



Orange County Transportation Authority

Executive Committee Agenda

Monday, February 5, 2024 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Tam T. Nguyen, Chair

Doug Chaffee, Vice Chair

Andrew Do, Regional Transportation Planning Committee Chair

Michael Hennessey, Finance & Administration Committee Chair

Fred Jung, Transit Committee Chair

Donald P. Wagner, Legislative & Communications Committee Chair

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 or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

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

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of the Orange County Transportation Authority. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

EXECUTIVE COMMITTEE MEETING AGENDA

Written Comment

Written public comments may also be submitted by emailing them to 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

Pledge of Allegiance

Vice Chair Chaffee

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Committee Meeting 2024 Schedule

Tam T. Nguyen

Overview

Chair Nguyen will lead a discussion regarding the 2024 meeting schedule for the Executive Committee.

Recommendation

Approve the 2024 Executive Committee meeting calendar.

Attachments:

[Calendar](#)

2. Roles and Responsibilities of the Executive Committee

Darrell E. Johnson

Overview

The roles and responsibilities of the Executive Committee are reviewed periodically for any appropriate changes or additions.

Recommendation

Approve the 2024 Executive Committee Roles and Responsibilities.

Attachments:

[Supplemental Information](#)

EXECUTIVE COMMITTEE MEETING AGENDA

Consent Calendar (Items 3 and 4)

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

3. **Approval of Minutes**

Clerk of the Board

Recommendation

Approve the minutes of the December 4, 2024, Executive Committee meeting.

Attachments:

[Minutes](#)

4. **Amendment to Agreement for Service and Maintenance of Security Systems**

Jennifer L. Bergener/Matt Ankley

Overview

On January 31, 2023, the Orange County Transportation Authority entered into an agreement with Convergent Technologies, LLC, to provide service and maintenance to the security systems, which include the video management system, access control system, and duress alarm system at the administrative offices and all operating bases. An amendment is required to accommodate additional project support through August 31, 2024.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2893 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$468,333, for additional project support services. Amending this agreement will increase the maximum obligation of the agreement to a total contract value of \$708,333.

Attachments:

[Staff Report](#)

[Attachment A](#)

Regular Calendar

5. **Second Quarter Fiscal Year 2023-24 Capital Action Plan Performance Metrics**

James G. Beil

Overview

Staff has prepared a quarterly progress report on capital project delivery covering the period of October 2023 through December 2023, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway and transit capital improvement projects.

Recommendation

Receive and file as an information item.

EXECUTIVE COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

6. Proposed Revisions to Orange County Transportation Authority's Procurement Policies and Procedures

Pia Veasapen/Andrew Oftelie

Overview

The Orange County Transportation Authority Board of Directors has adopted policies and procedures that guide all procurement activities. The Board of Directors periodically reviews these policies and procedures and may make changes as necessary in an effort to conform to changing business needs while continuing to ensure procurements are conducted in a fair, transparent, and equitable manner for all vendors and provide for the best value and use of taxpayer dollars.

Recommendation

Adopt the proposed revisions to the Orange County Transportation Authority's Procurement Policies and Procedures and authorize staff to implement the recommended changes related to piggybacking.

Attachments:

[Staff Report](#)

[Attachment A](#)

Discussion Items

7. Public Comments

8. Chief Executive Officer's Report

9. Committee Members' Reports

10. Adjournment

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

9:00 a.m. on Monday, March 4, 2024

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



ORANGE COUNTY TRANSPORTATION AUTHORITY 2024 EXECUTIVE COMMITTEE MEETINGS

DRAFT

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

FEBRUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

MAY						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JUNE						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

JULY						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			


AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31


SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					


OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

 OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:00 a.m., OCTA Headquarters
550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

 EXEC
9:00 a.m.

 Holidays

2024 Executive Committee Calendar - Proposed Exceptions

Standard monthly meeting dates and times are as follows:

Executive (EXEC) – 1st Monday of the month at 9:00 a.m.

Month	Proposed Exceptions to the Standard Meeting Dates
January	Due to the New Years holiday being observed on Monday, January 1, 2024, the Executive Committee meeting will be held on Tuesday, January 2, 2024
February	No change
March	No change
April	No change
May	No change
June	No change
July	No change
August	No change
September	Due to the Labor Day holiday being observed on Monday, September 2, 2024, the Executive Committee meeting will be held on Thursday, August 29, 2024
October	No change
November	No change
December	No change

Committee meeting calendars are pending approval by each committee at their first meeting once assignments are finalized

Draft Executive Committee

Roles and Responsibilities

February 5, 2024

1. Acts as the principal forum at which the Chair and Vice Chair of the Board of Directors discuss areas of interest with the Chairs of the respective Orange County Transportation Authority (OCTA) Board Committees;
2. Develops new policy and strategy recommendations for the Board of Directors that have broad-based implications to OCTA;
3. Reviews policy issues as deemed necessary by the Chair of the Board of Directors;
4. Reviews and provides recommendations to the Board of Directors regarding procurement policies; and
5. Monitors OCTA's overall activities, including the operation of the Chief Executive Office;
6. Develops policy recommendations for the Board of Directors with respect to the implementation of Measure M2;
7. Addresses safety, security, cyber security, and emergency management issues as needed;
8. Reviews and provides recommendations to the Board of Directors regarding administrative policies and procedures that impact the Board of Directors;
9. Reviews policy recommendations and goals related to diversity, equity, inclusion and belonging.



