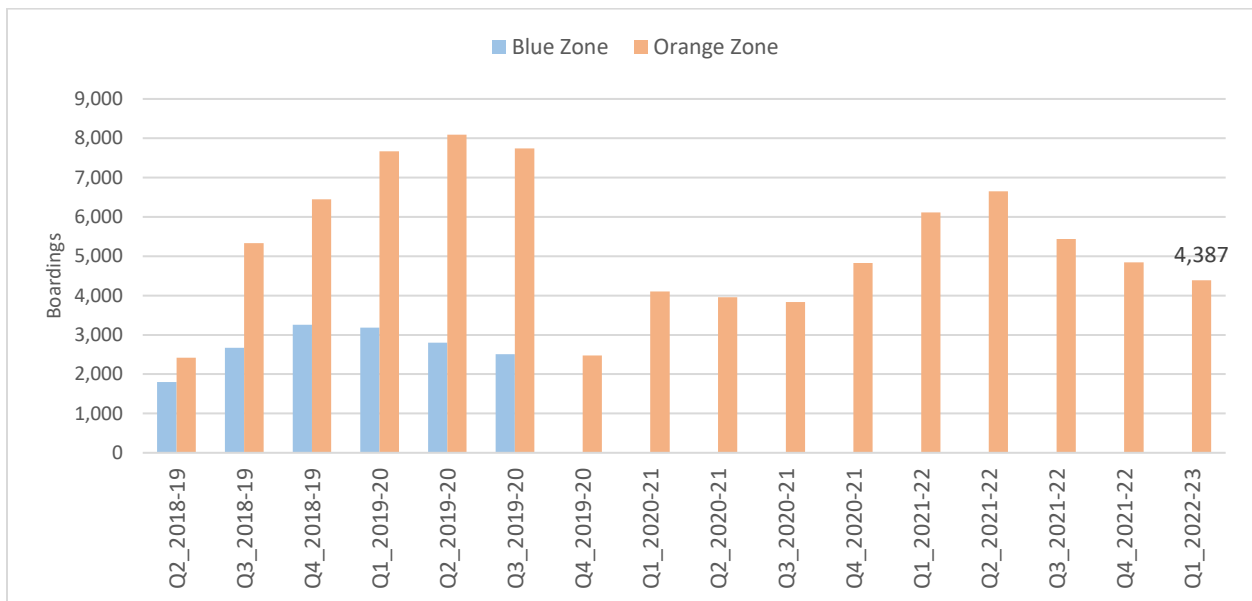
## OC Flex

### OC Flex Program

OC Flex service launched in October 2018 in two zones under a pilot program. The Board approved five primary goals and performance metrics to evaluate the pilot program. Upon approval of the pilot program, the Board directed staff to provide updates on the performance metrics as part of a quarterly Bus Operations Performance Measurements Report.

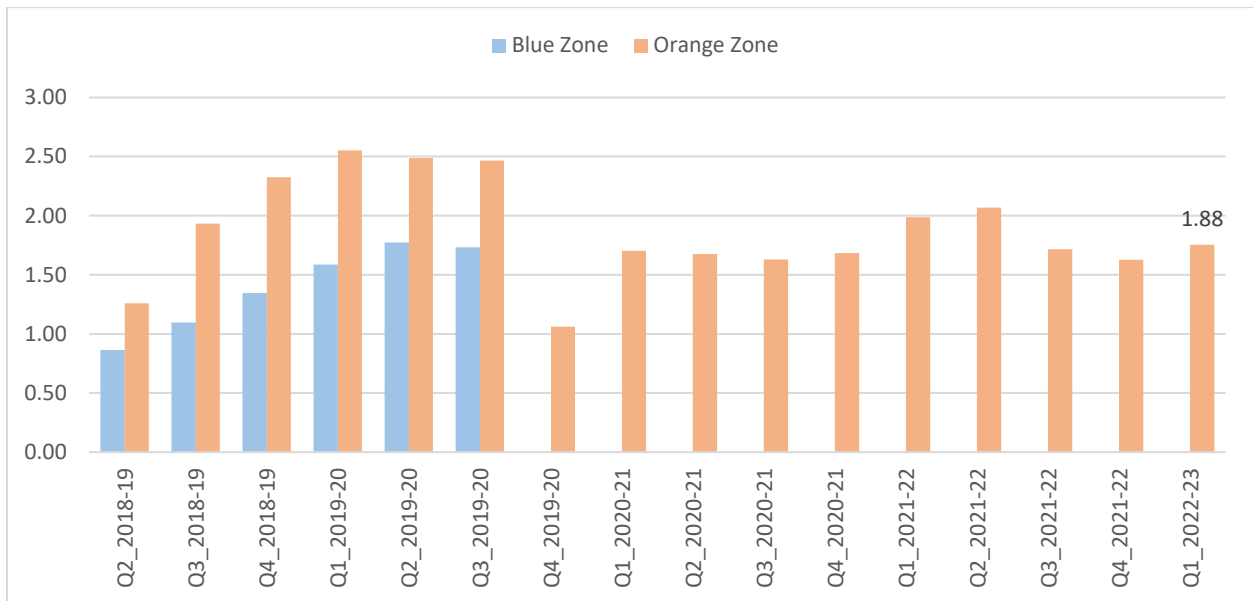
For Q1 of FY 2022-23, ridership in the Orange Zone decreased slightly from the previous quarter, due to summer break for schools within the zone, which are high trip generators for the program. Other metrics remained relatively stable, such as the rate of shared rides and connecting trips, which continues to trend above target.

### Quarterly OC Flex Ridership – Through Q1-FY 2022-23



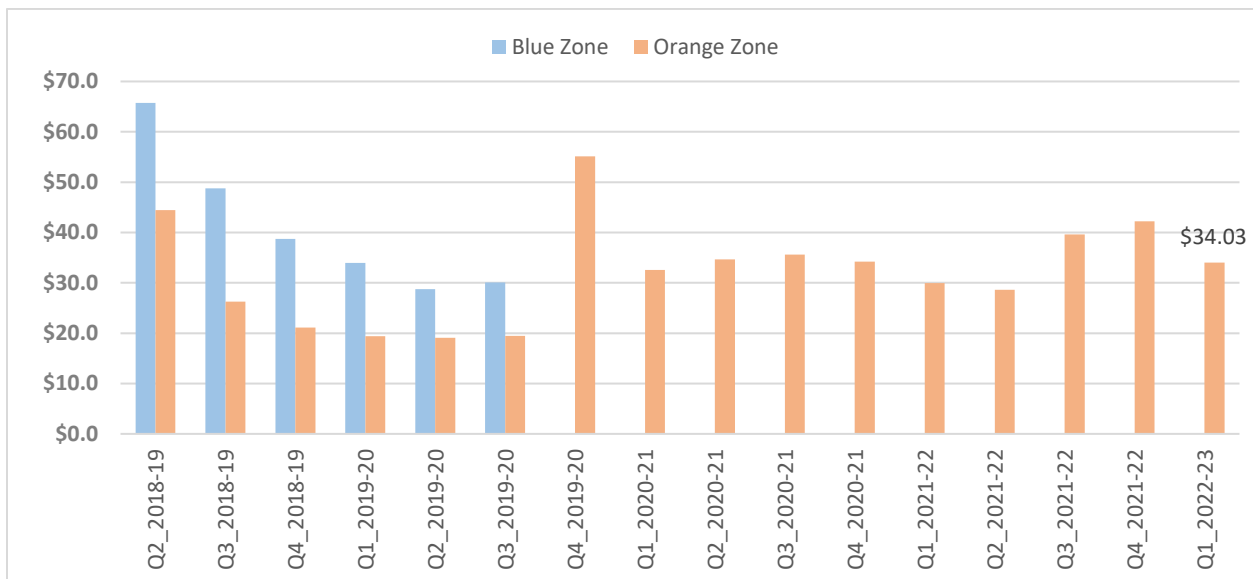
**OC Flex Productivity (Boarding/Revenue Vehicle Hour) – Through Q1-FY 2023-23**

