

Orange County Transportation Authority Board Meeting Orange County Transportation Authority Headquarters Board Room - Conference Room 07-08 550 South Main Street Orange, California Monday, June 10, 2019 at 9:00 a.m.

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

Agenda Descriptions

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

Public Comments on Agenda Items

Members of the public may 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 (3) minutes.

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.

Call to Order

Invocation Director Hennessey

Pledge of Allegiance

Director Do



Special Calendar

Orange County Transit District Special Calendar Matters

1. Public Hearing for the Proposed October 2019 and February 2020 Bus Service Plan Stella Lin/Lance M. Larson

Overview

The Orange County Transportation Authority has developed a proposed bus service plan for fiscal year 2019-20 as part of its OC Bus 360° initiative to grow ridership, increase productivity, and implement routing changes to prepare for the OC Streetcar construction. On April 22, 2019, an outreach program was introduced to share proposed October 2019 and February 2020 service changes and gather feedback. To complete the public participation process, a June 10, 2019 public hearing date was set. Based on the input received, staff will refine the Proposed October 2019 and February 2020 Bus Service Plan and return to the Board of Directors in July with recommended changes to Orange County Transportation Authority bus transit service.

Recommendation

Receive and file initial public input on the Proposed October 2019 and February 2020 Bus Service Plan.



Orange County Transportation Authority Special Calendar Matters

2. Public Hearing on Orange County Transportation Authority's Fiscal Year 2019-20 Budget and Personnel and Salary Resolution Victor Velasquez/Andrew Oftelie

Overview

The Orange County Transportation Authority Fiscal Year 2019-20 Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The Board of Directors may approve the fiscal year 2019-20 budget following the public hearing to be held at the Board of Directors' Meeting on June 10, 2019, at the following Board of Directors' meeting on June 24, 2019, or in a special meeting convened at their discretion. The Board of Directors are also asked to approve changes to the Personnel and Salary Resolution as part of the budget approval process.

Recommendations

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2019-20 Budget.
- B. Approve the Personnel and Salary Resolution for Fiscal Year 2019-20.
- C. Authorize the Chief Executive Officer to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements.
- D. Approval of fiscal year 2019-20 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority, in an amount up to \$30,287,870, including authorization of Federal Transit Administration funds, in an amount up to \$8,500,000, to be drawn down directly by Southern California Regional Rail Authority. In addition, approve capital and rehabilitation expenditure budget contingent upon all member agencies approval of their respective capital and rehabilitation budgets. Orange County Transportation Authority portion of the costs for capital is \$515,980 and \$12,679,851 for rehabilitation.



3. Public Member Appointment to the Board of Directors Tim Shaw, Chairman

Overview

In accordance with AB 710 (Chapter 469, Statues of 2004), Members of the Orange County Transportation Authority Board of Directors representing cities and the County of Orange appoint two public members to the Orange County Transportation Authority Board of Directors. The current term of Director Michael Hennessey expires on September 29, 2019. The Public Member is to be considered and appointed by the Board of Directors.

Recommendation

Approve the reappointment of Director Michael Hennessey for a four-year term as a Public Member to the Board of Directors to commence on September 30, 2019.

Consent Calendar (Items 4 through 19)

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

4. Approval of Minutes

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of May 24, 2019.

5. Approval of Board Members Travel

Approve for Chairman Tim Shaw, Vice Chairman Steve Jones, and Finance and Administration Committee Chairman Michael Hennessey to travel September 17 - 21, 2019, to attend the annual New York rating agency trip in New York, New York.



6. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Katrina Faulkner/Kenneth Phipps

Overview

On May 11, 2015, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The firm-fixed total cost to the Orange County Transportation Authority for services provided for a 12-month period is determined annually by the Orange County Sheriff's Department and approved by the Orange County Transportation Authority's Board of Directors.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-5-3342 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$8,884,060, for Transit Police Services, effective July 1, 2019 through June 30, 2020. This will increase the maximum obligation of the agreement to a total contract value of \$39,057,451.

7. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2019-20 Sam Kaur/Andrew Oftelie

Overview

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation

Adopt Orange County Transportation Authority Resolution No. 2019-028 to establish the Orange County Transportation Authority General Fund appropriations limit at \$12,054,043 for fiscal year 2019-20.



8. Fiscal Year 2018-19 Third Quarter Grant Reimbursement Status Report Sam Kaur/Andrew Oftelie

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the period of January through March 2019.

Recommendation

Receive and file as an information item.

9. Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2019 Sean Murdock/Andrew Oftelie

Overview

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan, acquired conservation properties, and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway projects. California Community Foundation manages the non-wasting endowment required to pay for the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and its performance. Attached is the quarterly investment report for the Endowment Pool for the period ending March 31, 2019. The report has been reviewed and is consistent with the pool objectives.

Recommendation

Receive and file as an information item.



10. Amendment to Agreement for Orange County Transportation Authority's General Counsel Legal Services Virginia Abadessa/Andrew Oftelie

Overview

On November 24, 2014, the Orange County Transportation Authority Board of Directors approved an agreement with the law firm of Woodruff, Spradlin & Smart to provide general counsel and liability defense services for a five-year initial term and one, five-year option term. An amendment to the existing contract is necessary to exercise the five-year option term of the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-4-1816 between the Orange County Transportation Authority and Woodruff, Spradlin & Smart, to exercise the five-year option term of the agreement from January 1, 2020 through December 31, 2024, to provide general counsel and liability defense services.

11. Capital Programming Update

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority uses various funding sources to implement projects. As projects are delivered, the costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet the state funding requirements.

Recommendations

A. Authorize the use of up to \$3.280 million in Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds and \$0.538 million in Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funding (\$3.818 million total) for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:



11. (Continued)

- Transit Security Operations Center Project design phase (\$1.858 million);
- Video Surveillance System Upgrade Project (\$0.373 million);
- Generator at bus bases (\$0.450 million);
- Goldenwest Transportation Center Light Poles Project (\$0.380 million);
- San Juan Creek Bridge Project right-of-way phase (\$0.101 million);
- Interest earned on Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds (\$0.118 million); and
- Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million).
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-9-0576 between the Orange County Transportation Authority and the City of Fullerton, to increase funding in the agreement by \$1.484 million, and replace \$3.100 million in existing funds, for the Raymond Avenue Railroad Grade Separation Project. This will increase the maximum obligation of the agreement to a total contract value of \$126.317 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

12. Funding Recommendations for the 2019 Bicycle Corridor Improvement Program

Louis Zhao/Kia Mortazavi

Overview

On September 24, 2018 the Orange County Transportation Authority Board of Directors released the Bicycle Corridor Improvement Program 2019 call for projects. The Orange County Transportation Authority received 20 applications requesting \$32.24 million for bicycle facility projects. Funding recommendations are presented for review and approval.



12. (Continued)

Recommendations

- A. Approve 12 projects for \$20.40 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility.
- B. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and the California Department of Transportation's approval of project eligibility.
- C. Approve conditional award of one project in the City of San Clemente for \$1.07 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the Master Plan of Arterial Highways amendment approval, and the California Department of Transportation's approval of project eligibility.
- D. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with each local agency selected to receive funding through the Bicycle Corridor Improvement Program.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend any necessary agreements to facilitate the above actions.

13. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations Louis Zhao/Kia Mortazavi

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.



13. (Continued)

Recommendations

- A. Authorize conditional approval of delay requests for three projects from the cities of Anaheim, Garden Grove, and the County of Orange, contingent on the availability of Orange County Transportation Authority's Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Orange County Local Transportation Authority Consent Calendar Matters

14. Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55

Ross Lew/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contract for the State Route 91 improvement project between State Route 57 and State Route 55.

Recommendations

A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.



14. (Continued)

B. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

15. Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is required for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 35 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,900,557, for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

16. Contract Change Order for Demolition and Clearance Services for the Transit Security and Operations Center in the City of Anaheim Joe Gallardo/James G. Beil

Overview

On April 9, 2018, the Orange County Transportation Authority Board of Directors approved Agreement No. C-7-2115 with OFRS, Inc., for demolition and clearance services for a commercial structure in support of the Transit Security and Operations Center in the City of Anaheim. A contract change order is required for an increase in funding needed for the demolition services.



16. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.

17. Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limitation for Fiscal Year 2019-20 Sam Kaur/Andrew Oftelie

Overview

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2019-027 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$1,821,701,129 for fiscal year 2019-20.

Comprehensive Transportation Funding Programs - 2019 Call for Projects Programming Recommendations Joseph Alcock/Kia Mortazavi

Overview

The Orange County Transportation Authority issued the 2019 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2018. This call for projects made available Measure M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for Board of Directors' review and approval.



18. (Continued)

Recommendations

- A. Approve the award of \$.835 million in 2019 Regional Capacity Program funds to one local agency project.
- B. Approve the award of \$7.695 million in 2019 Regional Traffic Signal Synchronization Program funds to five local agency projects.

19. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2019

Christina Moore/Kia Mortazavi

Overview

The Orange County Transportation Authority recently completed the March 2019 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for Board of Directors' review and approval.

Recommendations

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to execute Cooperative Agreement No. C-9-1380 between the Orange County Transportation Authority and the City of Brea to administer Measure M2 grant funds, in an amount not to exceed \$13,114,578, for the construction and landscaping components of the State Route 57 Lambert Road Interchange Project to establish appropriate roles and responsibilities.



Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

20. Measure M2 Quarterly Progress Report for the Period of January 2019 Through March 2019

Tamara Warren/Kia Mortazavi

Overview

Staff has prepared a Measure M2 Quarterly Progress Report for the period of January 2019 through March 2019, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Discussion Items

21. Public Comments

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.

22. Chief Executive Officer's Report

23. Directors' Reports

24. Closed Session

There are no scheduled Closed Session items.



25. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, June 24, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07-08, Orange, California.



June 10, 2019

To:	Members of the Board of Directors
From:	Darrell Johnson, Chief Executive Officer
Subject:	Public Hearing for the Proposed October 2019 and February 2020 Bus Service Plan

Overview

The Orange County Transportation Authority has developed a proposed bus service plan for fiscal year 2019-20 as part of its OC Bus 360° initiative to grow ridership, increase productivity, and implement routing changes to prepare for the OC Streetcar construction. On April 22, 2019, an outreach program was introduced to share proposed October 2019 and February 2020 service changes and gather feedback. To complete the public participation process, a June 10, 2019 public hearing date was set. Based on the input received, staff will refine the Proposed October 2019 and February 2020 Bus Service Plan and return to the Board of Directors in July with recommended changes to Orange County Transportation Authority bus transit service.

Recommendation

Receive and file initial public input on the Proposed October 2019 and February 2020 Bus Service Plan.

Background

In 2015, the Orange County Transportation Authority (OCTA) Board of Directors (Board) launched OC Bus 360°, a plan that examines and improves bus service in an effort to reverse declining bus ridership and improve productivity. During the initial implementation of this comprehensive plan, OC Bus 360° provided better service in high-demand areas by reallocating existing resources, improved passenger experiences through technology, and created new branding and marketing to attract new riders. There are some indications the ridership decline is slowing following the initial implementation of the OC Bus 360° program.

With the decline in ridership, productivity for OCTA bus service has diminished during the last several years, while service levels have generally remained constant. To continue the positive direction of OC Bus 360°, staff has developed the Proposed October 2019 and February 2020 Bus Service Plan to reallocate

Public Hearing for the Proposed October 2019 and February 2020 Page 2 Bus Service Plan

service to improve productivity and reduce fleet requirements. Overall, the plan would reallocate about 2.5 percent of the bus service, equivalent to 40,000 annual revenue hours.

Discussion

Proposed service change recommendations for October 2019 and February 2020 were presented to the Board on April 22, 2019. The proposed service changes consist primarily of the redeployment of resources, including both service reductions and improvements. The operating resources required (revenue vehicle hours) will be similar to current levels after implementation. Long-term capital needs will be reduced because the service plan requires fewer peak buses. In addition, the recommendations include restructuring bus service in the Santa Ana Civic Center area during the OC Streetcar construction. The service recommendations are consistent with prior OC Bus 360° efforts and the OC Streetcar Bus Rail Interface Plan. Attachment A summarizes the proposed service improvements and reductions.

Several of the recommendations are considered "major service changes" under OCTA policy and require extensive public outreach and a public hearing prior to Board approval. On April 22, 2019, the Board directed staff to implement a public outreach program to solicit feedback on the plan. To date, the following outreach activities have taken place:

- Brochures/Comment Cards To communicate route-specific information, 50,000 multi-lingual brochures with comment cards were printed and distributed on the bus and to employers, colleges/universities, senior centers, libraries, and city halls.
- Print and Bus Advertisements To notify customers and the general public of the proposed service changes and the community meetings and public hearings, OCTA advertised through three newspapers and placed advertisements inside all buses.
- Mailings Letters with multi-lingual brochures were mailed out to 56 potentially impacted ACCESS customers.
- Local Jurisdiction Communication Emails were sent to public information officers at all cities with service change information for re-distribution via cities' communication channels. OCTA staff had direct communication with city public works staff where proposed changes would reduce or eliminate bus service.

Public Hearing for the Proposed October 2019 and February 2020 Page 3 Bus Service Plan

- Digital Information Information was placed on the OCTA website with an online survey to gather feedback on the proposed service changes. Information was also publicized in OCTA's blog "On the Move" and social media and traditional media outlets. Multiple email blasts were deployed to nearly 17,000 email addresses from OCTA's email list.
- Three Community Meetings Meetings took place in Brea, Irvine, and Santa Ana. A total of 26 people participated in three community meetings and 18 public comments were recorded.
- Citizen Committees The OCTA Citizens Advisory Committee and Special Needs Advisory Committee were presented with the proposed service changes and provided feedback.
- Bus Customer Roundtable A special roundtable discussion took place with current riders of OC Bus to solicit their feedback on the proposed service plan.
- Diversity Community Leaders Quarterly Meeting The Diversity Community Leaders Quarterly Meeting was presented with the proposed service changes and provided feedback.

As of May 24, 2019, 147 public comments have been received. The table below identifies how comments were received.

Individual Responses Received*

Channel	Comments Received
Mailed Surveys	8
Phone Calls/Emails	9
Online Surveys	93
Community Meetings	18
Customer Roundtable	22
Total:	147*

* As of 5/24/2019

Public Hearing for the Proposed October 2019 and February 2020 Page 4 Bus Service Plan

Key themes from comments received:

- Most customers supported OCTA's approaches to:
 - Reallocate service from areas of low demand to provide more service where demand is higher,
 - Reallocate service from areas of low demand to provide more service during weekend and late evening.
- Routes with proposed changes that customers supported:
 - o Routes 26, 55, 56, 59, 60, 72, 79, and 560
- A number of customers disagreed with the proposed route eliminations and reductions. The table below lists the routes with a higher volume of comments received disagreeing with the proposed changes.

Proposed October 2019 Changes				
Route	Change Description	Opposing Comments		
53/53X: Anaheim – Irvine	Reallocation / Frequency Change	33		
206: Santa Ana – Lake Forest Express	Elimination	32		
213/A: Brea – Irvine Express	Reallocation / Frequency Change	30		
211: Huntington Beach – Irvine Express	Elimination	27		
Proposed February 2020 Changes				
Route	Change Description	Opposing Comments		
129: La Habra – Anaheim	Elimination	30		
86: Costa Mesa – Mission Viejo	Reduction	28		
24: Buena Park – Orange	Reduction	26		

Public Hearing for the Proposed October 2019 and February 2020 Page 5 Bus Service Plan

Summary

A public hearing on the Proposed October 2019 and February 2020 Bus Service Plan is required. Initial public feedback is presented for Board review. Staff will return to the Board with a refined service plan recommendation on July 22, 2019.

Attachment

A. Proposed October 2019 and February 2020 Bus Service Plan Brochure

Prepared by:

Fella Im

Stella Lin Manager, Marketing and Customer Engagement (714) 560-5342

Approved by:

Lune M luson

Lance M. Larson Executive Director, External Affairs (714) 560-5908

BUS SERVICE PLAN

PLAN PROPUESTO PARA EL SERVICIO DE AUTOBUSES DE OCTUBRE DE 2019 Y FEBRERO DE 2020 KẾ HOẠCH DỊCH VỤ XE BUÝT ĐỀ NGHỊ CHO THÁNG 10, 2019 VÀ THÁNG 2, 2020

<image>

TELL US WHAT YOU THINK

Fill out the enclosed comment card or share your opinion in person at a community meeting, online at **OCbus.com/BusPlan**, or via phone **(714) 636-RIDE**

DÍGANOS QUÉ PIENSA

Complete la tarjeta de comentarios adjunta, o comparta su opinión en una reunión comunitaria, en OCbus.com/BusPlan, o llamando al (714) 636-RIDE

VUI LÒNG CHO CHÚNG TÔI BIẾT Ý KIẾN

Xin quý vị vui lòng điền phiếu nhận xét đính kèm hay cho chúng tôi biết ý kiến của quý vị trong một trong những buổi họp cộng đồng, trên trang **OCbus.com/BusPlan,** hoặc gọi điện thoại qua số **(714) 636-RIDE**



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OVERVIEW

Reallocating Resources for Better Service

As part of its commitment to improving public transportation in Orange County, OCTA is proposing changes to the OC Bus system beginning in October 2019.

These changes are part of OC Bus 360°, a plan which reallocates service to meet demand, introduces and improves services, and optimizes the efficiency and effectiveness of overall bus service. Since OCTA introduced the plan in 2015, OC Bus 360° has:

- Implemented newer and faster bus routes
- Introduced college pass programs funded by state grants and student fees
- Rolled out a mobile ticketing bus app that makes riding and paying easier



- Created OC Flex, an on-demand microtransit shuttle service pilot program
- Offered grant-funded shuttles to popular places to reduce traffic congestion

To continue in this positive direction, OCTA is proposing additional adjustments through OC Bus 360° that will result in better service and greater efficiency in areas where demand is greatest.

Proposed Service Changes for October 2019 and February 2020

The proposed changes will take place in two phases during two service changes. Among the changes are extended service to popular locations and improved weekend service. Watch for these on Routes 59 and 79 in **October 2019** and on Routes 54, 56, and 72 in **February 2020**.

Minor service reductions may take place on Routes 53 and 89 in **October 2019** and on Route 86 in **February 2020**.

Due to low ridership, Routes 206 and 211 are proposed to be discontinued in **October 2019**. OCTA provides an alternative option, OC Vanpool, which offers a \$400 monthly subsidy to eligible participants.

The majority of route changes will be mixed, combining cutbacks with additional service in some areas to improve productivity by reallocating resources. Routes affected in **October 2019** include 26 and 213. Routes that will change in **February 2020** include 21, 24, 60, 129, 143, 153, and 560.

In addition, OC Bus routes will be adjusted and added to accommodate construction (October 2019 – early 2022) near the OC Streetcar route between Santa Ana and Garden Grove. In the future, OC Streetcar will increase transportation options and provide greater access along its 4.15-mile route (in each direction) along Santa Ana Boulevard, 4th Street, and the Pacific Electric right-of-way to Harbor Boulevard in Garden Grove. Bus routes affected during construction include 55, 83, and 462. Route 462 will be discontinued and replaced with new Route 862. This new service will provide service between the Santa Ana Regional Transportation Center (SARTC) and the Civic Center area during OC Streetcar construction.

Inside this booklet, you will find detailed information about the proposed changes to each route.

Reasignación de recursos para un mejor servicio

Como parte de su compromiso para mejorar el transporte público en el condado de Orange, la Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) introducirá cambios en el sistema de autobuses del condado (OC Bus) a partir de octubre de 2019.

Estos cambios son parte de OC Bus 360°, un plan para reasignar el servicio a fin de satisfacer la demanda, implementar y mejorar servicios, y optimizar la eficiencia y la eficacia de todo el servicio de autobuses. Desde que la OCTA introdujo el plan en 2015, OC Bus 360° ha:

- implementado rutas de autobuses más rápidas y nuevas;
- introducido programas de pases estudiantiles universitarios financiados por subvenciones estatales y las cuotas de los estudiantes;
- lanzado una aplicación móvil de venta de pasajes de autobús que hace que el viaje y el pago sean más fáciles;
- creado OC Flex, un programa piloto de servicio de enlaces de microtransporte a pedido;
- ofrecido enlaces financiados por subvenciones a lugares populares para reducir la congestión del tránsito.

Estos esfuerzos han reducido con éxito la disminución de pasajeros y han atraído a nuevos usuarios. Para continuar avanzando en esta dirección positiva, la OCTA propone que se hagan ajustes adicionales a través de OC Bus 360°, que traerán como resultado un mejor servicio y una mayor eficiencia en las áreas en las que hay más demanda.

Cambios propuestos en los servicios para octubre de 2019 y febrero de 2020

Entre los cambios se encuentran el servicio extendido a lugares populares y un mejor servicio los fines de semana. Espere ver esos cambios en las rutas 59 y 79 en **octubre de 2019**, y en las rutas 54, 56 y 72 en **febrero de 2020**.

Habrá reducciones menores del servicio en las rutas 53 y 89 en **octubre de 2019**, y en la ruta 86 en **febrero de 2020**.

Debido a la poca cantidad de pasajeros, se propone cancelar las rutas 206 y 211 en **octubre de 2019**. La OCTA brinda una opción alternativa, OC Vanpool, que ofrece un subsidio mensual de \$400 para los participantes elegibles.

La mayoría de los cambios en las rutas serán mixtos, ya que se combinarán recortes con servicios adicionales en algunas áreas para mejorar la productividad reasignando los recursos. Las rutas afectadas en **octubre de 2019** incluyen la 26 y la 213. Las rutas que cambiarán en **febrero de 2020** incluyen 21, 24, 60, 129, 143, 153 y 560.

Además, los autobuses de OC Bus tendrán algunas rutas con cambios y rutas nuevas para dejar lugar a las obras de construcción (Octubre de 2019 - Principios de 2022) aledañas a la ruta del tranvía OC Streetcar entre Santa Ana y Garden Grove. El OC Streetcar aumentará las opciones de transporte y brindará un mayor acceso en su ruta de 4.15 millas (en cada dirección) a lo largo de Santa Ana Boulevard, 4th Street y el derecho de paso ferroviario del Pacific Electric hasta Harbor Boulevard en Garden Grove. Las rutas de autobuses afectadas incluyen la 55 y la 83. La ruta 462 se cancelará y se reemplazará con la nueva ruta 862. Este nuevo servicio se conectará con el Centro de Transporte Regional de Santa Ana (SARTC, Santa Ana Regional Transportation Center) durante la construcción del tranvía, OC Streetcar.

En este folleto, encontrará información detallada acerca de los cambios propuestos para cada una de las rutas.



TỔNG QUÁT

Vui lòng cho chúng tôi biết ý kiến

Cương quyết nâng cao phương tiện và dịch vụ chuyên chở công cộng trong Quận Orange, OCTA sẽ thực hiện nhiều thay đổi cho hệ thống OC Bus bắt đầu từ tháng 10, 2019.

Những thay đổi này là một phần của chương trình OC Bus 360°, một kế hoạch phân phối lại dịch vụ nhằm đáp ứng nhu cầu của hành khách, nâng cao và cung cấp thêm dịch vụ mới cũng như nâng cao sự hữu hiệu sự hữu hiệu và kết quả của dịch vụ xe buýt nói chung. Từ năm 2015, khi OCTA bắt đầu thực hiện kế hoạch này, OC Bus 360° đã:

- Thực hiện nhiều tuyến xe buýt mới hơn và nhanh hơn
- Giới thiệu và áp dụng các chương trình vé xe buýt cho sinh viên đại học với sự tài trợ của tiểu bang và lệ phí sinh viên
- Khởi sự dùng ứng dụng lấy vé xe buýt qua điện thoại, giúp cho việc mua vé, trả tiền và đi xe dễ dàng hơn
- Thành lập chương trình OC Flex, một dịch vụ xe đưa đón nhóm hành khách nhỏ theo yêu cầu tiên khởi
- Cung cấp dịch vụ xe đưa đón được chính phủ tài trợ đến những nơi nhiều người ưa chuộng nhằm giảm mức độ kẹt xe

Những nỗ lực này mang đến thành công trong việc ngăn chận sức giảm con số hành khách đi xe và thu hút thêm nhiều hành khách mới. Để tiếp tục con đường thành công, qua chương trình OC Bus 360°, OCTA đề nghị thêm nhiều sửa đổi nhằm cung cấp dịch vụ tốt đẹp hơn và hiệu quả hơn cho những khu vực có nhu cầu cao nhất.

Những thay đổi về dịch vụ đề nghị cho tháng 10, 2019 và tháng 2, 2020

Trong số những sửa đổi này là gia tăng dịch vụ đến những nơi được nhiều người ưa chuộng và cải tiến dịch vụ cuối tuần. Những cải tiến này sẽ được thực thi cho các Tuyến 59 và 79 trong **tháng 10, 2019** và các Tuyến 54, 56 và 72 trong **tháng 2, 2020**.

Dịch vụ sẽ giảm nhẹ trong các Tuyến 53 và 89 trong tháng 10, 2019 và Tuyến 86 trong tháng 2, 2020.

Vì ít hành khách, các Tuyến 206 và 211 được đề nghị chấm dứt hoạt động vào **tháng 10, 2019**. OCTA sẽ cung cấp phương tiện khác, OC Vanpool, để thay thế cho những tuyến đường này, và những người đủ tiêu chuẩn tham gia chương trình này hàng tháng sẽ được trợ cấp \$400.

Phần lớn những sửa đổi sẽ là tổng hợp của nhiều hình thức, một mặt giảm bớt một số dịch vụ, mặt khác gia tăng dịch vụ ở những khu vực khác nhằm nâng cao kết quả kế hoạch qua việc phân phối lại nguồn tài nguyên. Những tuyến bị ảnh hưởng trong **tháng 10, 2019** có Tuyến 26 và 213. Những tuyến được sửa đổi trong **tháng 2, 2020** gồm có Tuyến 21, 24, 60, 129, 143, 153 và 560.

Ngoài ra, nhiều tuyến xe buýt OC Bus sẽ được điều chỉnh và nhiều tuyến khác được thêm vào để giúp cho việc xây dựng (Tháng 10, 2019 - Đầu năm 2022) gần tuyến xe OC Streetcar giữa Santa Ana và Garden Grove. Tuyến xe OC Streetcar sẽ mang lại nhiều phương tiện giao thông hơn cũng như giúp hành khách đi lại dễ dàng trên tuyến đường dài 4.15 dặm này (mỗi chiều) dọc theo đại lộ Santa Ana Boulevard, đường 4th Street và đường ưu tiên Pacific Electric vào đại lộ Harbor Boulevard tại Garden Grove. Những tuyến xe buýt được sửa đổi gồm Tuyến 55 và 83. Tuyến 462 sẽ chấm dứt hoạt động và thay vào đó là Tuyến 862 mới. Dịch vụ mới này sẽ đưa hành khách đến trung tâm giao thông từ khu vực Santa Ana Regional Transportation Center (SARTC) đến khu vực the Civic Center area trong thời gian đang xây hệ thống xe điện OC Streetcar.

Trong tập tài liệu này, quý vị sẽ tìm thấy thông tin chi tiết về các thay đổi đề nghị cho từng tuyến đường.



Community Meetings & Public Hearing

Reuniones comunitarias y audiencia pública / Những Buổi Họp Cộng đồng và Điều trần Công cộng

Your input is very important to us. Your comments will be carefully reviewed and considered as a final proposal is developed. Contingent on the final approval by OCTA's Board of Directors, the plan will be implemented in October 2019 and February 2020. Please review the proposed changes in this booklet and share your thoughts on the attached response card, at one of our public meetings, or on our website. Su aporte es muy importante para nosotros. Sus comentarios se revisarán detenidamente y se tendrán en cuenta en el desarrollo de una propuesta final. Dependiendo de la aprobación final de la junta directiva de la Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés), el plan se implementará en octubre de 2019 y febrero de 2020. Revise los cambios propuestos en este folleto y comparta sus ideas en la tarjeta de respuestas adjunta, en una de nuestras reuniones públicas o en nuestro sitio web. Ý kiến đóng góp của quý vị rất quan trọng đối với chúng tôi. Nhận xét của quý vị sẽ được ghi nhận và cứu xét cẩn thận trong tiến trình đưa ra đề nghị sau cùng. Tùy theo sự chấp thuận tối hậu của Hội đồng quản trị OCTA, chương trình này sẽ được thực hiện vào tháng 10, 2019 và tháng 2, 2020. Vui lòng xem những đề nghị thay đổi trong tập tài liệu nhỏ này và dùng phiếu đính kèm, cho chúng tôi biết ý kiến của quý vị khi quý vị đến dự một trong những buổi họp cộng đồng chúng tôi sẽ tổ chức, hay cho chúng tôi biết ý kiến trên trang mạng của chúng tôi.

Tuesday, May 21, 2019

martes, 21 de mayo de 2019 thứ ba, ngày 21 tháng 5, 2019 6:00 p.m. – 8:00 p.m.

Brea Community Center Community Hall 695 E. Madison Way, Brea, CA 92821

Served by bus routes **57, 129, 143, 213** Se llega con las rutas de autobuses / Được phục Dùng các tuyến xe buýt **57, 129, 143, 213**

Wednesday, May 22, 2019

miércoles, 22 de mayo de 2019 thứ tư, ngày 22 tháng 5, 2019 5:30 p.m. – 7:30 p.m.

Santa Ana Senior Center Hibiscus Room 424 W. 3rd St., Santa Ana, CA 92701

Served by bus routes **53/53X**, **55**, **64**, **83**, **150** Se llega con las rutas de autobuses / Dùng các tuyến xe buýt **53/53X**, **55**, **64**, **83**, **150**

The parking structure is located at 3rd and Birch. Validation is provided with parking receipt.

La estructura de estacionamiento se encuentra en 3rd y Birch. Se proporciona validación con el recibo del estacionamiento.

Nhà đậu xe tọa lạc tại góc Đường 3rd và Đường Birch. Được chứng nhận miễn phí khi trình biên lai đậu xe.

Thursday, May 23, 2019

jueves, 23 de mayo de 2019 thứ năm, ngày 23 tháng 5, 2019 6:00 p.m. – 8:00 p.m.

Irvine Lakeview Senior Center Clarence Nedom Auditorium 20 Lake Rd., Irvine, CA 92604

Served by bus routes **53/53X, 79, 86** Se llega con las rutas de autobuses / Dùng các tuyến xe buýt **53/53X, 79, 86**

Public Hearing: Monday, June 10, 2019

Audiencia pública: lunes, 10 de junio de 2019 Điều trần công chúng: thứ hai, ngày 10 tháng 6, 2019 9:00 a.m.

OCTA Headquarters Board Room (Conference Room 07-08) 550 South Main St., Orange, CA 92863

Served by bus routes **53/53X, 56, 83** Se llega con las rutas de autobuses / Dùng các tuyến xe buýt **53/53X, 56, 83**

FULLERTON - PLACENTIA

via Commonwealth Ave / Yorba Linda Blvd

Proposed changes

Weekday:

 Extend route to Yorba Linda Blvd and Imperial Hwy and reduce peak service to 20/40 minutes and keep 30 minutes midday. Add one morning tripper for Metrolink to Cal State Fullerton.

Weekend:

Extend route to Yorba Linda Blvd and Imperial Hwy.

Cambios propuestos

Días de semana:

 Extender la ruta hasta Yorba Linda Blvd e Imperial Hwy, reducir el servicio del horario pico a 20/40 minutos y mantener los 30 minutos al mediodía. Agregar una categoría turista por la mañana para Metrolink hasta Cal State Fullerton.

Fin de semana:

 Extender la ruta hasta Yorba Linda Blvd e Imperial Hwy.

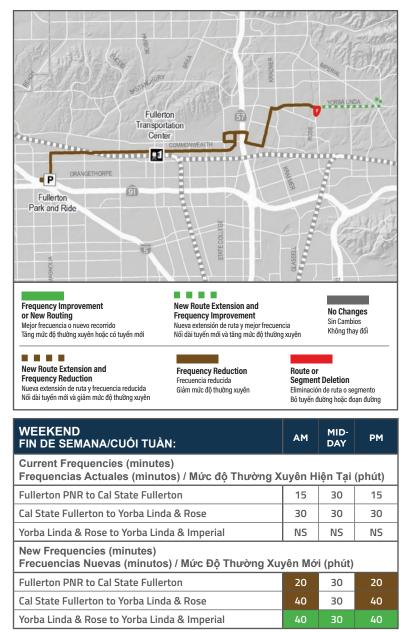
Những thay đổi đề nghị

Ngày trong tuần:

 Nối tuyến dài đến Yorba Linda Blvd và Imperial Hwy; giảm mức độ thường xuyên giữa các chuyến trong giờ cao điểm, mỗi chuyến cách nhau 40 phút thay vì 20 phút, và giữ mức độ thường xuyên mỗi 30 phút cho các chuyến giữa ngày. Thêm một chuyến Metrolink buổi sáng đến Cal State Fullerton.

Cuối tuần

Nối tuyến dài đến Yorba Linda Blvd và Imperial Hwy.



AM: 6:00 AM - 9:00 AM | MIDDAY: 9:00 AM to 3:00 PM | PM: 3:00 PM to 6:00 PM NS: No Service

ANAHEIM – IRVINE



via Main St

Proposed changes

Weekday:

 Reduce AM peak frequency from 20 to 30 minutes south of Main St & MacArthur Blvd; reduce midday service from 24 to 36 minutes.

Cambios propuestos

Días de semana:

 Reducir la frecuencia del horario pico por la mañana de 20 a 30 minutos al sur de Main St y MacArthur Blvd; reducir el servicio al mediodía de 24 a 36 minutos.

Những thay đổi đề nghị

Ngày trong tuần:

 Giảm mức độ thường xuyên giữa các chuyến buổi sáng, mỗi chuyến cách nhau 30 phút thay vì 20 phút, cho các tuyến phía nam của Main St & MacArthur Blvd; giảm mức độ thường xuyên giữa các chuyến giữa ngày, mỗi chuyến cách nhau 36 phút thay vì 24 phút.



New Route Extension and Frequency Reduction

Nueva extensión de ruta y frecuencia reducida Női dài tuyến mới và giảm mức độ thường xuyên Frequency Reduction Frecuencia reducida Giảm mức độ thường xuyên Route or Segment Deletion Eliminación de ruta o segmento Bỏ tuyến đường hoặc đoạn đường

WEEKDAY DÍAS DE SEMANA / NGÀY TRONG TUẦN:	АМ	MID- DAY	РМ
Main & MacArthur to Yale Loop & Alton	20	24	20
ARTIC to Main & MacArthur	10	12	10
New Frequencies (minutes) Frecuencias Nuevas (minutos) / Mức Độ Thường Xuyên Mới (phút)			
Main & MacArthur to Yale Loop & Alton	30	36	20
ARTIC to Main & MacArthur	10	12	10

AM: 6:00 AM - 9:00 AM | MIDDAY: 9:00 AM to 3:00 PM NS: No Service

SANTA ANA - NEWPORT BEACH

via Standard Ave / Bristol St / Fairview St / 17th St

Proposed changes

55

Weekday and Weekend:

 Implement OC Streetcar routing in Santa Ana Civic Center.

Cambios propuestos

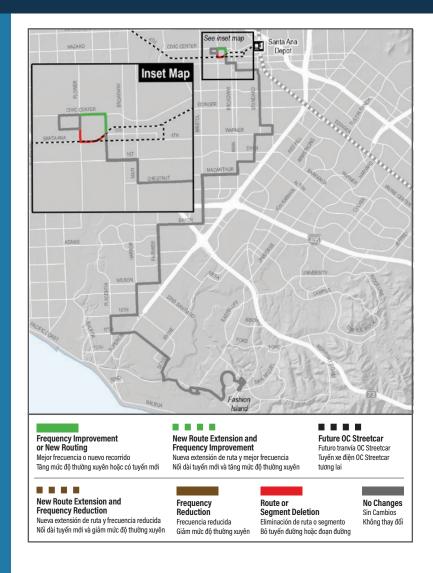
Días de semana y fines de semana:

• Implementar el OC Streetcar en el Santa Ana Civic Center.

Những thay đổi được đề nghị

Ngày trong tuần và cuối tuần:

 Thực hiện tuyến đường xe điện OC Streetcar tại Trung tâm văn hóa Santa Ana Civic Center.





ANAHEIM - IRVINE

via Kraemer Blvd / Glassell St / Grand Ave / Von Karman Ave

Proposed changes

Weekday:

• Extend midday short trips from Dyer Rd and Pullman St to The District.

Cambios propuestos

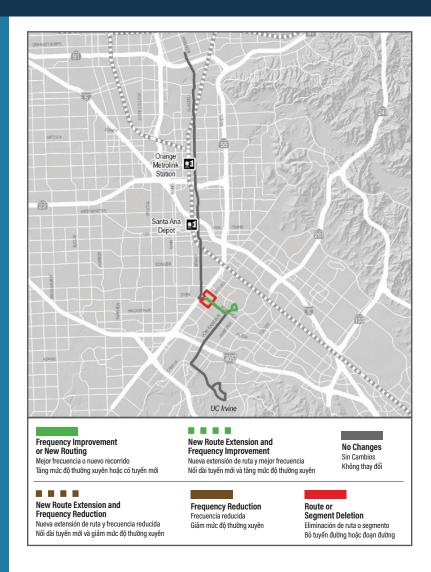
Días de semana:

• Extender los viajes cortos al mediodía de Dyer Rd y Pullman St a The District.

Những thay đổi đề nghị

Ngày trong tuần:

 Nối dài các tuyến ngắn giữa ngày từ Dyer Rd và Pullman St đến The District.



TUSTIN - NEWPORT BEACH

via Bryan Ave / Culver Dr / University Ave

Proposed changes

Weekday:

· Add two weekday southbound trips in the morning between Michelson Dr and UC Irvine due to heavy passenger loads.

Cambios propuestos

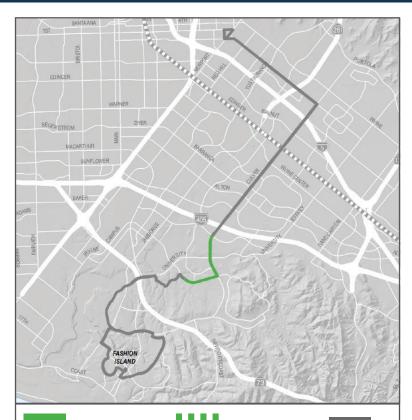
Días de semana:

· Agregar dos viajes hacia el sur los días de semana por la mañana entre Michelson Dr y UC Irvine debido a la cantidad de pasajeros.

Những thay đổi đề nghị

Ngày trong tuần:

 Thêm hai chuyến buổi sáng những ngày trong tuần đi về phía nam, giữa Michelson Dr và Trường Đại học UC Irvine vì số hành khách quá đông.



Frequency Improvement or New Routing

Mejor frecuencia o nuevo recorrido Tăng mức độ thường xuyên hoặc có tuyến mới

New Route Extension and **Frequency Reduction** Nueva extensión de ruta y frecuencia reducida

Nối dài tuyến mới và giảm mức độ thường xuyên

New Route Extension and Frequency Improvement Nueva extensión de ruta y mejor frecuencia Nối dài tuyến mới và tăng mức độ thường xuyên

Frequency Reduction

Frecuencia reducida

Giảm mức độ thường xuyên

Route or

Segment Deletion Eliminación de ruta o segmento Bỏ tuyến đường hoặc đoạn đường

No Changes

Không thay đổi

Sin Cambios

ANAHEIM - LAGUNA HILLS

via 5 Fwy / Main St

Proposed changes

Weekday:

 Implement OC Streetcar routing in downtown Santa Ana, cut Walnut St loop, and terminate at Anaheim Gardenwalk; improve frequency to 15/30 minutes during peak and 30 minutes midday; improve span by adding one southbound evening trip.

Weekend:

 Implement OC Streetcar routing in downtown Santa Ana, cut Walnut St loop, and terminate at Anaheim Gardenwalk; improve frequency to 30 minutes.

Alternative Options:

- Routes 43, 46, 50, 543.
- New Route 862.

Cambios propuestos

Días de semana:

 Implementar la ruta del OC Streetcar en el centro de Santa Ana, eliminar servicio de Walnut St y Ball Rd y terminar en Anaheim Gardenwalk; mejorar la frecuencia a 15/30 minutos durante el horario pico y a 30 minutos al mediodía; mejorar el lapso de tiempo al agregar un viaje hacia el sur por la tarde.

Fin de semana:

 Implementar la ruta del OC Streetcar en el centro de Santa Ana, eliminar servicio de Walnut St y Ball Rd y terminar en Anaheim Gardenwalk; mejorar la frecuencia a 30 minutos.

Opciones alternativas:

- Rutas 43, 46, 50, 543.
- Nueva ruta 862.

Những thay đổi đề nghị

Ngày trong tuần:

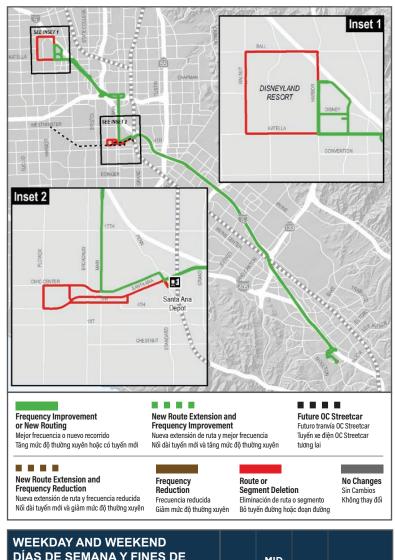
Thực hiện tuyến đường xe điện OC Streetcar tại trung tâm thành phố Santa Ana, bỏ đường vòng Walnut St và ngừng tại Anaheim Gardenwalk; tăng mức độ thường xuyên giữa các chuyến, mỗi chuyến cách nhau 15 phút thay vì 30 phút trong giờ cao điểm và mỗi chuyến cách 30 phút giữa ngày; tăng giờ phục vụ bằng cách thêm một chuyến đi về phía nam vào buổi chiều tối.

Cuối tuần:

 Thực hiện tuyến đường xe điện OC Streetcar tại trung tâm thành phố Santa Ana, bỏ đường vòng Walnut St và ngừng tại Anaheim Gardenwalk; tăng mức độ thường xuyên giữa các chuyến, mỗi chuyến cách 30 phút.

Các tuyến thay thế:

- Tuyến 43, 46, 50, 543.
- Tuyến 862 mới.



DÍAS DE SEMANA Y FINES DE SEMANA / NGÀY TRONG TUẦN VÀ CUỐI TUẦN:	АМ	MID- DAY	РМ	WEEKEND
Laguna Hills T.C. to Santa Ana Depot	18	36	18	35
Santa Ana Depot to Manchester & Harbor	36	36	36	35
Proposed frequencies (minutes) Frequencias Propuestas (minutos) / Mức Độ Thường Xuyên Mới (phút)				
Laguna Hills T.C. to Santa Ana Depot	15	30	15	30
Santa Ana Depot to Manchester & Harbor	30	30	30	30

AM: 6:00am - 9:00am | MIDDAY: 9:00am - 3:00pm | PM: 3:00pm - 6:00pm NS: No Service

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MISSION VIEJO - LAGUNA BEACH

via El Toro Rd / Laguna Canyon Rd

Proposed changes

Weekday:

Reduce frequency from 30 to 45 minutes midday.

Cambios propuestos

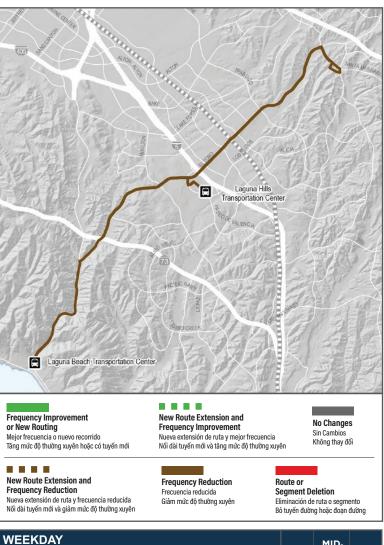
Días de semana:

Reducir la frecuencia de 30 a 45 minutos al mediodía.

Những thay đổi đề nghị

Ngày trong tuần:

 Giảm mức độ thường xuyên giữa các chuyến giữa ngày, mỗi chuyến cách nhau 45 phút thay vì 30 phút.