Committee Members Present

Gene Hernandez, Chairman
Tam Nguyen, Vice Chairman
Andrew Do
Brian Goodell
Michael Hennessey
Steve Jones

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Clerk of the Board Specialist, Principal
Allison Cheshire, Clerk of the Board Specialist, Senior
James Donich, General Counsel
OCTA Staff

Committee Members Absent

None

Call to Order

The December 4, 2023, Executive Committee regular meeting was called to order by Chairman Hernandez at 9:00 a.m.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 1 and 2)

1. Approval of Minutes

A motion was made by Director Do, seconded by Vice Chairman Nguyen, and declared passed by those present, to approve the minutes of the November 6, 2023 Executive Committee meeting.

2. Measure M2 Quarterly Progress Report for the Period of July 2023 through September 2023

A motion was made by Director Do, seconded by Vice Chairman Nguyen, and declared passed by those present, to receive and file as an information item.

Regular Calendar

3. Orange County Transportation Authority Climate Adaptation and Sustainability Plan Update

Dan Phu, Program Manager, provided a presentation on this item.

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



Discussion Items

4. Public Comments

There were no Public Comments received.

5. Chief Executive Officer's Report

Jennifer L. Bergener, Deputy Chief Executive Officer, reported on the following:

- CEO vacation
- 405 Event
- Stuff-a-Bus

Ms. Bergener, DCEO noted a special thanks to Directors Jones and Goodell, who will be leaving the Board. Their service has been remarkable and on behalf of the staff, wished them well in their future endeavors.

10. Committee Members' Reports

Director Do thanked staff on the 405 Event.

Vice Chairman Nguyen thanked Directors Jones and Goodell for their service.

11. Adjournment

The meeting adjourned at 9:22 a.m.

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

9:00 a.m. on Monday, January 2, 2024

OCTA Headquarters
550 South Main Street
Orange, California



February 5, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for Service and Maintenance of Security Systems

Overview

On January 31, 2023, the Orange County Transportation Authority entered into an agreement with Convergent Technologies, LLC, to provide service and maintenance to the security systems, which include the video management system, access control system, and duress alarm system at the administrative offices and all operating bases. An amendment is required to accommodate additional project support through August 31, 2024.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2893 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$468,333, for additional project support services. Amending this agreement will increase the maximum obligation of the agreement to a total contract value of \$708,333.

Discussion

The Orange County Transportation Authority (OCTA) manages a comprehensive access control system (ACS) and facility video management system (VMS) installed throughout OCTA properties. OCTA contracts with a security systems integrator, Convergent Technologies, LLC (Convergent), for service and maintenance of these security systems. Convergent provides similar services for government agency clients throughout Orange County and has decades of international experience in these security systems. The current contract with Convergent includes several requirements related to replacement of these systems, including but not limited to installing, maintaining, and programming the systems, deploying, and managing strategic services, including future expansion of current systems and other components, proactively

reviewing these systems, and providing recommendations for upgrades and improvements, and designing, installing, repairing, and maintaining such systems and related projects.

As part of the current contract with Convergent, the firm was required to conduct a thorough assessment of all components of OCTA's security systems and provide recommendations for improvement.

Convergent provided an assessment that found, among other things, the current computer servers that operate the ACS and VMS have exceeded their useful life and, as such, are vulnerable to failure. Replacing the current ACS and VMS servers is vital to ensure continuity and avoid disruption. As part of the assessment, Convergent was also asked to provide options to integrate ACS and VMS systems for enhanced security functionality. Convergent's recommendations included a total system replacement with proprietary hardware, upgrading the current ACS and VMS software to separate but integrated platforms, and replacing current legacy software systems with a new system software (Genetec) designed to integrate these systems automatically.

The Genetec software provides a more comprehensive and self-integrated ACS and VMS system that offers more flexibility, adaptability, and features than other identified options, including the current system in use, and at a lower initial and continuing cost. It also is hardware agnostic, allowing OCTA to seek the best price on various components such as cameras and access card readers.

Genetec also offers many additional features for both systems that neither Lenel ACS nor Milestone VMS provide such as camera analytics, video monitoring via smart phone, and smart mapping capability that will allow users to better identify the precise location of an access control or video surveillance-detected incident. As proposed, Genetec will offer a greater degree of functionality than Lenel ACS or Milestone VMS has, providing on-board camera analytics, license plate reading technology, and the ability for security or law enforcement to view live feeds of OCTA's facility cameras using authorized mobile devices. This last capability can have considerable and positive effects on law enforcement response to incidents related to workplace violence, burglary, and vandalism.