Target: Productivity – Six Boardings Per Revenue Vehicle Hour



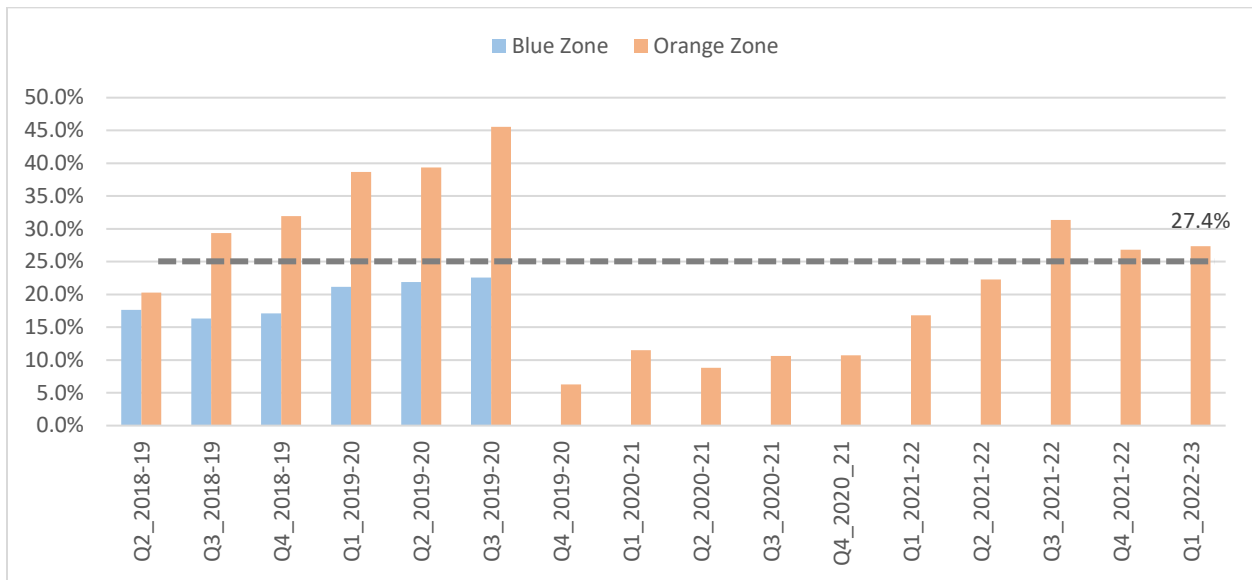
**Quarterly OC Flex Direct Subsidy per Boarding – Through Q1-FY 2023-23**

Target: Direct Subsidy per Boarding - \$9 per Boarding



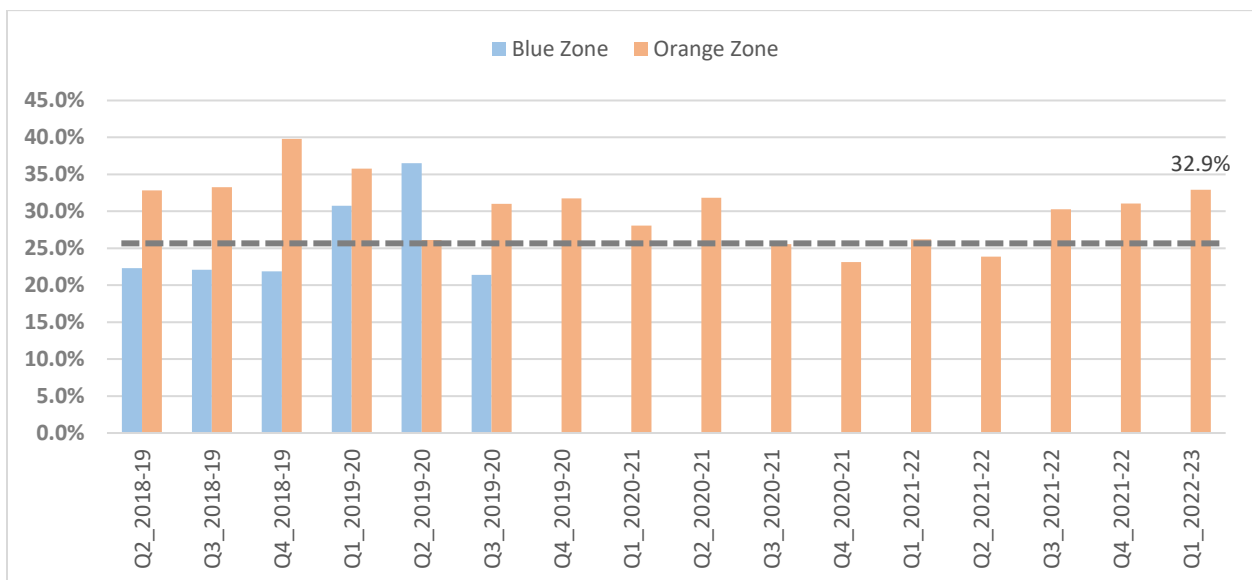
**OC Flex Shared Trips – Through Q1-FY 2023-23**

Target: 25 Percent of Booked Trips Sharing a Vehicle



**OC Flex Connecting Trips (Transfers) – Through Q1-FY 2023-23**

Target: 25 Percent of Trips Transfer to OC Bus or Metrolink Service



## College Pass Program

OCTA has been working to expand the College Pass Program (CPP), which began in 2017 at Santa Ana College. Through the shared-cost program, community college students get a bus pass as part of their registration that allows them unlimited free rides on OC Bus throughout the semester. In August, Orange Coast College (OCC) joined the program through a five-year agreement offering free bus rides to its 15,000 full-time and part-time students. With OCC's participation, OCTA marked another important milestone, expanding the CPP to all nine community colleges in Orange County. A special commemorating event was held at the Board of Directors meeting August 9, 2022 with presentation of resolutions of appreciation to all nine colleges' presidents in attendance.

To create awareness and encourage ridership among OCC students, a marketing campaign was conducted including an OCC-designed full bus wrap and in-person outreach that interacted and engaged with hundreds of students on campus. Within the first month of CPP at OCC, more than 800 individual students have taken the bus, generating 13,535 boardings. Total ridership in September 2022 for all nine colleges exceeded 90,000 a 125 percent increase over September 2021.



COMMITTEE TRANSMITTAL

**January 23, 2023**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board *Andrea West*  
**Subject:** Amendment to Agreement for Schedule Checking Services

Transit Committee Meeting of January 12, 2023

**Present:** Directors Do, Harper, Jones, Jung, Nguyen, and Sarmiento  
**Absent:** None

**Committee Vote**

This item was declared passed by the Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-8-1850 between the Orange County Transportation Authority and National Data and Surveying Services, Inc., doing business as Southland Car Counters, to exercise the second option term of the agreement, in the amount of \$164,212, to continue providing manual observation and collection of bus ridership and performance information for the fixed-route services, referred to as schedule checking activities. This will increase the maximum obligation of the agreement to a total contract value of \$929,353.



**January 12, 2023**

**To:** Transit Committee

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

**Subject:** Amendment to Agreement for Schedule Checking Services

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

**Overview**

On January 14, 2019, the Board of Directors approved an agreement with National Data and Surveying Services, Inc., doing business as Southland Car Counters, to perform manual observation and collection of bus ridership and performance information for fixed-route services, referred to in the transit industry as schedule checking. This agreement has an initial term of three years and includes two, one-year option terms. The first option term expires January 31, 2023.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-8-1850 between the Orange County Transportation Authority and National Data and Surveying Services, Inc., doing business as Southland Car Counters, to exercise the second option term of the agreement, in the amount of \$164,212, to continue providing manual observation and collection of bus ridership and performance information for fixed-route services, referred to as schedule checking activities. This will increase the maximum obligation of the agreement to a total contract value of \$929,353.

**Discussion**

On January 14, 2019, the Orange County Transportation Authority's (OCTA) Board of Directors (Board) approved the selection of National Data and Surveying Services, Inc., doing business as Southland Car Counters, to perform manual observation and collection of bus ridership and performance information for fixed-route services, referred to in the transit industry as schedule checking.

One of the primary functions of the contract schedule checkers is to perform Federal Transit Administration (FTA)-required manual ridership tabulation to certify OCTA's Automatic Passenger Counting (APC) devices for use in National Transit Database (NTD) ridership reporting. Manual ridership tabulation is required for OCTA to continue to use APC data for NTD ridership reporting and remain eligible for federal funding. To perform this task, the contractor rides the bus and tabulates boardings at alightings at each stop, which are then compared to the APC system data and must be within a certain threshold for OCTA to continue to use the APC system for NTD reporting.

A second function performed by the contractor are special service checks. These are made at the request of OCTA Scheduling staff and are performance observations that supplement data collected through OCTA systems, such as on time performance (OTP) and boarding and alighting counts. For example, special service checks are done at the beginning of the school year to observe where students are boarding and alighting for school; information that would otherwise not be available through OCTA's farebox or APC systems, which collect ridership information. The contractor collects this type of information by riding the bus or standing at a bus stop and tallying the number of riders and documenting factors, such as weather or traffic congestion, that may impact service performance. Scheduling staff uses this information when developing bus schedules to ensure there is sufficient capacity on board buses for all passengers during school bell times.