WEEKDAY DÍAS DE SEMANA / NGÀY TRONG TUẦN:		MID- DAY	РМ
Laguna Beach Bus Station to Los Alisos & Mustang Run	30	30	30
Proposed Frequencies (minutes) Frecuencias Nuevas (minutos) ức Độ Thường Xuyên Mới (phút)			
Laguna Beach Bus Station to Los Alisos & Mustang Run	30	45	30
AM: 6.00am 0.00am MIDDAY: 0.00am 2.00am DM: 2.00am (

AM: 6:00am - 9:00am | MIDDAY: 9:00am - 3:00pm | PM: 3:00pm - 6:00pm NS: No Service

SANTA ANA -206 LAKE FOREST EXPRESS via 5 Fwy

Proposed changes

Weekday:

Discontinue Route

Alternative Option:

OC Vanpool

Cambios propuestos

Días de semana:

• Eliminar la ruta

Opción alternativa:

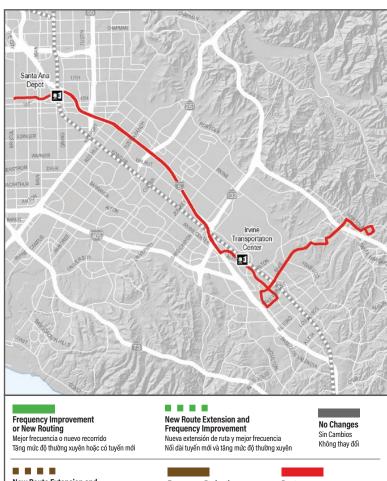
OC Vanpool

Những thay đổi được đề nghị

Ngày trong tuần: Tuyến ngừng hoạt động

Các phương tiện thay thế:

OC Vanpool



New Route Extension and **Frequency Reduction** Nueva extensión de ruta y frecuencia reducida Nối dài tuyến mới và giảm mức độ thường xuyên Frequency Reduction Frecuencia reducida

Giảm mức độ thường xuyên

Route or Segment Deletion Eliminación de ruta o segmento Bỏ tuyến đường hoặc đoạn đường

HUNTINGTON BEACH -IRVINE EXPRESS via 405 Fwy

Proposed changes

Weekday: • Discontinue Route

Alternative Option:

OC Vanpool

Cambios propuestos

Días de semana:

• Eliminar la ruta

Opción alternativa:

OC Vanpool

Những thay đổi được đề nghị

Ngày trong tuần:

Tuyến ngừng hoạt động

Các phương tiện thay thế:

• Đi chung xe van OC Vanpool



Giảm mức độ thường xuyên

Requency Reduction Nueva extensión de ruta y frecuencia reducida Női dài tuyến mới và giảm mức độ thường xuyên

Route or Segment Deletion Eliminación de ruta o segmento Bỏ tuyến đường hoặc đoạn đường

BREA - IRVINE EXPRESS

via 55 Fwy

Proposed changes

Weekday:

213/A

 Simplify routing for direct service between Brea Mall, ARTIC, Santa Ana Depot, and UC Irvine; offer three southbound trips in the AM peak and three northbound trips in the PM peak.

Alternative Option:

• Route 143

Cambios propuestos

Días de semana:

 Simplificar la ruta del servicio directo entre Brea Mall, ARTIC, Santa Ana Depot y UC Irvine; ofrecer tres viajes hacia el sur en el horario pico de la mañana y tres viajes en dirección norte en el horario pico de la tarde.

Opción alternativa:

• Route 143

Những thay đổi được đề nghị

Ngày trong tuần:

 Đơn giản hóa tuyến đường để cung cấp các chuyến đi thẳng đến Brea Mall, ARTIC, Santa Ana Depot và UC Irvine; cung cấp ba chuyến trong giờ cao điểm buổi sáng hướng nam và ba chuyến trong giờ cao điểm buổi chiều hướng bắc.

Tuyến thay thế:

Tuyến 143



Frequency Improvement or New Routing Mejor frecuencia o nuevo recorrido Tăng mức độ thường xuyên hoặc có tuyến mới New Route Extension and Frequency Improvement Nueva extensión de ruta y mejor frecuencia Nól dài tuyến mới và tăng mức đô thưởng xuyên

Frequency Reduction

Giảm mức độ thường xuyên

Frecuencia reducida

No Changes Sin Cambios Không thay đổi

Route or Segment Deletion Eliminación de ruta o segmento Bỏ tuyến đường hoặc đoạn đường

Mejor frecuencia o nuevo recorrido Tang mức độ thường xuyên hoặc có tuyến mới

New Route Extension and Frequency Reduction Nueva extensión de ruta y frecuencia reducida Női dài tuyến mới và giảm mức độ thường xuyên



SANTA ANA REGIONAL TRANSPORTATION CENTER (SARTC) - CIVIC CENTER

via Santa Ana Blvd / Civic Center Dr

Proposed changes

Weekday:

 Discontinue route and replace with Civic Center shuttle Route 862

Alternative Option:

• Route 862

Cambios propuestos

Días de semana:

- Eliminar la ruta y reemplazarlo con la ruta 862 del servicio de enlace al Civic Center
- **Opción alternativa:**
- Ruta 862

Những thay đổi đề nghị

Ngày trong tuần:

 Tuyến ngừng hoạt động và được thay thế bằng dịch vụ xe đưa đón thuộc Trung tâm văn hóa Civic Center Tuyến 862

Tuyến thay thế:

Tuyến 862



DOWNTOWN SANTA ANA SHUTTLE

via Civic Center Dr

Proposed changes

Weekday and Weekend:

 During OC Streetcar construction, implement new route to replace Route 462 and deleted portion of Route 83; provide 10-minute peak and 20-minute off peak frequency from 5:00 AM to midnight; provide 20-minute frequency from 6:00 AM to midnight on weekends.

Cambios propuestos

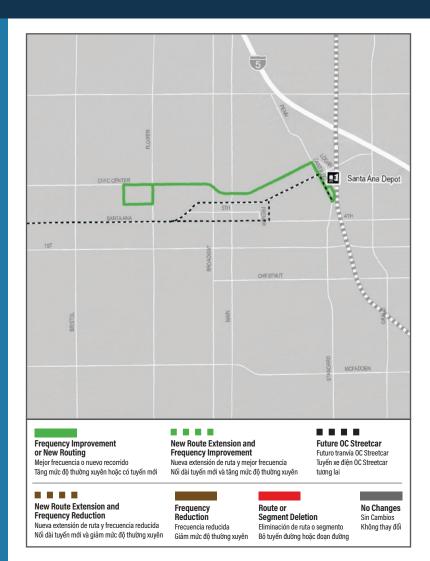
Días de semana y fines de semana:

 Durante la construcción del tranvía, OC Streetcar, implementar una nueva ruta para reemplazar la ruta 462 y el tramo que se quitó de la ruta 83; proporcionar una frecuencia de 10 minutos en el horario pico y de 20 minutos fuera del horario pico desde las 5:00 A. M. hasta la medianoche; proporcionar una frecuencia de 20 minutos desde las 6:00 A. M. hasta la medianoche los fines de semana.

Những thay đổi đề nghị

Ngày trong tuần và cuối tuần:

Trong thời gian đang xây hệ thống xe điện OC Streetcar, thực hiện tuyến mới để thay cho Tuyến 462 và bỏ một phần của Tuyến 83; áp dụng mức độ thường xuyên mỗi 10 phút trong giờ cao điểm và mỗi 20 phút ngoài giờ cao điểm từ 5 giờ sáng đến 12 giờ khuya; áp dụng mức độ thường xuyên mỗi 20 phút từ 6 giờ sáng đến 12 giờ khuya vào cuối tuần.



BUENA PARK - SUNSET BEACH

via Valley View St / Bolsa Chica Rd

Proposed changes

Weekday:

 Delete segment south of Graham St & McFadden Ave and terminate route at Goldenwest Transportation Center; combine with Route 24 at 60-minute headway by creating new Route 123.

Alternative Options:

- Routes 64, 70, 72
- OC Flex

Cambios propuestos

Días de semana:

 Eliminar el segmento sur de Graham St y McFadden Ave, y terminar la ruta en Goldenwest Transportation Center; combinarlo con la ruta 24 cada 60 minutos y crear la ruta nueva 123.

Opciones alternativas:

- Rutas 64, 70, 72
- OC Flex

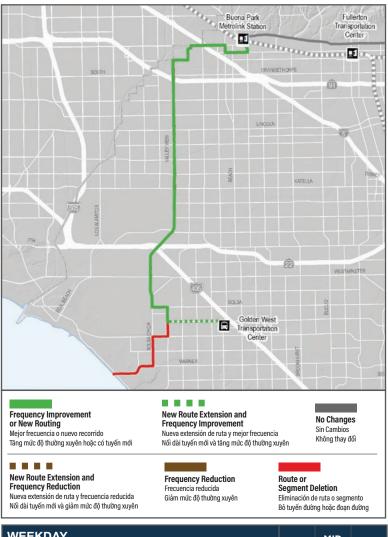
Những thay đổi đề nghị

Ngày trong tuần:

 Chấm dứt hoạt động đoạn phía nam của Graham St & McFadden Ave, và ngừng tại Trung tâm Goldenwest Transportation Center; nhập với Tuyến 24 để rút ngắn thời gian 60 phút bằng cách thiết lập Tuyến 123 mới.

Các tuyến thay thế:

- Tuyến 64, 70, 72
- OC Flex



WEEKDAY DÍAS DE SEMANA / NGÀY TRONG TUẦN:	АМ	MID- DAY	РМ
Warner & PCH to Buena Park Metrolink Station	60	NS	60
NEW frequencies (minutes) Frecuencias nuevas (minutos) / Mức độ thường xuyêr	n mới (p	ohút)	
Warner & PCH to Graham & McFadden	NS	NS	NS
Goldenwest Transportation Center to Buena Park Metrolink Station (New Route 123 / Nueva Ruta 123 / Tuyến 123 Mới)	60	60	60

BUENA PARK - ORANGE

via Malvern Ave / Chapman Ave / Tustin Ave

Proposed changes

Weekday:

 Delete segment south of Tustin Ave & La Palma Ave and terminate route at Anaheim Canyon Metrolink; combine with Route 21 at 60-minute headway by creating new Route 123. Route 71 covers deleted portion.

Alternative Option:

Route 71

Cambios propuestos

Días de semana:

 Eliminar el segmento sur de Tustin Ave y La Palma Ave, y terminar la ruta en Anaheim Canyon Metrolink; combinarlo con la ruta 21 cada 60 minutos y crear la ruta nueva 123. La ruta 71 cubre el tramo que se eliminó.

Opción alternativa:

Ruta 71

Những thay đổi đề nghị

Ngày trong tuần:

 Chẩm dứt hoạt động đoạn phía nam của Tustin Ave & La Palma Ave, và ngừng tại Trạm Anaheim Canyon Metrolink; nhập với Tuyến 21 để rút ngắn thời gian 60 phút bằng cách thiết lập Tuyến 123 mới. Tuyến 71 sẽ phục vụ cho phần tuyến đường ngùng hoạt động.

Các tuyến thay thế:

• Tuyến 71



DÍAS DE SEMANA / NGÀY TRONG TUẦN:	AM	DAY	РМ	
Buena Park Metrolink Station to Village at Orange	60	60	60	
NEW frequencies (minutes) Frecuencias nuevas (minutos) / Mức độ thường xuyên mới (phút)				
Buna Park Metrolink to Anaheim Canyon Metrolink Station (New Route 123 / Nueva Ruta 123 / Tuyến 123 Mới)	60	60	60	
Anaheim Canyon Metrolink Station to Village at Orange	NS	NS	NS	

GARDEN GROVE - ORANGE



via Chapman Ave

Proposed changes

Weekday:

 Eliminate peak hour short turn terminal on west end of the route and start all trips at Chapman Ave and Valley View.

Cambios propuestos

Días de semana

 Eliminar la terminal de la vuelta corta en el horario pico en el extremo oeste de la ruta y comenzar todos los viajes en Chapman Ave y Valley View.

Những thay đổi đề nghị

Ngày trong tuần:

 Đóng trạm dùng cho các chuyến đi ngắn trong giờ cao điểm ở đấu phía tây của tuyến và tất cả các chuyến khởi hành từ Chapman Ave và Valley View.



chapital & faircy free to datach drote & beach			40		
Garden Grove & Beach to Orange Transportation Center	20	40	20		
New Frequencies (minutes) Frecuencias Nuevas (minutos) / Mức Độ Thường Xuyên Mới (phút)					
Chapman & Valley View to Garden Grove & Beach	20	40	20		
Garden Grove & Beach to Orange Transportation Center 20 40 2					

AM: 6:00 AM - 9:00 AM | MIDDAY: 9:00 AM to 3:00 PM | PM: 3:00 PM to 6:00 PM NS: No Service

GARDEN GROVE - ORANGE



via Garden Grove Blvd

Proposed changes

Weekend:

 Improve frequency from 70 to 45 minutes.

Cambios propuestos

Fin de semana:

• Mejorar la frecuencia de 70 a 45 minutos.

Những thay đổi đề nghị

Cuối tuần:

 Tăng mức độ thường xuyên các chuyến, mỗi chuyến chỉ cách nhau 45 phút thay vì 70 phút



FIN DE SEMANA/CUÓI TUÀN:	AM	DAY	РМ	EVE
Current frequencies (minutes) Frequencias actuales (minutos) Mức độ thường xuyên hiện tại (phút)	70	70	70	90
NEW frequencies (minutes) frecuencias nuevas (minutos) Mức độ thường xuyên mới (phút)	45	45	45	45

LONG BEACH - TUSTIN

via Westminster Ave / 17th St

Proposed changes

Weekday:

 Run all trips to Long Beach during peak and midday. Implement more direct routing for Bravo! 560.

Alternative Option:

• Bravo! 560

Cambios propuestos

Días de semana:

 Realizar todos los viajes a Long Beach durante el horario pico y el mediodía. Implementar más Rutas directos para Bravo! 560.

Opción alternativa:

Bravo! 560

Những thay đổi đề nghị

Ngày trong tuần:

 Chạy tất cả các chuyến đến Long Beach trong giờ cao điểm và giữa ngày. Thực hiện nhiều tuyến đi thằng hơn cho Bravo! 560.

Các tuyến thay thế:

Bravo! 560



WEEKEND FINES DE SEMANA / CUỐI TUẦN:	АМ	MID- DAY	РМ		
7th & Channel to Westminster & Goldenwest	NS	NS	NS		
Westminster & Goldenwest to Larwin Square	20	20	20		
NEW Frequencies (minutes) Frecuencias nuevas (minutos) / Mức độ thường xuyên mới (phút)					
7th & Channel to Westminster & Goldenwest	20	20	20		
Westminster & Goldenwest to Larwin Square	20	20	20		

SUNSET BEACH - TUSTIN



via Warner Ave

Proposed changes

Weekend:

 Improve weekend frequency from 65 to 45 minutes.

Cambios propuestos

Fines de semana:

 Mejorar la frecuencia de los fines de semana de 65 a 45 minutos.

Những thay đổi đề nghị

Cuối tuần:

 Tăng mức độ thường xuyên các chuyến cuối tuần, mỗi chuyến chỉ cách nhau 45 phút thay vì 65 phút.



Current frequencies (minutes) Frequencias actuales (minutos) Mức độ thường xuyên hiện tại (phút)	65	65	65	65	
NEW frequencies (minutes) Frecuencias actuales (minutos) Mức độ thường xuyên mới (phút)	45	45	45	45	
AM: 6:00am - 9:00am MIDDAY: 9:00am - 3:00pm PM: 3:00pm - 6:00pm					

COSTA MESA - MISSION VIEJO

via Alton Pkwy / Jeronimo Rd

Proposed changes

Weekday:

86

 Delete segment east of Jeronimo Rd & Los Alisos Blvd and terminate route at Laguna Hills Transportation Center; improve frequency to 60 minutes all day.

Alternative Options:

• Routes 85, 87

Cambios propuestos

Días de semana:

 Quitar el tramo al este de Jeronimo Rd y Los Alisos Blvd, y terminar la ruta en Laguna Hills Transportation Center; mejorar la frecuencia a 60 minutos todos los días.

Opciones alternativas:

• Rutas 85, 87

Những thay đổi đề nghị

Ngày trong tuần:

 Chấm dứt hoạt động đoạn phía đông của Jeronimo Rd & Los Alisos Blvd, và ngừng tại Trung tâm Laguna Hills Transportation Center; tăng mức độ thường xuyên giữa các chuyến lên 60 phút tron ngày.

Các tuyến thay thế:

• Tuyến 85, 87



WEEKDAY DÍAS DE SEMANA / NGÀY TRONG TUẦN:	АМ	MID- DAY	РМ
Sunflower & Bristol to Murray Community Center	65	60	65
NEW frequencies (minutes) Frecuencias nuevas (minutos) / Mức độ thường xuyêr	n mới (p	ohút)	
Sunflower & Bristol to Laguna Hills Transportation Center	60	60	60
Jeronimo & Los Alisos to Murray Community Center	NS	NS	NS

123

HUNTINGTON BEACH -ANAHEIM

via Valley View St / Bolsa Chica Rd / Malvern Ave / Chapman Ave

Proposed changes

Weekday:

 Implement new route on 60-minute frequency from combined portions of Routes 21 and 24.

Cambios propuestos

Días de semana:

 Implementar una nueva ruta a una frecuencia de 60 minutos desde tramos combinados de las rutas 21 y 24.

Những thay đổi đề nghị

Ngày trong tuần:

 Thực hiện tuyến mới với mức độ thường xuyên là 60 phút giữa các chuyến từ các đoạn nhập lại của các Tuyến 21 và 24.



129

LA HABRA - ANAHEIM

via La Habra Blvd / Brea Blvd / Birch St / Kraemer Blvd

Proposed changes

Weekday and Weekend:

• Discontinue route. Combine portions with Routes 143 & 153.

Alternative Options:

• Routes 143, 153

Cambios propuestos

Días de semana y fines de semana:

• Eliminar la ruta. Combinar tramos con los Rutas 143 y 153.

Opciones alternativas:

• Rutas 143, 153

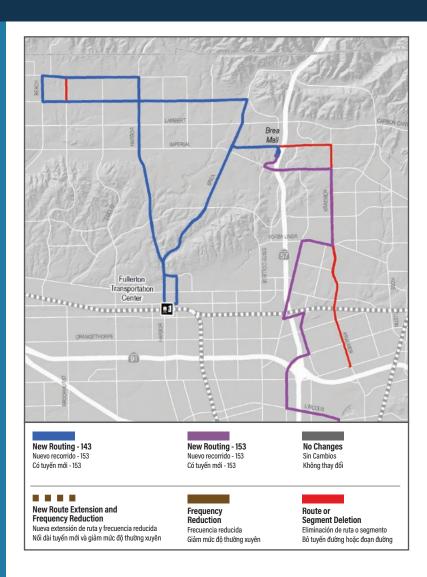
Những thay đổi đề nghị

Ngày trong tuần và cuối tuần:

 Tuyến ngừng hoạt động. Nhập một số đoạn với các Tuyến 143 và 153.

Các tuyến thay thế:

• Tuyến 143, 153





LA HABRA - BREA

via Whittier Blvd / Harbor Blvd / Brea Blvd / Birch St

Proposed changes

Weekday and Weekend:

- Combine with Route 129.
- Improve weekday frequency from 75 to 50 minutes and weekend frequency from 75 to 60 minutes.

Cambios propuestos

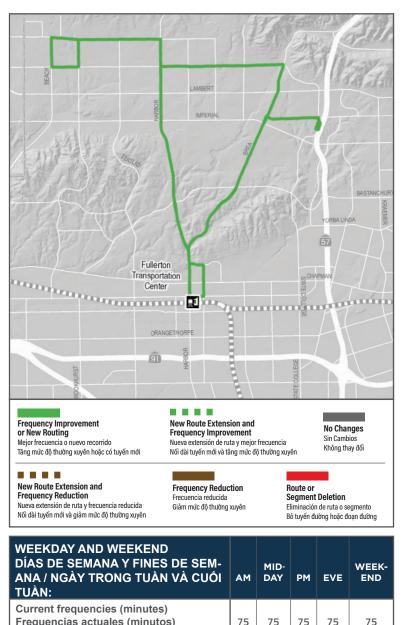
Días de semana y fines de semana:

- Combinar con la ruta 129.
- Mejorar la frecuencia de los días de entre semana de 75 a 50 minutos y mejorar la frecuencia de los fines de semana de 75 a 60 minutos.

Những thay đổi đề nghị

Ngày trong tuần và cuối tuần:

- Nhập với Tuyến 129.
- Tăng mức độ thường xuyên các chuyến trong tuần, mỗi chuyến chỉ cách nhau 75 phút thay vì 50 phút và các chuyến cuối tuần, mỗi chuyến chỉ cách nhau 75 phút thay vì 60 phút



Mức độ thường xuyên hiện tại (phút)					
NEW frequencies (minutes) Frequencias nuevas (minutos) Mức độ thường xuyên mới (phút)	50	50	50	50	60

BREA - ANAHEIM



via Placentia Ave

Proposed changes

Weekday and Weekend:

- Combine with Route 129.
- Improve weekday frequency from 65 to 60 minutes.

Cambios propuestos

Días de semana y fines de semana:

- Combinar con la ruta 129.
- Mejorar la frecuencia de los días de entre semana de 65 a 60 minutos.

Những thay đổi đề nghị

Ngày trong tuần và cuối tuần:

- Nhập với Tuyến 129
- Tăng mức độ thường xuyên các chuyến trong tuần, mỗi chuyến chỉ cách nhau 65 phút thay vì 60 phút.



CUỐI TUẦN:					
Current frequencies (minutes) Frequencias actuales (minutos) Mức độ thường xuyên hiện tại (phút)	65	65	65	65	60
NEW frequencies (minutes) Frecuencias nuevas (minutos) Mức độ thường xuyên mới (phút)	60	60	60	60	60

SANTA ANA - LONG BEACH

via 17th St / Westminster Blvd

Proposed changes

Weekday:

 Provide non-stop service from Westminster Ave and Goldenwest St to Long Beach; operate service every 36 minutes; reduce midday service to 18 minute frequency from Larwin Square to Westminster Ave & Goldenwest St.

Alternative Option:

• Route 60

Cambios propuestos

Días de semana:

 Proporcionar servicio directo de Westminster Ave y Goldenwest St a Long Beach; operar el servicio cada 36 minutos; reducir el servicio al mediodía a una frecuencia de 18 minutos de Larwin Square a Westminster Ave y Goldenwest St.

Opción alternativa:

Ruta 60

Những thay đổi đề nghị

Ngày trong tuần:

 Dịch vụ đi thẳng, không ngừng, từ Westminster Ave và Goldenwest St đến Long Beach; mỗi chuyến cách 36 phút; giảm mức độ thường xuyên giữa các chuyến giữa ngày, mỗi chuyến cách 18 phút, từ Larwin Square đến Westminster Ave & Goldenwest St.

Các tuyến thay thế:

Tuyến 60



Your input is very important. Please provide your comments below. Su contribución es muy importante. Por favor proporcione sus comentarios a continuación. Ý kiến đóng góp của quý vị là rất quan trọng. Hãy ghi ý kiến của quý vị vào phần dưới đây.

Name	e / Nomb	re / Tên: _					
Zip C	ode / Cóc	ligo postal	/ ma bi	ưu điện:		_ Email	/ Correo electrónico:
Por fa declar	vor indique aciones a ho biết quý	e si está de continuació	acuerdo n.	o está en	ne statements desacuerdo d rới những nhậ	con las	 Strongly Agree / Muy de acuerdo / Rất Đồng ý Agree / De acuerdo / Đồng ý Neutral / Neutral / Trung lập Disagree / Desacuerdo / Không Đồng ý Strongly Disagree / Muy en desacuerdo / Rất Không Đồng ý
1	dema • OCT/ • OCT/	and is gre A debe elim	ater. iinar o re pặc cắt b	educir viaj	ies/rutas de t	baja dem	low ridership and reallocate service to areas where anda y reasignar el servicio a zonas con demanda más alta. ó ít hành khách và phân chia lại dịch vụ đến các khu vực có
2	 OCTA sema 	A debe reas na.	signar lo	s servicio	s de las zona	as con ba	ow demand to provide more service during the weekend. aja demanda para poder brindar más servicio los fines de cầu thấp để cung cấp thêm dịch vụ vào cuối tuần.
3	 Indiquestion Xin classica Cho b Route/I Route/I Route/I Route/I 	ue si está d	le acuero vị có đồ n đường n đường n đường n đường	do o no c ong ý hoặ g g g	on los cambio c không đồng Comment/ Comment/ Comment/ Comment/	os propu g ý về cá 'Coment 'Coment 'Coment	proposed changes of your route(s) and why. estos en su(s) ruta(s) y porqué. c thay đổi được đề nghị cho (các) tuyến đường của quý vị và ario/ý kiến ario/ý kiến ario/ý kiến ario/ý kiến
4	prog • Si la i	ram, rider ruta que us	natchin ted toma	i g and o f a se reduj	ther options jera o se elim	s? ninara, ¿	u consider other options such as OCTA's vanpool consideraría otras opciones, como el programa de camionetas a de transporte compartido (ridematching) y ortos más?

• Nếu tuyến đường của quý vị bị giảm hoặc bỏ, quý vị có muốn dùng các cách khác như chương trình đi chung xe van (vanpool) của OCTA, ridematching hoặc các lựa chọn khác không?

Yes/Sí/Có ____ No/No/ Không ____

GET MORE INFORMATION

For more information on the Proposed Bus Service Plan, please visit **OCbus.com/BusPlan** or call **(714) 636-RIDE**. You can provide comments online or mail them to: OCTA, Attn: Marketing, Rm 722, 600 S. Main St., P.O. Box 14184, Orange, CA 92863-1584.

Para más información sobre plan propuesto para el servicio de autobuses, por favor visite **OCbus.com/BusPlan** o llame al **(714) 636-RIDE**. Puede proporcionar sus comentarios en línea o por correo a: OCTA, Attn: Marketing, Rm 722, 600 S. Main St., P.O. Box 14184, Orange, CA 92863-1584.

Để biết thêm thông tin về Đề nghị Kế hoạch Dịch vụ Xe Buýt xin mời truy cập vào trang **OCbus.com/BusPlan** hay gọi điện thoại số **(714) 636-RIDE**. Quý vị có thể đóng góp ý kiến trực tuyến hoặc gửi thư về địa chỉ: OCTA, Attn: Marketing, Rm 722, 600 S. Main St., P.O. Box 14184, Orange, CA 92863-1584.

Translators and Accessibility

Spanish and Vietnamese translation services will be available at all community meetings.

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

For more information or to comment online, visit **OCbus.com/BusPlan**. If you would like to receive this information in 中文, 한국어, この, or any other languages, please call (714) 636-RIDE.

Traductores y accesibilidad

Los servicios de traducción al español y vietnamita estarán disponibles en todas las reuniones de la comunidad.

Cualquier persona con una discapacidad que requiere una modificación o establecimiento, con el fin de participar en estas reuniones, debe comunicarse con el Secretario de la Junta del OCTA al (714) 560-5676 no menos de dos (2) días hábiles antes de esta reunión para permitir a que la OCTA haga arreglos razonables para asegurar la accesibilidad a estas reuniones.

Para obtener más información o hacer comentarios en línea, visite OCbus.com/BusPlan. Si desea recibir esta información en un idioma que no sea Inglés, español o vietnamita, por favor llame al (714) 636-RIDE.

Các phiên dịch viên và Sự Tham gia của người khuyết tật

Các dịch vụ phiên dịch tiếng Tây Ban Nha và tiếng Việt sẽ được cung cấp tại tất cả các cuộc họp cộng đồng.

Bất kỳ người khuyết tật nào cần có những điều chỉnh hay tiện nghi cần thiết để tham dự các cuộc họp cần liên hệ Thư ký OCTA của Hội đồng theo số (714) 560-5676 ít nhất hai (2) ngày làm việc trước khi cuộc họp diễn ra để cho phép OCTA có sự bố trí hợp lý nhằm đảm bảo khả năng tham gia của người khuyết tật vào các cuộc họp này.

Để biết thêm thông tin hay để góp ý kiến trực tuyến, mời quý vị truy cập vào trang **OCbus.com/BusPlan**. Nếu quý vị muốn nhận thông tin này bằng một ngôn ngữ khác ngoài tiếng Anh, tiếng Tây Ban Nha hay tiếng Việt, xin vui lòng gọi **(714) 636-RIDE**.

ORANGE COUNTY TRANSPORTATION AUTHORITY ATTN: MKTG RM 722 PO BOX 14184 ORANGE CA 92863-9831

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Public Hearing for the Proposed October 2019 and February 2020 Bus Service Plan



October 2019 and February 2020 Service Plan Goals



- Continue positive direction of OC Bus 360°
- Improve productivity and reduce fleet requirements
- Reallocate resources from low-ridership routes to improve frequency during evenings, weekends, and weekdays where demands are higher

Outreach



- 50,000 brochures in multiple languages
- Newspaper and on-bus ads
- Local jurisdiction communications
- Three community meetings
- Digital and e-communications
- Press releases / advertisements
- Citizen Committees
- Customer Roundtable

Channel	Comments Received*
Mailed Surveys	8
Telephone/Emails	9
Online Surveys	93
Community Meetings	18
Customer Roundtable	22
Total	147*

What We Heard



- Most customers supported OCTA's approach to reallocate resources
- Most customers supported proposed changes with improvements on Routes 26, 55, 56, 60, 72, 79 and 560
- A number of customers disagreed with the proposed route eliminations and reductions

Proposed October 2019 Changes					
Route	Change Description	Opposing Comments			
53/53X: Anaheim – Irvine	Reallocation / Frequency Change	33			
206: Santa Ana – Lake Forest Express	Elimination	32			
213/A: Brea – Irvine Express	Reallocation / Frequency Change	30			
211: Huntington Beach – Irvine Express	Elimination	27			
Proposed Fel	oruary 2020 Changes				
Route	Change Description	Opposing Comments			
129: La Habra – Anaheim	Elimination	30			
86: Costa Mesa – Mission Viejo	Reduction	28			
24: Buena Park – Orange	Reduction	26			

Plan Schedule / Next Steps



Plan Schedule	Timeline
Released Draft Plan for Public Input	April 11, 2019
Implemented Outreach	April 2019 – June 2019
Conduct Public Hearing	June 10, 2019
Submit Final Plan Recommendations	July 22, 2019
Implement Changes	October 2019 Service Change February 2020 Service Change



June 10, 201	19 MI
То:	Members of the Board of Directors
From:	Darrell E. Johnson, Chief Executive Officer

Subject:Public Hearing on Orange County Transportation Authority's Fiscal
Year 2019-20 Budget and Personnel and Salary Resolution

Overview

The Orange County Transportation Authority Fiscal Year 2019-20 Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The Board of Directors may approve the fiscal year 2019-20 budget following the public hearing to be held at the Board of Directors' Meeting on June 10, 2019, at the following Board of Directors' meeting on June 24, 2019, or in a special meeting convened at their discretion. The Board of Directors are also asked to approve changes to the Personnel and Salary Resolution as part of the budget approval process.

Recommendations

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2019-20 Budget.
- B. Approve the Personnel and Salary Resolution for Fiscal Year 2019-20.
- C. Authorize the Chief Executive Officer to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements.
- D. Approval of fiscal year 2019-20 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority, in an amount up to \$30,287,870, including authorization of Federal Transit Administration funds, in an amount up to \$8,500,000, to be drawn down directly by Southern California Regional Rail Authority. In addition, approve capital and rehabilitation expenditure budget contingent upon all member agencies approval of their respective capital and rehabilitation budgets. Orange County Transportation Authority portion of the costs for capital is \$515,980 and \$12,679,851 for rehabilitation.

The preparation of the Orange County Transportation Authority's (OCTA) annual budget began in December 2018 with the development of initial revenue projections, a service plan, and program goals and objectives for the upcoming fiscal year (FY). The service plan and program goals and objectives were developed in accordance with those of the Board of Directors (Board) and Chief Executive Officer (CEO).

Each division developed and submitted its budget requests in January, which were subject to successive internal reviews. The proposed budget was reviewed by a CEO-appointed internal budget review committee, consisting of the Deputy CEO, Chief Financial Officer, and Executive Director of Human Resources and Organizational Development, to ensure a balanced and fiscally responsible budget is delivered consistent with the Board's goals, CEO's goals, Comprehensive Business Plan, and the Next 10 Plan.

The development of the FY 2019-20 proposed budget was based on a series of programmatic assumptions that were presented to the Finance and Administration Committee on March 27, 2019. The presentation covered the guiding principles and assumptions used to develop the budget for OCTA's major programs, including Measure M2 (M2), transit, motorist services, and the 91 Express Lanes.

Staff presented the FY 2019-20 budget in detail in an informal workshop setting on May 13, 2019. The presentation included a discussion of program goals and objectives, proposed staffing plan, and the sources and uses of funds planned to meet specified program goals. The presentation was solely informational for the Board. No public hearing was held at the meeting, nor was the Board asked to vote on the budget at the meeting. A public hearing for the budget is scheduled to occur at the June 10, 2019, Board meeting, after which staff anticipates seeking Board approval of the budget.

Discussion

The FY 2019-20 proposed budget represents a balanced plan of sources and uses of funds. Sources of funds include new revenues received within the year, as well as planned uses of prior year designations. Planned uses of prior year designations are funds set aside (designated) in prior FYs to be utilized in the current FY. The uses of these funds are planned and do not represent a utilization of funds as a result of deficit spending. Expenditures include current

year expenditures, as well as funds designated in the current FY to be used in a future FY.

The combination of estimated revenues and planned use of reserves produces available funding of \$1,525.2 million, while proposed expenditures and designations yield a total use of funds of \$1,525.2 million. On a year-over-year comparison to the approved FY 2018-19 budget, the FY 2019-20 proposed budget is \$219.3 million higher than the FY 2018-19 budget. The increase is driven by the purchase of replacement buses for approximately half of the fixed-route and paratransit fleets.

In FY 2019-20, the sales tax growth rate for the M2 Program is forecasted to be 2.5 percent, and the growth rate for the ¼ cent Local Transportation Fund sales tax is forecasted to be 2.1 percent, based on the Board-approved sales tax forecasting methodology.

The M2 Program will continue to improve freeways, and streets and roads throughout Orange County, as well as fund multiple transit programs. Included in the proposed budget is \$366.4 million to help fund freeway improvement projects on Interstate 405, Interstate 5, State Route 55 (SR-55), State Route 57 (SR-57), and State Route 91 (SR-91). Approximately \$159 million is budgeted to improve streets and roads, including \$58 million to fund the Local Fair Share Program, \$57.2 million for the Regional Capacity Program, and \$33.5 million for Regional Traffic Signal Synchronization. In addition, the budget also includes \$48.5 million for ongoing construction of the OC Streetcar.

The Transit Program includes bus transit, rail transit, and commuter rail. For the bus program, efforts to increase ridership will continue with OC Bus 360°. Consumed fixed-route revenue hours are proposed to increase by 1.4 percent to 1.63 million based on the first full year of operations for Bravo! Route 529. The proposed budget continues to include fixed-route service at 60 percent directly-operated and 40 percent of the service delivered by OCTA's contracted service provider. In addition, OC Flex service continues with 23,000 revenue vehicle hours. No fare increase is assumed in the budget. Also included in the FY 2019-20 proposed budget is \$219.8 million for bus purchases.

For rail transit, OC Streetcar construction continues, and execution of the operations and maintenance contract is expected to take place in FY 2019-20. Under commuter rail, planned changes include the conversion of two Laguna Niguel to Fullerton roundtrips to one Laguna Niguel to

Public Hearing on Orange County Transportation Authority's Fiscal Year 2019-20 Budget and Personnel and Salary Resolution

Los Angeles roundtrip. In addition, one added roundtrip in the evening from Oceanside to Los Angeles is also included in the FY 2019-20 proposed budget.

The 91 Express Lanes Program toll revenue is budgeted to increase by \$3.5 million, based primarily on an estimated increase in trips of approximately 300,000. Operating expenses are consistent with last year, and capital funds will be used to support the Placentia Metrolink station and the SR-91 freeway improvements from SR-57 to SR-55 (Project I), per prior Board actions.

The Motorist Services Program is budgeted to increase freeway service patrol scheduled service hours from 87,384 to 89,646, and administration of the Orange County Taxi Administration Program is fully funded for FY 2019-20.

Staff was available to present, review, or answer questions about the budget at the following committees, as well as to individual Board Members upon request.

Committee	Date
Legislative and Communications	May 16
Finance and Administration	May 22
Executive Committee	June 3
Regional Planning and Highways	June 3

Personnel and Salary Resolution

The FY 2019-20 Personnel and Salary Resolution (PSR) (Attachment C) governs administrative employees and is approved annually as part of the budget. Changes have been made to the PSR to include minor clarifications, where necessary.

The PSR includes a four percent merit pool and four percent special performance award pool. The PSR also includes a salary structure adjustment of two percent and a vacation benefit market adjustment. Salary structure adjustments do not automatically increase employee salaries unless they are below the minimum of the new range. Currently, there are six OCTA employees that fall below the proposed minimum grade range, which would require an automatic salary increase, totaling \$7,654.

Information Systems Licensing and Maintenance Agreements

Each year, in conjunction with approving the budget, the Board approves OCTA's software and hardware licensing and maintenance agreements. OCTA follows industry practice to ensure proper maintenance and to receive critical product upgrades of its licensed software and purchased hardware. The annual licensing and maintenance agreements are executed with each hardware and software developer on a sole source basis, for an amount not to exceed the contracted value for each vendor. The sole source list includes licensing and maintenance agreements, as well as emergency support after hours, weekends, and holidays.

Two specific firms that appear on the sole source list are Coastline Consulting Services and Compucom. These firms provide emergency malware support in the event of a cyber-attack or related incident. Although other vendors could provide these services, OCTA included them on the sole source list based on the criticality of their services and prior knowledge and experience with OCTA, as well as their standing in the industry in regards to Cyber Security remediation. On a cumulative basis, the software and hardware licensing, maintenance, and emergency support agreements will not exceed \$5.6 million. A list of the agreements is included as Attachment D.

Southern California Regional Rail Authority (SCRRA) Budget

Under the Joint Powers Agreement that governs the SCRRA, each member agency must approve its financial contribution to the SCRRA budget. The FY 2019-20 SCRRA budget estimates the OCTA operating funding allocation to be \$30,287,870, including authorization of Federal Transit Administration funds, in an amount up to \$8,500,000, to be drawn down directly by SCRRA.

In addition to the annual operating funding allocation, OCTA is also responsible for a portion of the costs for capital and rehabilitation projects. These projects are typically led by the SCRRA, and the grant funds to pay for them are drawn down directly by the SCRRA. As a result, these projects are not typically included in OCTA's budget. The SCRRA budget (Attachment E) provides a detailed list of projects and the associated costs by member agency. OCTA's portion of the costs for capital is \$515,980 and \$12,679,851 for rehabilitation.

Summary

The Orange County Transportation Authority Fiscal Year 2019-20 Budget was reviewed by the Board of Directors in a workshop setting on May 13, 2019. The Board of Directors may approve the FY 2019-20 budget following the public hearing on June 10, 2019, at the regularly scheduled meeting on June 24, 2019, or in a special meeting convened at their discretion.

Attachments

- A. Resolution of the Board of Directors for the Orange County Transportation Authority Approving an Operating and Capital Budget Fiscal Year 2019-20, OCTA Resolution No. 2019-026
- B. Orange County Transportation Authority Budget Summary Fiscal Year 2019-20
- C. Proposed Changes for the Personnel and Salary Resolution (PSR) FY 19-20
- D. Orange County Transportation Authority Licensing and Maintenance Agreements Sole Source List-Fiscal Year 2019/2020
- E. Transmittal of the SCRRA Proposed FY 2019-20 Budget

Prepared by:

logoz

Victor Velasquez Department Manager, Financial Planning and Analysis (714) 560-5592

Approved by:

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

RESOLUTION OF THE BOARD OF DIRECTORS FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY APPROVING AN OPERATING AND CAPITAL BUDGET FISCAL YEAR 2019-20

WHEREAS, the Chief Executive Officer and staff have prepared and presented to the Board of Directors a proposed operating and capital budget in the amount of \$1,525.2 million for Fiscal Year 2019-20;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 13, 2019, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 10, 2019, at which the public was invited to express its views and objections to said budget; and;

WHEREAS, the original of said proposed budget will be revised to reflect each and all of the amendments, changes, and modifications which the Board of Directors, up to the time of the approval of this resolution, believes should be made in said proposed budget as so submitted and to correct any non-substantive errors or omissions.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Orange County Transportation Authority as follows:

- 1. The operating and capital budget of the Orange County Transportation Authority and all affiliated agencies for the Fiscal Year July 1, 2019 through June 30, 2020, is hereby approved, a copy of which is on file with the Clerk of the Board.
- 2. The Clerk of the Board shall certify to the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 10th day of June 2019.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Laurena Weinert Clerk of the Board Tim Shaw, Chairman Orange County Transportation Authority

OCTA Resolution No. 2019-026

\$

1,159.8



\$ in millions

Orange County Transportation Authority Budget Summary Fiscal Year 2019-20

Estimated Revenues
Use of Prior Year Designations

	 365.4
Total Sources of Funds	\$ 1,525.2

Appropriate Funds to:

Salaries & Benefits Services & Supplies Contributions to Other Agencies Debt Service Capital / Fixed Assets	s ner Agencies		172.4 373.6 169.7 59.0 667.8
	Total Expenses	\$	1,442.5
	Designation of Funds	\$	82.7
	Total Uses of Funds	\$	1,525.2

Proposed Changes for the Personnel and Salary Resolution (PSR) FY19-20

Subject	Page	Section	Proposed Change	Reason
Various formatting	-			Throughout document
changes				
Reimbursement of Expenses	14	4.1E	Add Language	Adds language that a former Board Member who is asked to serve on a regional board, will be eligible for reimbursement of actual and necessary expenses.
Continuation of Benefits for Retirees	16	4.3F	Remove Language	Removes language that a retiree who receives a disability retirement is not eligible to continue medical, dental and/or vision benefits.
Deferred Compensation	19	4.7A	Change Language	Clarifies language to better describe the various tiers for the matching contribution. This benefit has not changed.
Additional Retiree Benefit Account Plan (ARBA)	20	4.7C	Add Language	Adds language that requires employee to be in good standing in order to receive this benefit. This is also the standard for the payment of sick leave upon retirement, with 10 or more years of service.
Vacation	25	4.8H	Vacation Proposal	Adjusts vacation accrual rates to help recruit and retain employees and to remain competitive with peers.
Newly Hired/Promoted Employees	28	5.3	Remove Language	Removes language that an employee is eligible for an increase 6 months after hire or promotion, to be consistent with recent changes to OCTA policy.
Special Performance Awards	29	5.7	4% Special Performance Award	Proposes 4% Special Performance Award
Changes to Salary Grades Min/Mid/Max	31		2% Salary Range Increase	Proposes 2% salary range adjustment
Job Classifications Moving to Different Salary Grades	31			Human Resources compensation market review and analysis recommends specific classifications be moved to different salary grades; others are new titles proposed and deleted in the budget.

PERSONNEL AND SALARY RESOLUTION

FISCAL YEAR 20198-202019

Effective: June 24, 2018 June 23, 2019

This document provides information on general policies regarding employment practices, employee benefits, compensation and salary structure for administrative employees at the Orange County Transportation Authority and was approved by the Orange County Transportation Authority Board of Directors on June 10, 2019June 11, 2018.

Prepared by:

Human Resources and Organizational Development Division



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PSR FY 2019-2018-19

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SECTION 1 PURPOSE AND PROCEDURES

1.1 PURPOSE OF PERSONNEL AND SALARY RESOLUTION

In an effort to establish an equitable and consistent plan for managing Human Resources matters, to attract, develop and retain top talent, and to ensure consistent selection, promotion, and compensation practices based on merit, ability, and performance, the following Human Resources policies for administrative employees are hereby adopted.

The Orange County Transportation Authority (OCTA) reserves and maintains the right to eliminate, modify or otherwise change, at any time, for any reason, any provision(s) of this Personnel and Salary Resolution (PSR), as established and approved by the Board of Directors, including, but not limited to, any employee benefit or right provided in this PSR.

1.2 HUMAN RESOURCES POLICIES AND PROCEDURES

The Chief Executive Officer (CEO), acting as the Appointing Authority (AA), may elect to delegate certain responsibilities. The CEO is charged with ensuring OCTA Human Resources policies and procedures provide for an effective and efficient organization, staffed with qualified employees receiving fair and equitable treatment. The Executive Director of Human Resources and Organizational Development (HROD) is responsible for managing the Human Resources functions and is responsible for developing and administering Human Resources policies and procedures that are in the best interest of OCTA and its employees.