Convergent recommended Genetec specifically, because entities such as the County of Orange (County) and the Orange County Sheriff's Department (OCSD) also use this system. Aligning with both the County's and OCSD's approach will permit a higher degree of collaboration, particularly when sharing direct access to or copies of facility video feeds.

OCTA's Security and Emergency Preparedness (SEP) Department consulted with OCTA's Information Systems (IS) Department which concurred with Convergent's assessment of the condition of the current servers and agreed that the alternative solution to transition to Genetec is both feasible and desirable. IS independently assessed potential server replacement costs and found Convergent's cost to replace them competitive.

Transitioning to the Genetec system will eliminate the need for Lenel and Milestone support licenses currently costing approximately \$30,000 per year. Genetec will also require support licensing; however, the licensing is not required until year six of its activation, resulting in approximately \$150,000 in savings over the first five years.

Both the Lenel ACS and Milestone VMS systems are considered legacy systems which are likely to cease receiving updates and support, and the associated servers have exceeded their useful lives. Based on risks associated with this status and information received from Convergent, staff recommends transitioning to the single integrated system, Genetec, and replacing existing servers. To effect this recommendation and ensure that OCTA maintains an active and operational ACS and VMS, staff further recommends the Board authorize an amendment to the agreement with Convergent as they are a trusted security contractor and have detailed knowledge of system performance and architecture.

Procurement Approach

The procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. For security reasons, all procurements for the ACS and VMS need to be managed diligently so as not to expose OCTA vulnerabilities and weaknesses to the public domain. The original agreement was awarded by the Contracts Administration and Materials Management Department for a one-year term, in the amount of \$240,000. Amendments to the agreement are described in Attachment A. Through the ongoing maintenance and assessment of the ACS and VMS systems, Convergent has detailed knowledge of system architecture, its use, and maintenance challenges. For this reason, Convergent is uniquely qualified to address server replacement and transition to Genetec.

This Amendment No. 3 will increase the maximum cumulative payment obligation by \$468,333, bringing the total contract value to \$708,333. This increase will allow Convergent to continue to repair and maintain the ACS and VMS throughout OCTA and to complete the described ACS and VMS update and upgrade project through August 31, 2024. A budget of \$468,333 has been

deemed fair and reasonable after conducting a request for information (RFI) and analyzing the prices of similar systems by OCTA's IS Department.

The two firms that responded to the RFI both recommended a system called Verkada, which is a proprietary hardware, cloud-managed enterprise-building security system. In evaluating options, both SEP and IS determined that cloud-based systems will result in a degradation of video quality, and as such does not meet SEP's desired operational standards. RFI responses indicated associated costs exceeding Convergent's quote by at least \$252,000.

Fiscal Impact

Funds are included in OCTA's Fiscal Year 2023-24 Budget, Security and Emergency Preparedness Department, account nos. 1316-7611-A5310-0J0, 1316-7611-A5310-0J1, 1316-7611-A5310-0J2, 1316-7611-A5310-0J3, 1316-7611-A5310-0RR, 1284-9028-A5352-18I, 1284-9028-A5352-G64, and is funded through local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2893 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$468,333, for additional project support services. Amending this agreement will increase the maximum obligation of the agreement to a total contract value of \$708,333.

Attachment

- A. Convergent Technologies, LLC, Agreement No. C-2-2893 Fact Sheet

Prepared by:



Matt Ankley
Manager, Security and Emergency
Preparedness
714-560-5961

Approved by:



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



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

**Converjint Technologies, LLC
Agreement No. C-2-2893 Fact Sheet**

1. January 31, 2023, Agreement No. C-2-2893, \$240,000, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Agreement to provide security system services and maintenance of the Lenel and Milestone Security Systems.
 - One-year term effective January 31, 2023 through January 31, 2024.
2. November 8, 2023, Amendment No. 1 to Agreement No. C-2-2893, \$0.00, approved by CAMM.
 - Amendment to revise key personnel and the price summary sheet.
3. January 9, 2024, Amendment No. 2 to Agreement No. C-2-2893, \$0.00, approved by CAMM.
 - Amendment to extend the contract term effective February 1, 2024 through August 31, 2024.
4. February 12, 2024, Amendment No. 3 to Agreement No. C-2-2893, \$468,333, pending Board of Directors approval.
 - Increase maximum cumulative payment obligation for additional project support services and implement the new Genetec system.

Total committed to Converjint Technologies, LLC, Agreement No. C-2-2893: \$708,333.



February 5, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Second Quarter Fiscal Year 2023-24 Capital Action Plan Performance Metrics

Overview

Staff has prepared a quarterly progress report on capital project delivery covering the period of October 2023 through December 2023, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway and transit capital improvement projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) delivers highway and transit capital improvement projects from the beginning of the environmental approval phase through construction completion. Project delivery milestones are planned carefully with consideration of project scope, costs, schedule, and assessment of risks. The milestones reflected in the Capital Action Plan (CAP) are OCTA's planned and budgeted major project delivery commitments.