Schedule checking services allow OCTA to maintain compliance with the FTA for use of APC data for NTD ridership reporting, and also allow for the collection of manual observations that Scheduling staff uses to supplement OTP and ridership data.

### ***Procurement Approach***

The original procurement was handled in accordance with OCTA's Board of Directors-approved policies and procedures for professional and technical services and was awarded on a competitive basis. The original agreement was awarded on January 14, 2019, in the amount of \$765,141, for an initial three-year term, and two, one-year option terms. This agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 2 is to exercise the second option term through January 31, 2024 and increase the maximum obligation in the amount of \$164,212, bringing the total contract value to \$929,353. The budget for this amendment is based on current and anticipated usage for this service.



The hourly rates will remain the same as originally negotiated for the second option term; therefore, they are deemed fair and reasonable.

Southland Car Counters has provided outstanding service to OCTA. Exercising the second option term will provide OCTA with continued fixed-route schedule checking services for system analysis to improve OC bus efficiency and customer experience.

**Fiscal Impact**

The project was approved in the OCTA Fiscal Year 2022-23 Budget, Operations Division, Scheduling and Bus Operations Support, Account No. 2128-7519-D4106-97S, and is funded through Local Transportation Funds.

***Summary***

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-8-1850 with National Data and Surveying Services, Inc., doing business as Southland Car Counters, to exercise the second option term of the agreement, in the amount of \$164,212, to continue providing manual collection of bus ridership and performance information for fixed-route services, as known as schedule checking activities.

**Attachment**

- A. National Data and Surveying Services, Inc., doing business as Southland Car Counters, Agreement No. C-8-1850 Fact Sheet

**Prepared by:**



Jeffrey N. Tatro  
Section Manager, Scheduling and  
Bus Operations Support  
714-560-5865

**Approved by:**



Johnny Dunning, Jr.  
Chief Operations Officer, Operations  
714-560-5710



Pia Veessapen  
Director, Contracts Administration and  
Materials Management  
714-560-5619

**National Data and Surveying Services, Inc.,  
doing business as Southland Car Counters,  
Agreement No. C-8-1850 Fact Sheet**

1. January 14, 2019, Agreement No. C-8-1850 for \$765,141, a three-year initial term, and two, one-year option terms approved by Board of Directors (Board).
  - National Data and Surveying Services, Inc. doing business as (dba) Southland Car Counters, fixed-route schedule checking services.
  - Initial term effective February 1, 2019, through January 31, 2022.
2. February 1, 2022, Amendment No. 1 to Agreement No. C-8-1850, \$0, approved by Contracts Administration and Materials Management Department.
  - Amendment to exercise the first option term and extend the agreement effective February 1, 2022, through January 31, 2023. No additional funds were added to the total contract amount.
3. January 23, 2023, Amendment No. 2 to Agreement No. C-8-1850, \$164,212, pending approval by the Board.
  - Amendment to exercise the second option term and extend the agreement effective February 1, 2023, through January 31, 2024.

Total committed to National Data and Surveying Services, Inc., dba Southland Car Counters, Agreement No. C-8-1850: \$929,353.



COMMITTEE TRANSMITTAL

**January 23, 2023**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board *Andrea West*  
**Subject:** Measure M2 Community-Based Transit Circulators Program  
Project V Ridership Report

Transit Committee Meeting of January 12, 2023

**Present:** Directors Do, Harper, Jones, Jung, Nguyen, and Sarmiento  
**Absent:** None

**Committee Vote**

This item was declared passed by the Members present.

**Committee Recommendation**

Receive and file as an information item.



*January 12, 2023*

**To:** Transit Committee

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

**Subject:** Measure M2 Community-Based Transit Circulators Program  
Project V Ridership Report

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is located in the upper right quadrant of the page, overlapping the "From:" and "Subject:" lines.

**Overview**

Measure M2 includes a program to fund community-based transit circulators known as Project V. The goal of the program is to provide local transit services in areas not well-served by regional transit services. Funding is awarded to local jurisdictions through a competitive call for projects. Local jurisdictions then implement the awarded services and commit to meeting minimum performance standards including ridership metrics. The ridership information for these awarded services is presented to the Board of Directors twice annually. The ridership report from April 2022 through September 2022 is presented herein.

**Recommendation**

Receive and file as an information item.

**Background**

The Measure M2 (M2) Community-Based Transit Circulators program, known as Project V, is a competitive grant program that provides funding to develop and implement local transit services. Currently, funded services include community-based circulators, shuttles, trolleys, and demand-responsive services intended to complement regional transit, while better meeting specific local needs.

Project V services are required to adhere to established minimum performance standards. These standards were modified by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in January 2021 to allow for additional flexibility to continue low-performing services, should a jurisdiction desire to do so contingent on supplemental local subsidies.

Project V-funded services are to remain within a maximum cost per boarding standard, which is equal to twice the M2 Project V per boarding subsidy. Services not meeting this standard are required to disclose the cost per boarding information to their governing boards and seek direction to continue, restructure, or cancel the service. This approach provides local jurisdictions with the flexibility to deliver Project V services in a post-coronavirus (COVID-19) environment, while shifting evaluation metrics to be more financially focused, context sensitive, and locally driven. For fiscal year (FY) 2021-22, the maximum cost per boarding was established at \$20.47 (two times the FY 2021-22 M2 subsidy per boarding of \$10.24), and for FY 2022-23, the maximum cost per boarding was established at \$20.85 (two times the FY 2022-23 M2 subsidy per boarding of \$10.43).

This ridership report covers the period from April 2022 to September 2022 and provides information on boardings per revenue vehicle hour, cost per boarding, customer satisfaction, and on-time performance.

### ***Discussion***

During this reporting period, Project V services in operation included a combination of seasonal, special event, commuter, fixed route, and demand-response projects, which meet a variety of community needs. In comparison to last year, April 2022 through September 2022, the active services demonstrated an overall increase in ridership, with several services closely approaching pre-pandemic levels. During this period, one new Project V grant-funded service, the Laguna Niguel Summer Trolley, was started by the City of Laguna Niguel.

Current active Project V services (15 in total) are identified below. Detailed grant and service operating information is provided in Attachment A. During this reporting period, all services successfully met the required program performance standards including the Board-approved maximum cost per boarding requirement.

The La Habra Special Event Shuttle Service did not operate during this reporting period. Therefore, no information is provided in this update or attachment for that service.

Community shuttles that were in service and met the average cost per boarding requirement, include the following:

- Anaheim Canyon Metrolink Connector Service,
- County of Orange Ranch Ride Service,
- Dana Point Trolley (2014 grant),
- Dana Point Summer Trolley Expansion (2016 grant),

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- Dana Point Trolley Continuity and Expansion and Weekend Service (2018 grant),
  - Laguna Beach Summer Breeze (2018 grant),
  - Laguna Beach Off-Season Weekend Trolley Service (2020 grant),
  - Laguna Niguel Summer Trolley (2019 grant),
  - Mission Viejo Community Circulator,
  - Newport Beach Balboa Peninsula Trolley (2016 grant),
  - Newport Beach Balboa Peninsula Trolley Expansion (2018 grant),
  - San Clemente Summer Weekend Trolley and Seasonal Service (2016 grant),
  - San Clemente Summer Weekday Trolley and Seasonal Service Expansion (2018 grant),
  - San Clemente's SC Rides Service (2016 grant), and
  - San Juan Capistrano Special Event and Weekend Summer Trolley Service.

Concluded or cancelled projects during this reporting period (three in total) include the following:

- Huntington Beach Special Events (2014 grant),
- Irvine iShuttle Route E – Irvine Metrolink Station Service – East, and
- Irvine iShuttle Route F – Tustin Metrolink Station/Irvine Business Complex West.

The City of Huntington Beach Special Events (2014 grant) project grant expired and is now considered concluded. OCTA confirmed with City of Huntington Beach staff that an extension was not desired and the project had been concluded.

On June 14, 2022, the City of Irvine (City) requested that OCTA cancel the iShuttle Route E and Route F services. Late last year, OCTA notified the City that iShuttle Route F was not meeting the maximum cost per boarding standard. The City agreed to support iShuttle Route F through the end of the FY with hopes that ridership would increase. Unfortunately, ridership levels did not improve during the remainder of the FY. The Route E service was suspended during the COVID-19 pandemic and was never reinstated. Route E ridership was below the performance standard pre-pandemic and also lower than ridership on Route F. Given the performance of Route F and the prior low ridership on Route E, the City took action to cancel both routes.