The CEO makes the final determination on the interpretation of OCTA Human Resources policies and is authorized to establish and maintain Human Resources procedures that are consistent with those policies.

Exceptions to the PSR may be authorized in writing by the CEO. This exception authority may not be delegated.

Please refer to specific policies and procedures for additional information.

PSR FY 2018-192019-20

SECTION 2 EMPLOYMENT

2.1 AT-WILL EMPLOYMENT

OCTA employees whose employment is governed by the provisions of this PSR are at-will. The AA has the right to reassign, dismiss, reduce pay, or suspend without pay any employee, at any time, for any reason. Similarly, OCTA employees may separate their employment at any time without prior notice.

2.2 APPROVAL AUTHORITY FOR EMPLOYEE ACTIONS

The CEO is the AA for the selection and separation of all employees in all positions except those reporting directly to the Board. The CEO is authorized to approve revisions in classification titles and grades, provided that any such changes are in accordance with established OCTA Policies and Procedures and the Board-adopted fiscal year budget.

2.3 COMPENSATION

OCTA will maintain a compensation philosophy and salary structure for full-time and part-time employees as stated in the PSR.

Salary ranges, rates, and employee benefits are reviewed and considered for adjustment not less often than annually. This permits OCTA an opportunity to periodically assess the competitiveness of the compensation plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions.

2.4 INTERNSHIPS

A person employed in a College Intern position will be compensated at an hourly rate to be determined by the AA. A College Intern is not eligible for employee benefits paid by OCTA, except as required by law.

2.5 OUTSIDE EMPLOYMENT ACTIVITIES

An administrative employee may not engage in outside employment or other outside activities incompatible with the full and proper discharge of the duties and responsibilities of his/her OCTA employment. Before accepting or engaging in any outside employment, an employee must obtain written permission from the AA.

PSR FY 2018-192019-20

2.6 PERFORMANCE PLANNING AND REVIEW PROGRAM

The AA is responsible for developing and administering a formal performance planning and review program for all full-time and part-time administrative employees.

2.7 RELOCATION EXPENSES

OCTA may provide relocation assistance as defined in the "Reimbursement of Relocation Expenses Policy."

2.8 ELIMINATION OF POSITIONS AND WORKFORCE REDUCTIONS

Whenever it becomes necessary, the CEO may eliminate any position. The CEO has the authority to reduce the workforce and to layoff full-time or part-time employees because of the elimination of a position, lack of funds, lack of work, or for operational efficiencies. An employee who is laid-off because of the elimination of a position or reduction in the workforce may be placed in another position for which the employee is qualified at the same level or below, provided an opening exists. Workforce reductions may allow for the position to remain vacant until the AA finds it necessary to fill the position.

2.8A LAYOFF BENEFITS

An employee recalled within six months may be reinstated to the same position if the position is available. For purposes of this section, benefits based on length of service will be reinstated to the level prior to layoff if an employee is reinstated to the same or a different position within six months following the date of layoff.

An employee placed on layoff may be granted paid health insurance in accordance with the following schedule:

Years of Service	Length of Coverage
Less than 3	1 month
3 but less than 5	2 months
5 but less than 10	3 months
10 or more	4 months

Upon separation from OCTA due to layoff, all unused or unpaid vacation, personal paid holidays, and sick leave will be paid to the affected employee.

2.8B LAYOFF SEVERANCE PAY

The CEO may authorize the payment of severance pay to full-time and part-time employees in accordance with the following schedule:

Years of Service	Weeks of Severance Pay
Less than 3	2 weeks
3 but less than 5	3 weeks
5 but less than 10	4 weeks
10 or more	5 weeks

Severance pay for part-time employees is prorated in accordance with their regularly scheduled pay.

SECTION 3

EXEMPT AND NON-EXEMPT EMPLOYEE, WORKWEEK, SCHEDULES, OVERTIME AND MAKE-UP TIME

3.1 EXEMPT EMPLOYEES

Exempt employees are those in positions that are not covered under the provisions of the Fair Labor Standards Act (FLSA) regarding minimum wage, overtime, maximum hours and recordkeeping.

An exempt employee, either part-time or full-time, is not eligible for overtime payment, compensatory time or any additional compensation for time worked in excess of eight hours per day or 40 hours per workweek, or time worked in excess of his/her regular schedule.

Sick leave and vacation accruals, as well as retirement service credits, accrue on paid hours excluding overtime.

3.2 NON-EXEMPT EMPLOYEES

Non-exempt employees are those in positions that are covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours and recordkeeping. All hours worked, holidays, and benefit time taken must be accurately recorded on a timesheet and approved by the supervisor. Sick leave and vacation accruals, as well as retirement service credits, accrue on paid hours excluding overtime.

Non-exempt employees are strictly prohibited from volunteering or donating their time to OCTA by performing any work or function that is the same or similar to their regularly scheduled duties while in an unpaid status.

3.3 WORKWEEK

The FLSA defines workweek as a period of 168 hours consisting of seven consecutive 24-hour periods. The employer can determine the day and hour that the workweek begins. Each workweek is considered on its own to determine minimum wage and overtime payments: there is no averaging of two or more workweeks. The Department of Labor uses workweek to determine compliance with federal regulations such as requirements for wage payments and overtime. Workweek and overtime will be administered consistent with any applicable state and federal laws.

The regular workweek for a full-time OCTA employee is 40 hours per week, Sunday through Saturday, unless otherwise established with an alternative work schedule. The workweek does not need to coincide with the calendar week.

3.4 ALTERNATIVE WORK SCHEDULES

The AA has the authority to designate flexible starting, ending, and core times for the performance of work during the standard workday consistent with OCTA's "Workweek and Overtime Policy."

The AA also has the authority to designate alternative workweek schedules, such as 4/10 or 9/80, provided the administration of such schedules is consistent with OCTA policy and any applicable state and federal laws.

The AA may establish necessary guidelines to administer alternative workweek schedules at the department and section level.

3.5 OVERTIME

Overtime must be authorized prior to performance of such work. Authorized work performed in excess of eight hours per day or in excess of 40 hours per workweek by a full-time or part-time non-exempt employee is considered overtime. This does not apply to a non-exempt employee who regularly works a 9/80 work schedule or who regularly works any other work schedule totaling 40 hours per workweek. All paid hours except sick time will be considered hours worked.

Excluding employees on an alternative work schedule, non-exempt employees will be paid 1-1/2 times their regular rate for all time worked in excess of eight (hours in a workday or 40 hours in a workweek). Non-exempt employees on alternative work schedules will be eligible for daily overtime for hours worked in excess of their regular schedule or 40 hours in a workweek.

For purposes of calculating overtime compensation, paid holidays not worked and pre-approved vacation not worked are treated as authorized work performed. If a designated holiday occurs on a regularly scheduled day off, these hours are not considered hours worked. Hours away from work due to illness, even when compensated, are not included in overtime calculations.

A non-exempt employee who is required to work on a designated holiday will be paid 1-1/2 times his/her regular rate for authorized work performed, in addition to regular holiday pay. Added pay for holiday hours worked will not be considered when calculating overtime on more than 40 hours in a workweek.

OCTA does not permit the accrual of compensatory time in lieu of payment of overtime.

In no case may a non-exempt employee's workweek be changed when the purpose of the change is to avoid compensating the employee at 1-1/2 times his/her regular rate for work performed in excess of his/her regular work schedule.

If, in the judgment of the employee's supervisor, work beyond the normal workday, workweek, or work period is required, such work may be authorized.

3.6 MAKE-UP TIME

Consistent with OCTA policy, when a non-exempt employee requests to leave or miss certain hours of a day and then to make it up by working longer hours on another day, it is called make-up time. Make-up time is permitted when requested by the employee due to the employee's personal obligation. The employee must request to use make-up time in writing before taking the time off or working the make-up hours, and the supervisor must approve it. The time must be made up within the same workweek as the time that was taken off. The made-up time cannot cause the employee to work more than 11 hours in a day or more than 40 hours in a workweek, as this will require overtime to be paid. Managers and/or Supervisors are prohibited from encouraging or soliciting an employee to request make-up time.

SECTION 4

EMPLOYEE BENEFITS

4.1 BOARD MEMBER BENEFITS

The AA may establish and be responsible for health (medical, dental, and vision), and life (life and accidental death and dismemberment) insurance benefits for Board Members at a cost not to exceed the amount established by the Board in the annual budget.

4.1A BENEFITS ELIGIBILITY

For Public Board Members and for Board Members who do not receive health benefits from the public entity they are elected to serve: The Board Members will have the same premium cost and the same health benefits as full-time employees paid by OCTA, which may change to reflect the current programs offered.

For Board Members who receive health benefits and/or a cash waiver from the public entity they are elected to serve: The Board Members may choose to receive the same health benefits as full-time employees, provided the Board Member pays 100 percent of the OCTA premium, which may change to reflect the current programs offered.

4.1B DEFERRED COMPENSATION

Board Members may participate in OCTA's Deferred Compensation Program.

4.1C RETIREMENT PLAN

Board Members are required to participate in the 3121 Federal Insurance Contributions Act (FICA) Alternative plan, because they are not eligible to participate in the Orange County Employee Retirement System. Board Members contribute 7.50 percent of OCTA pay. The 3121 FICA Alternative plan is required under the Omnibus Budget Reconciliation Act (OBRA) and is administered by a third party administrator.

4.1D LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

Life Insurance will be provided by OCTA in the amount of \$50,000 coverage for each Board Member.

Voluntary Board Member-paid supplemental life insurance may be offered by OCTA for Board Members and/or their dependents.

4.1E REIMBURSEMENT OF EXPENSES

OCTA will reimburse Board Members and former Board Members who are serving on regional boards at the direction and request of the Board of Directors for actual and necessary expenses incurred in the performance of their duties, as provided in the "Policy for Compensation, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors."

4.2 GRANDFATHERED BENEFITS

The following exceptions to policy as otherwise outlined in this PSR result from the consolidation of the Orange County Transit District and the Orange County Transportation Commission.

The following benefits apply only to those employees who were employees of the Orange County Transportation Commission, as of June 19, 1991.

4.2A GRANDFATHERED LEAVE

Each non-exempt employee covered under this section will be entitled to 16 hours of paid Administrative Leave per fiscal year. Each exempt employee covered under this section will be entitled to 32 hours of paid Administrative Leave per fiscal year.

Approval will be by the AA. Any unused Administrative Leave for the current fiscal year will be paid to the employee in the event of separation or retirement. The maximum accrual amount for non-exempt employees will be 24 hours. The maximum accrual amount for exempt employees will be 48 hours.

4.2B GRANDFATHERED RETIREMENT

An employee covered under this section may continue to participate in the California Public Employees' Retirement System and shall be governed by its rules and regulations.

Commencing January 1, 2017, employees shall pay 100 percent of the employee contribution.

4.3 HEALTH, LIFE, AND DISABILITY INSURANCE BENEFITS

4.3A HEALTH INSURANCE

The AA will offer health (medical, dental, and vision), life (life and accidental death and dismemberment), and disability insurance programs for all full-time and part-time employees as determined by the Board.

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Employees who are scheduled to work a minimum of 20 hours per week or more and meet the criteria under the Affordable Care Act, are eligible to participate in the health, life and disability insurance programs on the first day of the month following 30 days of employment. Employees may be required to pay a portion of the premiums. Part-time employees will pay the same portion of the premiums as full-time employees.

Administrative and Transportation Communications International Union (TCU) employees who elect to waive an OCTA medical, dental and vision plan are eligible to receive an employer contribution of \$92.31 per pay period into a 401(a) deferred compensation plan, not to exceed the annual IRS maximum contribution. The employee must provide verification annually from the employer or the insurance carrier which verifies proof of other medical plan coverage in order to receive a contribution into the 401(a) plan. An employee who is a spouse, child or any other dependent of an OCTA Administrative/TCU employee is not eligible if he/she is covered under an OCTA medical, dental or vision plan.

4.3B LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

Life insurance will be provided by OCTA to full-time and part-time employees in the amount of two times the annual salary. Voluntary employee-paid supplemental life insurance may be offered by OCTA for employees and/or eligible dependents (IRS).

4.3C DISABILITY INSURANCE

Employer-paid short-term disability and long-term disability insurance programs will be provided to full-time and part-time employees. Coordination of state provided disability payments may be required.

4.3D SURVIVOR BENEFIT

When OCTA is notified of the death of an employee, his/her dependents who were previously enrolled dependents, may be eligible for coverage in accordance with the provisions of the Consolidated Omnibus Budget Reconciliation Act (COBRA). If eligible for COBRA, OCTA will reimburse the cost of the OCTA-sponsored health benefit plan premium to the dependent(s) for a maximum of three months.

4.3E COBRA AND CONTINUED COVERAGE

All full-time or part-time employees separating employment may elect continuing health (medical, dental, and vision) insurance pursuant to the governing provisions of the program in which they are enrolled. The employee will be required to pay the premium for the coverage selected in accordance with the provisions of COBRA, except as provided in the "Layoff and Workforce Reduction Policy". Health coverage ends the last day of the month in which the employee separates employment.

4.3F CONTINUATION OF HEALTH BENEFITS FOR RETIREES

An employee who retires from OCTA is eligible to continue medical, dental, and/or vision coverage, provided the retiree continues to pay 100 percent of the full monthly premium. Current group health benefits may continue up to age 65.

An employee who defers retirement or receives disability retirement is not eligible for this benefit.

For additional information regarding retiree health benefits that may apply under the Additional Retiree Benefit Account Plan (ARBA) please refer to section 4.7C.

4.4 MISCELLANEOUS BENEFITS

4.4A EMPLOYEE RECREATION ASSOCIATION

The AA will be responsible for monitoring the Employee Recreation Association (ERA), which is administered by the Human Resources Department. The ERA is a council of 11 members who meet to discuss various employee recognition activities and events and how best to fund them.

4.4B EMPLOYEE USE OF TRANSPORTATION SYSTEM

The AA has established policies and procedures regarding employees and eligible dependents' free transportation on OCTA's transportation services. See the "Employee Identification Cards and Dependent Transportation Passes Policy".

4.4C MILEAGE REIMBURSEMENT

An employee will be reimbursed for use of his/her private automobile for official business of OCTA at the rate established by the Internal Revenue Service (IRS).

The AA will determine what constitutes official OCTA business, which would require use of an employee's private automobile. Local travel for mileage reimbursement purposes will include travel in Los Angeles, Orange, San Bernardino, Riverside, and San Diego counties. Executive employees are referenced in section 4.6A.

4.4D OUT-OF-POCKET EXPENSES

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OCTA will reimburse its employees for out-of-pocket expenses incurred while conducting official business for OCTA as provided in the policies regarding travel and conference expenses.

4.4E PROFESSIONAL LICENSES AND CERTIFICATES

OCTA will pay for any work-related professional licenses, certificates, or renewal fees as approved by the AA.

4.4F RECOGNITION AND AWARD PROGRAMS

The AA may establish and maintain an employee service award program and employee appreciation programs to provide recognition to employees for performance, continuous service, safety, and commitment to public transportation.

4.5 LEAVES OF ABSENCE

Leaves of absence may be granted by the AA to employees with or without pay. This policy will be interpreted and applied in accordance with all applicable state and federal laws. For a detailed description of the various leaves of absence, please refer to the "Leave of Absence Policy" and the "Military Leave Policy."

4.5A PERSONAL LEAVE

When requested, the AA may grant a personal leave of absence without pay for an initial period of 30 calendar days and extensions may be granted to a maximum of six months from the beginning date of the personal leave.

A personal leave of absence may be granted once all accrued/benefit hours have been exhausted, including vacation hours, sick hours, and Personal Paid Holiday (PPH) hours.

If the personal leave of absence extends for 30 calendar days or less, an employee will be returned to his/her original classification. If the personal leave of absence extends for more than 30 calendar days, OCTA will not guarantee the employee's classification or employment with OCTA, but will attempt to reinstate the employee to a like or similar classification.

During the initial 30 calendar_-days following the date on which the personal leave of absence begins, OCTA will continue to offer life insurance, medical, dental and vision benefits at the same employee coverage cost and the same contribution for dependent premiums at the current applicable rate. To continue health coverage, employees on an unpaid status are responsible for submitting health insurance contributions, at the same rate and frequency as active employees. Failure to pay the employee's contribution may result in a lapse of coverage.

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After the initial 30-day period, the employee will be required to remit in advance each month, 100 percent of the monthly cost of the group insurance premiums incurred during the remainder of the leave of absence in order to continue group insurance. Non-receipt of premium reimbursements will result in the termination of the employee's insurance.

If an employee returns to work from a personal leave of absence, the employee will be responsible for 100 percent of the monthly cost of the group insurance premiums for the month in which the employee returns to work.

4.6 REIMBURSEMENTS AND ALLOWANCES

4.6A AUTOMOBILE ALLOWANCE AND ASSIGNMENT OF AUTOMOBILES

OCTA may elect to provide both an assigned automobile and all related expenses, or to provide a monthly automobile allowance to Executive employees. The monthly allowance will be in lieu of the IRS standard mileage reimbursement rate that would otherwise apply in the use of his/her personal automobile in the performance of his/her duties. An Executive employee may not receive the automobile allowance for any month during which the employee's driver license has expired, been revoked, or suspended for a moving violation while operating an automobile.

The automobile allowance will be in the same amount as is provided to the County of Orange managers at the department head or agency head level as determined by the Orange County Board of Supervisors.

OCTA may assign vehicles on a 24-hour basis to designated positions, in accordance with the "Non-Revenue Vehicle Fleet Policy". Each OCTA operating base and administrative facility will be assigned a pool of non-revenue vehicles for authorized OCTA business. Special purpose vehicles will be assigned to a division based on business need as referenced in the "Non-Revenue Vehicle Fleet Policy".

4.6B EDUCATIONAL REIMBURSEMENT PROGRAM

OCTA may provide an Educational Reimbursement Program to reimburse a full-time employee for reasonable educational expenses for work-related courses. The AA will be responsible for developing, administering, and maintaining the program.

As authorized by the "Educational Reimbursement Plan Policy", a full-time employee who satisfactorily completed approved, work-related educational courses as defined in the Educational Reimbursement Program Policy, will be reimbursed in full for eligible expenses up to a maximum of \$3,675 per calendar year. Increases to the tuition reimbursement amount will be indexed to California State University system tuition rates not to exceed the IRS tax-free amount (currently \$5250). If an employee separates

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employment₇ or gives notice of separation prior to completion of the course, no reimbursement will be made. Newly hired employees may be eligible for educational reimbursement after six months of employment.

4.6C TABLET PURCHASE REIMBURSEMENT PROGRAM

OCTA may reimburse an employee for up to \$400 or 50 percent, whichever is less, of actual expenditures for the cost of a personal tablet as authorized by the "Business Equipment Use Policy".

An employee may not receive more than \$400 during any 24-month period. Newly hired employees may be eligible for tablet reimbursement after six months of employment.

4.6D UNIFORMS

An Administrative employee who is required to wear a uniform on the job will be granted an allowance up to \$500 per year for the purchase of uniforms at OCTA's authorized uniform supplier. Uniform purchases must comply with the guidelines established by the appropriate division.

4.6E SAFETY SHOES

Executive Directors are authorized to approve the cost of a pair of work-required safety shoes approved by the employee's manager.

4.7 RETIREMENT AND DEFERRED COMPENSATION

4.7A DEFERRED COMPENSATION

OCTA may provide all full-time, part-time, and extra-help employees, including those covered by a collective bargaining agreement, with a deferred compensation program. The Deferred Compensation program is a benefit available to eligible employees to help them to save for retirement. The AA will be responsible for the establishment and administration of this program, utilizing the services of an outside administrator. This service will be provided at no cost to OCTA.

The Deferred Compensation Program is overseen by the Deferred Compensation Plan Committee. The Charter of the Deferred Compensation Plan Committee for the OCTA Retirement Plan Program constitutes the articles governing the operation of the committee. The Authority has delegated to the CEO the responsibility of determining the committee members which comprise the Deferred Compensation Plan Committee, as well as the duties and responsibilities of the committee members. Enrollment in this program will be offered to employees on a voluntary basis, unless mandated by state or federal law. Employee contributions to the program will be made by a payroll deduction. The CEO may authorize OCTA to pay all or part of the employee contribution for designated classes of employees.

Administrative employees will receive OCTA-paid matching contributions to 401 (a) plans based on years of service as set forth below, provided employees are making contributions of at least that amount to the OCTA 457 (b) plan:

Years of Service	Percent of Base Pay
New Hire <u>but less than 5</u>	1%
At the Beginning of Year 5 but less than 10	2%
At the beginning of Year 10 or	3%
more	570

In addition to the above scale, employees in Salary Grade V and above will receive an employer-paid matching contribution of up to two percent of base salary to the 401 (a) plan upon hire or promotion, provided employees are making contributions of at least that amount to the OCTA 457(b) plan.

4.7B RETIREMENT

All full-time and part-time employees of OCTA will participate in the Orange County Employees Retirement System (OCERS) and will be governed by its rules and regulations. All employees shall pay 100 percent of the OCERS employee contribution rate each pay period.

4.7C ADDITIONAL RETIREE BENEFIT ACCOUNT PLAN

An employee who retires from OCTA after January 1, 1995 <u>who is in good standing with</u> <u>OCTA</u> may be eligible for a benefit under the Additional Retiree Benefit Account Plan (ARBA). The retiring employee is eligible if the following conditions are met:

- at least ten years of service and at least 50 years of age at retirement, and
- receives a retirement benefit under OCERS within 30 days from the date of separation.

The benefit amount represents \$10.00 per month, per year of service, not to exceed a monthly benefit of \$150.00

OCTA reserves the right to modify or terminate this plan at any time by action of the Board. Administration of the ARBA Plan will be in accordance with the plan document.

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Exceptions to the above policy resulting from the consolidation of the Orange County Transit District and the Orange County Transportation Commission are addressed in Grandfathered Benefits referenced in section 4.2.

4.8 TIME OFF BENEFITS

4.8A TIME OFF ACCRUALS

All paid time-off benefits will accrue during a leave of absence for only the period during which the employee is paid. An employee on unpaid leave of absence does not earn service credit for purposes of retirement benefits. An employee who returns to work from a leave of absence retains all accumulated service credit. Service credit for retirement benefits will be based on the specifications of the retirement system.

4.8B BEREAVEMENT LEAVE

In accordance with the "Bereavement Leave Policy", a full-time or part-time employee will be granted paid bereavement leave for time actually lost, up to three regularly-scheduled workdays, upon the death of an immediate family member.

Immediate family member includes: spouse, parent, child, brother, sister, father-in-law, mother-in-law, son-in-law, daughter-in-law, stepchild, stepparent, stepbrother, stepsister, grandparent, grandchild, legal guardian/ward, or registered domestic partner. Bereavement leave may be granted for each occurrence.

An eligible employee who travels outside the state of California or outside a 350-mile radius from the OCTA Headquarters following the death of an immediate family member, will be granted up to five days paid bereavement leave.

The paid bereavement leave will not be chargeable to sick leave or vacation. The AA will authorize such absence from work.

Additional leave, if required, to make arrangements and/or attend the funeral, cremation, or memorial service of an immediate family member may be approved by the AA and will be charged against accrued sick or vacation leave.

4.8C CATASTROPHIC LEAVE DONATIONS

Employees may elect to donate accrued sick and/or vacation leave for use by an employee who has met the eligibility requirements under the Catastrophic Leave policy. For a detailed description, please refer to the "Catastrophic Leave Donation Policy."

4.8D HOLIDAYS AND PERSONAL PAID HOLIDAYS

OCTA will observe 12 paid holidays consisting of designated holidays and PPHs as determined by the CEO.

A full-time, non-exempt employee will receive the equivalent of 12 days of holiday pay at his/her regular rate during the calendar year. A full-time non-exempt employee who works an alternative work schedule will receive holiday pay for each of the above holidays based on his/her normally scheduled workday.

When a holiday falls on a Saturday, the previous day will be observed as the holiday, and when a holiday falls on a Sunday, the next day will be observed as the holiday, unless otherwise designated by the CEO. When a holiday falls on an employee's scheduled day off, either the previous working day or the next scheduled working day will be observed by the employee as the holiday.

A full-time or part-time non-exempt employee who is required to work on a holiday will be paid at 1-1/2 times his/her regular hourly rate for all hours worked in addition to pay for his/her regularly-scheduled workday. An exempt employee will receive no premium pay for work on a scheduled OCTA holiday.

A full-time, exempt employee will receive holiday pay for each of the above holidays and will be paid based on his/her normally scheduled workday.

All part-time employees will receive holiday pay for each holiday at his/her regular rate on a pro-rated basis.

PPHs are taken at an employee's discretion following supervisory approval. An employee will be paid for any unused PPHs for the current calendar year in the event of separation or retirement. The maximum number of PPHs that an employee may accrue will be two days over the current calendar year's entitlement.

4.8E JURY DUTY

A full-time or part-time employee who is called for jury duty or for examination for jury duty will receive compensation at his/her regular rate of pay for those days that coincide with the employee's regularly-scheduled workdays.

Full-time and part-time employees are not eligible to receive additional compensation from the court system.

4.8F SICK LEAVE - FULL-TIME AND PART-TIME EMPLOYEES

OCTA provides a plan for full-time and part-time employees to accrue sick leave.

Sick leave may be used for an absence from employment for any of the following reasons:

- the employee is physically or mentally unable to perform his/her duties due to illness, injury, or medical condition of the employee;
- the absence is for the purpose of obtaining professional diagnosis or treatment for a medical condition of the employee;
- the employee is a victim of domestic abuse, sexual assault and/or stalking; and
- the absence is to care for a qualified family member. A qualified family member is defined as a spouse, registered domestic partner, parent, child, grandparent, grandchild, or sibling.

An employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rates as provided in the following table:

Years of Service	Accrual Rates	Approximate Accrual
Less than 3 years	.0347 Hours	9 days per year
3 years or more	.0462 Hours	12 days per year

Sick leave will be paid consistent with an employee's regularly scheduled workday. Accrued sick leave will be added to the employee's sick leave accumulation account upon the completion of the pay period, with no credit to be applied during the progress of the pay period or for a fraction of the pay period during which an employee separates service.

An employee who separates from OCTA with ten years or more of continuous service and who is in good standing with OCTA will receive payment of any earned but unused sick leave up to a maximum of 160 hours.

Upon the death of an employee, the employee's estate will be paid 100 percent of the employee's unused or unpaid sick leave.

Upon retirement from OCTA, provided the employee has ten years or more of continuous service and is in good standing with OCTA, the employee will be paid a maximum of 240 hours of his/her unused sick leave. An employee is considered retired if he/she begins receiving a retirement benefit from OCERS at the time of his/her separation. This benefit does not apply to deferred retirement.

Upon separation from OCTA due to layoff, all unused or unpaid sick leave will be paid to the affected employee.

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An employee, who is injured on the job, resulting in loss of time, will be paid for the balance of the assignment on the day of injury at the regular rate of pay. The employee will also be paid for the time lost during the waiting period (first three days following date of injury, for which no Workers' Compensation benefits are provided). This payment will be at benefit rates provided under the Workers' Compensation Act. Payments under this section will not be charged against the employee's accumulated sick leave. Vacation and sick leave accruals will continue during the three_day period and the employee will be credited as if he/she had worked his/her regularly scheduled hours each day.

For group insurance purposes only, time lost due to an on-the-job injury will not be considered an unpaid leave of absence. OCTA will continue to maintain and pay for the employee's group health coverage at the same level as active employees. To continue health coverage, an employee will be responsible for submitting health insurance contributions at the same rate and frequency as active employees. Failure to pay the employee's contribution may result in a lapse of coverage.

Extra-Help Employees and Interns

OCTA provides a plan for extra-help employees and interns to accrue sick leave. The employee will be eligible to use their sick leave on the 90th day of employment.

Sick leave may be used for an absence from employment for any of the following reasons:

- the employee is physically or mentally unable to perform his/her duties due to illness, injury or medical condition of the employee;
- the employee is a victim of domestic violence, sexual assault, and/or stalking;
- the absence is to care for a qualified family member. A qualified family member is defined as a spouse, registered domestic partner, parent, child, grandparent, grandchild, or sibling.

An employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rate as provided in the following table:

Accrual Rate	Approximate Accrual
.0334 Hours	3 days per year

4.8G SICK LEAVE SELLBACK

An employee who has accumulated sick leave in excess of 120 hours, as of the close of the first pay period ending in November, may choose to retain all unused accumulated

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sick leave and continue to accrue sick leave or to receive a single payment at his/her current rate of pay for any amount in excess of 120 hours. If the employee elects to receive payment, it will be paid no later than the pay date of the final payroll of that year.

4.8H VACATION

OCTA provides vacation leave with pay for full-time and part-time employees. Vacation leave is differentiated from other types of leave because it is intended for the rest, relaxation, and renewal of employees.

Accrued vacation leave will be applied to the employee's vacation accumulation account only upon completion of each pay period, except when an employee separates employment.

Upon separation, all unused vacation leave accrued through the employee's separation date will be paid.

<u>Upon hire, Aan employee with less than two years of service will earn</u>. <u>0385</u>.0577 hours of vacation leave for each straight time hour of pay in a regularly scheduled workweek, unless otherwise approved by the AA and authorized by the Department Manager, Human Resources.

Accrual rates change beginning with the pay period following the pay period that begins the next year of service.

<u>-</u> <u>The maximum allowable accrued vacation leave at any time for full-time or part-time employees is listed below.as follows:</u>

At the Beginning of Year:	The Employee Shall Earn:	To a Maximum <u>Per</u> <u>Year</u> of:	<u>Maximum</u> <u>Accrued</u> <u>Vacation Leave</u>
0 through year 2	.0577 hours	<u>120 hours</u>	240 hours
<u>3 through year 4</u>	<u>.0577 hours</u>	<u>120 hours</u>	<u>300 hours</u>
35 through year 9	. 0577-<u>0770</u> h<u>ou</u>rs.	<u>160120 hours</u>	<u>300 hours</u>
10 through year 14	.0770<u>.0962</u> h<u>ou</u>rs.	<u>200160 hours</u>	<u>390 hours</u>
15 <u>through year 18</u>	. 0808<u>1039</u> h<u>ou</u>rs.	<u>216168 hours</u>	<u>390 hours</u>
16	.0847 hrs.	176	
17	.0885 hrs.	184	
18	.0924 hrs.	192	
19 or more	.0962 .1154 h <u>ou</u> rs .	<u>240200 hours</u>	<u>440 hours</u>

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The maximum allowable accrued vacation leave at any time for full-time or part-time employees is as follows:

An employee will not accrue vacation leave in excess of the maximum amount unless authorized by the CEO. The CEO is exempt from a maximum accrual. Vacations will be scheduled consistent with efficient OCTA operations.

4.8I VACATION SELLBACK

An employee has the option of selling back up to 200 hours of vacation pay each calendar year for accrued but unused vacation. An employee must use at least 40 hours of vacation during the previous 12 months before exercising the sellback option.

The sellback option may be exercised twice in any given calendar year and may not exceed 200 hours.

Under unusual circumstances involving verifiable emergencies, the AA may authorize a cash value payment to an employee for an amount up to the total amount of accrued vacation.

An employee separating from OCTA will be paid, in a lump sum payment, for all unused vacation leave accrued through his/her termination date at his/her current rate of pay.

SECTION 5 COMPENSATION

5.1 COMPENSATION PHILOSOPHY

OCTA's objective is to provide competitive wages based on the market value for comparable work. Human Resources strives to administer the compensation program in a flexible but consistent manner. The purpose of the compensation program is to attract, retain, and motivate employees.

Employees are recognized for their contributions through performance-based merit increases.

5.1A SALARY RESOLUTION

The purpose of the Salary Resolution is to:

- attract and retain a workforce dedicated to excellence, thereby ensuring OCTA's ability to meet the present and future business objectives of the organization;
- maintain a salary program that will give maximum incentive to real accomplishments and compensate individuals on the basis of merit without discrimination, while providing necessary administrative control of salary costs; and
- provide salary structures that are internally equitable and externally competitive.

5.1B SALARY STRUCTURE

The Salary Structure is designed to provide:

- salary grade ranges for classifications based upon the scope and level of responsibility of work performed in comparison to other work performed within OCTA and in comparison to the external market; and
- salaries paid to employees that reflect the level of responsibilities of the classification and the performance of the individual.

5.2 ADMINISTRATION OF COMPENSATION

The AA is responsible for the establishment of definitive guidelines for adjusting individual salaries and salary ranges. The development and administration of these guidelines may be delegated to appropriate staff.

Within guidelines established by the AA, compensation adjustments may be given:

- as an increase to base pay; and
- in a lump sum payment.

The AA is authorized to adjust an incumbent's salary. The salary of each Executive employee will be determined by the CEO.

5.3 NEWLY HIRED/PROMOTED EMPLOYEES

An employee may be hired or promoted into a position at any salary within the range for the classification; such salary is to be determined based on individual qualifications. Approval by the Division Executive Director is required for starting salaries at or above the midpoint of the salary grade for external hires. Approval by the CEO is required for starting salaries at or above the midpoint of the salary grade for external hires are proved for external hires in salary grade V or for employee salary increases over ten percent. <u>All promotions and salary increases must have an effective date that is the first day of a pay period.</u>

For new hires, after six months of employment, the employee's performance will be evaluated. and the employee may be eligible for an increase based on the employee's performance level.

The performance of promoted employees may be evaluated after six months, as determined by the hiring manager prior to the job offer. The six-_month review date is calculated from the beginning of the pay period in which they were promoted. At the end of six months, the promoted employee may be eligible for an increase based on their performance. All promotions and salary increases must have an effective date that is the first day of a pay period.

Subsequent performance reviews will be conducted annually on a common review date and merit increases may be authorized at that time.

5.4 RECLASSIFICATIONS

When a position is changed to a different classification in a higher salary grade, a lower salary grade, or in the same salary grade, it will be considered a reclassification. This action is based on substantial changes in the kind, difficulty, and/or responsibility level of the duties performed.

Any employee in a position that is reclassified to a higher salary grade will be paid at least the minimum of the new salary grade. An employee in a position that is reclassified to a lower salary grade may have his/her salary reduced to the maximum of the new salary grade or with approval of the AA, may retain his/her salary paid prior to the reclassification.

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5.5 CLASSIFICATION TITLES

All filled positions must have classification titles that are included in the PSR. The CEO or the Board may authorize the addition of new classification titles to the PSR and assign or authorize changes to classification salary grade assignments at any time during the year.

5.6 MERIT ADJUSTMENTS

An employee may receive a merit increase based on his/her performance evaluation rating at the time of the common review unless the overall rating is "Does Not Meet Expectations."

For fiscal year 2018-192019-20, the total dollar amount of all merit increases granted pursuant to the provisions above shall not exceed four percent of the total budgeted salaries for administrative positions authorized by the Board.

Individual merit increases may vary in amount depending on performance.

An employee's performance may be reviewed at any time during the year as appropriate, but his/her salary may not be adjusted other than as provided in this PSR.

5.7 SPECIAL PERFORMANCE AWARDS

The AA may authorize special performance awards for full-time and part-time employees based on individual employee performance. Each award will be a single lump sum payment and will not increase an employee's base salary. Employees who have not completed six months of employment₇ are not eligible to receive a Special Performance Award. An employee may not receive over 6 percent of their total salary in Special Performance Awards per fiscal year.

For fiscal year 2018-192019-20, the total dollar amount for all special performance awards granted pursuant to the provisions above shall not exceed <u>fourthree</u> percent of the total budgeted salaries for positions authorized by the Board.

5.8 TEMPORARY ASSIGNMENTS

When an employee is temporarily assigned duties of a different position with the same or higher salary grade, the employee's salary may be increased by an amount not to exceed five percent per salary grade for the difference between the employee's current classification and the temporary assignment. Such increases may be made only in those instances where the assignment will last at least 30 days and will not, in any event, be paid for a period in excess of 180 days, without written authorization by the CEO. Temporary increases must be effective the first day of a pay period.

5.9 EQUITY ADJUSTMENTS

The AA is authorized to adjust an incumbent's base salary to resolve a significant salary disparity manifested by internal salary compression, external market pressure(s), or both, whereby the individual is no longer appropriately compensated and a base salary adjustment is appropriate.

Equity adjustments should be used sparingly and should not be done in lieu of or in combination with, a promotion, reclassification, transfer, or merit adjustment. The types of situations in which an equity adjustment is appropriate include, but are not limited to:

- a. retention of critical staff;
- b. salary compression issues;
- c. impact of new hires whose hiring rate exceeds those of current staff;
- d. offer from another employer;
- e. assignment of more complex duties that do not meet the criteria for reclassification; and
- f. equity with peers in the same classification with similar education and experience levels.

Equity adjustments may not increase an incumbent's salary outside the specified salary range. Additionally, equity adjustments do not affect any established merit pool approved by the Board.

Equity adjustments may only be approved by the CEO.

SALARY GRADE STRUCTURE

Grade	Period	Minimum	Midpoint	Maximum	
С	Hourly	14.00<u>15.00</u>	15.00<u>16.00</u>	17.00<u>18.00</u>	
	Intern				

Grade	Period	Minimum	Midpoint	Maximum
F	Hourly Monthly Annual	17.47<u>17.97</u> 3,028.133,114.80 36,337.60<u>37,377.60</u>	21.09<u>21.59</u> 3,655.603,741.40 4 3,867.20<u>44</u>,896.80	24.70 <u>25.20</u> 4 <mark>,281.334,368.00</mark> 51,376.00 <u>52,416.00</u>
	General Service Office Specialist On-Board Evalu			

Grade	Period	Minimum	Midpoint	Maximum
G	Hourly Monthly Annual	18.47<u>19.00</u> 3,201.47<u>3,293.34</u> 38,417.60<u>39,520.00</u>	22.39<u>22.92</u> 3,880.93<u>3,972.81</u> 46,571.20<u>47,673.60</u>	26.31<u>26.84</u> 4<u>,560.404,652.27</u> 54,724.80<u>55,827.20</u>
	Customer Relat Schedule Check	ions Representative er		

Grade	Period	Minimum	Midpoint	Maximum
Н	Hourly	19.65 20.22	23.89 24.46	28.12 28.69
	Monthly	3,406.00<u>3,504.80</u>	4 <u>,140.934,238.87</u>	4 ,874.13<u>4,</u>972.94
	Annual	4 0,872.00<u>4</u>2,057.60	49,691.20<u>50,866.40</u>	58,489.60<u>59,675.20</u>
	Accounting Spe	cialist, Associate		
	General Service	s Specialist		
	Office Specialist	:		
	Schedule Check	er, Senior		
	Schedule Check	er		

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Grade	Period	Minimum	Midpoint	Maximum
1	Digital/Reprogra	Specialist, Senior alist, Assistant Senior ; Associate <u>r, Senior</u>	25.42 <u>26.03</u> 4,406.13 <u>4.511.87</u> 52,873.60 <u>54.142.40</u>	30.0230.63 5,203.475,309.20 62,441.6063,710.40

Grade	Period	Minimum	Midpoint	Maximum
К	Hourly Monthly Annual Accounting Specialist Asset Management A Buyer, Associate Digital/Reprographic Grants Technician Help Desk Techniciar HR Assistant	dministrator Specialist, Senior	27.2027.85 4,714.67 <u>4.827.34</u> 56,576.00 <u>57,928.00</u>	32.2132.86 5,583.075,695.74 66,996.80 68,348.80

Grade	Period	Minimum	Midpoint	Maximum
L	Hourly	23.99 24.70	29.57<u>30.28</u>	35.14<u>35.85</u>
	Monthly	4 ,158.27<u>4,</u>281.34	5,125.47<u>5,247.67</u>	6,090.93<u>6,214.00</u>
	Annual	4 9,899.20<u>51,376.00</u>	61,505.60<u>62,972.00</u>	73,091.20<u>74,568.00</u>
	Accounting Specialis			
	Administrative Speci			
	Benefits Analyst, Ass	ociate		
	Board Specialist			
	Business Unit Analys			
	Claims Representativ	ve, Associate		
	Code Administrator			
	Communications Spe			
		s Specialist, Associate		
	Contract Administrat	,		
	Creative Services Spe			
	Customer Relations S			
	Executive Assistant I			
	External Affairs Adm			
	Fleet Analyst, Associa			
		pliance Specialist, Asso	ciate	
	Help Desk Technicia			
		presentative, Associate		
	Intranet/Multimedia			
	LOSSAN Marketing S	· ,		
	Marketing Specialist,			
	Records Administrat	or		
	Schedule Analyst			
	Schedule Analyst, As			
	Service Planning Ana			
	Stops and Zones Ana			
	Stops and Zones Plan	iner, Associate		
	Section Supervisor I	agialist Associate		
	Talent <u>Acquisition</u> Sp			
	Transportation Fund			
	Warranty Coordinato Web Data Analyst, As			
	web Data Analyst, As	source		

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Grade	Period	Minimum	Midpoint	Maximum
М	Hourly	26.35 27.13	32.48<u>33.26</u>	38.60 <u>39.38</u>
	Monthly	4 <u>,567.334,702.54</u>	5,629.87<u>5,764.21</u>	6,690.67<u>6.825.87</u>
	Annual	54,808.00<u>56,430.40</u>	67,558.40<u>69,170.40</u>	80,288.00<u>81,910.40</u>
	Accountant, Assoc	iate		
	Business Systems	Analyst, Associate		
	Business Unit Ana	lyst		
	Buyer			
	Claims Representa			
	Coach Operations			
	Code Administrate	,		
	Communications S	1		
	Community Relation			
	Compensation Ana			
	Creative Services S	1		
	Customer Relation	1		
		'echnician, Associate		
	Employee Progran			
	Executive Assistan			
		lministrator, Senior		
	Financial Analyst,			
	Help Desk Technic	2		
	Internal Auditor, A			
	Intranet/Multimed			
		elopment Administrator, A	issociate	
	LOSSAN Marketing			
	Marketing Speciali			
	Payroll Administra			
		nent Analyst, Associate		
	Programmer Analy			
		of-Way Administrator		
	Records Administr	·		
	Section Supervisor			
	Stops and Zones A			
	Stops and Zones P			
	Warranty Coordin	ator, Senior		
	Web Data Analyst			