This report is a quarterly progress report on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budgeted fiscal year (FY).

Discussion

OCTA's objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments are captured in the CAP, which is regularly updated with project status and any new

projects (Attachment A). The CAP is categorized into key project groupings of freeway, grade separation, and transit improvement projects. Transit improvement projects include passenger rail, bus transit and maintenance, and OC Streetcar infrastructure projects. Project schedule milestones are used as performance indicators of progress in project delivery. The CAP performance metrics report provides a FY snapshot of the milestones targeted for delivery in the FY and provides transparency and performance measurement of capital project delivery.

The CAP project costs represent the total cost across all phases of project delivery, including support costs, right-of-way (ROW), and construction capital costs. Baseline costs, if established, are shown in comparison to either the actual or forecast cost. Baseline costs may be shown as to-be-determined (TBD) if project scoping studies and estimates have not been developed or approved and may be updated as delivery progresses, and milestones achieved. Projects identified in the Orange County local transportation sales tax Measure M2 (M2) are identified with the corresponding M2 project logo. The CAP status update is also included in the M2 Quarterly Progress Report.

The CAP summarizes the very complex critical path project delivery schedules into eight key milestones.

Begin Environmental	The date work on the environmental clearance, project report, or preliminary engineering phase begins.
Complete Environmental	The date environmental clearance and project approval is achieved.
Begin Design	The date final design work begins, or the date when a design-build contract begins.
Complete Design	The date when final design work is 100 percent complete and approved.
Construction Ready	The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared.
Advertise for Construction	The date a construction contract is advertised for construction bids.
Award Contract	The date the construction contract is awarded.

Construction Complete

The date all construction work is completed, and the project is open to public use.

These delivery milestones reflect progression across typical project delivery phases shown below.



Project schedules reflect planned baseline milestone dates in comparison to forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with a partnering agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. Project schedules are reviewed monthly, and milestone achievements and updated forecast dates are included to reflect project delivery status.

The following CAP milestones missed the planned delivery through the second quarter of FY 2023-24:

- Three milestones, the complete design, construction ready, and advertise construction milestones were missed on the tolled State Route 241/ 91 Express Lanes Connector (ELC) which is being implemented by the Transportation Corridor Agencies. The final plans, specifications, and estimates still need to be approved by the California Department of Transportation. In addition, two required environmental revalidations, multiple interagency operating and cooperative agreements, and the California Transportation Commission public hearing approval are outstanding. Revised target dates for these milestones have not been determined.

Recap of FY 2022-23 Performance Metrics Through the Second Quarter

The performance metrics snapshot provided at the beginning of FY 2023-24 reflected four planned major project delivery milestones to be accomplished through the second quarter (Attachment B). One of the four planned milestones was delivered. The three missed milestones are for the ELC project.

Notable CAP Milestone and Cost Updates

The forecast complete environmental milestone for the Interstate 5 (I-5) Improvement Project to add carpool lanes between Avenida Pico and the San Diego County Line was delayed two additional months until December 2024. This allows additional time to refine the vehicle miles traveled modeling, mitigations, and consensus, as well as assure community input is appropriately received and addressed in the public comment phase. Specific funding for delivery phases beyond the environmental phase has not been identified.

The forecast final delivery milestones for the Transportation Security and Operations Center (TSOC) were adjusted to allow for the completion of the required City of Anaheim plan check process.

FY 2023-24 Cost and Performance Metrics Risks

OC Streetcar project construction cost and schedule risks related to contractor performance and design deficiencies continue to challenge the project. Efforts to mediate the lawsuit filed by the contractor against OCTA continue. Staff will continue making regular reports to the Board of Directors (Board) on the status of construction and cost.

The TSOC final design package is still completing plan check with the City of Anaheim. The final engineer's estimate of cost to construct the project is projecting higher than budgeted. Staff will assess the cost estimate and bring any needed programing recommendations to the Board for consideration.

The construction market continues to experience escalation of materials and labor pricing. The Federal Highway Administration maintains the National Highway Construction Cost Index (NHCCI), which reflects quarterly cost increases equivalent to a 15.3 percent annual inflation rate. Since the end of 2020, the NHCCI shows that highway construction costs have increased by 59.3 percent. This will have impacts on estimates and forecast costs of projects not yet in the construction phase.

Summary

Capital project delivery continues to progress and is reflected in the CAP. The planned FY 2023-24 performance metrics created from forecast project schedules will be used as a general project delivery performance indicator throughout the FY. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments and report quarterly.

Attachments

- A. Capital Action Plan, Status Through December 2023
- B. Capital Programs Division, Fiscal Year 2023-24 Performance Metrics
 Through December 2023

Prepared by:















A handwritten signature in blue ink, appearing to read "James G. Beil".