To ensure compliance and meet the intent of the Project V guidelines, in January 2021, local jurisdictions were asked to report on-time performance and customer satisfaction on an annual basis, as indicated in their cooperative agreements. While some local jurisdictions are still developing the tools to meet

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this requirement<sup>1</sup>, based upon the reporting provided in Attachment A, it appears that steady progress is being made toward complete implementation. For those local jurisdictions that were able to report during this period, all successfully met their on-time performance and customer satisfaction thresholds.

***Summary***

A ridership and status report on Project V services is provided for information purposes. Staff will continue working with local jurisdictions as they resume services and implement recently approved Project V programmatic changes including on-time performance and customer satisfaction reporting. A status update on these efforts will continue to be provided to the Board semi-annually, with the next scheduled update occurring in July 2023.

***Attachment***

A. Project V Services – Ridership Report

**Prepared by:**



Adrian Salazar  
Transportation Funding Analyst, Senior  
(714) 560-5363

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741

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<sup>1</sup> Only San Clemente trolley services remain to establish a target threshold for customer satisfaction.



**Project V Services - Ridership Report**

**Reporting Period: Q4 of FY 2021-22 and Q1 of FY 2022-23**

| Agency              | Service Description  | M2 Project V Total Award | Service Type                       | Service Start Month/Year | Average Boardings Per Revenue Vehicle Hour (B/RVH) <sup>1</sup> SAR | Average Cost per Boarding (O&M/B) <sup>2</sup> SAR | Met Customer Satisfaction Threshold (Y/N/NA) | Met OTP Threshold (Y/N/NA) |
|---------------------|--|--------------------------|------------------------------------|--------------------------|---|--|--|----------------------------|
| Anaheim             | Anaheim Canyon Circulator                                  | \$ 1,141,864             | Commuter Service                   | July 2020                | 5.8   | \$15.79  | Y  | Y                          |
| County of Orange    | Local Circulator and Special Event Service (OC Ranch Ride) | \$ 2,041,547             | Local Circulator and Special Event | June 2017                | 39.5  | \$8.37   | Y  | Y                          |
| Dana Point          | Dana Point Trolley   | \$ 2,456,511             | Seasonal Service                   | June 2015                | 13.0  | \$10.16  | Y  | Y                          |
| Dana Point          | Dana Point Trolley Expansion                               | \$ 905,968               | Seasonal Service                   | June 2017                | 12.9  | \$10.17  | Y  | Y                          |
| Dana Point          | Dana Point Trolley Continuity                              | \$ 1,745,065             | Seasonal Service                   | September 2019           | 12.0  | \$10.45  | Y  | Y                          |
| Laguna Beach        | Off-Season Weekend Trolley Service                         | \$ 3,850,000             | Special Event                      | September 2021           | 18.5  | \$4.44   | NA   | Y                          |
| Laguna Beach        | Summer Breeze Bus Service                                  | \$ 634,357               | Seasonal Service                   | June 2018                | 21.4  | \$3.59   | Y  | Y                          |
| Laguna Niguel       | Laguna Niguel Summer Trolley Southern Section              | \$ 886,082               | Seasonal and Special Event         | May 2022                 | 9.3   | \$12.50  | Y  | Y                          |
| Mission Viejo       | Local Community Circulator                                 | \$ 3,332,879             | Local Circulator                   | October 2016             | 11.7  | \$6.99   | Y  | Y                          |
| Newport Beach       | Balboa Peninsula Seasonal Trolley                          | \$ 685,454               | Seasonal Service                   | June 2017                | 11.5  | \$12.61  | Y  | Y                          |
| Newport Beach       | Balboa Peninsula Seasonal Trolley Expansion                | \$ 278,400               | Seasonal Service                   | August 2018              | 11.5  | \$12.61  | Y  | Y                          |
| San Clemente        | Summer Weekend Trolley and Seasonal Service                | \$ 1,181,393             | Seasonal and Special Event         | May 2017                 | 44.7  | \$1.46   | TBD  | Y                          |
| San Clemente        | Summer Weekday Trolley and Seasonal Service Expansion      | \$ 1,537,200             | Seasonal and Special Event         | July 2018                | 23.1  | \$3.04   | TBD  | Y                          |
| San Juan Capistrano | Special Event and Weekend Summer Trolley Service           | \$ 958,642               | Seasonal and Special Event         | July 2018                | 21.0  | \$8.51   | Y  | Y                          |
| San Clemente        | SC Rides   | \$ 914,400               | Ride Hailing                       | October 2016             | 7.8   | \$7.84   | Y  | NA                         |

1. Rounded to the next whole number

2. FY 2021-22 maximum cost per boarding - \$20.47; FY 2022-23 maximum cost per boarding - \$20.85

NA - data point not applicable for current performance period (ex - CS surveys required annually)

Minimum performance standards for cost per boarding (O&M/B)

• \$20.47 maximum cost per boarding set at twice maximum allowable per boarding subsidy of \$10.24 in FY 2021-22 (escalated at 1.85% annually thereafter)

• \$20.85 maximum cost per boarding set at twice maximum allowable per boarding subsidy of \$10.43 in FY 2022-23 (escalated at 1.85% annually thereafter)

**Acronyms**

B/RVH - Boardings/revenue vehicle hour

CS - Customer satisfaction

FY - Fiscal year

M2 - Measure M2

NA - Not applicable

O&M/B - Operations and maintenance/boardings

OTP - On-time performance

Q1 - Quarter 1 (April - June 2022)

Q4 - Quarter 4 (July - September 2022)

SAR - Semi-annual review

Y/N - Yes/No

TBD - To Be Determined



COMMITTEE TRANSMITTAL

**January 23, 2023**

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

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

*Andrea West*

**Subject:** OC Streetcar Project Quarterly Update

Transit Committee Meeting of January 12, 2023

**Present:** Directors Do, Harper, Jones, Jung, Nguyen, and Sarmiento

**Absent:** None

**Committee Vote**

No action was taken on this item.

**Staff Recommendation**

Receive and file as an information item.



*January 12, 2023*

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** OC Streetcar Project Quarterly Update

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

**Overview**

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report covers OC Streetcar project activities from October 2022 through December 2022.

**Recommendation**

Receive and file as an information item.

**Background**

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar running between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana (City) and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile alignment involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, stops with canopies, bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting,

variable message signs, video cameras, a public address system, and ticket vending machines, which will be procured separately. Platforms will be 14 inches high to enable level boarding to streetcar vehicles. The installation of new traffic signals and transit signal priority at intersections along the route is also included.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. The MSF will also include secured exterior vehicle storage, a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access.

On March 26, 2018, the OCTA Board of Directors (Board) awarded a contract to Siemens Mobility, Inc., (Siemens) for the manufacture and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the Board awarded the Project construction contract to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), securing \$149,000,000 in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was funded through the FTA Transit Award Management System, which was the last step necessary to begin the drawdown of federal funding. Through November 2022, \$108,192,289 has been drawn down on the FFGA. On May 22, 2020, the Board awarded a contract to Herzog Transit Services, Inc., to provide operations and maintenance services for an initial start-up and pre-revenue period, and a five-year revenue term.

### ***Discussion***

The following is the status of ongoing project activities related to construction, vehicle manufacturing, and public outreach.

#### **Construction**

Construction is 78 percent complete with several construction activities continuing to advance in all segments of the Project. In the Downtown Santa Ana area (Downtown), the Project achieved a significant milestone with the completion of the embedded track on Fourth Street. On November 18, 2022, ahead of the Thanksgiving milestone date, both directions of vehicular traffic reopened from French Street to Ross Street. Another significant milestone was completed with the installation of the first platform canopy near French Street. Track installation also occurred in Segment 5 on eastbound Santa Ana Boulevard between Santiago Street and Lacy Street. Overall, approximately 70 percent of the embedded track has been installed throughout the alignment. Attachment A reflects the status of track installation. In the Pacific Electric Right-of-Way portion of the alignment, final compaction of the ballast beneath

the tracks was completed along with grading of the maintenance access road. At the MSF, key activities completed during the quarter included installation of exterior walls, conduit and piping, roof curbs and skylights, girder painting, and shop tracks. Given the significance of the MSF to vehicle testing, staff will be focusing their efforts and close coordination with Walsh to ensure significant completion of the MSF for vehicle storage mid to late next year.

Other ongoing construction activities include preparation of various street intersections for placement of new traffic signal poles, and installation of high voltage switchgear, traction power substations, remaining overhead catenary system poles, and station platform canopies at Harbor Boulevard, Raitt Street, and French Street. Roadway pavement was placed on eastbound Santa Ana Boulevard from Bristol Street to Flower Street. Embedded track work was completed in Sasser Park, and embedded track installation is currently underway on westbound Santa Ana Boulevard between Pointsettia Street and Santiago Street just west of the SARTC.