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Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	Iministrator t, Senior sistant or cialist, Senior hnician Representative, Associat I s Representative, Associ		42.49 <u>43.34</u> 7,364.93 7.512.27 88,379.2090.147.2			
Annual Accountant Benefits Analyst Bus Operations Super Business Relations Ac Business Unit Analyst Clerk of the Board As: Compensation Analys Contract Administrato Creative Services Spe Desktop Support Tecl Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	60,320.0062.088.00 rvisor dministrator t, Senior sistant st or cialist, Senior hnician Representative, Associat 1 e s Representative, Associat	74,360.00<u>76,117.60</u>	· · · · · · · · · · · · · · · · · · ·			
Accountant Benefits Analyst Bus Operations Super Business Relations Ad Business Unit Analyst Clerk of the Board Ass Compensation Analys Contract Administratt Creative Services Spe Desktop Support Tecl Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	rvisor Iministrator t, Senior sistant st or cialist, Senior hnician Representative, Associat I s Representative, Associat	te	88,379.20<u>90</u>,147.2			
Benefits Analyst Bus Operations Super Business Relations Ac Business Unit Analyst Clerk of the Board As Compensation Analys Contract Administrate Creative Services Spe Desktop Support Tecl Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	Iministrator t, Senior sistant or cialist, Senior hnician Representative, Associat I s Representative, Associ					
Bus Operations Super Business Relations Ac Business Unit Analyst Clerk of the Board Ass Compensation Analys Contract Administratu Creative Services Spe Desktop Support Tecl Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	Iministrator t, Senior sistant or cialist, Senior hnician Representative, Associat I s Representative, Associ					
Business Relations Ac Business Unit Analyst Clerk of the Board Ass Compensation Analys Contract Administrate Creative Services Spe Desktop Support Tecl Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	Iministrator t, Senior sistant or cialist, Senior hnician Representative, Associat I s Representative, Associ					
Business Unit Analyst Clerk of the Board Ass Compensation Analys Contract Administrate Creative Services Spe Desktop Support Tech Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	t, Senior sistant st or cialist, Senior hnician Representative, Associat I s Representative, Associ					
Clerk of the Board As: Compensation Analys Contract Administrate Creative Services Spe Desktop Support Tech Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	sistant st or cialist, Senior hnician Representative, Associa I s Representative, Assoc					
Compensation Analys Contract Administrate Creative Services Spe Desktop Support Tecl Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	it or cialist, Senior hnician Representative, Associat I s Representative, Assoc					
Contract Administrati Creative Services Spe Desktop Support Tecl Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	or cialist, Senior hnician tepresentative, Associa I s Representative, Assoc					
Desktop Support Tech Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	hnician Representative, Associa I s Representative, Assoc					
Employee Relations R Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	Representative, Associat I e s Representative, Assoc					
Executive Assistant II Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	I s Representative, Assoc					
Field Administrator Fleet Analyst GIS Analyst, Associate Government Relation	e s Representative, Assoc	iate				
Fleet Analyst GIS Analyst, Associate Government Relation	s Representative, Assoc	tiate				
GIS Analyst, Associate Government Relation	s Representative, Assoc	ciate				
Government Relation	s Representative, Assoc	ciate				
		late				
Government Relations Representative, Associate HR Business Partner, Associate						
Human Resources Representative						
	Specialist, Senior					
IS Security Analyst, A	ssociate					
Learning and Development Administrator						
LOSSAN Executive Administrative Assistant						
8 9						
Service Planning Analyst						
Stops and Zones Analyst, Senior						
1	,					
1	0 ,					
	Internal Auditor Intranet/Multimedia IS Security Analyst, A Learning and Develop LOSSAN Executive Ac Network Analyst, Ass Programmer Analyst Project Controls Anal Rail Maintenance-of-1 Real Property Agent, Schedule Analyst Section Supervisor III Security Access Admi Service Planning Ana Stops and Zones Anal Stops and Zones Plan Talent Acquisition Sp Transportation Fundi Transportation Fundi	Internal Auditor Intranet/Multimedia Specialist, Senior IS Security Analyst, Associate Learning and Development Administrator LOSSAN Executive Administrative Assistant Network Analyst, Associate Programmer Analyst Project Controls Analyst Rail Maintenance-of-Way Administrator, Sen Real Property Agent, Associate Schedule Analyst, Senior Schedule Analyst Section Supervisor III Security Access Administrator Service Planning Analyst	Internal Auditor Intranet/Multimedia Specialist, Senior IS Security Analyst, Associate Learning and Development Administrator LOSSAN Executive Administrative Assistant Network Analyst, Associate Programmer Analyst Project Controls Analyst Rail Maintenance-of-Way Administrator, Senior Real Property Agent, Associate Schedule Analyst, Senior Schedule Analyst Section Supervisor III Security Access Administrator Service Planning Analyst Stops and Zones Planner, Senior Talent Acquisition Specialist Transportation Analyst, Associate Transportation Funding Analyst, Associate			

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Grade	Period	Minimum	Midpoint	Maximum			
)	Hourly	32.15<u>33.09</u>	39.48<u>40.42</u>	4 6.80<u>47.74</u>			
	Monthly	5,572.67<u>5,735.60</u>	6,843.20<u>7,005.27</u>	8,112.00<u>8,274.94</u>			
	Annual	66,872.00<u>68,827.20</u>	82,118.40<u>84,063.20</u>	97,344.00<u>99,299.2</u>0			
	Business Intellig Business System Business Unit An Buyer, Senior Civil Engineer Claims Represen	alyst, Principal	sociate				
		tions Specialist, Senior					
		sportation Coordinator					
		s Specialist, Principal					
		ons Specialist, Senior					
		Technician, Senior					
		ams Administrator					
		ons Representative					
	Executive Assistant IV						
	Field Administrator, Senior Financial Analyst						
	5						
	GIS Analyst Covernment Relations Representative						
	Government Relations Representative						
	, ,	Health, Safety & Environmental Compliance Specialist Human Resources Business Partner					
		es Representative, Senior					
		lopment Administrator, Sen	lior				
	0	ng Specialist, Senior					
		ld Administrator					
	Maintenance Res						
	Maintenance Ins	5					
	Marketing Specia						
	Program Manage						
	Real Property Agent						
	Schedule Analyst, Senior						
	Section Supervisor IV						
	Stops and Zones Analyst, Principal						
	Systems Software Analyst, Associate						
	Talent Acquisition Specialist, Senior						
		ions Administrator					
	Telecommunicat						
	Transportation A	5					
	Transportation F	0					
	•	Iodeling Analyst					
	Web Developer						
	Wellness Coordin						
	worker's Compe	nsation Program Specialist					

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Grade	Period	Minimum	Midpoint	Maximum						
R	Hourly	35.63 36.68	4 <u>3.9545.00</u>	<u>52.2753.32</u>						
	Monthly	6,175.876.357.87	7,618.00 7.800.01	9,060.13 9.242.14						
	Annual	74,110.4076,294.40	91,416.00<u>93,600.00</u>	108,721.60110,905.6						
	Accountant, Ser									
	Assistant Base									
	Benefits Analys									
	1	uting Solutions Specialist								
	Business Intelli									
		ns Analyst, Senior								
		is Specialist, Principal								
	Community Relations OfficerSpecialist, Principal									
	Community Transportation Coordinator, Senior Compensation Analyst, Senior									
	Contract Administrator, Senior									
		Database Administrator								
	Employee Relations Representative, Senior Executive Assistant V									
	Facilities Maintenance Supervisor									
	Financial Analyst, Senior Fleet Analyst, Senior									
	Fleet Analyst, Senior GIS Analyst, Senior									
	GIS Analyst, senior Government Relations Representative, Senior									
	Government Relations Representative, Senior Health, Safety & Environmental Compliance Specialist, Senior									
	Health, Safety & Environmental Compliance Specialist, Senior Human Resources Business Partner, Senior									
	Human Resources Business Partner, Senior Inventory Analyst									
	Inventory Analyst IS Project Manager I									
	IS Project Manager 1 IS Security Analyst									
	IS Security Analyst LOSSAN Accounting Analyst, Senior									
	LOSSAN Accounting Analyst, Senior LOSSAN Marketing Specialist, Principal									
	LOSSAN Marketing Specialist, rincipal									
	LOSSAN Marketing and Communications Officer									
	Maintenance Field Administrator, Senior									
	Maintenance Instructor, Senior									
	Maintenance Planner									
	Maintenance Resource Analyst, Senior									
	Maintenance Supervisor									
	Marketing Specialist, Principal									
	Materials Management Planner									
	Network Analyst									
	OCTAP Administrator									
	Operations Analyst, Principal									
	Program Management Analyst, Senior									
	Project Controls Analyst, Senior									
	Project Manage	r I								
	Revenue Admir	istrator								
	Section Manage	er I								
		g Analyst, Senior								
		unications Officer								
	Talent Acquisit	ion Specialist. Principal		Talent Acquisition Specialist, Principal						

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Transit Project Manager I Transportation Analyst, Senior Transportation Funding Analyst, Senior Transportation Modeling Analyst, Senior Web Developer, Senior

Grade	Period	Minimum	Midpoint	Maximum	
S	Hourly	4 0.02<u>41.20</u>	4 9.35<u>50.53</u>	58.67<u>59.85</u>	1
	Monthly	6,936.80<u>7,141.34</u>	8,554.00<u>8,757.67</u>	10,169.47<u>10,374.00</u>	
	Annual	83,241.60<u>85,696.00</u>	102,648.00<u>105,092.00</u>	122,033.60<u>124,488.00</u>	
				4	Formatted Table
	Accountant Pri				
	Assistant Base				
	Benefits Analy				
		puting Solutions Specialist, S	enior		
		lligence Analyst, Senior ems Analyst, Principal			
	Civil Engineer,				
	Claims Manage				
		ransportation Coordinator, P	Principal		
		n Analyst, Principal	Illeipai		
		Safety Specialist, Principal			
	Data Warehou				
		ninistrator, Senior			
		anagement Specialist			
	Employee Rela	ations Representative, Princi	ipal		
	Financial Analy				
		Relations Representative, Prin			
	GIS Analyst, Pr		· _ · · ·		
		& Environmental Complianc	e Specialist, Principal		
	Internal Audito				
	IS Project Man		1		
		evelopment Administrator, Provident Administrator, Provident Administrations			
		<u>seting and Communications M</u> sportation Analyst, Principal			
		sportation Analyst, Principal Field Administrator, Principa			
	Network Analy		.1		
		agement Analyst, Principal			
		Analyst, Senior			
		ols Analyst, Principal			
	Project Manag				
	Real Property	Agent, Senior			
	Section Manag				
		rstem Architect			
	Systems Softw				
	Transit Project				
		on Analyst, Principal			
		on Funding Analyst, Principal			
		on Modeling Analyst, Principa	d		
	Web Develope	er, Principal			

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Grade	Period	Minimum	Midpoint	Maximum	Forma	atted Table	
Т	Hourly	4 <u>4.9746.29</u>	55.34<u>56.66</u>	<u>65.7067.02</u>			
	Monthly	7,794.808,023.60	9,592.27 9,820.20	11,388.00 11,616.80			
	Annual	93,537.60<u>96,283.20</u>	115,107.20<u>117,842.40</u>	136,656.00<u>139,401.60</u>			
	Analysis P	roject Manager					
	Base Mana						
	Business C	omputing Solutions Specia	alist, Lead				
	Civil Engin	eer, Principal					
		on Safety Section Manager					
		dministrator, Principal					
		house Architect, Senior					
		Administrator, Principal					
	Deputy Tre						
		ıditor, Principal					
		s Strategist					
		se Architect					
		Manager III					
		Analyst, Senior					
		uipment and Mechanical	Manager				
		<u>s Project Manager</u>					
	Project Ma	nager III ns Safety Specialist, Princi					
			раг				
	Section Ma	erty Agent, Principal					
		nning Analyst, Principal					
		am Manager					
		oftware Analyst, Senior					
		oject Manager III					
	I TAIISIL FIG	Jeet Manager III					

Grade	Period	Minimum	Midpoint	Maximum
U	Hourly	51.57<u>53.09</u>	63.78<u>65.30</u>	75.99<u>77.51</u>
	Monthly	8,938.80<u>9,202.27</u>	11,055.20<u>11,318.67</u>	13,171.60<u>13,435.07</u>
	Annual	107,265.60<u>110,427.20</u>	132,662.40<u>135,824.00</u>	158,059.20<u>161,220.80</u>
	Internal Audit LOSSAN Planr Project Manag Section Manag			

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Grade	Period	Minimum	Midpoint	Maximum		
V	Hourly	59.86 61.59	73.06<u>74.79</u>	86.26 87.99		
	Monthly	10,375.73<u>10,675.60</u>	12,663.73<u>12,963.60</u>	14,951.73<u>15,251.60</u>		
	Annual	124,508.80 <u>128,107.20</u>	151,964.80<u>155,563.20</u>	179,420.80 <u>183,019.20</u>		
	Communications Manager					
	Department Manager					
	LOSSAN Deputy Managing Director					
	LOSSAN Finance and Administration Manager					
	LOSSAN Operations Compliance and Safety Manager					
	LOSSAN Program Manager					
	LOSSAN Strat	LOSSAN Strategic Planning and Customer Experience Manager				
	Program Man	gram Manager				

Grade	Period	Minimum	Midpoint	Maximum
W	Hourly	64.87<u>66.83</u>	81.39<u>83.35</u>	97.90<u>99.86</u>
	Monthly	11,244.13<u>11,583.87</u>	14,107.60<u>14,446.47</u>	16,969.33<u>17,309.07</u>
	Annual	134,929.60<u>139,006.40</u>	169,291.20<u>173,357.60</u>	203,632.00 207,708.80
	Program Man	ager, Senior		

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GLOSSARY OF TERMS

ADMINISTRATIVE EMPLOYEE	Any employee of OCTA not covered by a collective bargaining agreement.
APPOINTING AUTHORITY	The CEO; he/she may delegate this responsibility.
AT-WILL EMPLOYMENT	An employee's employment status may be changed, including, but not limited to, termination of employment, by OCTA or the employee, at any time for any reason.
BOARD	The Board of Directors of OCTA.
CATASTROPHIC LEAVE	An extended leave due to an employee's own serious illness or medical condition, or that of an immediate family member where the employee is the primary caregiver, that incapacitates the employee and where the employee is expected to use up his/her entire accrued leave.
CLASSIFICATION OR CLASSIFICATION TITLE	The title that identifies the type of work being performed by one or more incumbents in a position.
DOMESTIC PARTNER	A domestic partnership is established in California when both persons file a Declaration of Domestic Partnership with the Secretary of State. A domestic partner is further defined by California's Family Code, Section 297-297.5.
ELIGIBLE DEPENDENT	Spouse, registered domestic partner, and dependent children up to the age 26.

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EQUITY INCREASE	An adjustment to an employee's base salary to resolve a significant salary disparity manifested by internal salary compression, external market pressure(s), or both, whereby the individual is no longer appropriately compensated and a base salary adjustment is appropriate.
EXECUTIVE EMPLOYEE	An employee classified as CEO, Deputy CEO, Executive Director, Director, and General Manager.
EXEMPT EMPLOYEE	An employee in a position that is not covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and recordkeeping.
EXTRA-HELP EMPLOYEE	An employee hired to serve as part-time augmentation of staff in which the duty or task defined generally requires less than 20 hours of work per week and no more than 1,000 work hours within a continuous 12-month period. An extra-help employee is not eligible for employee benefits.
FULL-TIME EMPLOYEE	An administrative employee in a position with a normal workweek that totals at least 40 hours.
INTERN	An employee enrolled as a full-time student at a two_ or fouryear college or university pursuing a course of study that will lead to an undergraduate or graduate degree, or a recent graduate, in a field of study applicable to the hiring department's specialty. The intern provides assistance to departments by performing a variety of duties related to the intern's career field. Guidelines for extra-help employees also apply to interns.
NON-EXEMPT EMPLOYEE	An employee in a position that is covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and record keeping.
PART-TIME EMPLOYEE	An administrative employee in a position with a normal workweek that totals at least 20 hours but not more than 39 hours, and not more than 1040 hours annually.
POSITION	Full-time and part-time positions in the Board-approved fiscal year budget.
PROMOTION	Movement of an employee from one position to a different position in a higher salary grade through the recruitment process.

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PROMOTION – "IN-FAMILY"	Movement of an employee through recruitment to a similar position within the same specialty or "family" series. The duties performed are similar in nature and they continue to be reviewed during the Annual Performance Review Cycle.
RECLASSIFICATION	When a position is changed to a different classification in a higher, lower, or the same salary grade, as a result of an evaluation process.
REHIRE	To employ someone who previously separated his/her employment with OCTA (normally following a voluntary resignation) without restoring prior service.
REINSTATE	To return, within six months, an employee, previously separated due to layoff, to active employment with OCTA and to restore prior service and benefit eligibility, with no formal break in service. Vacation, sick, and holiday hours for which the employee was paid at the time of separation are not restored. (This action is unrelated to retirement service credit).
SALARY RANGE	The minimum and maximum of the salary grade for a position. It is based upon the scope and responsibility of work performed in comparison with other work performed within OCTA and in comparison with the competitive labor market.
TEMPORARY HELP	A person acquired through a temporary help agency to perform work on a limited term basis, not an OCTA employee.
TRANSFER	When an employee retains the same job title and work responsibilities but is moved from one location or section/department to a different location or section/department.

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ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING AND MAINTENANCE AGREEMENTS SOLE SOURCE LIST - FISCAL YEAR 2019/2020

The Standard Contracts									
Vendor Name	Software / Hardware Product		Sole Source Amount	Вι	udgeted FY 19/20	Owner			
Agile Access Control	Fleet Commander-Cloud based motor pool management system	\$	40,000	\$	-	Cliff Thorne			
Anderson Howard	AV Maintenance and Support	\$	30,000	\$	10,000	Ron Wolf			
Carahsoft	Security Information and Event Management Services (SIEM)	\$	220,000	\$	265,000	Michael Cardoza			
Ciber/Infor	Lawson Custom Interfaces & Modifications Support	\$	55,000	\$	54,000	Catherine Whitmore			
Citrix	XenDesktop, XenApp, Access Gateway, Citrix Repeater Plug-in, Premier Support	\$	50,000	\$	47,710	Michael Beerer			
Clever Devices	Ridecheck Plus, Replaced PCR	\$	60,000	\$	56,000	Catherine Whitmore			
Computer SOS	Point of Sale Web Site Hosting	\$	32,000	\$	31,000	Catherine Whitmore			
Darktrace	Security Information and Event Management Services (SIEM)	\$	100,000	\$	-	Michael Cardoza			
Dun & Bradstreet, Inc.	Business Credit Reporting	\$	65,000	\$	-	Laura Foster			
Ecointeractive	OCfundTrAcker Subscription Service	\$	118,170	\$	118,170	Ben Ku			
Franklin Covey	Franklin Covey provides proprietary training materials and content through an All Access Pass which includes articles for managers through Jhana, Excelerators and Insights to reinforce learning, certification of trainers within the Authority, and access to all training content	\$	25,145	\$	24,000	Angela Sun			
Giro	Map / HASTUS / Vehicle/ Crew/ Crew Opt/ Roster/ Minbus/ ATP/ Interface Program/ Geo Hastus Map/ Hastinfo/ Hastinfo - Web/DailyVehicle/DailyCrew/Bid/BidWeb/ SelfService/EPM/Bing/ plus annual hosting fees.	\$	250,000	\$	248,000	Catherine Whitmore			
Granicus	Hosting Services for Granicus Board and Committee meeting webcasts for OCTA and LOSSAN	\$	50,000	\$	50,000	Catherine Whitmore			
GovQA	Hosting and Maintenance for Public Records Request app	\$	59,000	\$	59,000	Catherine Whitmore			
Halogen	Performance Management Application	\$	125,000	\$	125,000	Karen DeCrescenzo			
Harris Insite Telecom	ITMS Fixed Radio Components	\$	60,000	\$	60,000	Michael Beerer			
Informatica	PowerCenter SE (4-7) & Partitioning Option (4-7)	\$	110,000	\$	110,000	Lloyd Sullivan			
ICIMS	Applicant Tracking Application	\$	110,000	\$	110,000	Karen DeCrescenzo			
Illumio	Security Information and Event Management Services (SIEM)	\$	50,000	\$	40,000	Michael Cardoza			
Keolis	OC Flex Application	\$	150,000	\$	-	Lloyd Sullivan			
Kronos	Workforce Connect Software & Hardware	\$	40,000	\$	37,800	Catherine Whitmore			
Lawson Software Inc. A.K,A Infor US	Lawson HR/Payroll Software - and Lawson Business Intelligence	\$	125,000	\$	122,100	Catherine Whitmore			
March Networks	OBVSS Maintenance and Administration Contract	\$	1,300,000	\$	982,000	Michael Beerer			
MHC Software, Inc. AKA Safeguard	Check Printing Software, W2 and1099 Printing, ACA Reporting.	\$	50,000	\$		Cherie Finona and Karen DeCresenzo			
Moovel	Transit Mobile Ticketing Application	\$	105,000	\$	105,000	Justin Alcober			

	The Standard Contra	cts					
Vendor Name	Software / Hardware Product		Sole Source Amount	В	udgeted FY 19/20	Owner	
Oracle	Oracle Annual Software Support and Maintenance & Training	\$	300,000	\$	300,000	Michael Beerer	
Palo Alto	Security Information and Event Management Services (SIEM)	\$	160,000	\$	125,000		
Payscale	HR contracted salary research service	۹ \$	30,000	э \$	125,000		
Rapid 7	Security Information and Event Management Services (SIEM)	э \$			-	Lynn Huson	
Salesforce AKA ExactTarget	Proprietary Platform for Email and Text Messaging Services and Customer Relations Case Management	э \$	50,000 425,000	\$	425.000	Michael Cardoza Jennifer O'Connor & Ryan Armstrong	
Santa Catalina Conservancy	Catalina radio frequency site, and service	\$	48,000	⇒ \$		Barry Reynolds	
SAP America, Inc. (Previously Business Objects)	Annual Maint & Support for Crystal and BO WEBI	\$	60,000	\$		Lloyd Sullivan	
SecureWorks	Security Information and Event Management Services (SIEM)	\$	220,000	\$,	Michael Cardoza	
Snare	Security Information and Event Management Services (SIEM)	\$	26,000	\$			
Sprinklr	Social media management system for advertising, tracking and reporting marketing programs	\$	53,000	\$		Ryan Armstrong	
SPX Corp.	Annual support services	\$	70,000	\$ \$	69,000	Catherine Whitmore	
Swiftly	Predictive Data analytics for improved real time Bus arrival information".	\$	185,000	\$		Lloyd Sullivan	
Talentwise	Hosted Onboarding Solution						
Trapeze Software Group	Trapeze EZ Wallet, Trapeze Pass 4, IVR Confirm/Cancel & Real-time & Call back & Trip booking & Gateway & Viewpoint & Map Maker & Pass-Cert & Pass-SUS & 2 MDT-MON/MDC Software & Hardware with Map Maker and VoiceGenie, PASS- MON-SPV up to 12 Paratransit vehicles, Trapeze 14 ODB & DCC 14 Units, ViewPoint for PASS, SUS -Trip Broker Trip Licensing; PASS-MON Vehicle (MDT); PASS Trapeze User Licenses - Work Stations; Maps & Service Area Polygons; Trapeze Web - Online Booking; Trapeze Viewpoint – Dashboard.	\$	<u>35,000</u> 550,000	\$	<u>35,000</u> 550,000	Karen DeCrescenzo	
Trinet	CAMMNET Support	\$	80,000	\$	80,000	Neal Johnson	
VIA	OC Flex Application	\$	150,000	\$	-	Lloyd Sullivan	
Virtual Consulting	Crystal, Business Objects, and Java support for DataWarehouse and OTS systems. Annual maintenance and support for Qlikview licenses.	\$	85,000	\$	85,000	Lloyd Sullivan	
Conduent (aka Xerox Corporation)	Annual Maint & Support for ITMS	\$	520,000			Michael Beerer	
XenaTech Software Integration Service LLC	Motorist Services Hosting and maintenance for Freeway Service Patrol's LATATrax / InteliTraxx system						
	Xerox maintenance, printing equipment, software, parts and	\$	38,000	\$	38,000	Patrick Sampson	
Xerox Corporation	supplies	\$	300,000	\$	300,000	Sara Belovsky	

Subtotal \$

6,764,315 \$ 5,552,780

	The Standard Contra	cts		
Vendor Name	Software / Hardware Product	Sole Source Amount	Budgeted FY 19/20	Owner

With Emergency Support

(The vendors listed below have been detailed to reflect the cost of the emergency support that is required for these vendors. This support is not covered in the basic contract. It will be used for emergency support during after hours, weekends & holidays.)

	Ellipse Software Hosting	\$	260,000	\$ 260,000	
ABB/Ventyx	Maintenance	\$	270,000	\$ 250,000	Catherine Whitmore
	Ellipse Emergency Support	\$	25,000	\$ 25,000	
Superion	IFAS Maintenance	\$	121,000	\$ 121,000	Catherine Whitmore
Superiori	Ellipse Interface Support	\$	20,000	\$ 20,000	
Coastline Consulting Services AKA CISOShare	Emergency Support. Malware.	\$	50,000	\$ 50,000	Lloyd Sullivan
Hewlett Packard Enterprise	Hewlett-Packard Computers Maintenance	\$	180,000	\$ 97,400	Michael Beerer
newett i dokard Enterprise	Emergency Support	\$	20,000	\$ 20,000	Wiender Deerer
Micro Focus	HP Data protector, etc.				Michael Beerer
Konica Minolta	Nintex, Collabware and Kofax maintenance	\$ \$	125,000	\$ 85,000 150,000	Lloyd Sullivan
	Emergency Support		150,000	\$ /	
Microsoft AKA CompuCom	Emergency Support. Malware.	\$	150,000	\$ 150,000	Lloyd Sullivan
Expanded Apps - VanPool Mobile Application	Mobile Application Emergency Support	\$	15,000	\$ 15,000	Kris Hewkin
	Subto	tal \$	1,386,000	\$ 1,243,400	

Grand Total of Contracts \$ 8,150,315 \$ 6,796,180

ATTACHMENT E



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY 900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

May 1, 2019

 TO: Darrell Johnson, Chief Executive Officer, OCTA Darren Kettle, Executive Director, VCTC Anne Mayer, Executive Director, RCTC Phil Washington, Chief Executive Officer, Metro Dr. Raymond Wolfe, Executive Director, SBCTA
 FROM: Stephanie Wiggins, Chief Executive Officer, Stephanie Wiggins, Chief Executiv

SUBJECT: SCRRA Proposed FY2019-20 Budget

On April 26, 2019, the SCRRA Board of Directors authorized the transmittal of the SCRRA Proposed FY2019-20 (FY20) Budget to its Member Agencies for their consideration and adoption. The Board also authorized transmission of Forecast Budgets for FY21, FY22, FY23 and FY24 for Member Agency consideration and programming. Attached for your review is a copy of the April 26 board report. We are scheduled to present the FY20 Budget to the SCRRA Board for adoption on June 14, 2019.

Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides more of a long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Thank you for your ongoing support and active participation in the development of the FY20 Proposed Budget. SCRRA staff remain available to address any questions you may have as we anticipate adoption of the budget by the SCRRA Board of Directors in June 2019. If you have comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Ronnie Campbell, Chief Financial Officer, at (213) 452-0285.



METROLINK. SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

TRANSMITTAL DATE:	April 22, 2019					
MEETING DATE:	April 26, 2019	ITEM 24				
TO:	Board of Directors					
FROM:	Stephanie Wiggins, Chief Executive Officer					
SUBJECT:	Transmittal of the Proposed Fiscal Year Budget and Four-Year Forecast	2019-20				

Issue

The Authority is required, under the Joint Exercise of Powers Agreement, to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (effective July 1, the start of the fiscal year) for individual agency consideration and approval.

Recommendation

It is recommended that the Board approve the transmittal of the:

- Proposed Fiscal Year 2019-20 (FY20) Budget to its Member Agencies not later than May 1, for their consideration and adoption as required in the Joint Powers Agreement, and
- Proposed forecast for the fiscal years 2021 through 2024 as reflected in the four-year forecast be transmitted to the Member Agencies for their consideration and programming.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*. Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides a more long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Background

The FY20 budget development process began in August 2018 with a Budget Kick-off Meeting attended by over 50 employees. Budget requests were compiled and submitted

by all Cost Center managers. Budget division staff subsequently analyzed and reviewed the requests with each Cost Center manager and their respective Chief in a series of oneon-one meetings. The primary purpose of the meetings was to provide justification for each line item budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority,
- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of safety, fiscal sustainability and operational efficiency.

These internal meetings began in October 2018 and concluded by mid-January 2019.

The FY20 Proposed Budget for Operations and the Capital Program (Rehabilitation/New Capital) was reviewed with the Technical Advisory Committee (TAC) members on December 11, 2018, and with the newly formed Member Agency Advisory Committee (MAAC) meetings on February 19, 2019, and March 15, 2019.

An overview of the FY20 Proposed Budget for Operations and Rehabilitation/New Capital (FY20 Proposed Budget) detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agency Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of February and March 2019. During these individual telephonic meetings, substantive agreement was reached on concurrence with the Operating portion of the FY20 Proposed Budget as it would be presented at the Board Workshop on March 22, 2019. General agreement was reached with most of the Member Agencies regarding the funding level for the FY20 Capital Program, and productive conversations continued the day of the Budget Workshop and several days following.

Foundation for FY20 Proposed Budget

The FY20 Proposed Budget provides funding to achieve the following:

- Increase ridership and revenue, thereby reducing the reliance on operating subsidies from our Member Agencies;
 - ✓ Attracting new riders through Marketing activities, brand awareness, raising the recommendation score.
 - ✓ Retaining current riders, through the improvement of on-time performance, and train reliability, comfort and convenience.
- Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts;
- Increase of Farebox Revenue through advertising efforts;

- Contract Bundling to improve overall efficiencies, achieve greater accountability, and streamline contract administration.
- Enhance customer experience and loyalty through:
 - ✓ A customer loyalty program
 - Continuing improvements to the mobile ticketing application and a modernized ticket vending system;
- Invest in existing assets to maintain a state of good repair by:
 - ✓ Funding critical rehabilitation projects,
 - ✓ Improving processes to accelerate project delivery

The achievement of these goals is closely tied to maintaining our rolling-stock, equipment and structures in a state of good repair.

Board Budget Workshop

At the March 22, 2019 Budget Workshop, staff presented the FY20 Proposed Budget to the Board. At the Budget Workshop, Metrolink staff provided an overview of current year accomplishments and then focused on new initiatives reflected in the FY20 Budget consistent with the CEO's vision. The vision reflects the central focus of customer-first, supported by the pillars of Safety and Security, an Integrated System, and Modernized Business Practices. At that meeting, suggestions and inquiries were brought forward:

- In the Operations Budget:
 - ✓ Staffing Needs for Government Relations
 - Based upon feedback at the Workshop, the CEO has determined that the additional Government Relations FTE request can be accommodated by repurposing an existing vacancy. Therefore, the new FTE request is withdrawn.
 - ✓ Additional New Service on the Ventura Line
 - Service was added to provide an additional round trip each Saturday from April 6, 2020 to October 5, 2020. (Only that portion April 6, 2020 through June 30, 2020 is included in the FY20 Operating Budget)
 - ✓ Revisions to the Special Trains to reallocate expense where Members wished to share costs
 - Changes in total reduced the Special Train Revenue by \$0.1m, reduced Expense by \$0.1m, making these changes Subsidy neutral.
 - ✓ Marketing Budget Needs
 - Board members inquired as to why the investment in marketing was decreasing so drastically. This was due to the one-time investment of \$3.9m in FY19, which is not included in FY20. Staff mentioned there would be some residual impacts from the marketing investment in FY20. Staff also mentioned that ridership had not increased, but that revenue was close to neutral despite a decrease in Inland Empire riders due to on-time

performance issues on the Riverside and IE-OC Lines because the marketing investment had helped to offset declines. Staff would like more time to review the continued results of the current marketing investment before requesting an additional investment. If warranted, we would bring forth as a FY20 Budget Amendment.

- In the Capital Program:
 - ✓ Substitution of the Riverside Switch for the deferral of two projects Emergency Support Vehicles and Automatic Equipment Identification scanners and the conversion of two others to Engineering studies. This action was taken as a result of immediate on-time performance benefits of the switch.
- High Speed Rail Funding for Bookend Projects
 - ✓ Staff provided the information that total funding for High Speed Rail Bookend Projects statewide is \$1.1 billion. Of that amount, \$500 million was assigned to Southern California. Two of the projects that were included in the MOU between a coalition of Southern California agencies and the High Speed Rail Authority (the Southern California MOU) were funded with the \$500 million − \$76.7M was assigned to the Rosecrans-Marquardt Grade Separation (which supports more capacity for the Orange County and 91/PV Lines) and \$423.3m was assigned to the Link US project which has a systemwide relationship to six of seven Metrolink lines and will enable operation of lines to be linked at Union Station with "through service". Opportunities to work with the state and the high-speed rail authority will continue to be pursued to advance other projects in the Southern California MOU and in the SCORE program more broadly.

Subsequent to the Budget Workshop, changes were made to the Operating Budget to include new service on the Ventura Line and changes to the Special Trains which created a net increase to Member Operating Subsidies of \$0.07M. Changes were also made to the Capital Program. The Rehabilitation budget for Metro was reduced by \$21.0M, as a result of funding capacity. This reduction affected only Line Specific Projects on the Valley subdivision and the Ventura-LA County subdivision. With respect to New Capital, a decision to reprioritize projects created a reduction of \$1.01M.

FY20 Operating Budget

The following table presents two blocks of columns. The first, *Budget Workshop* depicts the FY20 Proposed Operating Budget, as presented to the Board on March 22, 2019. The second block of columns, *FY20 Revised* depicts the effect of the subsequent revisions on revenues, expenditures and operating subsidies as result of that meeting.

	Budget Workshop					FY20 Revised					
i.	FY19	FY20				FY20	Revised	vs Budget	FY20 Re	vised vs	
(\$ millions)	Budget	Budget	FY20	vs FY19		Revised	Worl	kshop	F١	'19	
Revenues	100.8	105.5	4.7	4.6%		105.4	-0.07	0.1%	4.6	4.6%	
Expenditures	251.4	262.9	11.5	4.6%		262.9	0.01	0.0%	11.5	4.6%	
Total Operating Subsidy	150.6	157.4	6.8	4.5%		157.4	0.07	0.0%	6.9	4.6%	

Revised Operating Subsidy by Member Agency:

		Budget W	orkshop		FY20 Revised					
	FY19	FY20	1.2		FY20	Revised	vs Budget	FY20 Re	evised vs	
(\$ millions)	Budget	Budget	FY20 \	FY20 vs FY19		Workshop		FY19		
Metro	75.1	77.9	2.8	3.8%	78.0	0.05	0.1%	2.9	3.8%	
OCTA	29.4	30.4	1.0	3.3%	30.3	-0.07	-0.2%	0.9	3.0%	
RCTC	19.7	21.2	1.6	8.0%	21.3	0.05	0.2%	1.6	8.3%	
SBCTA	16.1	17.1	1.0	6.4%	17.2	0.01	0.0%	1.0	6.5%	
VCTC	10.3	10.7	0.4	4.2%	10.7	0.04	0.4%	0.5	4.6%	
Total Operating Subsidy	150.6	157.4	6.8	4.5%	157.4	0.07	0.0%	6.9	4.6%	

FY20 Capital Program - Rehabilitation

During the months of November and December 2018, and January of 2019, staff met with the Member Agencies both jointly and individually to review the requested projects for FY20.

During these meetings, staff provided an overview of the call for projects process stating that the Metrolink Rehabilitation Plan (MRP) forms the basis for the amounts presented. Staff described the process for the ranking and prioritization of projects, and the optimization of the fiscal request from the Member Agencies that ensures fulfillment of the Authority's strategic goals through annual investment in our varied asset classes. Questions regarding proposed scope of the projects were answered, and additional supporting documentation was provided.

The forecast for Rehabilitation requirements over the next five fiscal years is shown below:

Life of Project Basis Rehabilitation

FY2019-20	\$ 63.7m	Request/Adopt
FY2020-21	\$161.1m	Forecast/Program
FY2021-22	\$213.1m	Forecast/Program
FY2022-23	\$217.6m	Forecast/Program
FY2023-24	\$222.1m	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

FY2019-20 PROPOSED & FY2021-24 FORECAST CASHFLOW - REHABILITATION													
CASH BASI	S												
CASH OUTLAY													
	FROM FY20 FROM FY21 FROM FY22 FROM FY23 FROM FY24 Total												
(\$ millions)	Budget	Forecast	Forecast	Forecast	Forecast	By Year							
FY2019-20	3.1	-	-	-	-	3.1							
FY2020-21	21.6	8.1	-	-	1 ÷	29.7							
FY2021-22	18.7	56.4	10.7	-	-	85.8							
FY2022-23	20.4	40.3	74.6	10.9	-	146.1							
FY2023-24	-	56.4	53.3	76.1	11.1	196.9							
FY2024-25	-	-	74.6	54.4	77.7	206.7							
FY2025-26	-	-	-	76.1	55.5	131.7							
FY2026-27	-	-	-	-	77.7	77.7							
Total	\$ 63.7	\$ 161.1	\$ 213.1	\$ 217.6	\$ 222.1	\$ 877.6							

Does not include cashflow generated by projects approved in prior years.

FY20 Capital Program - New Capital

Staff met during December 2018 and January 2019 to determine projects to be recommended for New Capital in FY20. Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation projects described above. The Proposed New Capital Budget was revised after the presentation at the March 22, 2019 Budget Workshop. In March 15, 2019 MAAC meeting it was determined that the Power Switch at Riverside Downtown station was a higher priority project due to the immediate on-time performance benefits and project's inclusion. Additionally, it was determined that the higher priority need of

two Engineering Studies was included to determine the scope and budget for future capital investments of the locomotive overhauls and modernization needs of the EMF and CMF.

The forecast for New Capital requests over the next five fiscal years is shown below:

Life of Project Basis New Capital

FY2019-20	\$ 3.0m	Request/Adopt
FY2020-21	\$ 30.6m	Forecast/Program
FY2021-22	\$144.8m	Forecast/Program
FY2022-23	\$ 86.6m	Forecast/Program
FY2023-24	\$ 57.2m	Forecast/Program

Completion of New Capital Projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

F	Y2019-20 PRC	POSED & FY2	021-24 FOREC/	AST CASHFLO	N - NEW CAPI	TAL
CASH BASIS	5					
			CASH OUTLA	Y		
	FROM FY20	FROM FY21	FROM FY22	FROM FY23	FROM FY24	Total
(\$ millions)	Budget	Forecast	Forecast	Forecast	Forecast	By Year
FY2019-20	0.1	-	2014 (J. - 177	· · · · · ·	· · · · ·	0.1
FY2020-21	0.7	1.5				2.3
FY2021-22	1.2	10.7	7.2	-		19.2
FY2022-23	1.0	7.7	50.7	4.3	1 a <u>-</u>	63.7
FY2023-24	_	10.7	36.2	30.3	2.9	80.1
FY2024-25	-	- 1 - 1	50.7	21.6	20.0	92.3
FY2025-26	× ≞st		1 11 11 1 1 - 1	30.3	14.3	44.6
FY2026-27	-	2 	- n		20.0	20.0
Total	\$ 3.0	\$ 30.6	\$ 144.8	\$ 86.6	\$ 57.2	\$ 322.2

Does not include cashflow generated by projects approved in prior years

Note: Applies to all Tables - Numbers may not foot or cross foot due to rounding.

Funding of Capital Program

Member Agencies provide funding in two different modes:

- ✓ One mode is on a Life of Project basis with the commitment of grant funds;
- ✓ the other is on a Cash Basis

The FY20 Capital Program presented during our Budget Workshop totaled \$87.8m. In the weeks following the budget workshop, staff has received funding commitments that allow us to maximize the available funding from all 5 Member Agencies. On this basis, we will be recommending that the board adopt a revised FY20 Capital Program (Rehabilitation/New Capital) Budget totaling \$66.8M.

FY20 Budget - Overall Summary

The FY20 Proposed Budget for Metrolink includes new budgetary authority of \$329.7M. The Proposed Budget consists of Operating Budget authority of \$262.9M, an increase of 4.6% as compared to the FY19 Adopted Budget. Capital Program authority totals \$66.8M; \$63.7M for Rehabilitation Projects, and \$3.1M for New Capital Projects. Carryover of Rehabilitation Projects approved in prior years is \$159.3M, and carryover of New Capital Projects approved in prior years is \$36.0M. Capital Program amounts in this document refer to Member Agency requested commitments only. Other funding sources which include BNSF, UPPR and staff direct grants are not reflected in this document since they do not require Member Agency Board action. Staff will communicate to both BNSF and UPPR under the Capital Project requirements for their proportionate share of any related Capital Project(s) as required.

FY20 Operating Budget

Changed Budget Assumptions

The FY20 Proposed Budget does not include any proposed increase to the base fare structure. The FY20 Proposed Budget includes increased service for a total of 3.0 million service miles through the operation of 175 weekday trains and 92 weekend trains. Increases in service are included for the San Bernardino, 91/PVL, Orange County and Ventura Lines. Special Trains, previously Third-Party Agreements have been included in the Operating Budget. Five new positions are being requested; two in Train Operations, two in Maintenance of Way/Capital, one in Administration.

Operating Budget Summary

The Operating Revenues reflect a projected net increase of \$4.6M or 4.6% from FY19. The year over year changes are detailed below in the Operating Revenues section. The Operating Expenditures reflect an increase of \$11.5M or 4.6% increase from FY19. Details of the year over year change are explained below in the Operating Expenditures section.

Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total

\$105.4M for FY20, an increase of \$4.6M or 4.6% compared to the FY19 Adopted Budget.

Farebox Revenues, the largest component of the operating revenue of the budget, are projected at \$90.0M, an increase \$4.3M or 5.1% compared to the FY19 Adopted Budget.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The FY20 Dispatch Revenue projection of \$2.2M estimates an increase of \$52k or 2.5% from the FY19 Adopted Budget. The FY20 MOW Revenues are projected to increase \$0.5M or 3.6%.

Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY20 Proposed Budget for expenditures related to Train Operations is \$153.6M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY20 proposed budgeted amount for expenditures related to MOW is \$47.0M.

Administration and Services include internal expenditures related to Train Operations. The FY20 Proposed Budget for expenditures related to Administration & Services is \$48.1M.

The Category of Insurance and Legal is \$14.2M for the FY20 Proposed Budget.

Overall, the total FY20 Proposed Budgeted for expenditures have increased from the FY19 Adopted Budget by \$11.5M or 4.6%. The components of this change are as described below.

- Total Train Operations have increased by \$1.3M. The primary drivers of this increase are:
 - ✓ Fuel costs are higher by \$2.9M due to higher diesel prices;
 - ✓ Train Operations Services have increased \$1.8M;
 - ✓ Rail Agreements increased by \$1.0M;
 - ✓ Special Trains were added to the Operating Budget (previously TPA) for \$0.8M;
 - ✓ TVD Maintenance increased by \$0.6M;
 - ✓ Other increased by \$0.2M;

- Equipment Maintenance decreased by \$1.2M due to reduced material for Rolling Stock repairs;
- ✓ Transfers to Other Operators decreased by \$1.2M;
- ✓ Marketing decreased by \$3.6M due to the one-time marketing program in FY19.
- MOW has increased by \$5.7M primarily as a result of:
 - ✓ Changes to Salaries & Benefits previously charged to Capital Projects \$1.8M;
 - Change in ICAP calculation which transferred \$1.5M from Capital Projects to the Operations Budget;
 - ✓ Signal Maintenance (MEC) increase of \$1.0M;
 - ✓ Track Maintenance (VTMI) increase of \$0.9M;
 - ✓ Consulting increase of \$0.5M.
- Administration and Services have increased by \$7.0M. The primary drivers of this increase are:
 - ✓ Overhead increased \$1.9M due to a correction to last year's projection of Other Post-Employment Benefits (OPEB) of \$0.8M and increase to this year OPEB of \$0.4m, and an increase of \$0.6M for office rental;
 - ✓ Amounts associated with our Indirect Cost Allocation Plan (ICAP) previously charged to Capital projects caused an increase of \$1.7M:
 - ✓ DBE consultants for \$1.2M previously charged to Capital projects;
 - ✓ PTC maintenance and support increase of \$0.9M;
 - ✓ Change to Salaries & Fringe \$0.8M;
 - ✓ Information Technology increases \$0.3M;
 - ✓ Engineering Consultants increase \$0.2M.
- Total Insurance expense decreased by \$2.5M.
 - ✓ Insurance premiums lower by \$0.5M;
 - ✓ Decrease as a result of a change in the projected claim liability of \$3.0M.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The Revised FY20 Proposed Budget estimates total Member Agency contributions to equal \$157.4M, an increase of \$6.9M or 4.6% more than the FY19 Budget.
- A year over year comparison of net operating subsidy by Member Agency is presented in Attachment E. In response to Member Agency requests, this schedule reflects the FY20 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

Capital Budget

Carryover from Prior Years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as "Carryovers" because their uncompleted balance moves forward to the following year. Projects authorized in prior years but "carried over" total \$159.3M for Rehabilitation and \$36.0m for New Capital. They are shown in detail on Attachments F and G, respectively.

Capital Rehabilitation

The Capital Rehabilitation authorization request for FY20 was identified as necessary investments to maintain a state-of-good repair. These projects total \$63.7m and are represented in detail in Attachment H.

The total Rehabilitation Program by asset type includes:

ASSET TYPE	тс	DTAL		
Communications	\$	2.4m		
Facilities		3.1m		
Non-Revenue Fleet		4.1m		
Rolling Stock	2.9r			
Signals		13.5m		
Structures		7.2m		
Track	30.5m			
	\$	63.7m		

New Capital

The New Capital authorization request for FY20 was identified as necessary for safe and efficient rail operations. These projects total \$3.0m and are shown in detail in Attachment I.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Operating as described:

- Attachment A FY20 Proposed Operating Budget a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages.
- Attachment B Historical Actual and Budgeted Operating Statements. Actual Operating expense for FY16, FY17 & FY18, Adopted Operating Budget for FY19 and Proposed Operating Budget for FY20, with a variance comparison between FY19 Adopted Budget and FY20 Proposed Budget.
- Attachment C FY20 Proposed Operating Budget by Member Agency
- Attachment D FY20 Proposed Operating Budget by Line
- Attachment E FY20 Budgeted Operating Subsidy FY20 Proposed Budget Operating Subsidies by Member Agency presented in whole dollars, with comparisons to FY19 Adopted Budget.