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

Capital Action Plan

Status Through December 2023
















Updated: January 11, 2024

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
Freeway Projects:									
I-5, Pico to San Diego County	TBD	Feb-21	Apr-24	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Feb-21	Dec-24	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Dec-14	Aug-18
Project C	\$83.6	Jun-09	Oct-11	Jun-11	Oct-13	May-14	Sep-14	Dec-14	Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Mar-17
Project C	\$75.3	Jun-09	Oct-11	Jun-11	May-13	Aug-13	Feb-14	Jun-14	Jul-17
 I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Sep-16
Project C	\$74.3	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Dec-13	Jul-18
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
Project D	\$79.8	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Jan-16
 I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jan-14	Oct-14	Feb-15	Aug-15	Sep-15	Sep-16
 I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Mar-15	Jan-18	May-18	Aug-18	Dec-18	Apr-25
Project C & D	\$229.4	Oct-11	May-14	Mar-15	Aug-18	May-19	Aug-19	Dec-19	Nov-24
 I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Nov-23
Project C & D	\$230.3	Oct-11	May-14	Nov-14	Dec-17	Jun-18	Nov-18	Mar-19	Sep-24
 I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Mar-15	Jun-18	Dec-18	Jan-19	May-19	Oct-24
Project C	\$203.6	Oct-11	May-14	Mar-15	May-19	Apr-20	May-20	Sep-20	Nov-24
 I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project C	\$12.4	N/A	N/A	Mar-23	Dec-24	Apr-25	Jun-25	Sep-25	Mar-27
 I-5, I-5/El Toro Road Interchange	TBD	Apr-17	Apr-26	TBD	TBD	TBD	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	Apr-17	Apr-26	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to Yale Avenue	\$230.5	May-14	Aug-18	Oct-21	May-24	May-25	Dec-25	Feb-26	Sep-29
Project B	\$230.5	May-14	Jan-20	Oct-21	Dec-24	May-25	Dec-25	Feb-26	Sep-29
 I-5, Yale Avenue to SR-55	\$200.4	May-14	Aug-18	May-21	Feb-25	Aug-25	Nov-25	Mar-26	Sep-29
Project B Cost/Schedule Risk	\$200.4	May-14	Jan-20	May-21	Jul-24	Aug-25	Nov-25	Mar-26	Sep-29
 I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-13	Jun-15	Mar-17	Jul-17	Sep-17	Dec-17	Apr-21
Project A	\$38.9	Jun-11	Apr-15	Jun-15	Jun-17	Dec-17	Mar-18	Nov-18	Jan-21
 SR-55, I-405 to I-5	\$410.9	Feb-11	Nov-13	Sep-17	Apr-20	Dec-20	Apr-21	May-22	Feb-27
Project F Cost/Schedule Risk	\$505.7	May-11	Aug-17	Sep-17	Apr-20	Sep-21	Dec-21	May-22	Feb-27

Capital Action Plan

Status Through December 2023












Updated: January 11, 2024

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
 SR-55, I-5 to SR-91	\$131.3	Dec-16	Jan-20	Aug-22	Jul-25	Dec-25	Apr-26	Jul-26	Oct-29
Project F	\$131.3	Dec-16	Mar-20	Aug-22	Jul-25	Dec-25	Apr-26	Jul-26	Oct-29
 SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	\$71.8	Apr-16	Dec-18	Mar-22	Jul-24	Feb-25	Jul-25	Nov-25	Jun-28
Project G	\$71.8	Apr-16	Mar-19	Mar-22	Aug-24	Feb-25	Jul-25	Nov-25	Jun-28
 SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
Project G	\$38.0	Apr-08	Nov-09	Aug-08	Dec-10	Apr-11	Jul-11	Oct-11	Apr-15
 SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	May-09	Jul-10	Jun-17	Jul-17	Sep-17	Jun-18
 SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	May-14
Project G	\$52.3	Aug-05	Dec-07	Feb-08	Jul-09	Dec-09	May-10	Oct-10	Nov-14
 SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	Sep-14
Project G	\$54.1	Aug-05	Dec-07	Feb-08	Jul-09	Mar-10	May-10	Oct-10	May-14
 SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Oct-14	Aug-17	Dec-17	Jan-18	Feb-18	Apr-19
 SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Sep-25	May-28	TBD	TBD	TBD	TBD	TBD	TBD
 SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Oct-09	Feb-12	Jul-12	Aug-12	Nov-12	Apr-16
Project H	\$59.2	Jul-07	Jun-10	Mar-10	Apr-12	Aug-12	Oct-12	Jan-13	Jun-16
 SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	Nov-14	Aug-16	Dec-16	Feb-17	Mar-17	Nov-17
 SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Jan-15	Oct-18	Mar-20	Jan-23	Aug-23	Oct-23	Feb-24	Sep-27
Project I	\$126.3	Jan-15	Jun-20	Mar-20	Mar-23	Jan-24	Apr-24	Jul-24	Mar-28
 SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Jan-15	Oct-18	Jun-20	Jul-23	Feb-24	Mar-24	Jul-24	Mar-28
Project I	\$208.4	Jan-15	Jun-20	Jun-20	Dec-24	Aug-25	Oct-25	Jan-26	Jan-30
 SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Jan-15	Oct-18	Nov-20	Apr-24	Nov-24	Jan-25	Apr-25	Sep-28
Project I	\$116.2	Jan-15	Jun-20	Nov-20	Aug-24	May-25	Sep-25	Dec-25	Jun-29
 SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Jul-11	Mar-13	Jul-13	Aug-13	Oct-13	Jul-16
Project I	\$42.5	Jul-08	May-11	Jun-11	Feb-13	Apr-13	Jun-13	Oct-13	Jul-16
 SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jun-09	Jan-11	Apr-11	Jun-11	Sep-11	Dec-12
Project J	\$79.7	Jul-07	Apr-09	Apr-09	Aug-10	Dec-10	Feb-11	May-11	Mar-13