#### Vehicle and Operations

Siemens continues production of eight S700 streetcar vehicles. Currently, Cars 1-7 are in the final stages of manufacturing with installation of the last remaining vehicle components. Car 8 is in final assembly and preparations are underway to commence static and dynamic testing in first quarter of 2023.

The First Article Inspection (FAI) for Car 1, conducted in May 2022, had open items for reinspection that were conducted in mid-September 2022. Most of the open items were signed off at this reinspection, with the remaining items to be closed in early 2023. Siemens is preparing a final walkthrough for Car 3, and the anticipated inspection is January 2023.

OCTA staff returned to Siemens in December 2022 to inventory and approve an additional 25 percent of the spare parts and special tools stored at Siemens, representing approximately 40 percent of the total line items. OCTA staff is in negotiations with Siemens to extend the warranty for spare parts and special tools over the next year, and to discuss the remaining vehicle delivery schedule. Staff anticipates returning to the Board in early 2023 with any contract amendments required for Siemens as a result of these discussions.

#### Operations and Maintenance (O&M) Contract

A second amendment to the Limited Notice to Proceed (LNTP) for the O&M contractor, Herzog, was executed on November 23, 2022. It represents a continuation of tasks identified as part of the initial LNTP and LNTP Amendment No. 1, as well as the initiation of new tasks identified to facilitate the start-up phase of the Project.

The Herzog O&M general manager is working with OCTA operations staff to prepare procedures and documentation in compliance with all applicable FTA and California Public Utilities Commission (CPUC) requirements. On October 26, 2022, the Rail Activation Committee kick-off was held with various Project stakeholders, including FTA and their project management oversight consultant, and CPUC. Rail activation is the start-up and testing transition between construction and the start of revenue service. The Rail Activation Committee will remain actively engaged in preparation for the start-up and testing phase of the Project.

#### Public Outreach

Outreach efforts between October 2022 through December 2022 continued to provide bilingual notices regarding construction activities, as well as presenting targeted Project information at several in-person community meetings with Downtown merchants and residents near the Santa Ana Regional Transportation Center. Meeting topics included keeping dedicated delivery zones available to merchants in Downtown, general site conditions, parking restoration, and intersection sequencing.

In preparation for next year's electrification of service lines providing power to the streetcar vehicles, the outreach team is introducing safety messaging in our outreach materials. For example, OCTA provided information tables at school events at Carver Elementary and Garfield Elementary which included bilingual activity books targeted at young children to provide education and safety awareness on this topic.

The Eat Shop Play program began running a 15-second advertisement for the Downtown businesses in 11 local movie theaters in addition to social media, newspaper, radio spots, electronic billboards, and bus advertisements to support the Downtown businesses. The outreach team continues to meet individually with business owners to share the metrics produced by the Eat Shop Play marketing efforts. OCTA staff is compiling a year-end program-wide list of metrics that will capture the wide range of efforts made on behalf of Downtown merchants.

During the quarter, OCTA participated in several Downtown community events including an early black Friday shopping event, Tamale Fest, OC Vegan Fest, and the Posada festival. OCTA staff continues to receive positive feedback from visitors to Project information tables and excitement is building to see the vehicle testing next year.

In addition to our general notices for construction activities, the marketing team added drone footage to the OCTA website and provided links to recent tour audiences. OCTA staff accompanied American Society of Civil Engineers group

members from around the country for a tour of the alignment and MSF location. OCTA staff also hosted a group of graduate students from the University of California, Irvine to tour Downtown.

#### Cost and Schedule

In December 2021, the Board approved a revised Project budget of \$509,540,000. Staff continues to coordinate with the construction contractor and vehicle manufacturer to achieve the March 2024 revenue service date as presented to the Board in December 2021.

In September 2022, staff conducted a Project risk assessment consistent with achieving 70 percent construction completion. The FTA and CPUC were both in attendance for the assessment. Staff will return to the Board in spring 2023 to present the results of the risk analysis, including any adjustments to the Project cost and schedule.

#### Next Steps

Activities in the next quarter will focus on construction of the remaining track westbound between Mortimer Street and Santiago Street along with installation of street pavement, curbs, gutters, and OCS and traffic signal poles, and Santa Ana Regional Transportation Center tracks and platform station. Work will also continue on the station platforms and station canopies installation. Next steps for vehicles include finalizing vehicle equipping, ongoing static and dynamic testing, and completing vehicle inspections. New traffic signal equipment will be delivered and installed next quarter. Upcoming outreach activities include ongoing coordination with the construction team and the City regarding traffic control measures that are needed for the in-street embedded track installation and continued coordination with the City.

#### **Summary**

An OC Streetcar project update covering October 2022 through December 2022 is provided for the Orange County Transportation Authority Board of Directors' review.

**Attachment**

- A. Project Alignment - Status of Track Installation

**Prepared by:**



Ross Lew, P.E.  
Sr. Program Manager  
(714) 560-5775

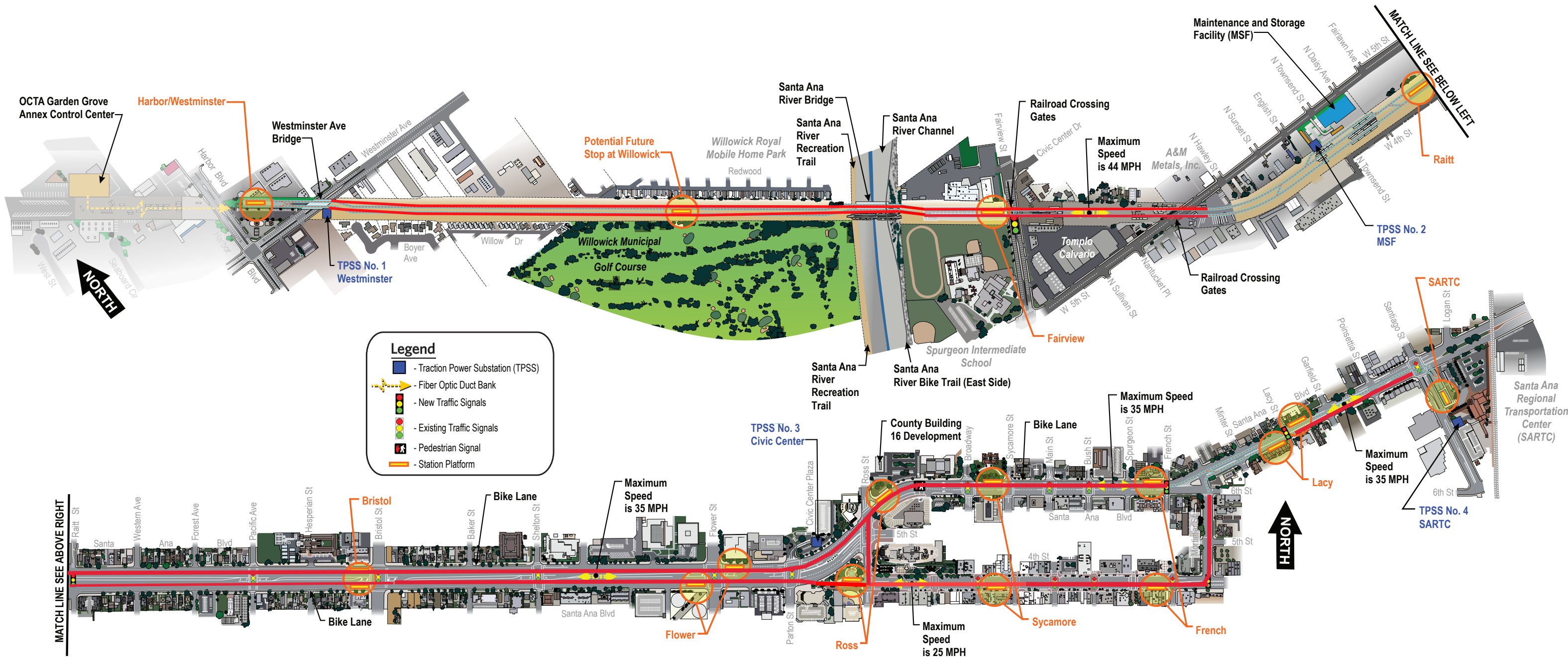
**Approved by:**



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



# Project Alignment - Status of Track Installation



**Legend**

- - Traction Power Substation (TPSS)
- - Fiber Optic Duct Bank
- - New Traffic Signals
- - Existing Traffic Signals
- - Pedestrian Signal
- - Station Platform