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Capital Program as described:

- Attachment F FY20 Rehabilitation Carryover Projects- Details ongoing Rehabilitation Projects approved in prior years by subdivision, project category and Member Agency.
- Attachment G FY20 New Capital Carryover Projects Details ongoing New Capital Projects approved in prior years by subdivision, project category and Member Agency.
- Attachment H FY20 Proposed Rehabilitation Projects Detail list Presents original request and funded amounts by subdivision, project category and Member Agency share.
- Attachment I FY20 Proposed New Capital Projects Detail list Presents original request and funded amounts by subdivision, project category and Member Agency share.

Operating Budget Forecasts for FY21, FY22, FY23 and FY24

Upon approval by the Board, the FY20 Proposed Budget will be transmitted to Member Agencies for consideration and adoption. FY21, FY22, FY23 and FY24 forecasted budgets will also be transmitted to the Member Agencies for consideration and

programming. The four-year forecasts will only be considered for adoption individually during the applicable year.

The Attachments -Operating Budget Forecasts for FY21, FY22, FY23, FY24

- Attachment J FY21 Forecasted Operating Budget
- Attachment K FY22 Forecasted Operating Budget
- Attachment L FY23 Forecasted Operating Budget
- Attachment M FY24 Forecasted Operating Budget

The assumptions reflected in the FY21, FY22, FY23 and FY24 Forecasted Operating Budgets are based on contractual escalators and other known changes in combination with a projected increase factor based on the trends of each category of expense.

Next Steps

April – May, 2019	Staff present at Member Agencies' Committee and Board meetings as requested
June 14, 2019	FY20 Proposed Budget to Board for Adoption

Budget Impact

There is no budgetary impact as a result of this report. Approval to transmit the Proposed Budget to the Member Agencies for review and adoption is the next step in the FY20 Budget Development process. The FY20 Proposed Budget will then be presented to this Board for review and adoption at the June 14, 2019 meeting. Any actions taken by our Member Agencies prior to that meeting will be reported.

From a public service viewpoint Metrolink is simply the best investment to reduce freeway traffic and improve air quality in Southern California. Because 85% of Metrolink riders can choose to drive, Metrolink removes 1-2 lanes of parallel freeway traffic in each direction during peak hours on the 5, 10, 60, 91, 101 and 134 freeways.

Prepared by:

Christine Wilson, Senior Manager Finance

Refund

Ronnie Campbell Chief Financial Officer

FY 20 Proposed Operating Budget

ATTACHMENT A

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(\$000's)	FY 18-19	FY 19-20	Variance FY20 Proposed vs FY19 Adopted		
(\$000 s)	Adopted Budget	Proposed Budget	\$ Variance	9 Adopted % Variance	
Operating Revenue	U				
Farebox Revenue	82,904	87,739	4,835	5.8	
Special Trains	-	219	219	n	
Fare Reduction Subsidy	2,732	2,025	(706)	-25.9	
Subtotal-Pro Forma FareBox	85,636	89,983	4,347	5.1	
Dispatching	2,120	2,172	52	2.5	
Other Revenues	490	257	(233)	-47.5	
MOW Revenues	12,561	13,011	450	3.6	
Total Operating Revenue	100,806	105,423	4,617	4.6	
Operating Expenses					
Operations & Services					
Train Operations	46,872	48,733	1,861	4.0	
Equipment Maintenance	38,133	36,638	(1,496)	-3.9	
Contingency (Train Ops)	-	-	-	n	
Fuel	18,744	21,730	2,986	15.9	
Non-Scheduled Rolling Stock Repairs	260	160	(100)	-38.5	
Operating Facilities Maintenance	1,684	1,749	65	3.9	
Other Operating Train Services	482	977	495	102.7	
Special Trains	2	793	793	n	
Rolling Stock Lease	336	230	(106)	-31.4	
Security - Sheriff	5,889	6,095	206	3.5	
Security - Guards	2,450	2,552	102	4.2	
Supplemental Additional Security	690	660	(30)	-4.3	
Public Safety Program	389	421	32	8.2	
Passenger Relations	1,732	1,797	65	3.7	
TVM Maintenance/Revenue Collection	9,055	9,652	597	6.6	
Marketing	5,380	1,769	(3,610)	-67.1	
Media & External Communications	458	459	8 9 8800 88	0.1	
Utilities/Leases	3,473	2,695	(778)	-22.4	
Transfers to Other Operators	6,496	5,301	(1,195)	-18.4	
Amtrak Transfers	2,400	2,400	-	0.0	
Station Maintenance	1,806	2,230	425	23.5	
Rail Agreements	5,400	6,362	963	17.8	
Subtotal Operations & Services	152,129	153,404	1,276	0.8	
Maintenance-of-Way			(,		
MoW - Line Segments	40,711	46,254	5,543	13.6	
MoW - Extraordinary Maintenance	591	712	121	20.6	
Subtotal Maintenance-of-Way	41,301	46,966	5,665	13.79	
Administration & Services	÷				
Ops Salaries & Fringe Benefits	13,782	14,631	849	6.2	
Ops Non-Labor Expenses	7,635	8,792	1,156	15.19	
Indirect Administrative Expenses	17,096	20,755	3,659	21.4	
Ops Professional Services	2,579	3,962	1,383	53.69	
Subtotal Admin & Services	41,093	48,140	7,047	17.19	
Contingency (Non-Train Ops)	204	200	(4)	-2.00	
Total Operating Expenses	234,727	248,710	13,984	6.00	
nsurance and Legal					
Liability/Property/Auto	11,418	11,906	488	4.3	
Net Claims / SI	4,000	1,000	(3,000)	-75.09	
Claims Administration	1,211	1,000	(3,000)	3.40	
Net Insurance and Legal	16,629	14,158	(2,471)	-14.90	
TOTAL EXPENSE	251,356	262,869	11,512	4.6	
	231,330	202,009	11,512	4.0	
Net Loss		(157 445)	((00 ()	4 - 11	
All Member Subsidies	(150,550)	(157,445)	(6,896)	4.60	
	150,550	157,445	6,896	4.60	
Surplus / (Deficit)	-	-	-	n/	

Historical Actual and Budgeted Operating Statements

ATTACHMENT B

(\$000's)	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY19-20 Propos FY18-19 Adop	
	Actual	Actual	Actual	Adopted Budget	Proposed Budget	Variance	%
Operating Revenue							
Farebox Revenue	83,652	82,883	82,542	82,904	87,739	4,835	5.8%
Special Trains	-	-	-	-	219	219	n/a
Fare Reduction Subsidy	873	490	157	2,732	2,025	(706)	-25.9%
Subtotal-Pro Forma FareBox	84,524 2,120	83,373 2,016	82,699 2,133	85,636 2,120	89,983 2,172	4,347 52	5.1% 2.5%
Dispatching Other Revenues	429	762	463	490	2,172	(233)	-47.5%
MOW Revenues	12,434	12,384	12,789	12,561	13,011	450	3.6%
Total Operating Revenue	99,507	98,535	98,084	100,806	105,423	4,617	4.6%
Operating Expenses							
Operations & Services							
Train Operations	41,887	41,616	42,116	46,872	48,733	1,861	4.0%
Equipment Maintenance	33,751	35,422	34,242	38,133	36,638	(1,496)	-3.9%
Contingency (Train Ops)				-	-	-	n/a
Fuel	17,381	18,207	17,577	18,744	21,730	2,986	15.9%
Non-Scheduled Rolling Stock Repairs	136	1	56	260	160	(100) 65	-38.5% 3.9%
Operating Facilities Maintenance	1,149 239	1,475	1,493 722	1,684 482	1,749 977	495	3.9%
Other Operating Train Services Special Trains	239	449	122	482	793	793	102.7% n/a
Rolling Stock Lease	638	230	11	336	230	(106)	-31.4%
Security - Sheriff	4,912	5,511	5,662	5,889	6,095	206	3.5%
Security - Guards	1,685	1,283	1,931	2,450	2,552	102	4.2%
Supplemental Additional Security	-	520	227	690	660	(30)	-4.3%
Public Safety Program	217	203	193	389	421	32	8.2%
Passenger Relations	1,748	1,868	1,723	1,732	1,797	65	3.7%
TVM Maintenance/Revenue Collection	6,554	7,934	8,188	9,055	9,652	597	6.6%
Marketing	1,137	716	1,307	5,380	1,769	(3,610)	-67.1%
Media & External Communications	343	249	320	458	459	8	0.1%
Utilities/Leases	2,046	2,614	2,804	3,473	2,695	(778)	-22.4%
Transfers to Other Operators	6,488	6,003	3,818	6,496	5,301	(1,195)	-18.4%
Amtrak Transfers	1,287	1,307	1,678	2,400	2,400	-	0.0%
Station Maintenance	1,418	1,196	1,575	1,806	2,230	425	23.5%
Rail Agreements	5,207	5,155	4,938	5,400	6,362	963	17.8%
Subtotal Operations & Services	128,223	131,960	130,582	152,129	153,404	1,276	0.8%
Maintenance-of-Way MoW - Line Segments	37,936	37,355	42,411	40,711	46,254	5,543	13.6%
Mow - Extraordinary Maintenance	1,518	1,260	42,411 594	40,711	40,234	121	20.6%
Subtotal Maintenance-of-Way	39,453	38,615	43,005	41,301	46,966	5,665	13.7%
Administration & Services	57,155	50,015	10,000	11,501	10,700	0,000	1017 /
Ops Salaries & Fringe Benefits	12,892	13,808	12,507	13,782	14,631	849	6.2%
Ops Non-Labor Expenses	5,322	5,046	5,890	7,635	8,792	1,156	15.1%
Indirect Administrative Expenses	12,417	14,090	19,333	17,096	20,755	3,659	21.4%
Ops Professional Services	2,019	1,963	2,687	2,579	3,962	1,383	53.6%
Subtotal Admin & Services	32,651	34,907	40,417	41,093	48,140	7,047	17.1%
Contingency (Non-Train Ops)	47	2	15	204	200	(4)	-2.0%
Total Operating Expenses	200,374	205,484	214,019	234,727	248,710	13,984	6.0%
Insurance and Legal							
Liability/Property/Auto	11,634	11,061	9,748	11,418	11,906	488	4.3%
Net Claims / SI	3,855	5,115	8,551	4,000	1,000	(3,000)	-75.0%
Claims Administration	421	704	19 992	1,211	1,252 14,158	(2.471)	-14.99
Net Insurance and Legal	15,909 216,283	16,880	18,883 232,902	16,629		(2,471)	-14.9%
Total Expense Before BNSF Loss Before BNSF	(116,776)	222,364 (123,829)	(134,818)	251,356 (150,550)	262,869 (157,445)	11,512 (6,896)	4.6%
Member Subsidies	(110,770)	(123,829)	(134,616)	(130,330)	(137,443)	(0,090)	4.07
Operations	109,003	119,148	124,736	133,920	143,287	9,367	7.0%
Insurance	18,079	16,787	17,663	16,629	14,158	(2,471)	-14.9%
Total Member Subsidies	127,082	135,934	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit) Before BNSF	10,306	12,106	7,581				
BNSF LEASED LOCOMOTIVE COSTS			.,	-	-	-	n/a
Total BNSF Lease Loco Expenses	10,397	5,669	-	-	-		n/a
Member BNSF Lease Subsidies	11,545	6,055	- 1	-	-	-	
Surplus / (Deficit) - BNSF Lease	1,148	386	-	-	-	-	n/a
Server Shot Medde	_,						
TOTAL EXPENSE	226,680	228,032	232,902	251,356	262,869	11,512	4.6%
			,				
Net Loss	(127,173)	(129,498)	(134,818)	(150,550)	(157,445)	(6,896)	4.6%
All Member Subsidies	138,627	141,989	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit)	11,454	12,491	7,581		-		n/a

FY2019-20 Proposed Operating Budget

ATTACHMENT C

by Member Agency

(******				DGET - MEME		1
(\$000s)	Metro	ОСТА	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 42,967	\$ 24,374	\$ 8,134	\$ 9,891	\$ 2,373	\$ 87,739
Special Trains	97	54	45	18	5	219
Fare Reduction Subsidy	1,187	-	-	839	-	2,025
Subtotal-Pro Forma FareBox	44,250	24,427	8,179	10,748	2,378	89,983
Dispatching	1,122	717	8	64	262	2,172
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,696	2,613	670	1,553	479	13,011
Total Operating Revenue	53,191	27,812	8,884	12,401	3,135	105,423
Operating Expenses						
Operations & Services						
Train Operations	25,633	10,888	5,317	5,154	1,742	48,733
Equipment Maintenance	18,025	8,451	4,356	4,255	1,552	36,638
Fuel	10,740	5,906	2,283	2,183	618	21,730
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	905	416	173	200	55	1,749
Other Operating Train Services	486	134	116	164	77	977
Special Trains	303	226	223	37	5	793
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,198	1,212	939	628	119	6,095
Security - Guards	1,211	440	380	268	254	2,552
Supplemental Additional Security	324	180	60	79	17	660
Public Safety Program	200	73	63	44	42	421
	857	501		426(55)	59	100000 5770
Passenger Relations	200 No. 200 No. 200		169	209	100.00	1,797
TVM Maintenance/Revenue Collection	4,137	2,104	1,596	1,234	581	9,652
Marketing	825	479	193	197	75	1,769
Media & External Communications	218	79	68	48	46	459
Utilities/Leases	1,278	464	401	283	268	2,695
Transfers to Other Operators	2,973	1,192	378	600	159	5,301
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,378	304	147	303	98	2,230
Rail Agreements	2,215	1,895	1,533	383	337	6,362
Subtotal Operations & Services	75,865	36,554	18,437	16,321	6,228	153,404
Maintenance-of-Way						
MoW - Line Segments	24,352	9,311	3,423	6,388	2,780	46,254
MoW - Extraordinary Maintenance	417	102	68	76	49	712
Subtotal Maintenance-of-Way	24,769	9,413	3,491	6,464	2,829	46,966
Administration & Services						
Ops Salaries & Fringe Benefits	6,941	2,531	2,171	1,538	1,451	14,631
Ops Non-Labor Expenses	4,457	1,939	965	1,002	429	8,792
Indirect Administrative Expenses	9,846	3,576	3,088	2,179	2,065	20,755
Ops Professional Services	1,880	683	590	416	394	3,962
Subtotal Admin & Services	23,123	8,729	6,813	5,135	4,339	48,140
<u>Contingency</u>	95	34	30	21	20	200
Fotal Operating Expenses	123,853	54,730	28,771	27,941	13,416	248,710
nsurance and Legal		•				
Liability/Property/Auto	6,161	2,834	1,175	1,359	377	11,906
Net Claims / SI	517	238	99	114	32	1,000
Claims Administration	648	298	124	143	40	1,000
Fotal Net Insurance and Legal	7,326	3,370	1,398	1,616	448	14,158
Fotal Expense	131,179	58,100	30,168	29,557	13,865	262,869
Member Subsidies	101,177	50,100			10,000	404,009
Total Member Subsidies	\$ 77,988	\$ 30,288	\$ 21,284	\$ 17,156	\$ 10,729	\$ 157,445
Numbers may not foot due to rounding.	1+ 1.,200	- 00,200		17 27,1200	+ 10,745	÷ 107)110

FY2019-20 Proposed Operating Budget

ATTACHMENT D

by Line

FY2019-20 PROPOSED BUDGET - LINE ALLOCATION									
(\$000s)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	Total
Operating Revenue									
Farebox Revenue	\$ 19,165	\$ 6,539	\$ 13,141	\$ 8,968	\$ 24,707	\$ 416	\$ 7,862	\$ 6,941	\$ 87,739
Special Trains	33	14	31	11	42	-	57	31	\$ 219
Fare Reduction Subsidy	2,025	-	-	-	-	-	-	-	2,025
Subtotal-Pro Forma FareBox	21,223	6,553	13,172	8,979	24,748	416	7,919	6,972	89,983
Dispatching	165	540	369	6	1,029	16	18	31	2,172
Other Revenues	57	36	41	33	46	1	34	10	257
MOW Revenues	3,496	1,535	3,968	299	1,669	187	1,122	733	13,011
Total Operating Revenue	24,942	8,664	17,550	9,317	27,493	619	9,092	7,746	105,423
Operating Expenses									
Operations & Services	2								1.1.1
Train Operations	10,456	5,011	10,397	3,070	7,326	959	5,372	6,142	48,733
Equipment Maintenance	8,135	3,799	7,342	2,654	5,247	1,342	4,335	3,784	36,638
Fuel	4,381	1,880	4,583	1,291	3,964	913	2,663	2,055	21,730
Non-Scheduled Rolling Stock Repairs	38	14	34	11	25	5	19	13	160
Operating Facilities Maintenance	411	153	375	123	276	56	212	142	1,749
Other Operating Train Services	313	129	140	116	60	21	88	109	977
Special Trains	72	17	79	110	112	-	189	314	793
Rolling Stock Lease	50	35	37	32	39	-	31	7	230
Security - Sheriff	1,342	330	1,730	265	812	122	674	821	6,095
Security - Guards	372	424	461	382	196	70	289	357	2,552
Supplemental Additional Security	144	49	99	67	186	3	60	52	660
Public Safety Program	61	70	76	63	32	12	48	59	421
Passenger Relations	419	153	295	140	414	18	234	124	1,797
TVM Maintenance/Revenue Collection	1,790	1,355	1,572	931	1,004	410	1,367	1,222	9,652
	415	1,335	233	130	445	410	1,307	212	1,769
Marketing	67	76	83	69	445 35	13	52	64	459
Media & External Communications	393				207	74	305	377	
Utilities/Leases		448	487	404					2,695
Transfers to Other Operators	1,241	443	1,177	453	1,401	-	174	413	5,301
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Station Maintenance	640	289	462	194	392	14	39	201	2,230
Rail Agreements	-	627		1,939	1,131	12	1,044	1,609	6,362
Subtotal Operations & Services	30,743	15,749	29,662	12,347	25,397	4,059	17,370	18,077	153,404
Maintenance-of-Way									
MoW - Line Segments	13,393	7,447	9,865	1,246	5,930	653	4,165	3,556	46,254
MoW - Extraordinary Maintenance	162	113	138	77	101	8	82	31	712
Subtotal Maintenance-of-Way	13,555	7,560	10,003	1,323	6,031	660	4,247	3,587	46,966
Administration & Services									
Ops Salaries & Fringe Benefits	2,142	2,423	2,648	2,184	1,138	399	1,656	2,040	14,631
Ops Non-Labor Expenses	1,846	927	1,767	761	1,323	218	1,012	938	8,792
Indirect Administrative Expenses	3,028	3,449	3,748	3,109	1,598	569	2,349	2,904	20,755
Ops Professional Services	578	659	716	594	305	109	449	554	3,962
Subtotal Admin & Services	7,595	7,458	8,880	6,647	4,364	1,295	5,466	6,435	48,140
<u>Contingency</u>	29	33	36	30	15	5	23	28	200
Total Operating Expenses	51,922	30,800	48,581	20,347	35,807	6,020	27,105	28,128	248,710
nsurance and Legal									
Liability/Property/Auto	2,797	1,040	2,555	837	1,881	384	1,444	969	11,906
Net Claims / SI	235	87	215	70	158	32	121	81	1,000
Claims Administration	294	109	269	88	198	40	152	102	1,252
Fotal Net Insurance and Legal	3,326	1,237	3,038	995	2,237	456	1,717	1,152	14,158
Fotal Expense	55,248	32,037	51,619	21,343	38,044	6,476	28,822	29,280	262,869
Member Subsidies									
otal Member Subsidies	\$ 30,306	\$ 23,373	\$ 34,068	\$ 12,025	\$ 10,551	\$ 5,858	\$ 19,730	\$ 21,533	\$ 157,445
Numbers may not foot due to rounding.									

History of actual and budgeted Operating Subsidy with variances, and analysis of FY20 vs FY19

Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY19 ADOPTED BUDGET	\$150,549,696	\$75,119,648	\$29,403,103	\$19,659,705	\$16,111,081	\$10,256,160
FY20 PROPOSED BUDGET	\$157,445,412	\$77,988,159	\$30,287,870	\$21,284,172	\$17,156,036	\$10,729,175

YEAR OVER YEAR CHANGE	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY20 vs FY19						
\$ Increase	\$6,895,716	\$2,868,511	\$884,767	\$1,624,468	\$1,044,955	\$473,015
% Increase	4.6%	3.8%	3.0%	8.3%	6.5%	4.6%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.



FY2019-20 REHABILITATION CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	ОСТА	RCTC	SBCTA	vстс	TOTAL CARRYOVER
514001	Systemwide	Signage	91-LA- RR CMS & PA System	17,418	-	-	-	-	17,418
514002	Olive	Track	Tie & Track RR	-	68,204	-	-	-	68,204
514003	Orange	Communications	Communication & Equipment	-	-	-	8,472	-	8,472
514004	Orange	Safety	Fencing at San Clemente	-	6,351	-	-	-	6,351
514005	Orange	Signal	Signal & Grade Crossing Rehabilitation	-	650	-	-	-	650
514006	Orange	Structures	Design Santiago Creek	-	3,254	-	-	-	3,254
514007	Orange	Track	Wood Crossties	-	17,752	-	-	_	17,752
514008	Orange	Track	Track & Curve	-	1,491	-	-	2,974	4,466
514009	Orange	Signage	CIS/Signage	-	-	-	24,616	-	24,616
514010	Orange & Olive	Signal	Signal & Gate Detector	-	51,107	-	-	-	51,107
514011	Orange	Structures	ROW Grade, Ditching, Fencing	-	711	-	-	_	711
514012	Pasadena	Track	Timber Crossties	2,681	-	-	-	-	2,681
514013	San Gabriel	Communications	Communication & Equipment	6,579	-	-	4,386	-	10,965
514014	San Gabriel	Structures	Fencing at Fontana, ROW Grading	13,480	-	-	8,986	-	22,466
514015	San Gabriel	Signage	CMS and PA System	9,549	-	-	6,004	-	15,553
514016	San Gabriel	Signal	Detector, Crossing Gates	13,064	-	-	8,709	-	21,773
514017	San Gabriel	Track	Wood Crossties	-	-	-	45,863	68,820	114,683
514018	Valley	Communications	Communication & Equipment	-	-	-	-	11,840	11,840
514024	Valley	Track	Rail and Curves	4,730	-	-	-	-	4,730
514027	Ventura - LA County	Signal	EC4-EC5, Crossing	4,244	-		-	-	4,244
514028	Ventura - LA County	Structures	ROW Grading, ETC	562	-	-	-	-	562
514029	Ventura - LA County	Track	Rails & Joints	88	-	-	-	<u>-</u> 2	88
514030	Ventura - LA County	Track	Curve 130	3,905	-	-	-	-	3,905
514032	Ventura - VC County	Signal	Light Fixtures	2,062	-	-	-	-1	2,062
514034	Ventura - VC County	Signal	Signals, Gates	7,906	-	-	-	13,315	21,222
514035	Ventura - VC County	Structures	Culvert, Bridges	2,556	-	-	-	-	2,556
514036	Ventura - VC County	Track	Crossing, MP 436.1	47,629	-	-	-	-	47,629
514037	River	Communications	Communication Upgrade	14,890	5,396	3,015	3,920	-	27,221
514038	River	Structures	Fencing, ROW Grading	46,993	19,589	10,981	14,246	-	91,809
514039	River	Signal	Signal/Gates/CP First RR	11,948	4,980	2,792	3,622	-	23,342
514040	Systemwide	Communications	Facility MOC, TCOSF	1,050	380	213	277	-	1,920
514041	Systemwide	Communications	Communication, Train Control	708	244	137	178	-	1,267
514042	Systemwide	Facilities	Tables, Wheel TM	20,189	7,308	4,097	5,315	-	36,909
514043	Systemwide	Rolling Stock	Fuel Tanker Truck	2,243	708	397	514	-	3,861

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	ОСТА	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
514044	Systemwide	Facilities	EMF Fuel System	16,178	1,743	982	1,269	-	20,173
514045	Systemwide	Facilities	Storage Racks, Cont.	2,062	747	418	543	-	3,770
514046	Systemwide	ІТ	Online, Onboard Ticket Sales	19,621	15,628	10,266	11,260	-	56,775
514047	Systemwide	IT	Data Warehouse	23,929	9,975	5,592	7,254	_	46,750
514048	Systemwide	Facilities	TAM Plan, FTA MAP21	1,274	-	-	-	-	1,274
514049	Systemwide	IT	Ticket Sales Solution	1,537	574	321	16,190	32	18,654
514055	Systemwide	Signal	Signals, Grade Crossing	2,801	1,168	655	849	-	5,473
514056	Systemwide	Track	CMF West, Track, Crossing	1,569	654	367	476	-	3,066
514057	Systemwide	Track	Track Meas/Test/Rail Grind	54,296	22,633	12,688	16,460	-	106,077
514058	Systemwide	Vehicle	3 Tire Vehicle Replacement	3,132	-	-	-		3,132
514059	Systemwide	Vehicle	3 Vehicle, Buy 18 Vehicle	1,841	863	486	616	-	3,806
514060	Orange	Track	Transition Rails, Joints	-	5,239	-	-	-	5,239
514061	San Gabriel	Track	Transition Rails, Joints	_	-	-	17,099	26,338	43,436
514062	River	Track	Rails, Joints	16,541	6,896	3,107	5,015	-	31,559
514063	Valley	Security	Fencing Lancaster Station	63,604	_	-	-	-	63,604
514065	Systemwide	Track	Track Measurement	10,250	3,710	2,080	2,698	_	18,739
514066	Ventura - LA County	Track	Tunnel 26 Drainage	967	-	-	-	2,362	3,329
515100	Olive	Track	Culvert & Bridge	_	167,553	-	-	-	167,553
515101	Olive	Track	Ground Penetrating Radar	-	178	-	-	-	178
515102	Orange & Olive	Communications	Communication System		14,152	-	-	-	14,152
515104	Orange	Structures	ROW Maintenance	-	11,178	-	-	-	11,178
515105	Orange	Structures	Culvert & Bridge	_	1,538,392	-	-	-	1,538,392
515107	Orange	Track	Ground Penetrating Radar	-	-	-	13,509	-	13,509
515108	Orange	Track	Tie	- 1	57,281	-	-	(<u>-</u>)	57,281
515109	Pasadena	Signal	Signal Rehabilitation	6,829	-	-	-	-	6,829
515112	Orange	Structures	Grade Crossing	44,797	- 1	-	-	_	44,797
515113	Riverside	Facilities	Layover Improvements	-	-	418,907	-	-	418,907
515114	San Gabriel	Communications	Communication System	7,397	-	-	4,931	_	12,328
515115	San Gabriel	Signal	Signal Rehabilitation	14,554	_	-	2,103	-	16,656
515116	San Gabriel	Structures	ROW Maintenance	2,756	-	-	1,837	-	4,593
515117	San Gabriel	Track	Ground Penetrating Radar	5,773	- 1	-	3,848	-	9,621
515118	San Gabriel	Track	Track Rehabilitation	45,124	_	-	30,083	-	75,207
515124	Valley	Structures	ROW Maintenance	102	_	-	-	-	102
515126	Valley	Track	Ground Penetrating Radar	2,854	- 1	-	-	-	2,854
515127	Ventura - LA County	Communications	Communication System	42,186	-	-	-	-	42,186
515132	Ventura - LA County	Track	Ground Penetrating Radar	62	-	-	-	-	62
515133	Ventura - VC County	Communications	Communication System	10,295	-	-	-	863	11,158
515134	Ventura - VC County	Signal	Cable Replacement	-	-	-	-	5,625	5,625
515137	Ventura - VC County	Track	Sequoia AV Crossing	- 1	-	-	-	20,255	20,255
515138	River	Communications	Communication Rehabilitation	1,342	559	314	407	203	2,825

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	ОСТА	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
515139	River	Signal	Cable Replacement	1,250	521	292	379	189	2,631
515141	River	StructuresB86:C100	ROW Maintenance	25,084	8,475	-	6,164	3,082	42,805
515142	River	Track	Ground Penetrating Radar	2,211	2,734	1,439	1,699	4,881	12,965
515143	River	Track	Rail Replacement	2,584	1,077	-	1,387	392	5,441
515145	Systemwide	Facilities	Upgrade CMF Sanding System	2,047	853	478	621	310	4,310
515147	Systemwide	Rolling Stock	PH/PHI Loco Overhaul	431	431	237	308	737	2,144
515148	Systemwide	Rolling Stock	Rail Car Battery	29,696	7,332	· · ·	-	-	37,028
515151	Systemwide	Rolling Stock	Overhaul of Gen 1 Railcars	6,194	65,120	69,420	111,990	45,020	297,744
515152	Systemwide	Communications	PTC Comm & Signal Rehab	- 1	15,214	8,529	11,065	42,030	76,838
515154	Systemwide	Track	Track Measurement & Test		3,672	2,059	2,671	10,145	18,546
515155	Systemwide	Track	Rail Grinding	3,011	1,255	704	913	456	6,338
515159	Valley	Track	Tunnel 25 Drainage	15	-	-	-	2,207	2,222
515412	San Gabriel	Track	Purchase Rail 4 Installation in SBC	-	-	-	46,492	-	46,492
515510	Orange & Olive	Track	Rail Resurface	-	960	-	-	-	960
516069	Systemwide	Facilities	Replace NOX2 Monitoring System		-	-	3,985	3,072	7,058
516130	Ventura - VC County	Signal	Eleclogic+Crossing Rehab	-	-	-	-	14,270	14,270
516410	San Gabriel	Track	Track Rehabilitation	-	-	-	78,007	_	78,007
516510	Olive	Track	Rail Grinding	-	1,575	-	-	-	1,575
516511	Olive	Track	Track Panel Replacement	-	12,560	-	-	-	12,560
516610	Orange	Track	Rail Grinding	-	2,082	-	-	-	2,082
516612	Orange	Track	Track Panel Replacement		31,799	-	-	-	31,799
516621	Orange	Structures	San Juan Creek Bridge	-	1,200,000	-	-	-	1,200,000
516640	Orange	Communications	Signal & Grade Rehabilitation	-	26,167	-	-	-	26,167
516819	Redlands	Track	Track Rehabilitation		-	-	75,569	-	75,569
516820	Riverside	Facilities	Downtown Riverside Layover Improvements		-	35,495	-	-	35,495
516930	Perris Valley	Signal	Signal Engineering		-	60,417		-	60,417
516931	Perris Valley	Signal	Signal Replacement Parts & Grade Crossing	-	-	90,099		-	90,099
516940	Perris Valley	Communications	Communication Systems		-	4,648	-	-	4,648
517030	Systemwide	Facilities	Replacement Signal Shelter Locks	28,886	12,041	6,750	8,757	4,379	60,813
517040	Systemwide	Communications	Communication & PTC Upgrade	133,146	55,501	31,114	40,364	20,182	280,308
517050	Systemwide	Rolling Stock	Bombardier HVAC Overhaul	340,257	141,833	79,513	103,151	51,576	716,330
517051	Systemwide	Facilities	CMF Elevator Rehabilitation	32,284	13,457	7,545	9,786	4,893	67,965
517052	Systemwide	Facilities	Locomotive Wash Rack Drainage	748,819	312,139	174,988	149,488	74,744	1,460,178
517053	SB Shortway	Facilities	New LTG & Forklift	179,235	74,713	41,884	54,337	-	350,168
517054	Systemwide	Facilities	Rehabilitation Canopies 2-4 LAUS	452,255	188,792	105,839	137,303	68,651	952,840
517055	Systemwide	Facilities	Rehabilitation Canopy 5 LAUS	381,075	158,848	89,051	115,526	57,763	802,263
517110	Ventura - VC County	Track	Replacement Rail Curve 437.76	-	-	-	-	111,463	111,463
517122	Ventura - VC County	Structures	Replacement Culvert MP 436	-	-	-	-	39,044	39,044
517130	Ventura - VC County	Signal	Replacement Signal Battery & Cables		-	-	-	294,145	294,145
517140	Ventura - VC County	Communications	Communication Signage Rehabilitation	-	-	-	-	138,277	138,277

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	ОСТА	RCTC	SBCTA	vстс	TOTAL CARRYOVER
517310	Valley	Track	Replacement Rail & Ties	59,565	-	-	-	_	59,565
517330	Valley	Signal	Rehabilitation Signal Cont Units	2,360	-	-	-	_	2,360
517410	San Gabriel	Track	Tie Panel Replacement	85,144	-	-	56,702	_	141,846
517420	San Gabriel	Structures	Culvert Rehabilitation	133,605	-	-	89,070	_	222,675
517431	San Gabriel	Signal	Signal Rehabilitation	14,891	-	-	9,927	-	24,818
517440	San Gabriel	Communications	Communication Rehabilitation	7,890	-	-	5,260	_	13,150
517610	Orange	Track	Replacement Rail MP 201-207	_	187,482	-	-	-	187,482
517620	Orange	Structures	Replacement 36" Pipe 201.4	-	411,929	-	-	-	411,929
517640	Orange & Olive	Communications	Rehabilitation Signage	-	21,687	-	-	-	21,687
517710	River Sub - East Bank	Track	Replacement Rail and Ties	106,552	26,240	24,900	32,302	16,151	206,144
517711	River	Track	Replacement Turnouts	49,648	20,695	11,602	15,051	7,526	104,522
517712	River Sub - East Bank	Track	Rail & Tie - EB Zone 2	194,514	81,083	45,459	58,942	29,490	409,488
517713	River Sub - East Bank	Track	Tie & Rail - EB Zone 3	27,966	11,656	6,536	8,477	4,240	58,875
517731	River Sub - East Bank	Signal	Signal Controls Rehabilitation - EB	38,419	16,014	8,978	11,647	5,824	80,883
517740	River Sub - East Bank	Communications	Communication Rehabilitation - EB	3,908	1,629	909	1,183	594	8,223
517940	PVL	Communications	Communication & PTC Rehabilitation	-	-	58,821	-	-	58,821
518050	Systemwide	Rolling Stock	Bombardier (Sentinel) Overhaul	6,734,259	2,807,122	1,573,690	1,958,734	979,368	14,053,174
518110	Ventura - VC County	Track	Replacement Tie+Ballast	- 1	-	-	-	1,448,098	1,448,098
518140	Ventura - VC County	Communications	Wayside Communication System Replacement	-	-	-	-	25,441	25,441
518620	Orange	Structures	Culvert Replacement - San Clemente	-	966,585	-	-	-	966,585
518630	Orange	Track	Grade Crossing Rehabilitation	-	295,291	-	-	-22	295,291
518640	Orange & Olive	Communications	Wayside Communication System Replacement	-	108,337	-	-	-	108,337
518940	PVL	Communications	Wayside Communication System Replacement	-	-	29,955	-	-	29,955
519010	Systemwide	Track	Rail Grinding	1,028,584	195,354	201,868	261,883	130,941	1,818,630
519011	Systemwide	Track	Track Asset Condition Assessments	340,884	142,095	79,659	103,342	51,671	717,651
519012	Systemwide	Track	SOGR Prioritization	499,703	-	82,418	106,920	53,460	742,500
519020	River	Structures	Arroyo Seco Bridge Design	587,813	245,025	137,363	178,200	89,100	1,237,500
519031	Systemwide	Signal	Back Office Hardware & Software Replacement	752,885	-	124,176	161,093	80,546	1,118,700
519032	Systemwide	Signal	Back Office Systems Upgrades & Testing	398,096	-	65,659	85,180	42,590	591,525
519033	Shortway	Signal	Grade Crossing Rehabilitation	551,385	229,840	128,859	167,155	_	1,077,239
519034	Shortway	Facilities	EMF Improvement	450,606	187,831	105,307	136,604	-	880,348
519040	Systemwide	Communications	PTC Software Updates	732,897	-	120,879	156,816	78,408	1,089,000
519041	Systemwide	Facilities	PTC Lab Systems Support & Testing	1,029,828	166,127	197,253	255,895	127,948	1,777,050
519050	Systemwide	Rolling Stock	Bombardier Midlife Overhaul	12,743,081	748,886	2,225,273	2,886,840	1,443,420	20,047,500
519051	Systemwide	Rolling Stock	Locomotive & Cab Car Camera & DVR Replc	517,216	215,597	120,865	156,798	78,399	1,088,876
519052	Systemwide	Rolling Stock	Overhaul ROTEM Side Door Motors	271,569	113,202	63,461	82,328	41,164	571,725
519053	Systemwide	Rolling Stock	HAVC Overhaul - 40 ROTEM Cars	522,965	217,994	122,209	158,541	79,270	1,100,979
519054	Systemwide	Rolling Stock	Rubber Window Gaskets Replc - 50 ROTEM	312,951	130,451	73,132	94,874	47,437	658,845
519055	Systemwide	Rolling Stock	Push Back Coupler Overhaul - ROTEM	1,639,762	683,522	383,186	497,107	248,553	3,452,130
519060	Systemwide	Facilities	CMF Car Shop Jacks	449,285	109,622	92,182	119,588	59,794	830,471

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	ОСТА	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519061	Systemwide	Facilities	CMF Public Address System	79,753	-	13,154	17,064	8,532	118,503
519062	Systemwide	Facilities	Renovate Restrooms CMF & MOC	428,304	178,535	100,088	129,844	64,922	901,692
519063	Systemwide	Vehicle	MOW Vehicle Replacement	1,083,829	128,759	199,996	259,455	129,727	1,801,765
519064	Systemwide	Facilities	Station Envelope Repairs/Replacement	269,973	129,611	53,995	86,427	53,995	594,000
519070	Systemwide	IT	Switch Equipment Replacement	117,421	48,946	27,440	35,597	17,799	247,203
519090	Systemwide	Track	Enterprise Asset Management Migration	553,484	230,716	129,341	167,793	83,897	1,165,230
519091	Systemwide	IT	TVM Components	94,050	39,204	21,978	28,512	14,256	198,000
519092	Systemwide	IT	Condition Based Maintenance Test Equipment	50,720	-	8,366	10,852	5,426	75,364
519093	Systemwide	ІТ	Maximo Asset Management System Upgrade	661,456	-	109,096	141,530	70,765	982,847
519120	Ventura - VC County	Structures	Arroyo Simi 1st Crossing Scour Protection	-		-	-	1,504,755	1,504,755
519130	Ventura - VC County	Structures	Grade Crossing & Tunnel 26 Electrical Rplc	-	-	-	-	1,008,137	1,008,137
519140	Ventura - VC County	Structures	Wayside Communication System Replacement	-	-		-	86,624	86,624
519160	Ventura - VC County	Structures	Replace Moorpark Trailer (Crew Base)	-	-	-	-	1,527,187	1,527,187
519210	Ventura - LA County	Track	Track Rehabilitation	1,539,501	-	-	-	-	1,539,501
519211	Ventura - LA County	Track	Station Pedestrian Crossing	248,292	-	-	-	-	248,292
519220	Ventura - LA County	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519230	Ventura - LA County	Signal	Tunnel 26 Electrical Service Replacement	355,123	-	-	-	-	355,123
519240	Ventura - LA County	Communications	Wayside Communication System Replacement	49,500	-	-	-	-	49,500
519310	Valley	Track	Tunnel 25 Track Rehab	742,138	-	-	-	-	742,138
519320	Valley	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519330	Valley	Signal	Signal Rehabilitation	695,435	-	-	-	-	695,435
519340	Valley	Communications	Wayside Communication System Replacement	99,000	-	-	-	-	99,000
519410	San Gabriel	Track	Track Rehabilitation	2,565,189	-	-	1,710,126		4,275,315
519411	San Gabriel	Track	Replace Turnouts	1,391,089	-	-	927,392	-	2,318,481
519420	San Gabriel	Structures	Bridge Replacement	459,756	-	-	306,504	-	766,260
519430	San Gabriel	Signal	Signal Rehabilitation	2,225,350	-	-	1,483,566	-	3,708,916
519440	San Gabriel	Communications	Wayside Communication Replacement Parts	193,050	-	-	128,700	-	321,750
519510	Orange & Olive	Track	Track Rehabilitation	-	5,168,790	-	-	-	5,168,790
519520	Orange & Olive	Track	ROW Grading/Ditching	-	207,653	-	-	-	207,653
519620	Orange	Structures	San Juan Creek Bridge Replacement	· -	17,402,153	-	-	-	17,402,153
519621	Orange	Structures	Bridge Replacement Design MP200.2	-	989,901		-	-	989,901
519630	Orange	Signal	Signal Rehabilitation	-	1,497,132	-	-	-	1,497,132
519640	Orange	Communications	Communication Rehabilitation	-	346,356	-	-	_	346,356
519710	River	Track	LAUS Rehabilitation	1,253,920	-	206,813	268,298	134,149	1,863,180
519711	River	Track	Track Rehabilitation	1,330,337	554,541	310,879	403,302	201,651	2,800,710
519712	River	Track	LAUS Track & Signal Rehabilitation	2,363,006	985,001	552,197	716,364	358,182	4,974,750
519730	River	Signal	Signal Rehabilitation	1,589,612	111,222	280,524	363,923	181,961	2,527,242
519731	River Sub - East Bank	Signal	Signal Rehabilitation - River EB Zone 2	73,586	30,674	17,196	22,308	11,154	154,918
519732	River Sub - West Bank	Signal	Signal Rehabilitation - River WB Phase 1	1,557,563	371,528	318,171	412,763	206,381	2,866,406
519733	River Sub - East Bank	Signal	Replace AC Meter - River EB Zone 1	2,715	1,132	634	823	411	5,715

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519740	River Sub - West Bank	Communications	Communication Rehabilitation - River WB	118,801	21,748	23,181	30,073	15,037	208,841
519741	River Sub - East Bank	Communications	Communication Rehabilitation - River EB	9,367	3,905	2,189	2,840	1,420	19,720
519760	Systemwide	Facilities	LAUS West Portal Ticket Booth Expansion	284,501	118,592	66,483	86,249	43,124	598,950
519910	Perris Valley	Track	Track Rehabilitation	-	-	3,220,623	-	_	3,220,623
519911	Perris Valley	Structures	Box Springs Area Drainage Assessment		-	197,374	-	-	197,374
519940	Perris Valley	Communications	Communication Rehabilitation	-	-	123,748	-	-	123,748
591702	Ventura - LA County	Track	ROW Grading/Ditching	-	- 1	-	-	8,337	8,337
591704	Ventura - LA County	Signal	Signal Rehabilitation	-	-	-	-	719	719
591705	Systemwide	Facilities	CMF & EMF Material Hand Equipment	40,619	16,931	9,492	12,314	6,156	85,512
591706	Systemwide	Vehicle	Field Support Vehicle	179,340	74,756	41,909	54,368	27,184	377,557
591707	Systemwide	Communications	Replacement Switch Equipment	5,187	2,162	1,212	1,573	787	10,921
591708	River	Track	ROW Grading	21,675	9,035	5,065	6,571	3,285	45,631
591709	Systemwide	Rolling Stock	Sentinel LED Light Replacement	87,367	36,418	20,416	26,486	13,243	183,931
591710	Ventura - VC County	Facilities	Moorpark Layover Hrdngd		-			174,113	174,113
591711	Ventura - VC County	Track	Moorpark Pedestrian Crossing Pnls		_	-	-	38,798	38,798
591712	San Gabriel	Track	Sierra Avenue Grace Crossing	19,074	-	-	9,187	-	28,261
591713	San Gabriel	Track	Juniper Avenue Grade Crossing	33,760	_	_	16,441		50,201
591714	Orange	Communications	Laguna Niguel Station CIS		26,892	-	-	_	26,892
591801	Orange	Facilities	Marine Sec Improvements		22,898		-		22,898
591804	Ventura - VC County	Facilities	Safety Improvements		-	-		243,912	243,912
591805	San Gabriel	Communications	Conduit Discovery	-	_		8,485	-	8,485
591901	Valley	Track	Tunnel 25 Urgent Rehabilitation	62,454			- 0,400		62,454
591902	Orange	Track	Slope Stabilization	02,404	1,682,933				1,682,933
592110	Ventura - VC County	Track	Track State of Good Repair		- 1,002,900		-	92,324	92,324
592111	Ventura - VC County	Track	Turnout at CP Santa Susana				-	227,141	227,141
592112	Ventura - VC County	Track	Katherine Road Crossing					309,783	309,783
592120	Ventura - VC County	Structures	Bridge and Culvert Rehab					1,103,547	1,103,547
592210	Ventura - LA County	Track	Tie & Turnout Replacement	396,583	-			-	396,583
592220	Ventura - LA County	Structures	Bridge MP 458.71	1,477,300	-			-	1,477,300
592221	Systemwide	Structures	SOGR Bridge Design	634					634
592320	Valley	Structures	Bridge MP 50.64	614,170					614,170
592321	Valley	Structures	Bridge MP 50.51	628,651					628,651
592322	Valley	Structures	Bridge MP 50.77	632,654		-	-		632,654
	Valley	Structures	Bridge MP 47.45	370,098			-	-	370,098
592324	Valley	Structures	Bridge MP 50.46	632,284		-			
592326	Valley	Structures	Culvert MP 53.84	35,883	-	-	-		632,284
592327	Valley	Structures	Culvert MP 53.64 Culvert MP 54.13		-	-	-		35,883
592328	Valley	Structures	Culvert MP 66.78	19,710	-	-	-		19,710
592420	San Gabriel	Structures	Replacement Bridge MP 40.12 SOGR	256,779	-	-	-	-	256,779
592420 592711	River			681,974		-	454,650	-	1,136,624
J92/11		Track	Replacement CP Taylor Turnouts	80,038	33,363	18,704	24,264	12,132	168,502