Capital Action Plan

Status Through December 2023












Updated: January 11, 2024

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	May-12	Feb-13	Apr-13	Jul-13	Oct-13	Feb-15
 SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Jul-07	Dec-08	Mar-09	May-09	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Jul-07	Dec-08	May-09	Jun-09	Aug-09	Jan-11
91 Express Lanes to SR-241 Toll Connector	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	TBD	Nov-13	Jan-20	Jun-16	Mar-24	Jun-24	Jun-24	Nov-24	Nov-27
 I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD	TBD	TBD	TBD	TBD
Project L	TBD	Dec-14	Aug-18	TBD	TBD	TBD	TBD	TBD	TBD
 I-405, SR-55 to I-605 (Design-Build)	\$2,160.0	Mar-09	Mar-13	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	Feb-24
Project K	\$2,160.0	Mar-09	May-15	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	Feb-24
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Aug-10	Aug-14
	\$120.8	N/A	N/A	Sep-07	Jun-09	Sep-09	Feb-10	Jun-10	Mar-15
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$172.6	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Mar-15
 I-605, I-605/Katella Interchange	\$29.0	Aug-16	Nov-18	Dec-20	Mar-23	Jul-23	Nov-23	Feb-24	Nov-25
Project M	\$49.7	Aug-16	Oct-18	Dec-20	Jan-23	Apr-24	Aug-24	Nov-24	Jul-26
Grade Separation Projects:									
 Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
Project R	\$61.9	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Jan-16
 Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Aug-18
Project O	\$126.2	Feb-09	Nov-09	Mar-10	Dec-12	Jul-13	Oct-13	Feb-14	May-18
 State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	May-18
Project O	\$99.6	Dec-08	Apr-11	Jul-06	Feb-13	May-13	Sep-13	Feb-14	Mar-18
 Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
Project O	\$64.5	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Dec-14
 Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
Project O	\$63.8	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Dec-14
 Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
Project O	\$105.9	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Oct-16

Capital Action Plan

Status Through December 2023

Updated: January 11, 2024

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
Project O	\$96.6	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	Oct-16
 Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17
Project O	\$110.7	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Sep-13	Nov-13	Jun-17
 17th Street Railroad Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Oct-14	Nov-17	TBD	TBD	TBD	TBD	TBD	TBD
Transit Projects:									
 Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
 San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Mar-14
 Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project R Cost/Schedule	\$14.9	N/A	N/A	N/A	N/A	N/A	Sep-22	Oct-22	Aug-23
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	Mar-15	May-16	May-16	Aug-16	Dec-16	Feb-21
	\$33.2	Aug-11	Mar-14	Mar-15	Aug-18	Aug-18	Aug-18	Mar-19	Nov-20
 OC Streetcar	\$595.8	Aug-09	Mar-12	Feb-16	Sep-17	Oct-17	Dec-17	Aug-18	Aug-25
Project S Cost/Schedule Risk	\$595.8	Aug-09	Mar-15	Feb-16	Nov-17	Dec-17	Dec-17	Sep-18	Aug-25
Transit Security and Operation Center	N/A	Jun-17	Jun-20	Jun-20	Oct-23	Nov-23	Jan-24	Sep-24	Sep-26
Cost/Schedule Risk	\$77.8	Jun-17	Jun-20	Jun-20	Feb-24	Feb-24	Mar-24	Dec-24	Dec-26
 Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	May-07	Oct-08	Jan-11	TBD	TBD	TBD	TBD
Project R Cost/Schedule Risk	\$40.1	Jan-03	May-07	Oct-08	Feb-11	TBD	TBD	TBD	TBD
 Orange County Maintenance Facility - ON HOLD	TBD	Apr-20	Apr-22	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Apr-20	Jun-24	TBD	TBD	TBD	TBD	TBD	TBD
 Irvine Metrolink Station Improvements - ON HOLD	TBD	Jan-22	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Jan-22	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Anaheim Canyon Metrolink Station	\$27.9	Jan-16	Dec-16	Mar-19	May-19	May-19	Jul-19	Nov-19	Jan-23
	\$34.2	Jan-16	Jun-17	Mar-18	Oct-20	Oct-20	Oct-20	Mar-21	Jan-23
Orange Metrolink Station Parking Expansion	\$33.2	Dec-09	Dec-12	Nov-10	Apr-13	Jul-16	Jul-16	Nov-16	Feb-19
	\$30.9	Dec-09	May-16	Nov-10	Apr-16	Jul-16	Jul-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Mar-17
	\$4.2	N/A	N/A	Jan-12	Dec-13	Dec-13	Aug-14	Apr-15	May-19
 Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Dec-14