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE BELOW LEFT

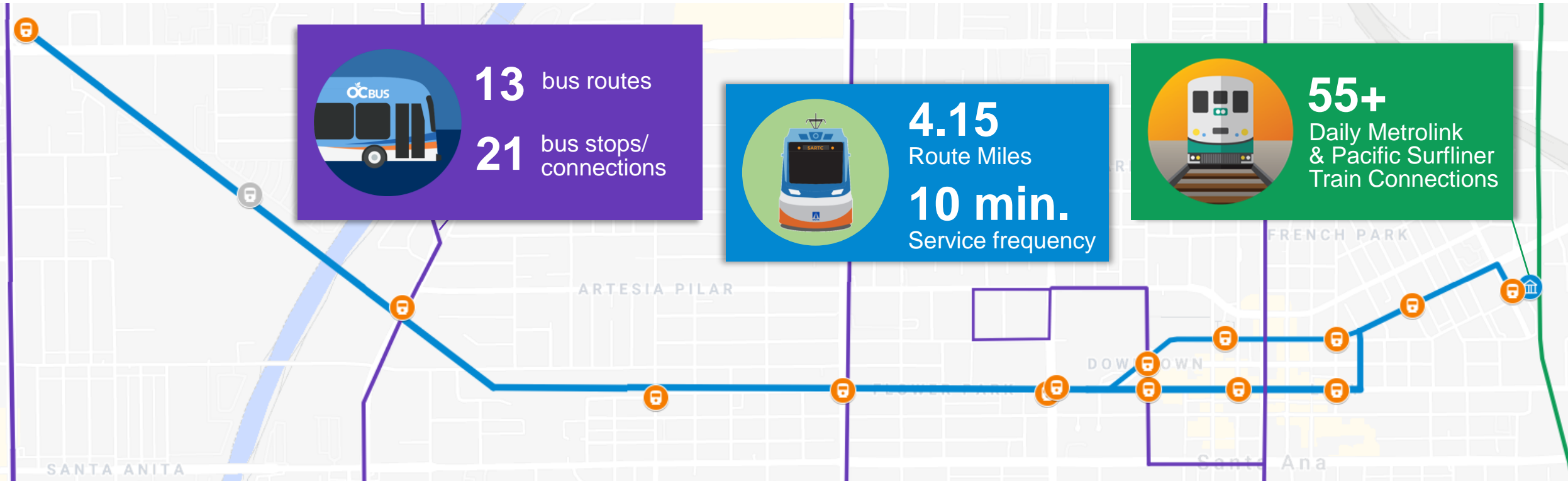
█ Track Installed as of September 30, 2022





# OC Streetcar Project Quarterly Update

# Transit Connectivity



OC Streetcar Route

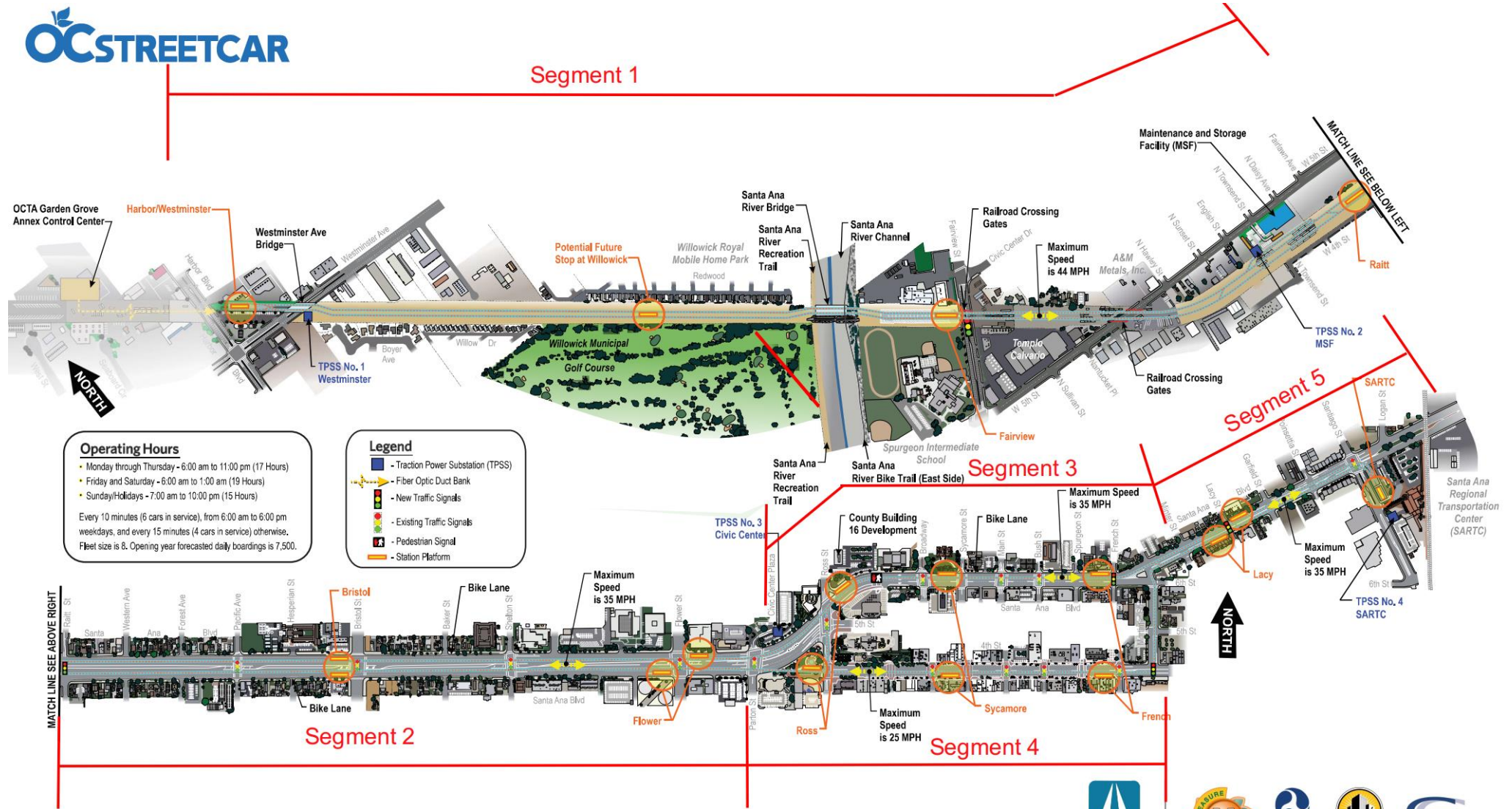
OC Streetcar Stop

OC Bus Route

Metrolink & Pacific Surfliner

Santa Ana Regional Transportation Center

# OC Streetcar Segments 1 to 5



Segment 1

Segment 5

Segment 3

Segment 2

Segment 4

**Operating Hours**

- Monday through Thursday - 6:00 am to 11:00 pm (17 Hours)
- Friday and Saturday - 6:00 am to 1:00 am (19 Hours)
- Sunday/Holidays - 7:00 am to 10:00 pm (15 Hours)

Every 10 minutes (6 cars in service), from 6:00 am to 6:00 pm weekdays, and every 15 minutes (4 cars in service) otherwise. Fleet size is 8. Opening year forecasted daily boardings is 7,500.

**Legend**

- - Traction Power Substation (TPSS)
- • - Fiber Optic Duct Bank
- 🚦 - New Traffic Signals
- 🚦 - Existing Traffic Signals
- 🚶 - Pedestrian Signal
- 🚏 - Station Platform

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE BELOW LEFT



# Construction – Segment 1



- Pacific Electric Right-of-Way (PEROW)
  - Substantial completion of the Santa Ana River and Westminster bridges, and Harbor Station Platform with ongoing placement of concrete plinths and rails.
- Maintenance and Storage Facility
  - Construction continues and includes remaining installation of exterior walls and roof insulation, conduit and piping, girder painting, other interior improvements, and tracks.