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	ОСТА	RCTC	SBCTA	vстс	TOTAL CARRYOVER
592712	River Sub - East Bank	Track	Rail & Tie - East Bank Zone 1	46,124	19,226	10,768	13,990	6,995	97,103
592713	River Sub - East Bank	Track	Turnouts SOGR - EB Zone 2	32,843	13,694	7,679	9,954	4,987	69,157
593220	Ventura - LA County	Structures	Bridge 452.1	697,752	-	-	-	-	697,752
593310	Valley	Track	LANG,ACTN TO,Ties	1,138,159	-	-	-	-	1,138,159
593320	Valley	Structures	Bridge SOGR Phase 2	5,941,161	-	-	-	-	5,941,161
593321	Valley	Structures	Culverts SOGR Phase 2	130,202	-	-	-	-	130,202
593410	San Gabriel	Track	Lark Ellen Crossing	198,768	-	-	132,511	-	331,280
A MARINE AND			TOTAL	70,685,151	43,232,103	13,471,624	17,599,076	14,316,904	159,304,859



FY2019-20 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	ОСТА	RCTC	SBCTA	vстс	TOTAL CARRYOVER
414002	Valley	Track	Vinct/Acton 2nd Platform-Const	191,244	-	-	-		191,244
417005	San Gabriel	Track	Sierra Avenue Grade Crossing Improvement	-	-	-	89,036	-	89,036
417006	San Gabriel	Track	Juniper Avenue Grade Crossing Improvement	-	-	-	83,694	-	83,694
417007	Orange	Signal	CP 4th Street, Santa Ana	-	986,262	-	-	-	986,262
418002	Orange	Facilities	OCMF Project Study Report	-	59,511	-	-	-	59,511
418003	Orange	Signal	San Juan Capistrano Siding	_	3,788,651	-	-		3,788,651
418004			Redlands Pass Rail PTC	-	-	-	5,117,707	-	5,117,707
418005	River	Track	CMF N END Connect Des	759,069	316,412	177,382	230,118	-	1,482,981
419001	Orange	Facilities	Irvine Maintenance Facility Phase I	-	198,000	-	-	-	198,000
419002	Perris Valley	Communication	Santiago Peak Microwaves	-	-	198,000	-	-	198,000
419003	Riverside	Structures	Riverside Layover Facility	-	-	167,706	-	-	167,706
491901	San Bernardino	Communication	LCD Signs	-	-		22,938	-	22,938
618001	Systemwide	IT	Ticket Vending Machine Replacement	9,839,485	1,859,158	3,619,066	2,979,891	4,751,913	23,049,514
TBD	Systemwide	Business Systems	Project Studies	60,300	218,450	122,400	158,950	7,900	568,000
			TOTAL	10,850,098	7,426,444	4,284,555	8,682,335	4,759,813	36,003,245



ATTACHMENT H

REHABILITATION PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

VERSION 8: 04.18.19

												FL	JNDED	REQUES	T	
ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST
1	BUSHMANM	1899	Rehab	Valley	3.67 - 76.63	Worn	High	Track	Valley Subdivision Track Rehabilitation	10,820,000	9,674,706	-	-	-	-	9,674,706
2	BUSHMANM	1900	Rehab	San Gabriel	1.08 - 33.68	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	7,280,000	4,368,000	-	-	2,912,000	-	7,280,000
	BUSHMANM	1901		Ventura - LA County	441.24 - 462.39	Worn	High	Track	Ventura Subdivision (LA) Track Rehabilitation	3,910,000	2,296,800	-	-	-	-	2,296,800
4	BUSHMANM	1902	Rehab	Orange	165.08 - 212.30	Worn	High	Track	Orange/Olive Subdivision Track Rehabilitation	7,230,000	-	7,230,000	-	-	-	7,230,000
5	BUSHMANM	1906	Rehab	Ventura - VC County	426.4 - 441.24	Worn	High	Track	Ventura Subdivision (VC) Track Rehabilitation	1,870,000	-	-	-	-	1,870,000	1,870,000
6	LABRECHEP	1920	Rehab	Ventura - LA County	444.4 - 462.16	Worn	High	Signals	Signal System Rehabilitation - LA County	2,931,960	-	-	-	-	-	-
7	LABRECHEP	1921	Rehab	Ventura - VC County	426.4 - 442.62	Worn	High	Signals	Signal System Rehabilitation - Ventura County	1,755,870	-	-	-	-	1,755,870	1,755,870
8	LABRECHEP	1922	Rehab	Ventura - LA County	445.17 - 461.46	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA County	2,248,260	-	-	-	-	-	-
9	LABRECHEP	1923	Rehab	Ventura - VC County	426.97 - 444.67	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Ventura County	2,022,480	-	-	-	-	2,022,480	2,022,480
10	HARRINGTONG	1928	Rehab	All	N/A	Marginal	Low	Rolling Stock	Overhaul Rotem Car Side Door Mechanisms & Components	621,460	295,194	123,049	68,982	89,490	44,745	621,460
11	HARRINGTONG	1929	Rehab	All	N/A	Marginal	Low	Rolling Stock	HVAC Overhaul for Forty (40) Rotem Passenger Cars Phase II	1,301,110	618,027	257,620	144,423	187,360	93,680	1,301,110
12	STEWARTM	1930	Rehab	All	N/A	Worn	High	Rolling Stock	Gen 1 HVAC Overhaul (Additional 40 Cars)	928,000	440,800	183,744	103,008	133,632	66,816	928,000
13	LABRECHEP	1931	Rehab	Valley	4.8 - 76.62	Worn	High	Signals	Signal System Rehabilitation - Valley Subdivision	3,980,400	1,609,745	-	-	-	-	1,609,745
14	LABRECHEP	1932	Rehab	Valley	5.81 - 76.05	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Valley Subdivision	2,171,030	695,984	-	-	-	-	695,984

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ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	I MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	ΟርΤΑ	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST		
15	LABRECHEP	1934	Rehab	San Gabriel	1.90 - 57.6	Worn	High	Signals	Signal System Rehabilitation - San Gabriel Subdivision LA/SB County	1,411,330	846,798	-	-	564,532	-	1,411,330		
16	LABRECHEP	1935	Rehab	San Gabriel	12.70 - 55.24	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA/SB County	4,548,035	2,728,821	-	-	1,819,214		4,548,035		
17	LIBRINGD	1943	Rehab	Orange	165.08 - 212.30	Worn	High	Structures	Orange County - Structures Rehabilitation	2,380,000	-	2,380,000	-	-	-	2,380,000		
18	CONLEYD	1944	Rehab	San Gabriel	1.08 - 57.66	Marginal	High	Communicati ons	ATCS/PTC/CIS/Backhaul Rehabilitation San Gabriel	343,200	205,920	-	-	137,280	-	343,200		
19	CONLEYD	1945	Rehab	Orange	165.08 - 212.30	Marginal	High	ons	ATCS/PTC/CIS/Backhaul Rehabilitation Orange	601,700	-	601,700	-	-	-	601,700		
20	CONLEYD	1946	Rehab	Valley	3.67 - 76.63	Marginal	High	Communicati ons	ATCS/PTC/CIS/Backhaul Rehabilitation Valley	347,600	347,600	-	-	-		347,600		
21	LIBRINGD	1947	Rehab	Ventura - VC County	426.4- 441.24	Worn	High	Structures	Ventura County - Structures Rehabilitation	2,500,000	-	-	-	-	2,500,000	2,500,000		
22	LIBRINGD	1948	Rehab	San Gabriel	1.08 - 56.52	Worn	High	Structures	San Gabriel Subdivision - Structures Rehabilitation	2,313,000	1,387,800	-	-	925,200		2,313,000		
23	CONLEYD	1949	Rehab	Ventura - VC County	404.5 - 442.0	Marginal	High	Communicati ons	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura	189,475	-	-	-	-	189,475	189,475		
24	LIBRINGD	1950	Rehab	Ventura - LA County	441.24- 462.39	Worn	High	Structures	Ventura Subdivision - Los Angeles County - Structures Rehabilitation	2,854,000	-	-	-	-	-	-		
25	LIBRINGD	1951	Rehab	Valley	3.67 - 76.63	Worn	High	Structures	Valley Subdivision - Los Angeles County - Structures Rehabilitation	6,406,750	-	-	-	-	-	-		
26	CONLEYD	1952	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communicati ons	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura (LA)	380,600	380,600	-	-	×	-	380,600		
27	CONLEYD	1954	Rehab	San Jacinto (PVL)	65.0 - 85.40	Good	High	Communicati ons	ATCS/PTC/CIS/Backhaul Rehabilitation PVL	314,600	-	-	314,600	-	-	314,600		
28	CONLEYD	1956	Rehab		0.0 - 485.20, 143.83	Marginal	High		ATCS/PTC/CIS/Backhaul Rehabilitation River	248,600	118,085	49,223	27,595	35,798	17,899	248,600		
29	POGHOSYANE	1957	Rehab	All	N/A	Worn	High	Non- Revenue Fleet	MOW Vehicle Replacement	2,640,220	1,254,105	522,764	293,064	380,192	190,096	2,640,220		
30	POGHOSYANE	1958	Rehab	All	N/A	Worn	Low	Facilities	Facilities Rehabilitation	3,095,000	1,470,125	612,810	343,545	445,680	222,840	3,095,000		

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ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	ΟCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST
31	POGHOSYANE	1959	Rehab	All	N/A	Worn	Low	Non- Revenue Fleet	MOW Total Loss Vehicle Replacement	508,000	241,300	100,584	56,388	73,152	36,576	508,000
32	AZEVEDOA	1979	Rehab	All	N/A	Worn	High	Track	Rail Grinding FY20	979,000	465,025	193,842	108,669	140,976	70,488	979,000
33	AZEVEDOA	1981	Rehab	All	N/A	Worn	High	Track	Systemwide Lubrication Study & Implementation	1,144,000	543,400	226,512	126,984	164,736	82,368	1,144,000
34	HOLMANS	2004	Rehab	Valley	N/A	Worn	Low	Signals	Pedestrian Gates at Stations	1,500,015	1,500,015	-	-	-	-	1,500,015
35	HOLMANS	2019	Rehab	All	N/A	Worn	Low	Non- Revenue Fleet	Overhaul Current Specialized MOW Equipment; Phase 1	1,000,020	475,010	198,004	111,002	144,003	72,001	1,000,020
										84,775,715	31,963,859	12,679,851	1,698,261	8,153,245	9,235,335	63,730,550



ATTACHMENT I

NEW CAPITAL PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

VERSION 8: 04.18.19

												FU	UNDED	REQUES	T							
# CREA	CREATOR	PROJECT #		and the second	and the second second	and the second		#	ТҮРЕ	SUBDIVISION	MILE POSTS	5	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	ΟCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST
1	LABRECHEP	1942	Capital	All	ALL	N/A	N/A	Signals	Purchase & Set-Up Trailerized Back-Up Generator Set	105,930	50,317	20,974	11,758	15,254	7,627	105,930						
2	HOLMANS	2001	Capital	All	N/A	Marginal	Low	Facilities	Specialized Maintenance Equipment, Phase 1	1,100,030	522,514	217,806	122,103	158,404	79,202	1,100,030						
3	HOLMANS	2082	Capital	San Jacinto (PVL)	N/A	N/A	N/A	Signals	Riverside Yard Switch	434,000	150,750	-	212,508	70,742	-	434,000						
4	HARRINGTONG	2080	Capital	All	N/A	Adequate	Low	Rolling Stock	MP36 Locomotive Overhaul & Tier IV Conversion	650,000	308,750	128,700	72,150	93,600	46,800	650,000						
5	5 HOLMANS	2081	Capital	All	N/A	N/A	N/A	Facilities	CMF and EMF modernization	750,000	356,250	148,500	83,250	108,000	54,000	750,000						
										3,039,960	1,388,581	515,980	501,770	446,000	187,629	3,039,960						

FY2020-21 Forecast - Operating Budget

ATTACHMENT J

by Member Agency

(000's)	METRO	ОСТА	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 43,955	\$ 24,935	\$ 8,321	\$ 10,119	\$ 2,428	\$ 89,757
Special Event Trains	99	55	46	19	5	224
Fare Reduction Subsidy	756		-	534	-	1,290
Subtotal-Pro Forma FareBox	44,810	24,989	8,367	10,672	2,433	91,270
Dispatching	1,156	739	8	66	270	2,237
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,927	2,692	690	1,600	493	13,401
Total Operating Revenue	54,015	28,474	9,092	12,373	3,212	107,166
Operating Expenses						
Operations & Services						
Train Operations	26,530	11,269	5,503	5,334	1,803	50,439
Equipment Maintenance	18,566	8,704	4,486	4,382	1,598	37,737
Fuel	11,259	6,191	2,394	2,288	648	22,780
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	932	429	178	206	57	1,802
Other Operating Train Services	501	138	119	169	80	1,007
Special Trains	312	233	230	38	5	817
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,310	1,254	971	650	124	6,309
Security - Guards	1,247	453	391	276	262	2,628
Supplemental Additional Security	332	184	61	81	18	676
Public Safety Program	206	75	65	46	43	434
Passenger Relations	883	516	174	216	61	1,851
TVM Maintenance/Revenue Collection	3,645	1,854	1,406	1,087	512	8,503
Marketing	850	493	199	203	78	1,822
Media & External Communications	228	83	72	51	48	481
Utilities/Leases	1,304	474	409	289	273	2,748
Transfers to Other Operators	3,062	1,228	389	618	164	5,460
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,433	316	153	315	102	2,319
Rail Agreements	2,303	1,971	1,594	398	350	6,617
Subtotal Operations & Services	77,862	37,475	18,837	16,698	6,348	157,221
Maintenance-of-Way	-	-	-	-	-	
MoW - Line Segments	25,814	9,869	3,628	6,771	2,947	49,029
MoW - Extraordinary Maintenance	434	106	71	79	51	740
Subtotal Maintenance-of-Way	26,247	9,975	3,699	6,850	2,998	49,770
Administration & Services	-	-	-	-	-	
Ops Salaries & Fringe Benefits	7,288	2,658	2,279	1,614	1,523	15,362
Ops Non-Labor Expenses	4,591	1,997	994	1,032	442	9,055
Indirect Administrative Expenses	10,240	3,719	3,212	2,266	2,148	21,585
Ops Professional Services	1,917	696	601	424	402	4,041
Subtotal Admin & Services	24,036	9,070	7,086	5,338	4,515	50,044
Contingency	95	34	30	21	20	200
Total Operating Expenses	128,240	56,555	29,652	28,907	13,881	257,235
Insurance and Legal						
Liability/Property/Auto	6,346	2,919	1,210	1,400	388	12,263
Net Claims / SI	533	245	102	118	33	1,030
Claims Administration	668	307	127	147	41	1,290
Total Net Insurance and Legal	7,546	3,471	1,439	1,664	462	14,583
Total Expense	135,786	60,026	31,092	30,572	14,342	271,818
Member Subsidies						
Total Member Subsidies	\$ 81,771	\$ 31,553	\$ 21,999	\$ 18,199	\$ 11,130	\$ 164,652
Numbers may not feat due to rounding						

FY2021-22 Forecast - Operating Budget

ATTACHMENT K

by Member Agency

(000's)	METRO	ОСТА	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 44,614	\$ 25,309	\$ 8,446	\$ 10,271	\$ 2,464	\$ 91,103
Special Event Trains	102	56	47	19	6	231
Fare Reduction Subsidy	309	-	-	218	-	527
Subtotal-Pro Forma FareBox	45,025	25,365	8,493	10,508	2,470	91,861
Dispatching	1,190	761	8	68	278	2,305
Other Revenues	125	55	28	36	17	262
MOW Revenues	8,165	2,772	710	1,648	508	13,803
Total Operating Revenue	54,505	28,953	9,240	12,260	3,272	108,230
Operating Expenses						
Operations & Services						3.0
Train Operations	27,592	11,720	5,723	5,547	1,875	52,456
Equipment Maintenance	19,122	8,965	4,621	4,514	1,646	38,869
Fuel	11,007	6,053	2,340	2,237	633	22,270
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	960	442	183	212	59	1,856
Other Operating Train Services	516	142	123	174	82	1,037
Special Trains	321	240	236	39	6	842
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,409	1,292	1,001	669	127	6,498
Security - Guards	1,284	466	403	284	269	2,707
Supplemental Additional Security	337	187	62	82	18	685
Public Safety Program	212	77	66	47	44	447
	910	532	180	222	63	
Passenger Relations	211 CO 1 2 C C	121001000000000000000000000000000000000	2/10/A-CH-0/CO-CH-0/CA	1011000 McDH2	1.000000000	1,906
TVM Maintenance/Revenue Collection	3,754	1,909	1,449	1,119	527	8,759
Marketing	850	493	199	203	78	1,822
Media & External Communications	238	86	75	53	50	501
Utilities/Leases	1,330	483	417	294	279	2,803
Transfers to Other Operators	3,093	1,240	393	624	166	5,515
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,491	329	159	327	106	2,412
Rail Agreements	2,372	2,030	1,642	410	361	6,815
Subtotal Operations & Services	79,647	38,251	19,289	17,079	6,495	160,760
Maintenance-of-Way						100000000000000000000000000000000000000
MoW - Line Segments	26,846	10,264	3,774	7,042	3,065	50,990
MoW - Extraordinary Maintenance	451	110	73	82	53	770
Subtotal Maintenance-of-Way	27,297	10,374	3,847	7,124	3,118	51,761
Administration & Services						
Ops Salaries & Fringe Benefits	7,652	2,791	2,393	1,695	1,599	16,131
Ops Non-Labor Expenses	4,728	2,057	1,024	1,063	455	9,327
Indirect Administrative Expenses	10,650	3,868	3,340	2,357	2,234	22,449
Ops Professional Services	1,975	717	619	437	414	4,163
Subtotal Admin & Services	25,005	9,433	7,377	5,553	4,702	52,069
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	132,044	58,092	30,542	29,777	14,335	264,790
Insurance and Legal						
Liability/Property/Auto	6,536	3,006	1,247	1,442	400	12,631
Net Claims / SI	549	253	105	121	34	1,061
Claims Administration	688	316	131	152	42	1,329
Total Net Insurance and Legal	7,773	3,575	1,483	1,714	476	15,021
Total Expense	139,816	61,667	32,024	31,491	14,811	279,810
Member Subsidies						
Total Member Subsidies	\$ 85,311	\$ 32,714	\$ 22,784	\$ 19,231	\$ 11,539	\$ 171,580

FY2022-23 Forecast - Operating Budget

ATTACHMENT L

by Member Agency

(000's)	METRO	ОСТА	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 45,596	\$ 25,865	\$ 8,631	\$ 10,496	\$ 2,518	\$ 93,107
Special Event Trains	105	58	49	20	6	238
Fare Reduction Subsidy	-	-	-	-	-	
Subtotal-Pro Forma FareBox	45,701	25,923	8,680	10,517	2,524	93,345
Dispatching	1,226	783	9	70	286	2,374
Other Revenues	128	56	29	37	17	267
MOW Revenues	8,410	2,856	732	1,697	523	14,217
Total Operating Revenue	55,464	29,619	9,449	12,320	3,350	110,203
Operating Expenses						
Operations & Services	8				ç.	
Train Operations	28,695	12,189	5,952	5,769	1,950	54,555
Equipment Maintenance	19,696	9,234	4,760	4,649	1,696	40,035
Fuel	10,755	5,914	2,286	2,186	619	21,760
Non-Scheduled Rolling Stock Repairs	84	38	16	18	5	162
Operating Facilities Maintenance	989	455	189	218	61	1,911
Other Operating Train Services	531	146	126	180	85	1,068
Special Trains	331	247	243	40	6	867
Rolling Stock Lease	-	-	- 1	-	-	se é 🗧
Security - Sheriff	3,511	1,331	1,031	690	131	6,693
Security - Guards	1,323	480	415	293	277	2,788
Supplemental Additional Security	344	191	63	84	18	700
Public Safety Program	218	79	68	48	46	460
Passenger Relations	937	548	185	229	65	1,963
TVM Maintenance/Revenue Collection	3,867	1,967	1,492	1,153	543	9,021
Marketing	850	493	199	203	78	1,822
Media & External Communications	249	91	78	55	52	526
Utilities/Leases	1,370	498	430	303	287	2,888
Transfers to Other Operators	3,155	1,265	401	636	169	5,625
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,565	345	167	344	111	2,533
Rail Agreements	2,444	2,091	1,691	422	372	7,020
Subtotal Operations & Services	81,680	39,128	19,795	17,523	6,671	164,797
Maintenance-of-Way						5 H S. J
MoW - Line Segments	27,920	10,675	3,924	7,324	3,187	53,030
MoW - Extraordinary Maintenance	474	116	77	86	56	809
Subtotal Maintenance-of-Way	28,394	10,790	4,002	7,410	3,243	53,839
Administration & Services	-	-	-	-		1
Ops Salaries & Fringe Benefits	8,035	2,930	2,513	1,780	1,679	16,937
Ops Non-Labor Expenses	4,870	2,118	1,054	1,095	469	9,607
Indirect Administrative Expenses	11,076	4,023	3,474	2,451	2,323	23,347
Ops Professional Services	2,034	739	638	450	427	4,288
Subtotal Admin & Services	26,015	9,810	7,679	5,777	4,898	54,178
Contingency	95	34	30	21	20	200
Total Operating Expenses	136,183	59,763	31,505	30,730	14,832	273,014
Insurance and Legal						
Liability/Property/Auto	6,732	3,097	1,284	1,485	412	13,010
Net Claims / SI	565	260	108	125	35	1,093
Claims Administration	701	323	134	155	43	1,355
Fotal Net Insurance and Legal	7,999	3,679	1,526	1,764	489	15,458
Fotal Expense	144,182	63,443	33,031	32,495	15,321	288,472
Member Subsidies			1.			
Fotal Member Subsidies	\$ 88,718	\$ 33,824	\$ 23,581	\$ 20,174	\$ 11,971	\$ 178,269
lumbers may not foot due to rounding						

FY2023-24 Forecast - Operating Budget

ATTACHMENT M

by Member Agency

(000's)	METRO	ОСТА	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 46,553	\$ 26,408	\$ 8,813	\$ 10,717	\$ 2,571	\$ 95,063
Special Event Trains	108	60	50	21	6	245
Fare Reduction Subsidy	L	-		- 1	-	
Subtotal-Pro Forma FareBox	46,661	26,468	8,863	10,738	2,577	95,307
Dispatching	1,263	807	9	72	294	2,445
Other Revenues	130	58	30	38	18	273
MOW Revenues	8,662	2,941	754	1,748	539	14,644
Total Operating Revenue	56,716	30,274	9,655	12,595	3,428	112,669
Operating Expenses						
Operations & Services						
Train Operations	29,843	12,676	6,190	6,000	2,028	56,737
Equipment Maintenance	20,287	9,511	4,902	4,789	1,747	41,236
Fuel	10,503	5,776	2,233	2,134	604	21,250
Non-Scheduled Rolling Stock Repairs	84	39	16	19	5	163
Operating Facilities Maintenance	1,019	469	194	225	62	1,969
Other Operating Train Services	547	151	130	185	87	1,100
Special Trains	341	254	251	41	6	893
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,616	1,371	1,062	710	135	6,894
Security - Guards	1,362	495	427	302	286	2,872
Supplemental Additional Security	351	195	65	85	19	715
Public Safety Program	225	82	71	50	47	474
Passenger Relations	965	564	191	236	67	2,022
TVM Maintenance/Revenue Collection	3,983	2,026	1,537	1,188	559	9,292
Marketing	850	493	199	203	78	1,822
Media & External Communications	262	95	82	58	55	552
Utilities/Leases	1,411	512	443	312	296	2,974
Transfers to Other Operators	3,218	1,290	409	649	172	5,738
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,644	363	175	361	117	2,659
Rail Agreements	2,517	2,154	1,742	435	383	7,230
Subtotal Operations & Services	83,795	40,041	20,320	17,984	6,854	168,992
Maintenance-of-Way				144		
MoW - Line Segments	29,037	11,102	4,081	7,617	3,315	55,151
MoW - Extraordinary Maintenance	497	121	81	91	59	849
Subtotal Maintenance-of-Way	29,534	11,223	4,162	7,707	3,374	56,000
Administration & Services		24204				
Ops Salaries & Fringe Benefits	8,436	3,077	2,639	1,869	1,763	17,784
Ops Non-Labor Expenses	5,016	2,182	1,086	1,128	483	9,895
Indirect Administrative Expenses	11,519	4,184	3,613	2,549	2,416	24,280
Ops Professional Services	2,095	761	657	464	439	4,416
Subtotal Admin & Services	27,066	10,203	7,994	6,010	5,101	56,376
<u>Contingency</u>	97	35	30	21	20	204
Total Operating Expenses	140,492	61,503	32,507	31,722	15,349	281,572
Insurance and Legal						
Liability/Property/Auto	6,934	3,190	1,323	1,529	424	13,400
Net Claims / SI	582	268	111	128	36	1,126
Claims Administration	715	329	136	158	44	1,382
Total Net Insurance and Legal	8,232	3,787	1,570	1,816	504	15,908
Total Expense	148,724	65,289	34,077	33,538	15,852	297,481
Member Subsidies						
Total Member Subsidies	\$ 92,007	\$ 35,015	\$ 24,422	\$ 20,943	\$ 12,424	\$ 184,812

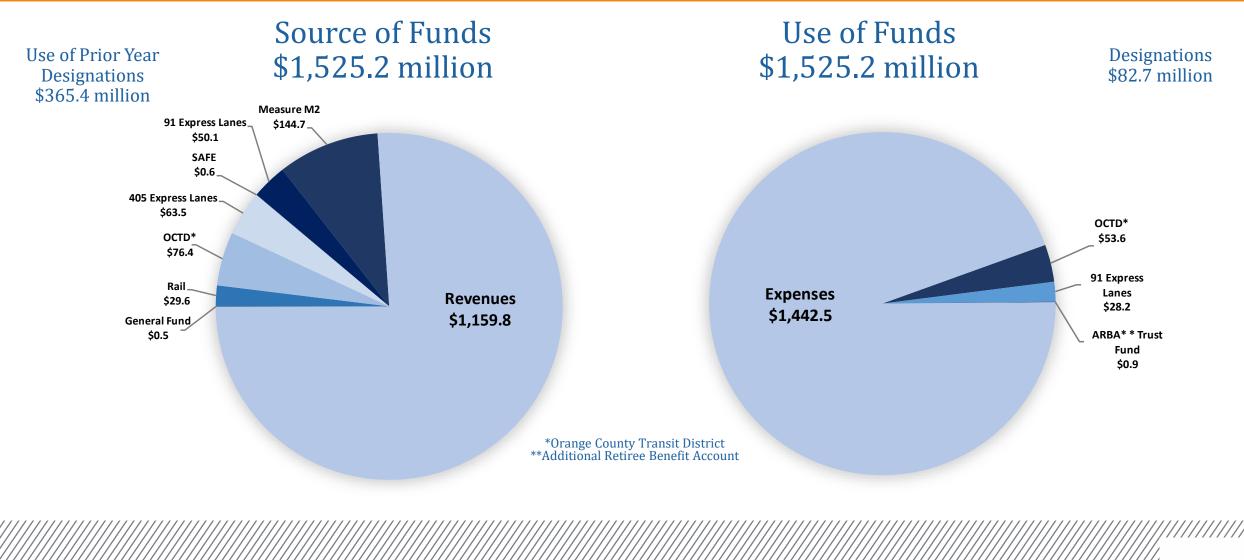
Public Hearing on Orange County Transportation Authority's Fiscal Year 2019-20 **Budget and Personnel and Salary** Resolution



Budget Themes

- Balanced budget reflects Board of Directors (Board) and Chief Executive Officer Initiatives
- Delivers on Capital Projects
 - Interstate 405 Improvement Project
 - Interstate 5 improvement projects in both South County and Central County
 - OC Streetcar construction, vehicle delivery, and operations and maintenance contract
- Continuation of OC Bus 360°
 - No fare increase
 - Consumed fixed-route revenue hours to increase by 1.4 percent to 1.63 million based on the first full year of operations for Bravo! Route 529
 - Continuation of OC Flex on-demand micro transit pilot service

Budget Overview



3

Budget Sources and Uses

	FY*	2018-19	FY	* 2019-20			
In Millions	Approved		Pro	oposed	Change		Change
Sources	Buc	lget	Bu	dget	\$		%
Revenues	\$	1,068.1	\$	1,159.8	\$	91.7	8.6%
Use of Prior Year Designations		237.8		365.4		127.6	53.7%
Total Revenue / Use of Designations	\$	1,305.9	\$	1,525.2	\$	219.3	16.8%
Uses							
Salaries and Benefits	\$	163.6	\$	169.7	\$	6.1	3.7%
LOSSAN** Salaries and Benefits		2.4		2.7		0.3	12.5%
Services and Supplies		328.3		373.6		45.3	13.8%
Contributions to Other Agencies		189.9		169.7		(20.2)	-10.6%
Interest/Debt Service		56.6		59.0		2.4	4.2%
Capital		484.8		667.8		183.0	37.7%
Designations		80.3		82.7		2.4	3.0%
Total Expenditures / Designations	\$	1,305.9	\$	1,525.2	\$	219.3	16.8%

*Fiscal Year

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

	FY 2018-19	FY 2019-20	FY 2019-20	FY 2019-20	
OCTA Staffing	FTE*	FTE*	New Hires	Reductions	Difference
Administrative	493.0	498.5	5.5	-	5.5
Union	847.0	834.0	2.0	(15.0)	(13.0)
Coach Operators	639.0	634.0	-	(5.0)	(5.0)
Maintenance	171.0	163.0	2.0	(10.0)	(8.0)
Facility Technicians and Parts Clerks	37.0	37.0	-	-	-
OCTA Positions	1,340.0	1,332.5	7.5	(15.0)	(7.5)
LOSSAN	13.0	14.0	1.0	-	1.0
Total Authority Positions	1,353.0	1,346.5	8.5	(15.0)	(6.5)

*Full-Time Equivalent

Employee Compensation Assumptions

- Employees Subject to Collective Bargaining Agreement
 - Coach Operators (634 employees)
 - Collective bargaining agreement effective through April 30, 2020
 - Maintenance (163 employees)
 - Collective bargaining agreement effective through September 30, 2019
 - Facilities technicians and parts clerks (37 employees)
 - Collective bargaining agreement effective through March 31, 2020
- Administrative Employees (498.5 + 14 LOSSAN employees)
 - Employees are not represented
 - Compensation governed by the Personnel and Salary Resolution, which is approved annually as part of the budget
 - Salary grade ranges are developed based upon scope, level of work performed, and external market data
 - Recommend 2 percent adjustment to grade ranges

Personnel and Salary Resolutions

- Pertaining to Administrative employees
 - Employees are at-will
 - No cost of living adjustments, no step increases, no automatic increases of any type
- Merit Pool of 4 percent
 - Base-building adjustment to annual salary
 - Salary increases are based on a pay-for-performance program
 - Every employee has a performance plan and receives an annual performance review
 - Raises will range from 0 percent to 6 percent based on annual performance review average will not exceed 4 percent
- Bonus Pool of 4 percent
 - Non-base building does not increase annual salary
 - Bonuses are given throughout the year for specific, exceptional performance in a defined goal area
 - Part of rewards and recognition program
- Vacation benefit market adjustment

Recommendations

- Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2019-20 budget
- Approve the Personnel and Salary Resolution for Fiscal Year 2019-20
- Authorize the Chief Executive Officer to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements
- Approval of fiscal year 2019-20 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority in an amount up to \$30,287,870, including authorization of Federal Transit Administration funds, in the amount up to \$8,500,000, to be drawn down directly by Southern California Regional Rail Authority. In addition, approve capital and rehabilitation, expenditure budget contingent upon all member agencies approval of their respective capital and rehabilitation expenditure budget. Orange County Transportation Authority's (OCTA) portion of the costs for capital is \$515,980 and \$12,679,851 for rehabilitation.



• Back-up Public Hearing – Board (public hearing and approval)

June 24

Q



June 10, 2019

To:Members of the Board of Directors \mathcal{From} :Laurena Weinert, Clerk of the Board

Subject: Public Member Appointment Process to the Board of Directors

Executive Committee Meeting of June 3, 2019

Present: Chairman Shaw, Vice Chairman Jones, and Directors Davies, Hennessey, and M. Murphy Absent: Directors Bartlett and Do

Committee Vote

This item was passed by the Members present.

Director Hennessey did not vote on this item.

Committee Recommendation

Approve the reappointment of Director Michael Hennessey for a four-year term as a Public Member to the Board of Directors to commence on September 30, 2019.



June 3, 2019

То:	Executive Committee
From:	Tim Shaw, Chairman - Thur N.

Subject: Public Member Appointment to the Board of Directors

Overview

In accordance with AB 710 (Chapter 469, Statues of 2004), Members of the Orange County Transportation Authority Board of Directors representing cities and the County of Orange appoint two public members to the Orange County Transportation Authority Board of Directors. The current term of Director Michael Hennessey expires on September 29, 2019. The Public Member is to be considered and appointed by the Board of Directors.

Recommendation

Approve the reappointment of Director Michael Hennessey for a four-year term as a Public Member to the Board of Directors to commence on September 30, 2019.

Background

The term of office for an Orange County Transportation Authority (OCTA) Public Member is four years. The qualifications for a Public Member are as follows:

- A resident of Orange County, and
- Not serving currently or within the last four years as an elected official of a city, county, any agency, or special district within Orange County.

Unlike the process of selecting the city representatives, the process for selecting the two public members is not specifically outlined in OCTA's enabling legislation. As a result, based on the Chairman's discretion, the procedure regarding the appointment process has varied over the years depending on whether there is a desire for a reappointment by the sitting Public Member or a resignation.

The Public Member appointment requires a majority vote of the 15 voting Board of Directors (Board) representing the County of Orange and the cities in the County.

Discussion

On May 23, 2019, the Clerk of the Board's office received Director Michael Hennessey's letter of interest and request to be reappointed to the Board. By way of background, Director Michael Hennessey has served as a Public Member on the Orange County Transportation Authority Board of Directors since 2011, where he currently serves as the Chairman of the Finance Committee and a member of the Executive and the Legislative and Communications committees. In 2017, he served as the Chairman of the Board and has served as a member of the Southern California Regional Rail Authority.

Director Hennessey has more than 20 years of experience in the Southern California real estate industry, working in housing and development for redevelopment agencies, as well as commercial and residential development companies. He is currently the principal of Hennessey Group, a real estate development and consulting firm. His extensive real estate experience includes the areas of development, real property acquisition, eminent domain, relocation, community outreach, and an intimate understanding of redevelopment law and process.

Director Hennessey holds a bachelor's degree from the University of California, Los Angeles. He has taught real estate and real estate appraisal at Rancho Santiago College and Fullerton College.

Summary

Director Michael Hennessey's letter requesting to be reappointed to the Board is attached for Board consideration. Approval to reappoint Michael Hennessey as the Public Member for the term that commences on September 30, 2019 is recommended.

Public Member Appointment to the Board of Directors

Attachment

A. Letter from Michael Hennessey to Chairman Tim Shaw, request for reappointment, dated May 23, 2019

Prepared by:

ha Wlines am

Laurena Weinert Clerk of the Board 714-560-5676

-G

REAL ESTATE development

management consulting

HENNESSEY GROUP

May 23, 2019

Dear Mr. Chairman,

I wanted to contact you first to directly share my sincere interest in remaining on the OCTA Board of Directors. As you may know, my term concludes in September 2019.

During my time serving on the OCTA Board, I believe my voice and support as the Public Member has not only benefitted the Authority, but residents and commuters throughout Orange County. I understand the unique and important role of the Public Member to represent and protect the transportation and commuting interests of *all* Orange County.

While I've had the privilege of being a part of many important issues at OCTA, I am most proud of the work in the following areas:

- Metrolink During my time as the OCTA member on the Metrolink Board, I served as Vice Chair of the board and represented Metrolink in testimony before a State Senate Select Committee on Passenger Rail. I helped advance, and at times led, the charge to assure transparency in regard to Metrolink financial stewardship. I believe, while there are still many issues to address, these efforts have brought a great deal of change to the way Metrolink conducts its financial affairs and does business with Orange County and other regional partners.
- OCTA Headquarters Building I served as a member of the board's Ad Hoc committee on the Authority's quest to secure a headquarters building that would serve the long-term needs of employees and, at the same time, be mindful of taxpayer dollars. With the long-term lease and tenant improvement funds we were able to secure, I believe both goals were reached.
- OCTA Excess Land and Real Property Acquisition I have used my 25plus years' experience in the Southern California real estate industry to protect OCTA and the public's interest with excess land and real property acquisition issues throughout the county.
- TIFIA While serving as Chair of the OCTA Board, I lead the effort to obtain a TIFIA loan from the federal government, saving Orange County taxpayers over \$300 million in interest. This effort was critical to starting construction on the 405 freeway improvements.
- Committee Chair I am also proud to have served as the Chair of the Legislative and Communications Committee as well as Chair of the

17602 17th st. suite 102 #246 tustin, ca 92780-7915

phone (714)771-7443

fax (714)771-3081

email mike@hennesssey group.net Finance Committee, representing and advocating for OCTA in Washington DC and New York.

- 91 Express Lanes Committee While Chair of the 91 Express Lanes Committee, I successfully lead the effort to reach a cooperative agreement with the RCTC to allow joint operation of the 91 Express Lanes. This agreement has added to the success of the 91 Express Lanes and improved conditions on the general-purpose lanes.
- OCCOC I also serve as the OCTA representative on the Orange County Council of Governments (OCCOG) Board of Directors, speaking on behalf of OCTA's interest in solving pressing transportation issues.

I have been an active and present OCTA Board member who has added a voice to all discussions on the OCTA Board. I have worked very hard to advance OCTA policies and programs and I assure you I will continue on this path should I be re-appointed as a Public Member of the OCTA Board.

I am hopeful that I can count on your support to remain and will be speaking with other Directors requesting their support as well.

Thank you for your consideration.

Sincerely,

Michael Hennessey

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

Call to Order

The May 24, 2019 regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Shaw at 9:04 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Following the Invocation and Pledge of Allegiance, the Clerk of the Board noted a quorum was present, with the following Directors in attendance:

Directors Present:	Tim Shaw, Chairman Steve Jones, Vice Chairman Lisa A. Bartlett Doug Chaffee Laurie Davies Barbara Delgleize Andrew Do Michael Hennessey Gene Hernandez Jose F. Moreno Joe Muller Mark A. Murphy Richard Murphy Michelle Steel Donald P. Wagner Ryan Chamberlain, District Director California Department of Transportation District 12
Directors Absent:	Miguel Pulido Gregory T. Winterbottom
Also Present:	Darrell E. Johnson, Chief Executive Officer Ken Phipps, Deputy Chief Executive Officer Laurena Weinert, Clerk of the Board Olga Prado, Assistant Clerk of the Board James Donich, General Counsel Members of the Press and the General Public

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of Resolution of Appreciation for Employee of the Month for April 2019

Darrell E. Johnson, Chief Executive Officer (CEO), presented OCTA Resolution of Appreciation No. 2019-031 to Leonires Arteaga, Maintenance, as Employee of the Month for April 2019.

2. Presentation of Resolutions of Appreciation for Employees of the Month for May 2019

Darrell E. Johnson, CEO, presented OCTA Resolutions of Appreciation Nos. 2019-036, 2019-037, and 2019-038 to Steve Swanson, Coach Operator; Anders Holst, Maintenance; and Johnny Dunning, Jr., Administration, as Employees of the Month for May 2019.

Consent Calendar (Items 3 through 20)

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of May 13, 2019.

4. Fiscal Year 2018-19 Internal Audit Plan, Third Quarter Update

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to receive and file the third quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2018-19 Internal Audit Plan as an information item.

5. Triennial Performance Audits

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to:

A. Direct staff to implement seven recommendations included in the Fiscal Year 2016-18 Triennial Performance Audit of the Orange County Transportation Authority.

B. Direct staff to monitor implementation of recommendations included in the Fiscal Year 2016-18 Triennial Performance Audit of Laguna Beach Municipal Transit Lines.

6. Investments: Compliance, Controls, and Reporting, July 1 through December 31, 2018

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to direct staff to implement two recommendations provided in Investments: Compliance, Controls, and Reporting, July 1 through December 31, 2018, Internal Audit Report No. 19-507.

7. Recruitment and Employment Audit

Director Wagner pulled this item, provided comments about the relocation assistance, and asked if a market study was conducted for the relocation assistance.

Maggie McJilton, Executive Director of Human Resources and Organizational Development, responded that a market study was conducted of California and the region. Ms. McJilton stated that the study data is from payscale.com, Society for Human Resource Management, and World at Work, and the type of candidates applying for OCTA jobs were included in the study.

A discussion ensued regarding:

- The data collected about the relocation assistance is from the public and private sectors.
- Director Wagner requested information on which government agencies offer relocation assistance that is the same as OCTA (within 75 miles or more and up to \$35,000).
- Director Wagner also requested the number of candidates that turned down employment offers because OCTA did not offer relocation assistance.
- Director Wagner asked going forward to include additional data.
- OCTA's policy allows, with appropriate approval from the CEO and Human Resources hiring manager, relocation assistance, and the Finance and Administration Committee is notified, in writing, about relocation assistance that exceeds \$20,000.

A motion was made by Director Delgleize, seconded by Director Hennessey, and declared passed by those present, to direct staff to implement three recommendations provided in Recruitment and Employment, Internal Audit Report No. 19-503.

Director Wagner voted in opposition.

8. 91 Express Lanes Update for the Period Ending March 31, 2019

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to receive and file as an information item.

9. Agreement with the California Highway Patrol for Enforcement Services on the 91 Express Lanes

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1172, between the Orange County Transportation Authority and California Highway Patrol, for a contract term of ten years, in an amount not to exceed \$12,326,335, for toll and traffic enforcement services on the 91 Express Lanes.

10. Amendment to the 91 Express Lanes Riverside County Transportation Commission/Orange County Transportation Authority Facility Agreement

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-5-3828 between the Orange County Transportation Authority and Riverside County Transportation Commission, in the amount of \$917,000, for the reimbursement of shared operational expenses through June 30, 2020.

11. State Legislative Status Report

Director Bartlett pulled this item and reported that at the recent Legislative and Communications Committee meeting, OCTA's opposed position on Senate Bill (SB) 732 was discussed.

Director Bartlett also serves on the South Coast Air Quality Management District (SCAQMD) Board of Directors (Board) and expressed concerns about the SB 732 proposed tax as there are other ways for the SCAQMD to increase revenues for its shortfalls.

A motion was made by Director Bartlett, seconded by Director Davies, and declared passed by those present, to:

- A. Adopt an OPPOSE position on SB 498 (Hurtado, D-Bakersfield), which would redirect project savings from the Trade Corridor Improvement Fund towards short-line railroads.
- B. Adopt an OPPOSE position on SB 732 (Allen, D-Santa Monica), which would create a special voting district in the South Coast Air Quality Management District jurisdiction in order to facilitate a ballot initiative to institute a transactions and use tax to help the region meet state and federal air quality standards.

12. Federal Legislative Status Report

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to file and receive as an information item.

13. Consultant Selection for the Implementation of the Federal Disadvantaged Business Enterprise Program

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to:

- A. Approve the selection of Padilla & Associates, Inc., as the firm to provide assistance in administering the Federal Disadvantaged Business Enterprise Program for the Orange County Transportation Authority.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-0987 between the Orange County Transportation Authority and Padilla & Associates, Inc., to provide assistance in administering the Federal Disadvantaged Business Enterprise Program for a five-year term, in the amount of \$950,000.