Capital Action Plan

Status Through December 2023

Updated: January 11, 2024

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction

Note: Costs associated with landscape projects are included in respective freeway projects.

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins, or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

I-405 - San Diego Freeway (Interstate 405)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

SR-71 - Corona Expressway (State Route 71)

I-605 - San Gabriel River Freeway (Interstate 605)

SR-22 - Garden Grove Freeway (State Route 22)

HOV - High-Occupancy Vehicle

**Capital Programs Division
Fiscal Year 2023-24 Performance Metrics Through December 2023**

Begin Environmental

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Environmental" Milestones Scheduled for FY 2023-24									
Total Forecast(Fcst)/Actual	0	0	0	0	0	0	0	0	0

Complete Environmental

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Orange County Maintenance Facility					X				
Total Fcst/Actual	0	0	0	0	1	0	0	0	1

Begin Design

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Design" Milestones Scheduled for FY 2023-24									
Total Fcst/Actual	0	0	0	0	0	0	0	0	0

Complete Design

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express Lanes to SR-241 Toll Connector	X								
Total Fcst/Actual	1	0	0	0	0	0	0	0	1

Construction Ready

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express lanes to SR-241 Toll Connector			X						
SR-91, SR-55 to Lakeview Avenue (Segment 1)					X				
I-605, I-605/Katella Avenue Interchange							X		
Total Fcst/Actual	0	0	1	0	1	0	1	0	3

Advertise Construction

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express lanes to SR-241 Toll Connector			X						
SR-91, SR-55 to Lakeview Avenue (Segment 1)							X		
Total Fcst/Actual	0	0	1	0	0	0	1	0	2

Award Contract

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express lanes to SR-241 Toll Connector							X		
Total Forecast/Actual	0	0	0	0	0	0	1	0	1

Complete Construction

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Emergency Track Stabilization at Mile Post 206.8	X	✔							
I-405, SR-55 to I-605 (Design-Build)					X				
Total Fcst/Actual	1	1	0	0	1	0	0	0	2

Totals	2	1	2	0	3	0	3	0	10
--------	---	---	---	---	---	---	---	---	----

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

FY - fiscal year

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

SR-91 - Riverside Freeway (State Route 91)

SR-55 - Costa Mesa Freeway (State Route 55)

I-605 - San Gabriel River Freeway (Interstate 605)

SR-57 - Orange Freeway (State Route 57)

I-405 - San Diego Freeway (Interstate 405)


X = milestone forecast in quarter

✔ = milestone accomplished in quarter



February 5, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Proposed Revisions to Orange County Transportation Authority's Procurement Policies and Procedures

Overview

The Orange County Transportation Authority Board of Directors has adopted policies and procedures that guide all procurement activities. The Board of Directors periodically reviews these policies and procedures and may make changes as necessary in an effort to conform to changing business needs while continuing to ensure procurements are conducted in a fair, transparent, and equitable manner for all vendors and provide for the best value and use of taxpayer dollars.

Recommendation

Adopt the proposed revisions to the Orange County Transportation Authority's Procurement Policies and Procedures and authorize staff to implement the recommended changes related to piggybacking.

Discussion

Periodically, the Board of Directors (Board) reviews and adopts changes to the Procurement Policies and Procedures. In March 2023, staff conducted a Board workshop to provide information on the current procurement process. During the workshop, various aspects of the procurement process and procedures related to the Disadvantaged Business Enterprise (DBE) requirements were discussed. In August 2023, staff presented an overview of the federally mandated DBE program, outreach efforts, and available tools/resources for the business community.

In November 2023, staff proposed a recommendation to increase thresholds for procurements requiring Board approval and small-dollar non-Board procurement thresholds. The Board approved the recommendation as presented.

Simultaneously, staff informed the Board of ongoing efforts to streamline various procurement processes, aiming for enhanced project delivery efficiencies. Staff committed to evaluating and researching practices of peer agencies before returning to the Board to present additional recommended changes. Those recommended changes encompassed the adoption of a piggyback policy, the post-award protest policy, option term approvals, maximum contract terms, defining blackout periods, small or local business preferences and the threshold for staff presentations at Board committees. Staff has completed the research of peer agencies' practices on piggybacking and will continue to research the remaining policy items before bringing them to the Board for future consideration after further evaluation.