# Harbor Station Platform



# Westminster and Santa Ana River Bridges



Westminster Bridge Plinths



Santa Ana River Bridge Plinths

# Santa Ana River Bridge





# Ballast Tracks within the PEROW



# Maintenance and Storage Facility



# Maintenance and Storage Facility (Cont.)



Exterior Walls



Tracks within the Service and Inspection Pit

# Maintenance and Storage Facility (Cont.)

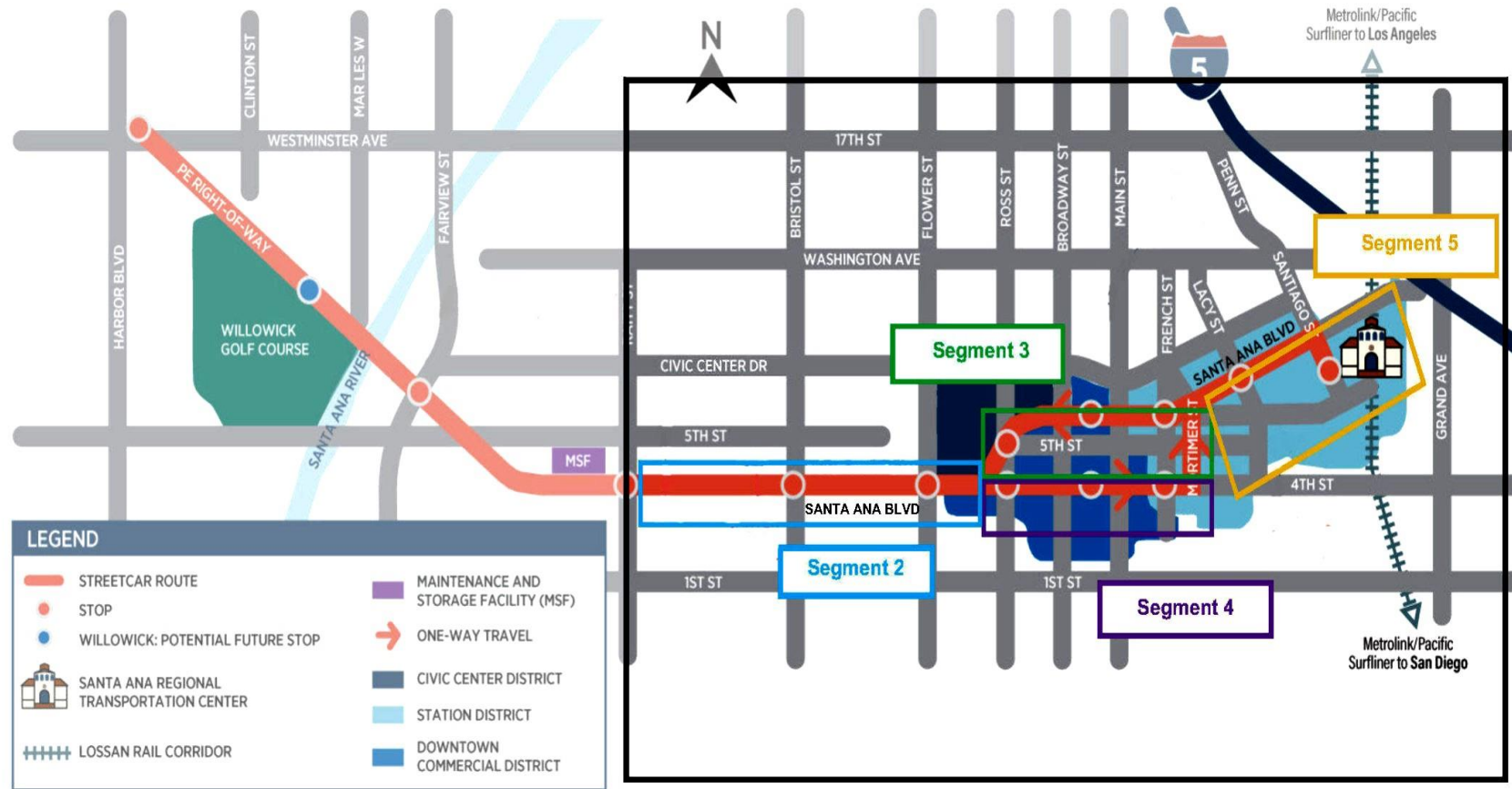


Interior Walls, Piping and Heating, Ventilation, and Air Conditioning



Embedded Track

# Construction – Segments 2 through 5



- Key completions in Segments 2, 3, 4, and 5

# Progress on Segment 2B

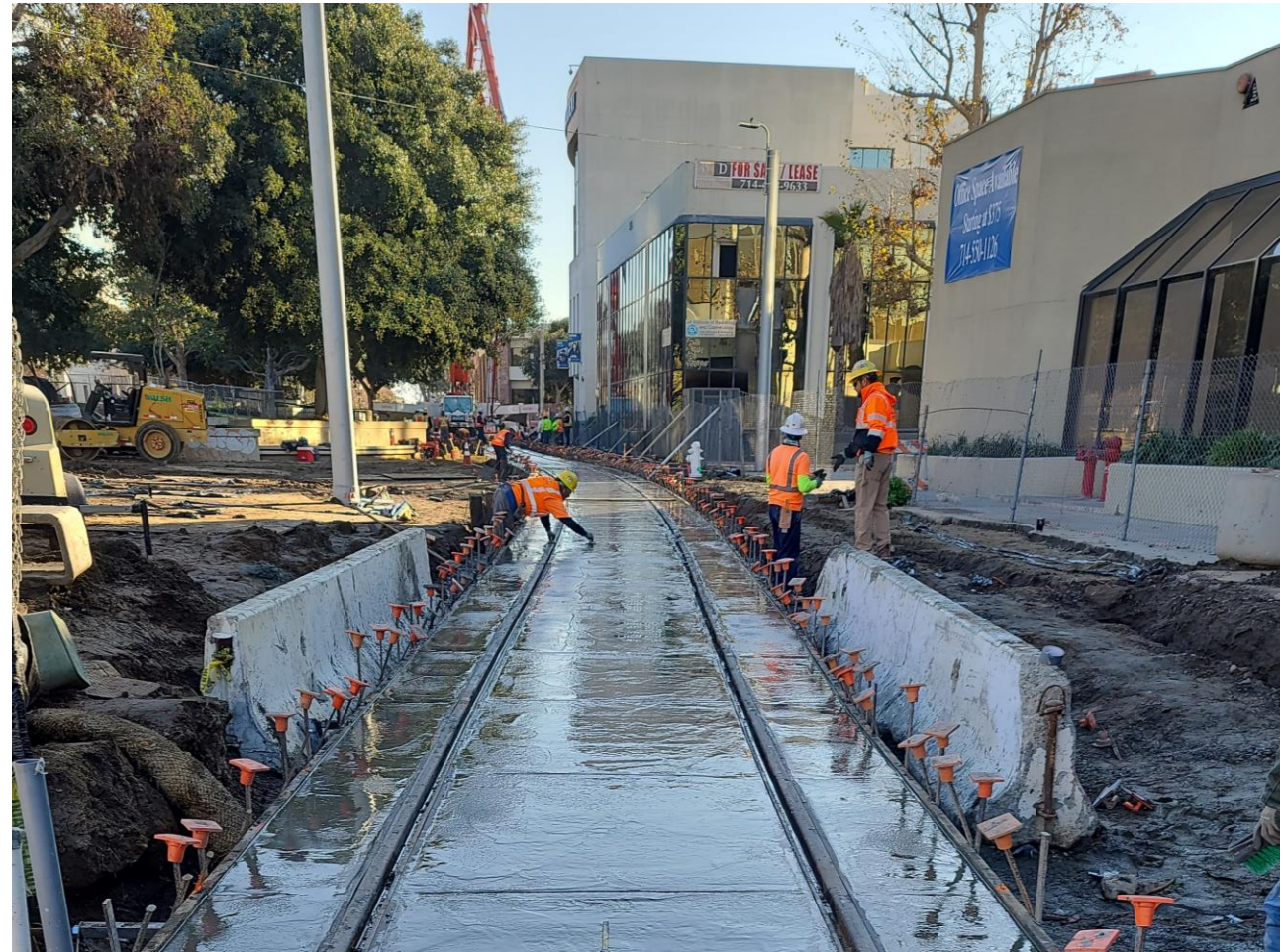


Bristol Street to Flower Street



Bristol Side Station Platforms

# Progress on Segment 3



Embedded Track through Sasscer Park

# Progress on Segment 4 (Fourth Street)



Between Broadway and Ross Street



# Fourth Street Station Platform

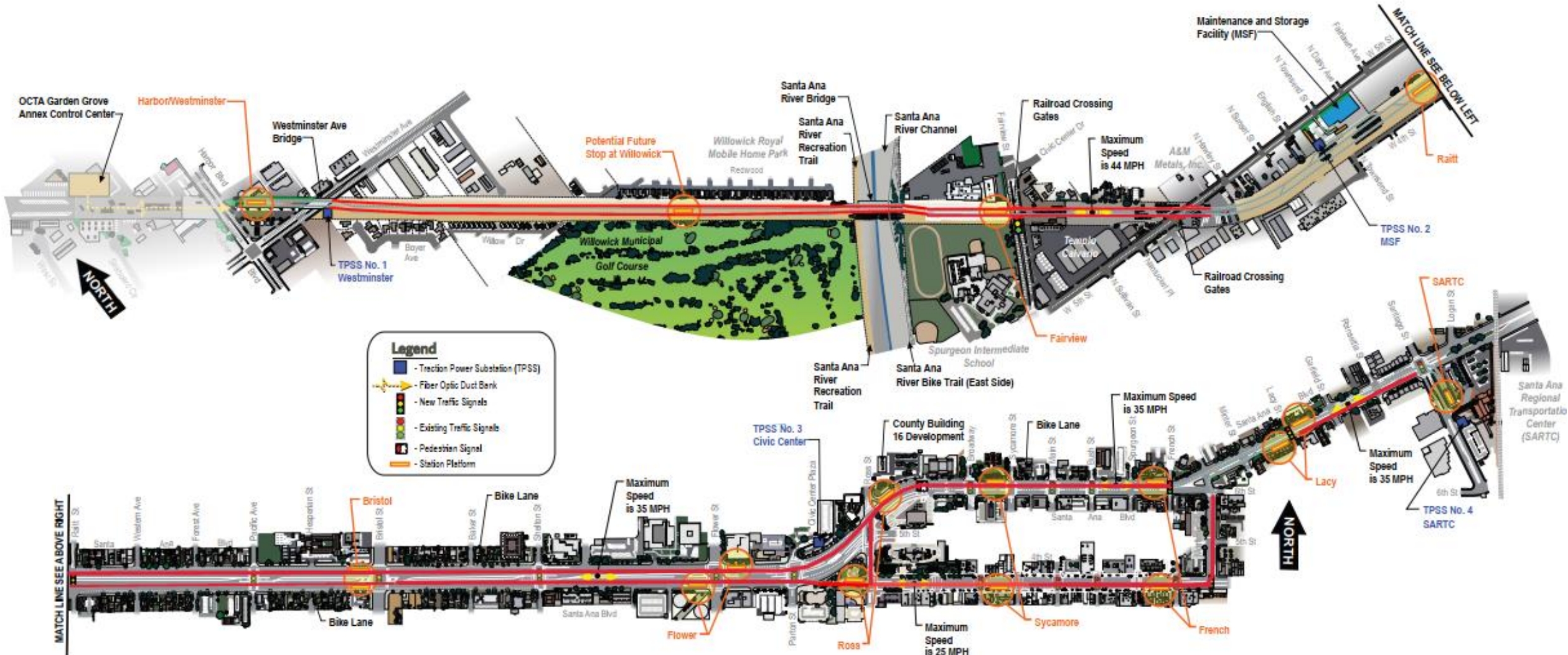


# Progress on Segment 5



Embedded Track – Near Garfield Street

# Track Installation Progress



# Upcoming Construction Activities

- Segment 1 – Complete track work on bridges and within PEROW.
- Maintenance and Storage Facility – Continue site and building work to ensure significant completion for vehicle storage. Start track work to building.
- Segment 2 – Significantly complete the remaining work, including asphalt concrete paving and start conditional acceptance with City of Santa Ana (City) staff.
- Segment 4 – Complete installation of pavers, electrical, and overhead contact system items. Continue conditional acceptance with City staff.
- Segment 5 – Start trackwork in westbound direction. Continue excavation for Santa Ana Regional Transportation Center station. Start work at Santiago Street intersection.
- Continue station platforms at various locations.
- Installation of new traffic signal poles at many intersections.
- Installation of remaining overhead catenary system poles.
- Installation of Traction Power Substations.

# Vehicles

- Cars 1-7 are in the final stages of manufacturing with installation of the last remaining vehicle components.
  - Most of the action items from the First Article Inspection of Car 1 were signed off at reinspection with remaining items to be closed in early 2023.
  - Car 8 is in final assembly and preparations are underway to commence static and dynamic testing in first quarter 2023.
- Staff returned to Siemens in December 2022 to inventory and approve additional items and discuss the vehicle delivery schedule and warranty extension for spare parts and special tools.



# Project Budget and Cost Status

As of November 30, 2022

| SCC CODE                             | DESCRIPTION                                    | APPROVED FFGA BUDGET | APPROVED OCTA BUDGET* | COMMITMENTS          | OCTOBER 2022 EXPENDITURES | CURRENT EXPENDITURES | CURRENT FORECAST     | PROPOSED FFGA BUDGET / FORECAST VARIANCE |
|--------------------------------------|--|----------------------|-----------------------|----------------------|---------------------------|----------------------|----------------------|--|
| 10                                   | GUIDEWAY & TRACK ELEMENTS                      | \$48,334,164         | \$48,803,358          | \$48,275,212         | \$41,124,753              | \$41,804,234         | \$48,275,212         | \$528,146                                |
| 20                                   | STATIONS, STOPS, TERMINALS, INTERMODAL         | \$9,353,108          | \$9,785,451           | \$9,207,441          | \$3,945,576               | \$4,037,002          | \$9,507,441          | \$278,010                                |