14. Innovation Update

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to receive and file as an information item.

15. Master Agreement for Transit and Intercity Rail Capital Program

Director Wagner pulled this item and expressed that he remains troubled and skeptical about the OC Streetcar and will vote in opposition.

Director Steel asked if the rail capital program includes the OC Streetcar along with Metrolink and other rail services.

Darrell E. Johnson, CEO, responded that this item allows OCTA to accept the approved funds to be used for OCTA's existing transit and intercity rail that are Amtrak and Metrolink services.

A motion was made by Director Muller, seconded by Director Hernandez, and declared passed by those present, to:

A. Authorize the Chief Executive Officer to execute Master Agreement No. 64OCTA2015MA for the Transit and Intercity Rail Capital Program and all necessary program supplement agreements with the California Department of Transportation for the reimbursement of Transit and Intercity Rail Capital Program-funded projects.

B. Approve Orange County Transportation Authority Resolution No. 2019-029, as required by the California Department of Transportation, to execute the above agreement and authorize the Chief Executive Officer, or his designee, to sign future program supplements.

Director Wagner voted in opposition.

Orange County Transit District Consent Calendar Matters

16. Mobile Ticketing Operations, Internal Audit Report No. 19-505

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to direct staff to implement two recommendations provided in Mobile Ticketing Operations, Internal Audit Report No. 19-505.

17. Approval to Release Request for Proposals for the Preparation of Plans, Specifications, and Estimates for the Transit Security and Operations Center

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 9-0965 for consultant services for the preparation of plans, specifications, and estimates for the Transit Security and Operations Center.
- B. Approve the release of Request for Proposals 9-0965 for consultant services for the preparation of plans, specifications, and estimates for the Transit Security and Operations Center.

18. Amendment for On-Board Vehicle Video Surveillance Fleet Retrofit

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-9-1140 between the Orange County Transportation Authority and March Networks Corporation, in the amount of \$1,739,921, for the retrofit of on-board video surveillance system for 295 fixed-route buses.

19. Amendment to Cooperative Agreements with Non-Profit Agencies to Provide Senior Mobility Program Services

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-1-2490 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$89,745, to provide funding through June 30, 2020.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-1-2491 between the Orange County Transportation Authority and Korean American Senior Association, in the amount of \$110,334, to provide funding through June 30, 2020.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-2492 between the Orange County Transportation Authority and Southland Integrated Services, Inc., formerly doing business as Vietnamese Community of Orange County, in the amount of \$97,015, to provide funding through June 30, 2020.

Orange County Local Transportation Authority Consent Calendar Matters

20. Agreement for Public Communications and Community Outreach for the Interstate 5 Improvement Project from State Route 73 to El Toro Road

A motion was made by Director Muller, seconded by Director Davies, and declared passed by those present, to:

A. Approve the selection of TRC Solutions, Inc., as the firm to provide public communications and community outreach for the Interstate 5 Improvement Project from State Route 73 to El Toro Road.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2086 between the Orange County Transportation Authority and TRC Solutions, Inc., in the amount of \$771,410, for a six-year term, through June 30, 2025, to provide public communications and community outreach for the Interstate 5 Improvement Project from State Route 73 to El Toro Road.

Regular Calendar

Orange County Transit District Regular Calendar Matters

21. OC Flex Microtransit Pilot Project: Six-Month Project Update

Johnny Dunning, Jr., Manager of Scheduling and Customer Advocacy, and Stella Lin, Department Manager of Marketing and Customer Service, co-presented this item's PowerPoint as follows:

- Service Background;
- Pilot Zones;
- Service Characteristics;
- Fares;
- Board Adopted Goals/Measures;
- Boardings;
- Popular Origins/Destinations;
- Productivity;
- Cost Effectiveness;
- Trip Sharing;
- Connecting to Transit;
- Transfers in the Orange Zone;
- Customer Satisfaction;
- Performance Summary;
- Customer Feedback;
- Trip Purpose;
- Customer Demographics;
- Marketing Activities;
- Weekend Fare Promotion;
- B2B Business to Business and Partnerships;
- Keeping it Flex-ible...; and
- Next Steps.

A discussion ensued regarding:

- Staff was thanked for the robust and innovative OC Flex program;
- Concerns about the \$41 subsidy per boardings.
- The Board can help staff achieve the \$9 boarding subsidy by keeping the current service zones, not expand the service during the pilot period, and allow ridership to increase.
- Director Bartlett suggested that the Board Members could help promote the service by placing the service information in their cities' newsletters.
- Director Bartlett suggested providing the Board Members cards or posters to provide to key places in the service zone.
- Director Delgleize mentioned that the Huntington Beach students like the service and offered to promote the OC Flex.
- Director Davies highlighted how the OC Flex has more than one mission, and suggested outreach to the auto shops on Forbes Road in Laguna Niguel and Aliso Creek in Aliso Viejo.
- Director Davies commented at the recent Transit Committee meeting to promote the service at the cities of Aliso Viejo, Laguna Niguel, and Mission Viejo concerts.
- Director Davies suggested a long-term service expansion to Ocean Ranch Village in Laguna Niguel.
- Slide 6 of the PowerPoint was referenced to address Director M. Murphy's question as to what defines success, and OCTA defines success as six boardings per revenue vehicle hour.
- Director M. Murphy suggested review of the weekend service as it may change the subsidy costs if not offered.
- The fixed bus route subsidy ranges from approximately \$5.60 to \$9.60, and the Express routes subsidy range up to \$59 per boarding.
- Concerns about the economic piece of the service.
- The riders using the service are technology driven, and OCTA has seen responses to promoting the service through social media.
- The pilot's targeted areas are where the traditional bus service had modifications, and the pilot service connections to high-demand areas are very successful.

A motion was made by Director Delgleize, seconded by Director Bartlett, and declared passed by those present, to direct staff to complete the Board of Directors-approved one-year pilot of the OC Flex project and report back to the Board of Directors.

Director Steel was not present to vote on this item.

22. Adopt the Mitigated Negative Declaration and Approve the Preliminary Engineering for the Transit Security and Operations Center

James G. Beil, Executive Director of Capital Programs, provided the PowerPoint presentation as follows:

- Project Overview;
- Site Selection;
- Project Site and Building Information;
- Site Plan Secure Access;
- Parking Plan;
- Front View Building Main Entrance;
- Transit Police Entrance;
- Looking East;
- Building Section Emergency Operations Center/Dispatch;
- Project Schedule; and
- Public Outreach.

A discussion ensued that the existing Transit Security and Operations Center (TSOC) site will be used long-term for training and other usage.

A motion was made by Director M. Murphy, seconded by Director Delgleize, and declared passed by those present, to:

- A. Adopt Resolution No. 2019-035 to adopt the Mitigated Negative Declaration and Mitigation Monitoring Reporting Program, pursuant to the California Environmental Quality Act, for the Transit Security and Operations Center.
- B. Approve the Transit Security and Operations Center.

Directors Chaffee and Steel were not present to vote on this item.

Discussion Items

23. Update on Interstate 5 Widening Project Between State Route 73 and El Toro Road

Rose Casey, Director, Highway Programs, and Fernando Chavarria, Community Relations Officer, External Affairs, co-presented a PowerPoint for this item as follows:

- Project Area;
- Project Improvements;
- La Paz Road Interchange Reconstruction (Stages 1 through 3);
- La Paz Road Interchange Improvements;
- Avery Parkway Interchange Improvements;

- Retaining Wall Aesthetics;
- Traffic Management Plan;
- Current Activities;
- Estimated Construction Schedule;
- Public Communications and Outreach; and
- Outreach Staff Contact Information.

A discussion ensued regarding:

- The groundbreaking ceremony will be a traditional event that incorporates the past history of the area.
- Staff was thanked for a very positive impactful project that provides comprehensive outreach, as well as throughput and public safety.
- The decorative panels at the La Paz Road interchange will look great.
- Segment 3 of this project will not conflict with the proposed EI Toro Road Interchange Project.
- Director Davies requested that staff present to this item to the Laguna Niguel City Council.
- The costs for all three segments are approximately \$570 million.
- Chairman Shaw asked about the funding and how much of Measure M2 (M2) is being used for this project.
- This project is using a combination of federal, state, and M2 funds, and OCTA is exploring funding opportunities to maximize external funds which should be known by October 2019.

No action was taken on this information item.

24. 2019 Chief Executive Officer's Initiatives and Action Plan - First Quarter Progress Report

Darrell E. Johnson, CEO, provided comments and reported that there are 88 specific milestones for 2019, and in the first quarter of 2019, 12 of the 17 milestones were completed, along with two of the six Board milestones were accomplished.

Mr. Johnson highlighted some of the first quarter accomplishments as follows:

- OC Streetcar received its reimbursement of \$8.3 million from the Federal Transit Administration of the Full Funding Grant Agreement.
- Interstate 405 Improvement Project bridge reconstruction was initiated on Harbor Boulevard and Fairview Avenue.
- The 529 Bravo! Bus Service was launched.
- OCTA worked with the California Department of Transportation (Caltrans) to award the construction contract for the Interstate 5 Widening Project.

- On March 11, 2019, the Board received the results of the fourth M2 assessment. The independent review found OCTA meeting and fulfilling the promises made to the voters.
- Staff was thanked for the continuous overview of the M2 program.

No action was taken on this information item.

25. Public Comments

A public comment was heard from <u>Patrick Kelly</u>, Teamsters Local 952 (Teamsters), who thanked the Board for its public service. Mr. Kelly stated that Teamsters supports building the new TSOC, and the Teamsters members are concerned about the lack of security at the Bases.

Mr. Kelly stated that Teamsters will be going into negotiations with OCTA for the maintenance agreement and enhancing security at the Bases will be a topic Teamsters will discuss during negotiations.

Mr. Kelly asked the Board to consider the impacts that subcontracting with Uber on-demand type service has on unions and people in general, because Uber type service does not pay towards Medicare, Social Security, or any other pension plan.

26. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported the following:

Bike Ride and Rally:

- Yesterday, OCTA hosted its annual bike ride and rally which was rescheduled from last Thursday due to the rain.
- Director Hernandez was thanked for participating.
- Director Hernandez commented that more Board Members are encouraged to participate.

American Public Transportation Association (APTA) International Bus Roadeo (Roadeo):

- Last weekend, the APTA Roadeo was held in Louisville, Kentucky, and OCTA's Roadeo team finished overall in seventh place.
- OCTA's maintenance team placed first in the nation.

OC Bus:

- An OCTA bus was in the OCTA Headquarters parking lot.
- Today, there is a group of approximately 25 students with special needs from Lathrop middle school in Santa Ana.
- OCTA's training department is working with these students to teach them how to ride the bus.

Happy Memorial Day:

• In closing, everyone was wished a happy Memorial Day and asked to remember and honor those who have died while serving our country.

27. Directors' Reports

Director Chamberlain reported that a few weeks ago, Caltrans District 12 hosted its annual workers' memorial at the Batavia Maintenance Station. Director Chamberlain stated that Caltrans' is reinvigorating safety, highlighted some of the safety precautions, and the goal is to make it safer for Caltrans' construction and maintenance crews and contracted construction crews.

Chairman Shaw reported that he was in Washington, D.C., the week of May 13th, for a work business convention, and President Trump was a speaker at the convention who commented on his withdrawal of all federal funding from the California High-Speed Rail Project.

28. Closed Session

A Closed Session was held as follows:

- Pursuant to Government Code Section 54956.9(a) Conference with General Counsel – Existing Litigation; B & Lee, Inc dba Rainbow Auto Spa, et al. v. Orange County Transportation Authority, OCSC No. 30-2019-01059189.
- B. Pursuant to Government Code Section 54956.9(a) Conference with General Counsel Existing Litigation; Lourdes Rodriguez Leon v. Orange County Transportation Authority, OCSC No. 30-2018-00984566.

Directors Do, Moreno, and Steel were not present for the Closed Session items.

29. Adjournment

The meeting adjourned at 10:47 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, June 10, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

ATTEST:

Laurena Weinert Clerk of the Board

Tim Shaw OCTA Chairman



BOARD MEMBER TRAVEL AUTHORIZATION REQUEST

			TRAVELER IN	FORMATION			
Traveler Name: *	Chairmar	n Tim Shaw			Employee ID: *	4433	
Destination of Trip: *	New York	, NY					
Subject of Trip: *	Annual R	ating Agency Trip	p				
Description of Trip: *	and other issues aff plans, I-40 2019-20 a Moody's I	interested partie fecting the agence 05 Improvement approved budget Investor Service,	es in New York. T by with New York a Project, 91 Expre t, and the status o	This year, OCTA re analysts. These to ess Lanes, Measur if the local econom tandard & Poor's a	n the rating agencies, financin presentatives will be discussir pics include OCTA's upcomin e M2 Program, sales tax colle y. Meetings have been scheo nd other interested parties. T	ng various g financing ections, FY duled with	
Departure Date: *	9/18/2019		Return Date:	5/2 1/2015			
Is this trip outside o		- 100		BMTA #:	BMTA-055		
Board Meeting Date	e:	6/10/2019					
			ACCOUNTI	NG CODES			
		Registration (76	ð 5 7)	Mileage (7656)	Travel (7655)		
Budget FY:		2020		2020	2020		
Org Key:		0017			0017		
Job Key:		M0201			M0201		
JL:		B4B			B4B		
EST		XPENDITURES			APPROVAL		
A	egistration Air Trave Luto Rental modations Meals	l: \$ 500.00		Outcome: Board Date Approved: Comments:	C TA Approved C TA Rejected		
	-	c: \$ 150.00					



BOARD MEMBER TRAVEL AUTHORIZATION REQUEST

UU IA								
				TRAVELER I	NFORMATION			
Traveler Name: *	Vice-Cha	irman St	eve Jone	S			Employee ID: * 4428	
Destination of Trip: *	, NY							
Subject of Trip: *	Annual R	ating Age	ency Trip					
Description of Trip: *								
Departure Date: *	9/18/2019	9		Return Date:	* 9/21/2019			
Is this trip outside	of Californ	ia? 🔽	Yes		BMTA #:	BMTA-05	6	
Board Meeting Dat	te:	6/10/20)19					
				ACCOUNT				
		Registra	ation (765	57)	Mileage (7656)		Travel (7655)	
Budget FY:		2018			2018		2018	
Org Key:		0017					0017	
Job Key:		M0201					M0201	
JL:		B4B					B4B	
EST	IMATED E		URES			APP	ROVAL	
		s cos			Outcome:	C TA Appro	ved	
R	egistratior	1: \$ 0.00)			C TA Reject	ed	
	Air Trave	l: \$ 500	.00		Board Date Approved:			
A	uto Renta	l: \$ 0.00)					
Hotel Accomodations: \$ 1,227.60				Comments:				
	s: \$ 304	.00						
	Mileage	: \$ 0.00	D					
	Misc	: \$ 150	.00					
Total Estimated	d Trip Cos	t: \$ 2,1	81.60		F	L		
	•					Submi	t	



BOARD MEMBER TRAVEL AUTHORIZATION REQUEST

			TRAVELER	NFORMATION				
Traveler Name: *	Finance a	and Administration	on Chairman Mic	hael Hennessey		Employee ID: * 4355		
Destination of Trip: *	New York,	, NY						
Subject of Trip: *	Annual Ra	ating Agency Tri	p					
Description of Trip: * On an annual basis, OCTA conducts a series of meetings with the rating agencies, financing institution and other interested parties in New York. This year, OCTA representatives will be discussing various issues affecting the agency with New York analysts. These topics include OCTA's upcoming financing plans, I-405 Improvement Project, 91 Express Lanes, Measure M2 Program, sales tax collections, FY 2019-20 approved budget, and the status of the local economy. Meetings have been scheduled with Moody's Investor Service, Fitch Ratings, Standard & Poor's and other interested parties. The meeting will take place on September 19 and September 20, 2019.								
Departure Date: *	9/18/2019		Return Date:	* 9/21/2019				
Is this trip outside	of Californi	ia? 🔽 Yes		BMTA #:	BMTA-05	7		
Board Meeting Da	te:	6/10/2019						
			ACCOUNT	ING CODES				
		Registration (76	657)	Mileage (7656)		Travel (7655)		
Budget FY:		2018		2018		2018		
Org Key:		0017				0017		
Job Key:		M0201				M0201		
JL:		B4B				B4B		
ES.	TIMATED EX	XPENDITURES			APP	ROVAL		
م Hotel Acco	egistration Air Travel Auto Rental modations Meals Mileage Misc	 1: \$ 500.00 1: \$ 0.00 1,227.60 304.00 2: \$ 0.00 150.00 		Outcome: Board Date Approved: Comments:	C TA Appro			
Total Estimate	d Trip Cost	<u>:</u> \$ 2,181.60			Subm	it		



June 10, 2019

To: Members of the Board of Directors \mathcal{R}

From: Laurena Weinert, Clerk of the Board

Subject:Amendment to Cooperative Agreement with the County of Orange,
Orange County Sheriff's Department

Executive Committee Meeting of June 3, 2019

Present: Chairman Shaw, Vice Chairman Jones, and Directors Davies, Hennessey, and M. Murphy Absent: Directors Bartlett and Do

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-5-3342 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$8,884,060, for Transit Police Services, effective July 1, 2019 through June 30, 2020. This will increase the maximum obligation of the agreement to a total contract value of \$39,057,451.



June 3, 2019

To:

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From: Darrell E. Johnson, Chief Executive Officer

Executive Committee

Subject: Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Overview

On May 11, 2015, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The firm-fixed total cost to the Orange County Transportation Authority for services provided for a 12-month period is determined annually by the Orange County Sheriff's Department and approved by the Orange County Transportation Authority's Board of Directors.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-5-3342 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$8,884,060, for Transit Police Services, effective July 1, 2019 through June 30, 2020. This will increase the maximum obligation of the agreement to a total contract value of \$39,057,451.

Discussion

The County of Orange, Orange County Sheriff's Department (OCSD), has provided Transit Police Services (TPS) for the Orange County Transportation Authority's (OCTA) patrons, employees, and properties since 1993. On May 11, 2015, OCTA's Board of Directors (Board) approved a cooperative agreement for five years with the OCSD to provide TPS.

After the fiscal year (FY) budget is developed during each year of the five-year agreement, OCSD submits the budget to OCTA for review and approval. A contract amendment is then required to authorize payment for the next FY. For FY 2019-20, OCTA requested no changes to the level of service provided by OCSD for TPS. The \$8,884,060 budget request represents an increase of

2.814 percent over the amount budgeted for FY 2018-19. The increase is associated with higher costs of benefits resulting from the negotiated labor contract for OCSD.

Services provided by OCSD are listed on Attachment A. In addition, OCSD provides countywide services such as the Hazardous Devices Squad, Special Weapons and Tactics team, Special Victims Unit, and the Orange County Intelligence Assessment Center. OCSD deputies assigned to TPS carry full police authorities, allowing them to conduct investigations and make misdemeanor and felony arrests. A cooperative agreement fact sheet is provided as Attachment B.

Fiscal Impact

Amendment No. 6 to Cooperative Agreement No. C-5-3342 is included in the OCTA Proposed FY 2019-20 Budget. \$6,189,637 is budgeted for fixed-route service and Orange County Taxi Administration Program support, \$2,232,010 for right-of-way rail support, and \$4,213 for general services. Lastly, there is \$458,200 budgeted for special services, which includes Explosive Detection Canine Team, Visible Intermodal Prevention and Response Team, Counter Terrorism Team, fixed-route special operations, Angels Express, seasonal special requests, and Measure M2 patrol services.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement C-5-3342 with the County of Orange, Orange County Sheriff's Department, in the amount of \$8,884,060, for the provision of Transit Police Services from July 1, 2019 through June 30, 2020, bringing the maximum contract obligation to \$39,057,451.

Attachments

- A. County of Orange, Orange County Sheriff's Department Services Provided
- B. County of Orange, Orange County Sheriff's Department Cooperative
- Agreement No. C-5-3342 Fact Sheet

Prepared by:

Katrina Faulkner Manager, Security and Emergency Preparedness 714-560-5719

aginine Aladema

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

Approved by:

Kenneth Phipps Deputy Chief Executive Officer 714-560-5637

County of Orange, Orange County Sheriff's Department Services Provided

The following services will be provided:

- Uniformed patrol and plainclothes enforcement at Orange County Transportation Authority (OCTA)-owned properties, on railroad rights-ofway, and on board OCTA buses
- Response to calls for service as needed
- Traffic enforcement as it relates to the operation of fixed-route vehicles
- o Special enforcement team for investigation and prevention of graffiti
- Taxicab applicant review
- Specialized and internal investigations conducted as needed
- Security at OCTA Board of Directors meetings, public hearings, and special events as requested
- Coordinate with other transit security, local, state, and federal law enforcement agencies
- Participate in multi-agency drills on a local and regional level
- Coordination on security-related grant funding
- Other assistance available through this contract includes three canines for bomb detection services and other law enforcement services such as the Mounted Enforcement Unit
- Sheriff staff deployment to include:
 - One Lieutenant position serving as the Chief of Transit Police Services
 - Four Sergeant positions
 - One Investigator position
 - Sixteen Deputy Sheriff II Fixed-Route Enforcement positions; includes three canines with Bomb Technicians
 - Five Deputy Sheriff II Right-of-Way Enforcement positions
 - One Office Specialist position

County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-5-3342 Fact Sheet

- 1. May 11, 2015, the Board of Directors (Board) approved a five-year agreement, Cooperative Agreement No. C-5-3342. The original agreement was in an amount not to exceed \$6,718,994.
 - To provide security and law enforcement services for the Orange County Transportation Authority (OCTA) from July 1, 2015 to June 30, 2020. Each year of this agreement, the Orange County Sheriff's Department (OCSD) provides OCTA with a budget for the following fiscal year (FY), and the maximum obligation is adjusted.
 - The following services were provided:
 - uniformed patrol and plainclothes enforcement at OCTA-owned properties, on railroad rights-of-way, and on-board OCTA's buses
 - response to calls for service as needed
 - traffic enforcement as it relates to the operation of fixed-route vehicles
 - special enforcement team for investigation and prevention of graffiti
 - taxicab applicant review
 - specialized and internal investigations conducted as needed
 - security at OCTA Board meetings, public hearings, and special events as requested
 - coordinate with other transit security, local, state, and federal law enforcement agencies
 - participate in multi-agency drills on a local and regional level
 - coordination on security-related grant funding
 - Other assistance available through this contract includes three (3) canines for bomb detection services and other law enforcement services such as the Mounted Enforcement Unit.
 - Sheriff staff deployment to include:
 - One Lieutenant position serving as the Chief of Transit Police Services
 - Four Sergeant positions
 - One Investigator position

- Fourteen Deputy Sheriff II- Fixed Route Enforcement positions; includes three canines with Bomb Technicians
- Five Deputy Sheriff II- Right-of-Way Enforcement positions
- One Office Technician position
- 2. March 1, 2016, Amendment No. 1 to Cooperative Agreement No. C-5-3342, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
 - To amend terminology in Article 3. Regular Services by County
- 3. May 12, 2016, Amendment No. 2 to Cooperative Agreement No. C-5-3342, \$7,109,932, approved by the Board.
 - To increase the maximum obligation for the second year of the five-year agreement by \$7,109,932. This amount includes:
 - \$7,109,932 for continued services with no staffing change, a 5.82 percent increase over fiscal year 2014-15.
 - Breakdown of increase: Wage and Benefit 4.33 percent, Special Services 1.36 percent, Other Direct Cost 0.13 percent
 - A provision for up to \$421,251 for Special Services.
 - \$115,500 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$80,000 for Mounted Enforcement Units
 - \$150,000 for Canine Units
 - \$12,751 for Angels Express
 - \$63,000 for Special Enforcement
- 4. January 10, 2017, Amendment No. 3 to Cooperative Agreement No. C-5-3342, \$165,477, approved by CAMM.
 - To reflect adjustments in salaries and benefits subsequent to the Board's approval of fiscal year 2016-17 budget under Amendment No. 2.
 - Adjustments are as follows:
 - \$142,010 for updated salary and benefit changes.
 - \$23,467 for additional changes.
 - To convert one (1) Deputy II position to one (1) Explosive Detection Bomb Technician position
 - To convert one (1) Office Technician position to one (1) Office Specialist position
 - To add one (1) additional Mobile Data Computer for a total of 15 units and one (1) additional Patrol Video System for a total of 9 units

- 5. May 22, 2017, Amendment No. 4 to Cooperative Agreement No. C-5-3342, \$7,538,093, approved by the Board.
 - To increase the maximum obligation for the third year of the five-year agreement. This amount includes:
 - \$7,538,093 for continued services with no staffing change, a 3.61 percent increase over fiscal year 2016-17.
 - Breakdown of increase: Wage, Benefit, and Other Direct Cost 4.99 percent, Special Services -1.36 percent
 - A provision for up to \$415,501 for Special Services.
 - \$70,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$100,000 for Mounted Enforcement Units
 - \$151,500 for Canine Units
 - \$26,001 for Angels Express
 - \$68,000 for Special Enforcement
- 6. June 25, 2018, Amendment No. 5 to Cooperative Agreement No. C-5-3342, \$8,640,895, approved by the Board.
 - To increase the maximum obligation for the fourth year of the five-year agreement. This amount includes:
 - \$8,640,895 for continued services with two additional Deputy Sheriff II- Fixed Route Enforcement positions, an overall 14.63 percent increase over fiscal year 2017-18.
 - Breakdown of increase: Wage, Benefit, and Other Direct Cost 14.07 percent, Special Services 0.56 percent
 - A provision for up to \$458,000 for Special Services.
 - \$110,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$75,000 for Mounted Enforcement Units
 - \$151,500 for Canine Units
 - \$26,500 for Angels Express
 - \$20,000 for Seasonal Law Enforcement
 - \$75,000 for Special Enforcement
- 7. May 24, 2019, Amendment No. 6 to Cooperative Agreement No. C-5-3342, \$8,884,060, pending approval by the Board.
 - To increase the maximum obligation for the fifth year of the five-year agreement. This amount includes:

- \$8,884,060 for continued services with no change to staffing levels.
 - Breakdown of increase: Wage, Benefit, and Other Direct Cost 2.814 percent, Special Services 0.002 percent
- A provision for up to \$458,200 for Special Services.
 - \$110,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$75,000 for Mounted Enforcement Units
 - \$151,500 for Canine Units
 - \$26,700 for Angels Express
 - \$20,000 for Seasonal Law Enforcement
 - \$75,000 for Special Enforcement

Total committed to County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-5-3342: \$39,057,451.



June 10, 2019

To: Members of the Board of Directors $\mathcal{A}_{\mu\nu}$

From: Laurena Weinert, Clerk of the Board

Subject: Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2019-20

Finance and Administration Committee Meeting of May 22, 2019

Present: Directors Do, Hennessey, Hernandez, Jones, R. Murphy, Steel, and Wagner Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Adopt Orange County Transportation Authority Resolution No. 2019-028 to establish the Orange County Transportation Authority General Fund appropriations limit at \$12,054,043 for fiscal year 2019-20.



May 22, 2019

From: Darrell E. Johnson, Chief Executive Officer

Subject: Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2019-20

Overview

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation

Adopt Orange County Transportation Authority Resolution No. 2019-028 to establish the Orange County Transportation Authority General Fund appropriations limit at \$12,054,043 for fiscal year 2019-20.

Background

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The proposition created Article XIIIB of the California Constitution, which is also known as the Gann appropriations limitation.

Both the Article XIIIB appropriations limit and its implementing legislation were modified by Proposition 111, approved by voters in 1990. The law specifies that the appropriations of revenues, "proceeds of taxes" by state and local governments, may only increase annually by a limit based on a factor comprised of the change in population and the change in California per capita personal income. The appropriation limit includes any interest earned from the investment of the proceeds of taxes and must be reviewed during the annual financial audit.

Discussion

In accordance with the requirements of Article XIIIB, a resolution has been prepared and is attached for review and approval (Attachment A). The resolution establishes the Orange County Transportation Authority (OCTA) General Fund appropriations limit for fiscal year (FY) 2019-20 at \$12,054,043, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limitation.

Attachment B shows the calculation of the FY 2019-20 OCTA General Fund appropriations limit. Appropriations subject to limitation do not include appropriations for debt service, costs of complying with the mandates of the courts or the federal government, or capital outlay projects. The percentage change in population and change in California per capita personal income were obtained from the State of California, Department of Finance.

Summary

Staff recommends adoption of the Orange County Transportation Authority General Fund Resolution No. 2019-028, which will establish the fiscal year 2019-20 appropriation limit at \$12,054,043.

Attachments

- Resolution No. 2019-028 of the Orange County Transportation Α. Authority - General Fund Establishing Appropriations Limit for Fiscal Year 2019-20
- Β. Orange County Transportation Authority - General Fund GANN Appropriations Limit Calculation for Fiscal Year 2019-20

Prepared by:

Bindy) / Cam

Sam Kaur Department Manager, **Revenue Administration** (714) 560-5889

Approved by:

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

ATTACHMENT A

RESOLUTION No. 2019-028 OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND ESTABLISHING APPROPRIATIONS LIMIT FOR FISCAL YEAR 2019-20

WHEREAS, Article XIIIB of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

- 1. The Orange County Transportation Authority/General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority/General Fund for Fiscal Year 2019-20 is \$12,054,043.
- 2. The total amount authorized to be expended by the Orange County Transportation Authority/General Fund during Fiscal Year 2019-20 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$4,953,191.
- 3. The appropriations limit for Fiscal Year 2019-20 exceeds proceeds of taxes for Fiscal Year 2019-20 by \$7,100,852.

ADOPTED, SIGNED, AND APPROVED this 10th day of June 2019.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert Clerk of the Board Tim Shaw, Chairman Orange County Transportation Authority

OCTA Resolution No. 2019-028

Orange County Transportation Authority - General Fund GANN Appropriations Limit Calculation for Fiscal Year 2019-20

	GAN	N FACT	OR		
PER CAPITA CHANGE ¹	<u>%</u>		RATIO	GA	NN FACTOR
California per capita personal income change	3.85%		1.0385		
POPULATION CHANGE ²					
County of Orange	0.29%		1.0029		
GANN FACTOR	1.0385	х	1.0029	=	1.0415
F	Y 2019-20 AP	PROPR	ATION LIMIT		
Prior Year Appropriations Lir GANN Factor (Rounded)	nit			\$ x	11,573,733 1.0415
				\$	12,054,043
	TEMS SUBJE	<u>ст то с</u>	GANN LIMIT ³		
Line Item					Amount
Transfers in from the LTF (C	TC Administra	tion and	Planning)	\$	4,071,532
Interest Revenue					881,659
				\$	4,953,191
I F	Y 2019-20 AP	PROPR			

FY 2019-20 APPROPRIATION LIMIT	
	Amount
FY 2019-20 Appropriations Limit	\$ 12,054,043
Less Items Subject to GANN Limit	\$ (4,953,191)
Appropriation Limit that Exceeds the Proceeds of Taxes:	\$ 7,100,852

Note:

LTF - Local Transportation Fund

CTC - County Transportation Commission

^{1,2}Price Factor and Population Information provided by the Department of Finance.

³Items subject to GANN Limit provided from proposed FY20 budget



June 10, 2019

То:	Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Fiscal Year 2018-19 Third Quarter Grant Reimbursement Status Report

Finance and Administration Committee Meeting of May 22, 2019

Present: Directors Do, Hennessey, Hernandez, Jones, R. Murphy, Steel, and Wagner Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



May 22, 2019

May 22, 20	19 Mbb
То:	Finance and Administration Committee
From:	Darrell E. Johnson, Chief Executive Officer
Subject:	Fiscal Year 2018-19 Third Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the period of January through March 2019.

Recommendation

Receive and file as an information item.

Discussion

The Orange County Transportation Authority (OCTA) has secured grant funding from federal and state grant agencies to deliver programs, projects, and services to improve mobility in Orange County. The use of these funds is consistent with capital programming policies approved by the OCTA's Board of Directors. The Quarterly Grant Reimbursement Status Report summarizes awarded/executed, current, pending-closed, and closed grant agreements.

Awarded/Executed Grant Agreements:

OCTA executed one discretionary grant during the third quarter, which is summarized below.

Hydrogen Detection Project – Mobile Source Air Pollution Reduction Review Committee (MSRC) Discretionary Fund.

OCTA secured \$642,000 in MSRC discretionary funding to improve preventative maintenance and heavy-duty repair facilities at the Santa Ana Base for the detection of hydrogen gas.

Current Grant Agreements:

OCTA's Federal Transit Administration (FTA) formula grant agreements total 11, and FTA discretionary grant agreements total four (Attachment A).

Fiscal Year 2018-19 Third Quarter Grant Reimbursement Status Page 2 Report

The 11 FTA formula grant agreements have a total federal amount of \$295.4 million. A total of \$267.8 million has been reimbursed, leaving a balance of approximately \$27.6 million. The balance of these 11 FTA formula grant agreements will primarily fund the OC Streetcar, Orange Parking Structure, fixed-route bus procurements, rideshare and vanpool programs, the Laguna Niguel/San Juan Capistrano passing siding project, and rail rehabilitation projects.

The four FTA discretionary grant agreements have a total federal amount of \$166.8 million. This includes the full funding grant agreement award of \$148.9 million. A total of \$22.4 million has been reimbursed, leaving a balance of \$144.4 million. The balance of these four FTA discretionary grant agreements will primarily fund the OC Streetcar and slope stabilization improvements on the railroad right-of-way from the City of Laguna Niguel to the City of Lake Forest. The balance will also fund security camera surveillance systems for commuter rail stations and transit facilities located in the cities of Anaheim, Garden Grove, Laguna Niguel/Mission Viejo, Orange, Placentia, and Santa Ana.

The total FTA formula and discretionary grant agreements amount to \$462.2 million. The total amount reimbursed through the third quarter under these grant agreements is \$290.2 million, leaving a balance of \$172 million.

OCTA also has 45 State and Federal Highway Administration (FHWA) formula grant agreements (Attachment B) and 13 active State discretionary grant agreements (Attachment C).

The 45 State and FHWA formula grant agreements total \$375.5 million. The total amount reimbursed through the third quarter under these other grant agreements is \$275.8 million, leaving a balance of \$99.7 million.

The 13 State discretionary grant agreements total approximately \$10 million. A total of \$212,555 of these discretionary grant agreements has been reimbursed, leaving a balance of \$9.8 million. These State discretionary grant agreements have a defined grant expiration date. Project expenses must be fully paid and reimbursed prior to the grant agreement expiration date.

This report activity is as of March 31, 2019, and any grants with a deadline between the quarter end and the date this report is published will be fully reimbursed and closed out. This activity will be reflected in next quarter's report. Additionally, for all of these grants, staff anticipates each of the remaining balances to be fully reimbursed prior to the grant agreement expiration date. Grant Agreements Pending Close-out:

There are four grant agreements totaling \$5.5 million which are pending close-out in the third quarter of fiscal year (FY) 2018-19. All invoices for these grant agreements have been submitted to the external funding agency for reimbursement, and OCTA is pending final payment and/or approval of close-out documentation. These grant agreements are summarized in Attachment D.

Closed Grant Agreements:

There are six grant agreements totaling \$83.8 million that were closed out in the third quarter of FY 2018-19. These grant agreements are summarized in Attachment E.

Summary

This report provides an update of the grant agreement funded activities for the third quarter of FY 2018-19, January through March 2019. Staff recommends this report be received and filed as an information item.

Attachments

- A. Third Quarter Grant Reimbursement Status Report, January through March 2019, Federal Transit Administration Formula and Discretionary Grant Agreements
- B. Third Quarter Grant Reimbursement Status Report, January through March 2019, State and Federal Highway Administration Formula Grant Agreements
- C. Third Quarter Grant Reimbursement Status Report, January through March 2019, State Discretionary Grant Agreements
- D. Third Quarter Grant Reimbursement Status Report, January through March 2019, Grant Agreements Pending Close-out
- E. Third Quarter Grant Reimbursement Status Report, January through March 2019, Closed Grant Agreements

Prepared by:

upincy)/cam

Sam Kaur Department Manager, Revenue and Grants Administration 714-560-5889

Approved by:

Aafte

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

		Federal Transit Administration F	ormula and Di	scretionary Gran	t Agreements		
	FEDERAL FISCAL YEAR (FFY)	GRANT NUMBER		FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
FTA S	ection 5307 - Url	banized Area Formula Grant Program					
1	2012	CA-90-Y942	\$	57,746,965	\$ 57,618,240	\$ 128,725	June 2019
2	2013	CA-90-Z027		53,878,508	53,484,974	393,534	June 2021
3	2014	CA-90-Z174		55,129,189	55,077,539	51,650	December 2019
4	2015	CA-2016-032		55,400,721	54,875,456	525,265	December 2019
FTA S	ection 5307 Gran	nt Subtotal	\$	222,155,383	\$ 221,056,209	\$ 1,099,174	
FTA S	ection 5307 - Fea	leral Funds flexed from the Federal Highway Administrati	ion (FHWA):				
5	2010	CA-95-X131	\$	2,102,650	\$ 1,555,388	\$ 547,262	December 2019
6	2013	CA-95-X210		12,669,000	12,422,949	246,051	June 2019
7	2013	CA-95-X254		5,657,000	4,243,853	1,413,147	June 2019
8	2014	CA-95-X286		6,621,000	5,090,677	1,530,323	October 2021
9	2017	CA-2017-072		31,567,405	12,110,442	19,456,963	October 2021
TA S	ection 5307 Flex	ed Grant Subtotal	\$	58,617,055	\$ 35,423,309	\$ 23,193,746	
FTA S	ection 5310 - Enl	nanced Mobility of Seniors & Individuals with Disabilities	Grant Program				
10	2013	64AM16-00157	\$	630,416	\$ 433,712	\$ 196,704	June 2019
FTA S	ection 5310 Gran	nt Subtotal	\$	630,416	\$ 433,712	\$ 196,704	
FTA S	ection 5316 - Job	s Access and Reverse Commute (JARC) Grant Program					
11	2008	CA-37-X113	\$	13,962,488	\$ 10,869,688	\$ 3,092,800	September 2019
FTA S	ection 5316 Gran	nt Subtotal	\$	13,962,488	\$ 10,869,688	\$ 3,092,800	
Feder	al Transit Admin	istration Formula Grants Total	\$	295,365,342	\$ 267,782,918	\$ 27,582,424	
	FEDERAL FISCAL YEAR (FFY)	GRANT NUMBER		FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
FTA S	ection 5309 - Dis	cretionary Capital Grant Program					
12	2008	CA-04-0078	\$	7,021,300	\$ 5,974,087	\$ 1,047,213	April 2019
13	2009	CA-04-0122		4,845,999	4,370,682	475,317	December 2020
14	2012	CA-05-0269		6,000,000	3,933,457	2,066,543	March 2020
FTA S	ection 5309 Grar	nt Subtotal	\$	17,867,299	\$ 14,278,226	\$ 3,589,073	
FTA S	ection 5309 - Dis	cretionary Capital Grant Program (FFGA)					
15	2019	CA-2019-018	\$	148,955,409	\$ 8,157,775	\$ 140,797,634	June 2021
	ection 5309 FEG	A Grant Subtotal	\$	148,955,409	\$ 8,157,775	\$ 140,797,634	

January through March 2019

Federal Transit Administration Formula and Discretionary Grant Agreements								
Federal Transit Administration Discretionary Grants Total	\$	166,822,708	\$	22,436,001	\$	144,386,707		
Total Federal Transit Administration Formula and Discretionary Grant Agreements	\$	462,188,050	\$	290,218,919	\$	171,969,131		

Funding Source Notes:

FTA Section 5307 - Urbanized Area Formula Grant Program: Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

FTA Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program: Formula funding to states for the purpose of assisting nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.

FTA Section 5316 - Jobs Access and Reverse Commute (JARC) Grant Program: Grants provide funds to support new transit services and to establish mobility management programs to assist low-income individuals.

FTA Section 5309 - Discretionary Capital Grant Program: Grants provide for projects that improve efficiency and coordination of transportation systems.

FTA Section 5309 - Discretionary Capital Grant Program (FFGA): Grants provide for projects that improve efficiency and coordination of transportation systems.