As part of the research and industry review, staff engaged with the business community, including the American Council of Engineering Companies, the Society for Marketing Professional Services in Orange County, Construction Management Association of America, and the Orange County Public Affairs Association to discuss potential changes and to provide their perspectives on the proposals.

In addition to conducting an industry review with the business organizations, staff also reached out to several peer agencies to determine whether they integrate a piggyback process within their respective procurement procedures. The results indicate that ten out of the 11 peer agencies have specific policies and procedures in place for piggybacking/cooperative procurement.

Based on the findings from the research, staff is recommending Board approval to enhance efficiency through the implementation of a piggyback policy and procedures.

Currently, the Board-approved procurement policies and procedures do not have a provision for piggybacking. Piggybacking is a recognized procurement tool utilized to optimize costs and streamline processes by leveraging existing contracts from other public entities to acquire the same goods or services at the same or a lower price. The Federal Transit Administration (FTA) encourages grantees to enter into state and local agreements for the procurement of common goods and services to foster greater economy and efficiency. There is specific FTA guidance regarding the circumstances when piggybacking is permissible.

For example, the solicitation and contract resulting from a competitive procurement by another public entity must include an assignability clause that allows for the assignment of all or part of the specified deliverable items. In addition, the quantities to be ordered were included in the original bid and evaluated as part of the contract award decision. Furthermore, the contract being

accessed by the piggybacking procedure must contain the clauses mandated by federal regulations.

Staff seeks Board approval for piggybacking on a regular basis, especially for vehicle and software purchases. Due to the common need and ongoing requirements for software procurement across public agencies, as well as routine industry specific software/support, it is strategically advantageous for OCTA to leverage the resources and experiences of other agencies. This approach is expected to yield significant benefits in terms of cost effectiveness, time savings, and access to proven software solutions, contributing positively to OCTA's overall operational efficiency. Because piggybacking is not part of the Board-approved policy, staff must bring the item before the Board for approval as an exception to the current policy regardless of dollar amount. By approving this, it would allow staff to use this process for smaller, routine items that fall under the Board threshold. With the new piggybacking policy in place, staff will ensure that procurements processed through this method are submitted to the Board for review and approval, following the Board's established approval thresholds.

This recommendation has garnered unanimous support from all four industry groups, emphasizing its potential to enhance efficiency and fiscal responsibility within procurement processes. The adoption of a piggyback policy is among several earlier recommendations outlined in this staff report. Staff will continue to examine the remaining policy recommendations and, after conducting a more comprehensive evaluation, will bring these additional proposed revisions to the Board for future consideration.

Summary

Based on the information provided, staff recommends the Board of Directors' approval for the incorporation of a piggyback policy and associated procedures into the Orange County Transportation Authority's Procurement Policies and Procedures. This addition is anticipated to introduce greater flexibility and efficiency into routine procurement processes while upholding the agency's commitment to fiscal responsibility.

Attachment

A. Recommended Piggyback Policy

Prepared by:

A handwritten signature in blue ink, appearing to read "P. Veasapen".

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

Approved by:

A handwritten signature in blue ink, appearing to read "A. Oftelie".

Andrew Oftelie
Chief Financial Officer,
Finance and Administration
714-560-5649

RECOMMENDED PIGGYBACK POLICY

Acquisition through Assigned Contract Rights/Piggybacking

The Orange County Transportation Authority (OCTA) may acquire contract options through assignment by another public agency, also known as “piggybacking,” under any of the following circumstances:

1. When the goods and supplies, equipment, materials, information technology, rolling stock, or nonprofessional services are available from a vendor who has been selected through a procurement with the federal government or other California public agency using competitive bidding procedures substantially the same as or similar to those normally utilized by OCTA for the acquisition of such goods and supplies, equipment, materials, information technology, rolling stock, or services, and when the price offered to OCTA is substantially equivalent to that offered to the other public agency.
2. When the goods and supplies, equipment, materials, information technology, rolling stock, or nonprofessional services are available from suppliers who have been awarded contracts by the state of California (State) or the federal government for the purchase of goods and supplies, information technology, and services where State procurement is made in the form of master agreements, price schedules, or multiple award schedules that allow the State to take advantage of leveraged pricing that can be obtained through the State’s buying power and where the State has determined that such vendor pricing is deemed to be reasonable, fair, and competitive. Pursuant to such State multiple award programs, OCTA may make these purchases directly from the vendors without competitive bidding, or the State may provide assistance to OCTA in making such purchases in accordance with the Cooperative Procurement Policy.
3. If the contract will be funded, in whole or in part, with federal funds, OCTA shall comply with all requirements set forth under federal law and by the federal awarding agency. For contracts funded by the Federal Transit Administration, OCTA must determine (1) that the original contract price remains fair and reasonable; (2) that the original contract provisions comply with all applicable Federal requirements; and (3) that the assigning recipient originally procured quantities necessary for their needs (i.e., they did not procure unreasonably large quantities).