| 30                                   | SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$43,125,724         | \$47,073,200          | \$46,812,640         | \$23,886,018              | \$25,796,179         | \$47,337,640         | (\$264,440)                              |
| 40                                   | SITWORK & SPECIAL CONDITIONS                   | \$84,725,622         | \$103,699,790         | \$93,933,461         | \$78,058,602              | \$79,829,500         | \$106,402,485        | (\$2,702,695)                            |
| 50                                   | SYSTEMS  | \$63,722,009         | \$72,278,941          | \$74,052,057         | \$43,078,552              | \$45,822,973         | \$74,497,789         | (\$2,218,848)                            |
| <b>CONSTRUCTION SUBTOTAL (10-50)</b> |  | <b>\$249,260,628</b> | <b>\$281,640,740</b>  | <b>\$272,280,811</b> | <b>\$190,093,501</b>      | <b>\$197,289,888</b> | <b>\$286,020,567</b> | <b>(\$4,379,827)</b>                     |
| 60                                   | ROW, LAND, EXISTING IMPROVEMENTS               | \$8,604,055          | \$7,174,328           | \$6,822,061          | \$6,762,598               | \$6,762,597          | \$7,174,328          | \$0                                      |
| 70                                   | VEHICLES                                       | \$57,709,177         | \$63,137,294          | \$59,460,278         | \$34,332,880              | \$34,801,816         | \$63,137,294         | \$0                                      |
| 80                                   | PROFESSIONAL SERVICES                          | \$74,414,933         | \$139,815,499         | \$121,352,527        | \$88,817,235              | \$90,856,691         | \$135,435,672        | \$4,379,827                              |
| <b>SUBTOTAL (10-80)</b>              |  | <b>\$389,988,793</b> | <b>\$491,767,860</b>  | <b>\$459,915,678</b> | <b>\$320,006,215</b>      | <b>\$329,710,992</b> | <b>\$491,767,860</b> | <b>\$0</b>                               |
| 90                                   | UNALLOCATED CONTINGENCY                        | \$17,771,172         | \$17,771,172          | \$0                  | \$0                       | \$0                  | \$17,771,172         | \$0                                      |
| 100                                  | FINANCE CHARGES                                | \$0                  | \$0                   | \$0                  | \$0                       | \$0                  | \$0                  | \$0                                      |
| <b>TOTAL PROJECT (10-100)</b>        |  | <b>\$407,759,966</b> | <b>\$509,539,032</b>  | <b>\$459,915,678</b> | <b>\$320,006,215</b>      | <b>\$329,710,992</b> | <b>\$509,539,032</b> | <b>\$0</b>                               |

\*Approved by the OCTA Board December 13, 2021

SCC = Federal Transit Administration Standard Cost Category  
FFGA - Full Funding Grant Agreement

# Public Outreach Program

- Fourth Street Business Outreach
- City Council
- Field Meetings
- Door-to-Door Outreach
- Downtown Business Associations
- Eat Shop Play Program
- Construction Alerts



\* DTSA – Downtown Santa Ana

- Crowd Fence Covers
- Parking Structure Banners
- Eat Shop Play Banners
- Wayfinding Banners
- Newspaper, Radio, and Spotify Ads
- Radio Remotes
- E-toolkits
- Movie Theater ads
- Electronic Billboards
- Bus Ads
- Geo-fencing
- Go-Pro Videos
- Tours
- Eat Shop Play Walking Map
- Lunch Meet-Ups

[Eat, Shop, Play Advertisement Video](#)