	State and Federal Highway Administration Formula Grant Agreements								
	FISCAL YEAR (FY)	PROJECT		GRANT AMOUNT		AMOUNT EIMBURSED		REMAINING BALANCE	ANTICIPATED CLOSE-OUT
	e Transportation		1		1		-		
1	2017	Orange County Active Transportation Plan (PS&E)	\$	280,000	<u> </u>	251,106		-	May 2019
	ubtotal		\$	280,000	\$	251,106	\$	28,894	
-	<u> </u>	inistration Grant Program - Congestion Mitigation & Air Quality (CMAQ)	r		r		1		
2	2010	Orangethorpe Ave Grade Separation (ROW)	\$	27,504,000	\$		\$		June 2019
3	2011	Lakeview Ave Grade Separation (ROW)		6,532,000		6,532,000		0	June 2019
4	2012	I-5 HOV Segment 1, Ave Pico to Vista Hermosa (PS&E)		4,246,000		3,213,204		1,032,796	June 2020
5	2012	I-5 HOV Segment 3, PCH to San Juan Creek Rd (PS&E)		2,067,000		1,558,921		508,079	June 2019
6	2012	Lakeview Ave Grade Separation (ROW Utility Relocation)		3,135,862		60,901		3,074,961	June 2019
7	2013	I-5 HOV Segment 1, Ave Pico to Vista Hermosa (ROW)		8,000,000		4,009,067		3,990,933	June 2020
8	2015	I-5 from the Orange/San Diego County Line to Avenida Pico (PA/ED)		450,000		431,447		18,553	June 2020
9	2015	I-5, SR-55 to SR-57 (PS&E)		2,800,000		2,352,003		447,997	June 2020
CMAC	Q Subtotal	•	\$	54,734,862	\$	42,255,754	\$	12,479,108	
Feder	al Highway Adm	inistration Grant Program - Regional Surface Transportation Program (RS	TP)						
10	2011	Tustin Ave / Rose Dr Grade Separation Project (ROW Utility Relocation)	\$	2,254,000	\$	0	\$	2,254,000	June 2019
11	2011	Tustin Ave / Rose Dr Grade Separation Project (ROW)		21,494,000		19,594,690		1,899,310	June 2019
12	2012	Lakeview Ave Grade Separation (ROW)		11,527,563		11,527,563		0	June 2019
13	2012	Tustin Ave / Rose Dr Grade Separation Project (Construction)		8,700,440		7,941,427		759,013	June 2019
14	2013	I-5, I-405 to SR-55 (PA/ED)	Ì	8,000,000	1	6,084,046		1,915,954	June 2020
15	2014	I-5 Segment 2, Oso Pkwy to Alicia Pkwy (PS&E)		10,000,000		9,739,572		260,428	June 2021
16	2015	I-405, I-5 to SR-55 (PA/ED)		8,000,000	1	6,368,363	T	1,631,637	June 2020
17	2015	I-5 Segment 1, SR-73 to Oso Pkwy (PS&E)		9,101,000		8,633,382		467,618	June 2020
18	2015	I-5 Segment 3, Alicia Pkwy to El Toro Rd (PS&E)	l	8,044,000	1	6,815,536		1,228,464	June 2020
19	2015	SR-91, SR-57 to SR-55 (PA/ED)		7,000,000	1	4,075,897		2,924,103	June 2020
20	2016	SR-57, Orangewood to Katella Ave (PA/ED)	l	2,500,000	1	1,423,091		1,076,909	June 2021
21	2017	SR-55, I-5 to SR-91 (PS&E)		5,000,000		2,433,843	T	2,566,157	June 2022
RSTP	RSTP Subtotal		\$	101,621,003	\$	84,637,410	Ś		
		inistration Grant Program - State Transportation Block Grant (STBG)					7		
22	2016	I-405, SR-73 to I-605 (Construction)	\$	1,000	\$	0	\$	1,000	June 2021
23	2018	SR-55, I-405 to I-5 (PS&E)		13,800,000	Ė	5,623,757	Ť	8,176,243	June 2023
STBG	Subtotal		\$	13,801,000	Ś	5,623,757	Ś		

	State and Federal Highway Administration Formula Grant Agreements								
	FISCAL YEAR (FY)	PROJECT		GRANT AMOUNT		AMOUNT EIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT	
Low (-	perations Program (LCTOP) - California Department of Transportation (CALT				1		
24	2017	Bus Bicycle Racks	\$	766,345	\$	142,090	· · · ·	June 2021	
25	2018	Bravo! Route 529 Start-up & Operations		4,787,534		220,730	4,566,804	June 2022	
	& TRADE LCTOP S		\$	5,553,879	\$	362,821	\$ 5,191,058		
Safe,	Accountable, Fle	xible, Efficient Transportation Equity Act: LU Demo			-				
26	2012	Orangethorpe Ave Grade Separation (Construction)	\$	18,600,000	\$		\$ 930,200	June 2019	
SAFE	FEA-LU Demo Sub	ototal	\$	18,600,000	\$	17,669,800	\$ 930,200		
SAFE	TEALU: Projects o	f National and Regional Significance (PNRS)							
27	2013	Lakeview Ave Grade Separation (Construction)	\$	9,709,030	\$	6,954,405	\$ 2,754,625	June 2020	
SAFE	realu-pnrs Subt	total	\$	9,709,030	\$	6,954,405	\$ 2,754,625		
State	Proposition 1B C	alifornia Transit Security Grant Program (CTSGP): Transit System Safety	, Sec	urity & Disaster	Res	ponse Accour	nt (TSSSDRA)		
28	2015	Transit Security Operation Center (PS&E)	\$	2,741,643	\$	371,462	\$ 2,370,181	June 2019	
29	2015	Video Surveillance System Upgrades (Construction)		100,000		0	100,000	June 2019	
30	2016	Raymond Ave Grade Separation Project (Construction)		200,000		200,000	0	June 2019	
31	2016	Transit Security Operation Center (PA/ED)		3,180,574		0	3,180,574	June 2019	
32	2016	Video Surveillance System Upgrades (Construction)		140,000		0	140,000	June 2019	
33	2017	Bus Maintenance Facility Improvements (Construction)		450,000		0	450,000	June 2019	
34	2017	Rail Rehabilitation (Construction)		380,000		0	380,000	June 2019	
35	2017	San Juan Creek Rail Bridge Replacement (ROW)		160,000		58,950	101,050	June 2019	
36	2017	Transit Security Operation Center (ROW)		26,459		0	26,459	June 2019	
37	2017	Video Surveillance System Upgrades (Construction)		1,800,000		0	1,800,000	June 2019	
PROP	1B TSSSDRA Sub	total	\$	9,178,676	\$	630,412	\$ 8,548,264		
State	Proposition 1B:	Public Transportation Modernization, Improvement, and Service Enhan	ceme	ent Account (PT	MISI	EA)	•		
38	2015	Fullerton Transportation Center Elevator Project (Construction)	\$	500,000	\$	500,000	\$ 0	May 2020	
39	2015	Raymond Ave Grade Separation Project (Construction)		44,234,008		41,737,242	2,496,766	May 2020	
PROP	1B PTMISEA Sub	total	\$	44,734,008	\$	42,237,242	\$ 2,496,766		
State	Proposition 1B:	Trade Corridor Improvement Fund (TCIF)							
40	2012	Orangethorpe Ave Grade Separation (Construction)	\$	41,632,000	\$	28,633,857	\$ 12,998,143	June 2019	
41	2012	Tustin Ave / Rose Dr Grade Separation Project (Construction)		30,862,000		21,455,738	9,406,262	June 2019	
42	2013	Lakeview Ave Grade Separation (Construction)		27,628,157		17,713,988	9,914,169	June 2020	
PROP	1B TCIF Subtota		\$	100,122,157	\$	67,803,583	\$ 32,318,574		

		State and Federal Highway Administration F	orm	ula Grant Agree	emen	ts			
	FISCAL YEAR (FY)	PROJECT		GRANT AMOUNT		MOUNT	i	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
State	Transportation I	mprovement Plan (STIP) Programming, Planning & Monitoring (PPM)							
43	2017	PPM Program	\$	1,899,000	\$	529,039	\$	1,369,961	December 2019
44	2018	PPM Program		1,482,000		0		1,482,000	December 2019
STIP I	PPM Subtotal		\$	3,381,000	\$	529,039	\$	2,851,961	
State	Transportation I	mprovement Program (PTA)							
45	2016	Orange Transportation Center Parking Structure (Construction)	\$	13,762,000	\$	6,867,357	\$	6,894,643	December 2020
STIP I	PTA Subtotal		\$	13,762,000	\$	6,867,357	\$	6,894,643	
Total	State and Federa	l Highway Administration Formula Grant Agreements	\$	375,477,615	\$ 2	275,822,684	\$	99,654,931	

		State Discretionary Gran	t Agre	ements			
	FISCAL YEAR (FY)	PROJECT		GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Air Q	uality Managen	nent District (AQMD) Grant Program and Mobile Source Air Pollution R	eductio		· · · ·		rol Measure Partnersh
1	2015	Bicycle Corridor Improvement	\$	851,883	\$ 0	\$ 851,883	June 2020
2	2019	Hydrogen Detection		642,000	0	642,000	July 2020
3	2019	La Habra Union Pacific Rail Bikeway		91,760	0	91,760	November 2023
MSRO	C Subtotal		\$	1,585,643	\$0	\$ 1,585,643	
Highv	way Safety Plan	(HSP) - California Office of Traffic Safety (OTS)					
4	2019	Bicycle & Pedestrian Facilities Program	\$	75,000	\$ 0	\$ 75,000	October 2019
OTS S	Subtotal		\$	75,000	\$ 0	\$ 75,000	
Syste	mic Safety Anal	ysis Reporting Program					
5	2016	Systemic Safety Analysis Report	\$	315,000	\$ 183,724	\$ 131,276	September 2021
SSAR	P Subtotal		\$	315,000	\$ 183,724	\$ 131,276	
Trans	it and Intercity	Rail Capital Program					
6	2017	Mobile Ticketing (Construction)	\$	2,482,000	\$ 0	\$ 2,482,000	December 2019
CAP 8	& TRADE TIRCP	Subtotal	\$	2,482,000	\$ 0	\$ 2,482,000	
Trans	it Security Gran	nt Program (TSGP) - State Office of Homeland Security					
7	2017	Be The One Campaign	\$	75,000	\$ 28,831	\$ 46,169	August 2020
TSGP	Subtotal		\$	75,000	\$ 28,831	\$ 46,169	
SB 1:	Local Partnersh	ip Program			L ·		
8	2018	Garden Grove Blvd Signal Synchronization (Construction)	\$	1,353,000	\$ 0	\$ 1,353,000	December 2023
9	2018	Los Olisos Blvd Signal Synchronization (Construction)		1,117,000	0	1,117,000	December 2023
10	2018	Main Street Signal Synchronization (Construction)		1,926,000	0	1,926,000	December 2023
SB1 L	PP Subtotal		\$	4,396,000	\$ O	\$ 4,396,000	
SB 1:	Adaptation Pla	nning Grant					
11	2019	Orange County Rail Infrastructure Defense Against Climate Change	\$	461,771	\$ 0	\$ 461,771	February 2021
SB1 A	Adaptation Plan	ning Subtotal	\$	461,771		•	
	Sustainable Co	-					
12	2019	Safe Routes to School Action Plan	\$	264,000	\$ 0	\$ 264,000	February 2021
SB1 S	Sustain Commu	nities Subtotal	\$	264,000		1	
Caltra	ans State Planni	ing and Research Grant	7		•		
13	2018	SR-39 Beach Boulevard Corridor Study	\$	345,000	\$ 0	\$ 345,000	February 2020
SPR S	ubtotal		Ś	345,000	Ŧ	Ŧ ,	

State Discretionary Grant A	green	nents			
Total State Discretionary Grant Agreements	\$	9,999,414 \$	212,555	9,786,859	

			Grant Agreements Pending Close-out			
	FISCAL YEAR (FY)	FUNDING SOURCE	PROJECT	GRANT AMOUNT	 MOUNT MBURSED	REMAINING BALANCE
1	2016	CAP & TRADE LCTOP	Bravo! Route 529 Bus Acquisition	\$ 3,045,578	\$ 3,045,578	\$ 0
2	2016	MSRC	Bus Rehab & Repower - 40' buses	1,470,000	1,470,000	0
3	2017	MSRC	OC Fair Express	834,222	405,709	428,513
4	2017	SHA-SC	Active Transportation Count	177,000	102,605	74,395
Total	Grant Agreemen	ts Pending Close-out		\$ 5,526,800	\$ 5,023,892	\$ 502,908

January through March 2019

			Closed Grant Agreements			
	FISCAL YEAR (FY)	FUNDING SOURCE	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE
1	2011	CMAQ	FTA CA-95-X180	\$ 4,260,000	\$ 4,260,000	\$ 0
2	2012	CMAQ	I-5 HOV Segment 2, Vista Hermosa to PCH (PS&E)	3,687,000	2,280,415	1,406,585 ¹
3	2017	FTA Section 5307	FTA CA-2018-121	65,884,232	65,884,232	0
4	2017	FTA Section 5337	FTA CA-2018-068	4,261,029	4,261,029	0
5	2017	FTA Section 5339	FTA CA-2018-067	5,221,160	5,221,160	0
6	2017	MSRC	Angels Express Train Service	503,272	456,145	47,127 ²
Total	Closed Grants			\$ 83,816,693	\$ 82,362,981	\$ 1,453,712

Balance will be de-obligated and programmed to a future eligible CMAQ project.
 Cost savings of \$47,127 reverted back to MSRC.



June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2019

Finance and Administration Committee Meeting of May 22, 2019

Present: Directors Do, Hennessey, Hernandez, Jones, R. Murphy, Steel, and Wagner Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



May 22, 2019

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From: Darrell E. Johnson, Chief Executive Officer

Subject: Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2019

nfl

Overview

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan. acquired conservation properties, and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway projects. California Community Foundation manages the non-wasting endowment required to pay for the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and its performance. Attached is the quarterly investment report for the Endowment Pool for the period ending March 31, 2019. The report has been reviewed and is consistent with the pool objectives.

Recommendation

Receive and file as an information item.

Background

On September 26, 2016, the Board of Directors approved the selection of the California Community Foundation (CCF) as an endowment fund manager for the Measure M2 Freeway Environmental Mitigation Program. Approximately \$2.9 million on an annual basis will be deposited in the endowment. As of March 31, 2019, the Orange County Transportation Authority has made three deposits to the Endowment Pool, each in the amount of \$2,877,000. These annual deposits are expected to continue for ten to 12 years, or until the fund totals approximately \$46.2 million.

Discussion

As of March 31, 2019, total pool assets in the CCF Endowment Pool were \$1.073 billion. Total foundation assets were \$1.78 billion. Performance for the Endowment Pool was 1 percent for the month, 0.3 percent below the benchmark; 8.3 percent for the quarter, 0.8 percent below the benchmark. The one-year return was 3.3 percent, exceeding the benchmark by 0.2 percent.

The balance as of March 31, 2019, was \$9,263,522. The number exceeds the projected balance of \$9,097,957 due to higher than projected investment earnings and lower than projected fees.

The projected annualized cost for endowment services was 0.75 percent based on indications received during the due diligence process. Based on the current balance of the endowment the cost for administration services is 0.25 percent.

Summary

The Orange County Transportation Authority is submitting a copy of the California Community Foundation Investment Report to the Board of Directors. The report is for the quarter ending March 31, 2019.

Attachments

- A. California Community Foundation Fund Statement March 31, 2019
- B. California Community Foundation Endowment Pool Investments March 2019

Prepared by:

Sean Murdock Director, Finance and Administration 714-560-5685

Approved by:

Aafte

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

ATTACHMENT A



Fund Name

Fund Start Date 2/28/201 Investment Pool(s) Endowm

OCTA - Measure M2 Environmental Mitigation Program Fund 2/28/2017 Endowment Pool

FUND STATEMENT

OCTA - Measure M2 Environmental Mitigation Program Fund (V398)

1/1/2019 - 3/31/2019

1						1. 100 M	TTY I STRUCTURE IN A
	Fund Summary						
- 1	i und ounnury						

Opening Fund Balance	Report Period 1/1/2019 - 3/31/2019 \$8,568,158.77	Calendar YTD 1/1/2019 - 3/31/2019 \$8,568,158.77
Contributions	0.00	0.00
Investment Activity, net	720,744.32	720,744.32
Administration & Grant Management Fees	(25,381.30)	(25,381.30)
Net Changes to Fund	695,363.02	695,363.02
Ending Balance	\$9,263,521.79	\$9,263,521.79

Investment Pool Performance as of 03/31/2019

		the second s	and the second second second second second		a share the second second
	This Qtr.	1-Year	3-Years	5-Years	10-Years
Endowment Pool	8.3%	3.3%	8.8%	4.7%	8.7%
Social Impact Endowment Pool	8.7%	5.6%	7.7%	5.9%	9.4%
Conservative Balanced Pool	5.2%	5.5%	5.1%	4.3%	n/a
Short Duration Bond Pool	1.6%	3.6%	1.4%	n/a	n/a
Capital Preservation Pool	0.6%	2.2%	1.2%	0.8%	0.7%

Endowment Pool - invested for long-term growth and appreciation while providing a relatively predictable stream of distributions that keeps pace with inflation over time. The target asset allocation is 50% equities, 14% hedge funds, 22% fixed income and 14% real assets. Investment management fees are 66 basis points.

Social Impact Endowment Pool - invested in a diversified pool aiming for capital growth for long-term grantmaking; underlying instruments undergo rigorous environmental and social analysis, with an asset allocation of approximately 60%-75% equities and 25%-40% fixed income. Investment management fees are 68 basis points.

Conservative Balanced Pool - designed to aim for moderate growth and to offer diversified exposure to the U.S. equity market and to investment grade fixed income with maturities from one to five years and an asset allocation of 70% fixed income and 30% equities investments. Investment management fees are 9 basis points.

Short Duration Bond Pool - invested to offer diversified exposure to investment grade fixed income with maturities from one to five years for the purposes of grants over a near-term one to four year horizon. Investment management fees are 5 basis points.

Capital Preservation Pool - designed to preserve principal and provide liquidity for present grantmaking needs through investment in short-term fixed income and cash instruments. Investment management fees are 10 basis points.

INVESTMENTS



Endowment Pool March 2019

The Endowment Pool returned 1.0% for the month of March 2019, 30 basis points behind its benchmark. For the trailing year, the pool returned 3.3%, 20 basis points ahead of its benchmark.

Total Pool Assets

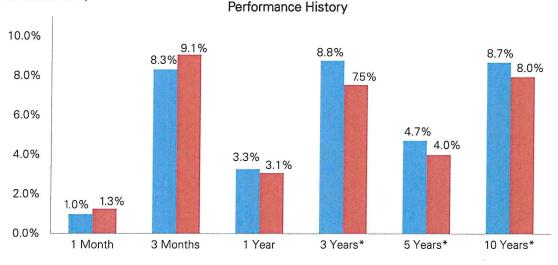
\$1.073 billion (Endowment Pool), \$1.78 billion (total foundation assets) as of March 31, 2019.

Pool Objective

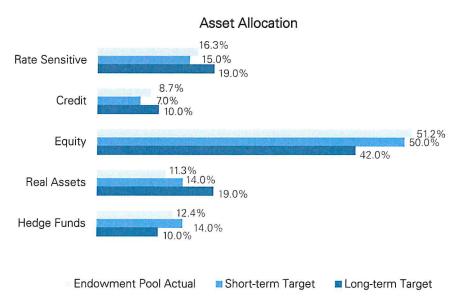
Preserve the real (i.e., inflation-adjusted) purchasing power of the investment pool net of annual distributions for grants and expenses. An additional objective is to provide a relatively predictable, stable stream of distributions for grants and expenses that keep pace with inflation over time.

Investment Consultant

Meketa Investment Group







*Represents annualized returns.

- 1) Investment expense ratio approximates 0.57%, excluding fund manager incentive fees.
- 2) Investment performance is presented net of investment expenses, inlcuding fund manager incentive fees.
- 3) Total Fund Benchmark is a combination of: 50% MSCI ACWI / 14% HFR FOF / 14% S&P Real Assets Indx / 15% Barc Agg. / 7% Barc High Yield.
- 4) Short-term target allocation is over 1-4 years, long-term target allocation is over 4-9 years.



June 10, 2019

- To: Members of the Board of Directors
- From: Laurena Weinert, Clerk of the Board
- Subject:AmendmenttoAgreementforOrangeCountyTransportation Authority's General Counsel Legal Services

Executive Committee Meeting of June 3, 2019

Present: Chairman Shaw, Vice Chairman Jones, and Directors Davies, Hennessey, and M. Murphy Absent: Directors Bartlett and Do

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-4-1816 between the Orange County Transportation Authority and Woodruff, Spradlin & Smart, to exercise the five-year option term of the agreement from January 1, 2020 through December 31, 2024, to provide general counsel and liability defense services.



June 3, 2019

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Orange County Transportation Authority's General Counsel Legal Services

Overview

On November 24, 2014, the Orange County Transportation Authority Board of Directors approved an agreement with the law firm of Woodruff, Spradlin & Smart to provide general counsel and liability defense services for a five-year initial term and one, five-year option term. An amendment to the existing contract is necessary to exercise the five-year option term of the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-4-1816 between the Orange County Transportation Authority and Woodruff, Spradlin & Smart, to exercise the five-year option term of the agreement from January 1, 2020 through December 31, 2024, to provide general counsel and liability defense services.

Discussion

The Orange County Transportation Authority (OCTA) contracts with an external law firm to provide general counsel and liability defense services. Current Agreement No. C-4-1816 with Woodruff, Spradlin & Smart has been in place since November 2014.

The scope of services requires Woodruff, Spradlin & Smart to act as the general counsel for OCTA and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and provide the following legal services: attend all Board of Directors (Board), Board committee, and LOSSAN meetings; offer advice and counsel; review and/or draft documents and contracts; advise on potential conflicts of interest; prepare briefs or opinions; conduct negotiations; litigation; policy development; research, and other related duties requested by the Board or the Chief Executive Officer. The agreement for general counsel and liability

defense services commenced on January 1, 2015 through December 31, 2019, and included one, five-year option term.

Procurement Approach

This procurement was originally handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services and was awarded on a competitive basis. On November 24, 2014, the Board approved a contract with Woodruff, Spradlin & Smart for a five-year initial term with one, five-year option term. Woodruff, Spradlin & Smart has provided excellent service and support to OCTA. As part of the due diligence in deciding whether to exercise the option term, staff reviewed the services provided by Woodruff, Spradlin & Smart with respect to legal issues addressed and general legal services provided. Staff rated Woodruff, Spradlin & Smart's efforts as "above average to excellent" based on the law firm's responsiveness, expert legal knowledge, problem-solving guidance and analysis, and their ability to support OCTA's mission and objectives. Extending the term of the agreement will ensure that OCTA continues to retain a high caliber legal team to provide general counsel and liability defense services.

Fiscal Impact

Funds to exercise the option term will be included in the proposed OCTA Fiscal Year 2019-20 Budget, Finance and Administration Division, Account 1210-7511-A5200-DN6.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-4-1816 with Woodruff, Spradlin & Smart, to exercise the option term for general counsel and liability defense services effective January 1, 2020 through December 31, 2024.

Amendment to Agreement for Orange County TransportationPage 3Authority's General Counsel Legal Services

Attachment

A. Woodruff, Spradlin & Smart Agreement No. C-4-1816 Fact Sheet

Prepared by:

rounce Aladema

Virginia Abadessa Director, Contracts Administration & Materials Management 714-560-5623

Approved by:

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

ATTACHMENT A

Woodruff, Spradlin & Smart Agreement No. C-4-1816 Fact Sheet

- 1. November 24, 2014, Agreement No. C-4-1816, approved by the Board of Directors (Board).
 - Agreement was effective on January 1, 2015, to provide general counsel and liability defense services.
- 2. June 29, 2016, Amendment No. 1 to Agreement No. C-4-1816, approved by the Contracts Administration and Material Management department.
 - To add an additional key personnel
- 3. January 25, 2017, Amendment No. 2 to Agreement No. C-4-1816, approved by the Contracts Administration and Material Management department.
 - To revise the fee structure to incorporate an annual increase
- 4. January 16, 2018, Amendment No.3 to Agreement No. C-4-1816, approved by the Contracts Administration and Material Management department.
 - To revise the fee structure to incorporate an annual increase
- 5. January 1, 2019, Amendment No. 4 to Agreement No. C-4-1816, approved by the Contracts Administration and Material Management department.
 - To revise the fee structure to incorporate an annual increase
- 6. June 10, 2019, Amendment No. 5 to Agreement No. C-4-1816, pending Board approval.
 - Exercise the option term extending the agreement through December 31, 2024.



COMMITTEE TRANSMITTAL

June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Capital Programming Update

Regional Planning and Highways Committee Meeting of June 3, 2019

Present: Directors Chaffee, Delgleize, Muller, and M. Murphy Absent: Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize the use of up to \$3.280 million in Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds and \$0.538 million in Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funding (\$3.818 million total) for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:
 - Transit Security Operations Center Project design phase (\$1.858 million);
 - Video Surveillance System Upgrade Project (\$0.373 million);
 - Generator at bus bases (\$0.450 million);
 - Goldenwest Transportation Center Light Poles Project (\$0.380 million);
 - San Juan Creek Bridge Project right-of-way phase (\$0.101 million);
 - Interest earned on Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds (\$0.118 million); and
 - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million).



Committee Recommendations (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-9-0576 between the Orange County Transportation Authority and the City of Fullerton, to increase funding in the agreement by \$1.484 million, and replace \$3.100 million in existing funds, for the Raymond Avenue Railroad Grade Separation Project. This will increase the maximum obligation of the agreement to a total contract value of \$126.317 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.



June 3, 2019

То:	Regional Planning and Highways Committee
From:	Darrell E. Johnson, Chief Executive Officer
Subject:	Capital Programming Update

Overview

The Orange County Transportation Authority uses various funding sources to implement projects. As projects are delivered, the costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet the state funding requirements.

Recommendations

- A. Authorize the use of up to \$3.280 million in Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds and \$0.538 million in Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funding (\$3.818 million total) for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:
 - Transit Security Operations Center Project design phase (\$1.858 million);
 - Video Surveillance System Upgrade Project (\$0.373 million);
 - Generator at bus bases (\$0.450 million);
 - Goldenwest Transportation Center Light Poles Project (\$0.380 million);
 - San Juan Creek Bridge Project right-of-way phase (\$0.101 million);
 - Interest earned on Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds (\$0.118 million); and
 - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million).

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-9-0576 between the Orange County Transportation Authority and the City of Fullerton, to increase funding in the agreement by \$1.484 million, and replace \$3.100 million in existing funds, for the Raymond Avenue Railroad Grade Separation Project. This will increase the maximum obligation of the agreement to a total contract value of \$126.317 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) programs federal, state, and local funds based on the Board of Directors (Board)-approved Capital Programming Policies (Attachment A).

As projects progress through development, project costs change, external agency requirements may limit the anticipated use of funds, savings may result, or additional funding may be required. OCTA regularly reports on specific project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status. Programming and revenue changes are updated periodically to match these costs and are included in the Capital Funding Program (CFP {Attachment B}). The attachment includes all proposed changes in this staff report, along with a summary of funding for all of OCTA's capital projects.

Discussion

The CAP lists highway, grade separation, rail, and facility projects, and includes the funding at completion estimate, as well as key milestones. Programming staff, in coordination with project managers, use the CAP, as well as quarterly reports for the Operations Division to make funding adjustments for projects that have met key milestones, such as completion of final environmental approval, 65 percent design, 95 percent design, contract award, and close out. Recommendations may also be suggested to ensure the funds are being utilized efficiently for projects and that OCTA is able to use any funding programs which may have limitations or deadlines which put the funds at risk.

The California Office of Emergency Services informed OCTA that the Transit System Safety Security, and Disaster Response Account (TSSSDRA) funding would be discontinued effective June 15, 2019. In an effort to expedite the reimbursement of these funds and meet the newly imposed deadline, staff is proposing to reprogram \$3.162 million in TSSSDRA funds to the Raymond Avenue Railroad Grade Separation (Raymond) Project.

The Raymond Project is able to use the TSSSDRA grants within the timeframe required and the OC Bridges Program, which includes the Raymond Project has an immediate funding need. Further, this action allows OCTA to increase the cooperative agreement with the City of Fullerton to utilize these funds.

TSSSDRA funding will be transferred from five projects in the active 2015, 2016, and 2017 TSSSDRA grants: the Transit Security Operations Center design phase; Video Surveillance System Upgrade Project at OCTA facilities, and the Laguna Niguel/Mission Viejo rail station; back-up generator at OCTA bases; Goldenwest Transportation Center light poles; and the San Juan Creek Bridge right-of-way (ROW) phase. Additional information on these projects and all of the projects discussed in this staff report is provided in Attachment C.

Staff is developing alternative funding options for these projects and will return to the Board with funding recommendations with replacement funds for the five projects that were impacted by the expiring TSSSDRA funds. A summary of all TSSSDRA changes is provided below.

Project List	Board-Approved TSSSDRA	Proposed TSSSDRA	Difference (\$ millions)
	(\$ millions)	(\$ millions)	
Transit Security Operations Center	\$7.461	\$5.603	(\$1.858)
(design and ROW phases)			
Raymond Project	\$0.400	\$3.562	\$ 3.162
Video Surveillance System Upgrade	\$0.528	\$0.155	(\$0.373)
Back-Up Generator at OCTA Bases	\$0.450	\$0.000	(\$0.450)
Goldenwest Transportation Light	\$0.380	\$0.000	(\$0.380)
Poles			
San Juan Creek Bridge (ROW)	\$0.160	\$0.059	(\$0.101)
Totals	\$9.379	\$9.379	\$0.000

Additionally, the Raymond Project has a funding need due to the project closeout phase taking longer than originally anticipated, unforeseen field conditions, and settlement of construction claims during project closeout. Due to these changes, it is proposed that the project receive \$0.119 million in interest earned on the TSSSDRA funds, as well as \$0.538 million in interest earned on the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds contingent on funding agency approval. Future interest earned on the PTMISEA funds will also be applied to the Raymond Project contingent on funding agency approval.

Capital Programming Update

The current and proposed funding for the Raymond Project is provided in the table below.

Raymond Project

Current Funding (\$000s)	Prop 1B PTMISEA	Prop 1B TSSSDRA	Prop 1B TCIF	Surplus Property	BNSF	MWD	M2	TOTAL
Design	\$-	\$-	\$	\$-	\$-	\$-	\$ 5,098	\$ 5,098
ROW	\$ 25,172	\$-	\$	\$-	\$-	\$-	\$11,322	\$ 36,494
CON	\$ 51,838	\$ 4,123	\$10,400	\$ 5,216	\$ 700	\$1,800	\$ 9,930	\$ 84,007
Total	\$ 77,010	\$ 4,123	\$10,400	\$ 5,216	\$ 700	\$1,800	\$26,350	\$125,599

Proposed Funding (\$000s)	Prop 1B PTMISEA	Prop 1B TSSSDRA*	Prop 1B TCIF	Surplus Property	BNSF	MWD	M2	TOTAL
Design	\$-	\$-	\$	\$-	\$-	\$-	\$ 5,098	\$ 5,098
ROW	\$ 25,172	\$-	\$	\$-	\$-	\$-	\$11,322	\$ 36,494
CON	\$ 52,376	\$ 7,403	\$10,400	\$ 5,216	\$ 700	\$1,800	\$ 6,830	\$ 84,725
Total	\$ 77,548	\$ 7,403	\$10,400	\$ 5,216	\$ 700	\$1,800	\$23,250	\$126,317
Change	\$ 538	\$ 3,280	\$ -	\$-	\$ -	\$ -	\$(3,100)	\$ 718

* Includes \$0.119 million in interest earnings

Prop 1B – Proposition 1B / TCIF – Trade Corridor Improvement Funds / BNSF – Burlington Northern Santa Fe Railway / MWD – Metropolitan Water District / M2 – Measure M2 / CON - Construction

Cooperative Agreement No. C-9-0576, with the City of Fullerton for the Raymond Project, will be updated to reflect the above changes and will also incorporate \$0.400 million in TSSSDRA funds that were previously approved by the Board on June 11, 2018, and \$0.366 million in Proposition 1B Trade Corridors Improvement Fund, which were approved by the Board on November 26, 2018. These proposed changes total \$4.584 million, and approximately \$3.100 million will be used to offset existing funds, which increases the maximum obligation of the agreement to \$126.317 million.

The use of TSSSDRA and PTMISEA funds for the Raymond Project is consistent with the Board-approved Capital Programming Policy (Attachment A).

The CFP Report is provided as Attachment B, which lists out all of OCTA's capital projects and how they are currently programmed with state, federal, and local funds. Attachment C provides a project description for each of the projects listed in the staff report. A list of Board actions, which directed capital funds towards OCTA capital projects over the last six months is provided in Attachment D. A fact sheet explaining the prior and current amendments to Cooperative Agreement No. C-9-0576 is provided in Attachment E.

Summary

With the objective of ensuring that OCTA projects are fully funded and consistent with the Board-approved CAP, OCTA is seeking Board approval to use and reprogram various M2, Prop 1B TSSSRDA, and PTMISEA interest to the Raymond Project.

Attachments

- A. Existing Capital Programming Policies by Fund Source, February 2019
- B. Capital Funding Program Report
- C. Capital Programming Update Project Descriptions
- D. List of Board of Directors Reports with Programming Actions, November 2018 – May 2019
- E. City of Fullerton Cooperative Agreement No. C-9-0576 Fact Sheet for Raymond Avenue and State College Boulevard Railroad Grade Separation Projects

Prepared by:

Ben Ku Section Manager, Formula Funding Programs (714) 560-5473

Approved by:

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

Funding Source	Measure M2 (M2) Programming Policies					
M2 Programs						
Projects A-M (freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.					
Freeway Environmental Mitigation Program (Tied to Projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, with the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.					
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.					
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the M2 Transportation Investment Plan, and consistent with the Comprehensive Transportation Funding Programs (CTFP) Guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations.					
Project Q (Local Fair Share Program)	Use Project Q M2 funds consistent with the M2 Transportation Investment Plan. Funds are programmed through the annual budget, but actual disbursements may be adjusted based on the formula distribution of funds.					
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, with the latest Next 10 Plan, with the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.					
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.					
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the M2 Transportation Investment Plan, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.					
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.					

Funding Source	Measure M2 (M2) Programming Policies
Project X (Environmental Cleanup)	Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.
	The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources	First priority of all funding sources is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing the Orange County Transportation Authority's assets in a state of good repair. Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.
	State
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.
Cap-and-Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council	Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.
	*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce GHG emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
Cap-and-Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency	Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions.

Funding Source/Agency	State and Federal Programming Policies
Proposition 1A/CTC	All funds are programmed.
Proposition 1B – Competitive Programs Funding/CTC	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/ Caltrans	Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) - Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects.
Proposition 1B – Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor's Office of Emergency Services	Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.
SB 1 - Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver M2 projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing Orange County Transportation Authority (OCTA) transit assets
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP first for eligible M2 Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects
STIP/CTC	Use of STIP funds for M2 freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance between freeways and transit capital and are consistent with state goals.

Funding Source/Agency	State and Federal Programming Policies							
	Federal							
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	 Use CMAQ funding for: M2 fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, as match to leverage funding for OC Bridges grade separation projects, vanpool program and rideshare services, other rail and bus transit capital projects, traffic light synchronization projects, and new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years). Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.							
Federal Transit Administration (FTA) Section 5307 Formula/FTA	 Use funds to support ongoing transit operations and SGR through (not in priority order): preventive maintenance, capital cost of contracting, and bus replacement. Lower priority but eligible if funding available: other priority capital projects that are consistent with the comprehensive business plan. Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects. 							
FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.							
FTA Section 5310 Formula Funds/FTA	Use funds for eligible enhancements to paratransit capital and operations.							
FTA Section 5337 Formula Funds/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.							

Funding Source/Agency	State and Federal Programming Policies
FTA Section 5339 Formula Funds/FTA	 Use funds for: capital maintenance, capital cost of contracting, bus replacement, and other bus capital projects as identified in the transit asset management plan.
Highway Infrastructure Program/Caltrans for Federal Highway Administration (FHWA)	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	Currently these funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually
Transportation Alternatives Program (TAP) – CTC/SCAG through ATP	Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above.



			State	Funds	Federal	Funds		5	
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile ticketing equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators	V	\$43,659						\$43,659	
Project W Safe Transit Stops (City)	W	\$1,206						\$1,206	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239		\$4,775			\$1,451
Associated Transportation Improvements		\$556				\$556			
Bus replacement - articulated alternative fuel buses (60')		\$31,105			\$22,250	\$8,855			
Bus replacement (40' and ACCESS)		\$149,009			\$29,198	\$68,139			\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts)		\$305,784				\$142,164			\$163,620
Engine rebuild		\$16,294				\$14,824			\$1,470
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657				\$3,657			
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962				\$13,962			
FTA Section 5317 New Freedom		\$6,388				\$6,388			
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200	+=,				\$800
Heating ventilation unit replacements		\$448	\$67	+-/		\$381			
Shuttle replacement buses		\$6,600	\$5,673						\$927
Mobile Source Air Pollution Reduction Review Committee County Transportation Commission		\$2,319	\$176						\$2,143
Partnership Program		+-)							<i>T-1-1</i>
Non-fixed-route paratransit operations assistance		\$240,952				\$48,486			\$192,466
OCTA Transit Security & Operations Center 1		\$5,914		\$5,914					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$147,691				\$147,691			
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384			\$134,670	\$47,696			\$47,018
Purchase replacement paratransit vans		\$58,058				\$44,292			\$13,766
Rideshare/vanpool		\$6,732			\$6,732				
Six Bravo! 529 buses		\$3,595	\$3,046		\$549				
Ten zero emission hydrogen fuel cell buses		\$12,914	\$5,607						\$7,307
Transit Security Program ²		\$3,167		\$3,167					
Vanpool Program - capital lease		\$12,838		. ,	\$12,838				
VSS upgrades at OCTA facilities – Santa Ana, Garden Grove, Anaheim, & Irvine bases and admininstration ³		\$1,159		\$199		\$960			
Zero Emission Bravo! Buses (Five Battery Electric) and Bus Infrastructure		\$6,852	\$6,852						
Bus Transit Project Totals		\$1,348,844	\$23,903	\$26,719	\$209,637	\$552,826	\$5,730	\$45,235	\$484,794
State Funding Total\$50,622Federal Funding Total\$762,463Local Funding Total\$535,759Fotal Funding (000's)\$1,348,844	TSSSDRA	A funding by \$830,	000 per propos	ed Board action					

Acroynms - STIP - State Transportation Improvement Program / RSTP - Regional Surface Transportation Program / CMAQ - Congestion Mitigation Air Quality / M1 - Measure M1 / M2 - Measure M2 / OCTA - Orange County Transportation Authority / FTA - Federal Transit Administration / ATN - Anaheim Transportation Network / VSS - Video Surveillance System / LCTOP - Low Carbon Transit Operations Program / TSSSDRA - Transit System Safety, Security and Diaster Response Account



Pending Board of Directors (Board) Approval - June 10, 2019 Local Road Project									
			State	Funds	Federal Funds		Local Funds		
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	0	\$274,838		\$22,979				\$251,859	
Raymond Avenue grade separation 5.7	0	\$126,317		\$95,351				\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	0	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	Р	\$87,807	\$6,845					\$80,962	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621						\$361,621	
M2 Project X Environmental Clean Up	Х	\$50,413						\$50,413	
Active Transportation Program - regional call		\$45,484	\$92		\$311	\$39,744			\$5,337
Active Transportation projects		\$17,784	\$15,650						\$2,134
ARRA transportation enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program ^{1, 2, 3, 4}		\$75,259			\$52,525				\$22,734
Bristol Street widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabiliation projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,432,779	\$109,292	\$143,275	\$78,784	\$100,180	\$35,780	\$814,608	\$150,860
State Funding Total \$252,567									
Federal Funding Total \$178,964									
Local Funding Total \$1,001,248									
Total Funding (000's) \$1,432,779									

Local Road Project Completed

			State Funds		Federal Funds		Local Funds		
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue widening, 1st Street to 4th Street	0	\$12,537			\$6,708				\$5,829
Kraemer Boulevard grade separation	0	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue grade separation	0	\$107,998		\$27,520	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue grade separation	0	\$104,404		\$30,324	\$38,240	\$18,600		\$14,543	\$2,697
Placentia grade separation	0	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College grade separation	0	\$97,712		\$34,785	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	0	\$95,743		\$22,962	\$53,376			\$17,642	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	



Local Road Project Completed

			State	Funds	Federal	Funds		Local Funds	
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Antonio Parkway widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz interchange improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$607,195	\$7,500	\$166,166	\$203,513	\$41,599	\$5,992	\$121,696	\$60,729

State Funding Total	\$173,666
Federal Funding Total	\$245,112
Local Funding Total	\$188,417
Total Funding (000's)	\$607,195

Board Actions

1. Orange County Transportation Authority state and federal grant programs - update and recommendations: approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 BCIP.

2. Funding recommendations for the 2019 BCIP: Approve 12 projects for \$20.40 million in CMAQ funds, contingent on the Caltrans' approval of project eligibility.

3. Funding recommendations for the 2019 BCIP: approve conditional award of four projects in the City of Santa Ana for \$4.37 million in CMAQ funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and Caltrans' approval of project eligibility.

4. Funding recommendations for the 2019 BCIP: approve conditional award of one project in the City of San Clemente for \$1.08 million in CMAQ funds, contingent on Master Plan of Arterial Highways amendment approval, and Caltrans' approval of project eligibility.

5. Capital programming update: authorize the use of up to \$3.818 million in Proposition 1B TSSSDRA Program (\$3.280 million) and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (\$0.538 million) funding for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:

- Transit Security Operations Center project design phase (\$1.857 million)
- Video Surveillance System Upgrade project (\$0.373 million)
- Generator at bus bases (\$0.450 million)
- Goldenwest Transportation Center light poles project (\$0.380 million)
- San Juan Creek Bridge project right-of-way phase (\$0.101 million)
- Interest earned on Proposition 1B TSSSDRA Program funds (\$0.119 million)
- Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million)

Project Updates

6. Project funding updated to include previous California Transportation Commission actions which, resulted in an overall funding decrease of \$0.227 million.

7. \$3.100 million in additional TSSSDRA funding in Action 1 offset M2 funds. Increased total project cost by \$1.084 million.

Acronyms: STIP - State Transportation Improvement Program **RSTP/CMAQ** - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program M1 - Measure M1 M2 - Measure M2 M Code - Project codes in M2 Program SR-57 - State Route 57 FY- Fiscal Year ARRA - American Recovery and Reinvestment Act SCAG - Southern California Association of Governments SR - State Route I-5 - Interstate 5 BCIP - Bicycle Corridor Improvement Program Caltrans - California Department of Transportation TSSSDRA - Transit System Safety, Security and Disaster Response Account



Total Funding (000's)

\$1,036,110

Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 10, 20	19	Rail I	Project						
			State	Funds	Federal	Funds		Local Funds	
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center parking expansion	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Orange Transportation Center parking structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050		\$28,192	\$10,536		\$3,116	\$5,352	\$14,854
OC Streetcar (New Starts)	M1/S	\$407,760	\$25,518		\$54,465	\$162,213		\$165,564	
OC Streetcar preliminary studies and environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Canyon Station improvements	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street	R	\$2,985				\$2,985			
Future VSS	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$34,060	\$3,000	\$6,734	\$22,756	\$1,015			\$555
Metrolink preventive maintenance capitalized operation	R	\$56,874				\$56,874			
Metrolink rehabilitation/renovation - FY 2011-12 to FY 2022-23	R	\$160,962				\$160,962			
Metrolink station and track improvements, and rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
San Juan Creek Bridge replacement ²	R	\$36,018		\$59		\$34,784		\$1,175	
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168				\$4,834		\$334	
State College grade separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket vending machines	R	\$6,857							\$6,857
VSS at Commuter Rail Stations 1	R	\$4,409		\$56		\$3,594			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,036,110	\$56,030	\$126,666	\$117,293	\$438,584	\$19,661	\$217,416	\$60,460
State Funding Total \$182,696									
Federal Funding Total \$555,877									
Local Funding Total \$297,537									

Rail Project Completed

			State	Funds	Federal	Funds		Local Funds	
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177			\$2,800	\$732	\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618		\$18,250			\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924				\$1,516	\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0			\$0		\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333			\$1,180		\$153		



		Rail Projec	ct Completee	d					
			State	Funds	Federa	Funds		Local Funds	;
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Othe
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003			\$888		\$115		
17th Street grade separation environmental	R	\$2,476						\$2,476	
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025						\$3,025	
North Beach crossings safety enhancements	R	\$348		\$166				\$182	
Rail Crossing signal lights and pedestrian gates	R	\$252		\$252					
Rail Station Platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
Safety repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings safety enhancements	R	\$4,999		\$2,170				\$2,251	\$578
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369					\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,479		\$10,903	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390	\$1,100	\$7,181			\$7,109		
Rail Project Totals		\$673,119	\$30,319	\$130,975	\$80,348	\$92,540	\$201,009	\$77,920	\$60,008
State Funding Total \$161,294									
Federal Funding Total \$172,888					Acrony				
Local Funding Total \$338,937						e - Project Codes	in Measure M1 ar		

Project Updates:

Total Funding (000's)

1. Reduced Prop 1B TSSSDRA funding by \$84,000 per proposed Board action.

\$673,119

2. Reduced Prop 1B TSSSDRA funding by \$0.101 million per proposed Board action.

STIP - State Transportation Improvement Program

RSTP - Regional Surface Transportation Program

CMAQ - Congestion Mitigation and Air Quality Improvement Program

M1 - Measure M1

M2 - Measure M2

PSR - Project Study Report

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

ROW - Right-of-Way

FTA - Federal Transit Administration OCTA - Orange County Transportation Authority

ADA - Americans with Disabilities Act

TSSSDRA - Transit System Safety, Security and Disaster Response Account

Capital Programming Update Project Descriptions

Raymond Avenue Grade Separation

The project was completed May 14, 2018, and includes construction of a vehicular underpass on Raymond Avenue at the Burlington Northern and Santa Fe railroad crossing, between Walnut Avenue and Ash Avenue in the City of Fullerton. The project lowered Raymond Avenue under Valencia Drive. Two bridge structures were constructed, one for the railroad and one for vehicular traffic. The project includes connector roads on the west side of Raymond Avenue to provide access to Valencia Drive and Truslow Avenue.

Video Surveillance Systems (VSS)

The Orange County Transportation Authority (OCTA) has VSS at various facilities in the cities of Anaheim, Garden Grove, Irvine, Laguna Niguel/Mission Viejo, Orange, and Santa Ana. The VSS are currently outdated and have surpassed their useful life. Proposition 1B Transit System Safety, Security, and Disaster Response Account funding was used to replace these systems, but due to funding expiration dates, a total of \$0.373 million will be transferred off the project.

Transit Security and Operations Center (TSOC)

This project includes rebuilding the TSOC due to the seismic conditions of the current facility, which cannot be retrofitted to achieve the continuous operations standards required of essential facilities in California. TSOC houses the OCTA transit police, operations support, and central communications systems, and provides disaster response transportation to move people, goods, emergency personnel, and equipment in the aftermath of a disaster.

San Juan Creek Bridge Replacement

This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will improve the load and storm capacity, increase safety, and reduce maintenance needs. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight train services.

Replace Backup Generators and Ventilation Upgrade at OCTA Bases

This project is for the replacement of the existing emergency power standby generators at the Anaheim and Irvine Ranch Construction Circle (IRCC) bus bases. The existing 300KW generator unit at the Anaheim base is 30-plus years old, beyond its useful life, broken, and in need of replacement. The existing 150KW generator at IRCC base is old and undersized. The work includes installation of new, energy efficient standby back-up power generators and switchgear and related work in compliance with Southern California Air Quality Management District.

Capital Programming Update Project Descriptions

Replace Light Poles at the Goldenwest Transportation Center

This project is for the replacement of safety lighting poles and luminaires with new units at the Goldenwest Transportation Center. The existing light poles are deteriorated and exhibit significant rusting and corrosion, which has compromised the integrity of the materials. They are beyond their useful life and need to be replaced. The work includes replacing the light poles and installing new energy efficient light emitting diode luminaires and related work. The work would also include a required phasing of work and traffic control as shown on the plans and in the specifications.

ATTACHMENT D

List of Board of Directors Reports with Programming Actions November 2018 – May 2019

Date	Report Title	Fund Source(s) Affected
11/26/18	Capital Programming Update	Prop 1B TCIF, TSSSDRA
12/10/18	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2018	M2, Projects O, P, and V
12/10/18	OCTA State and Federal Grant Programs - Update and Recommendations	CMAQ
1/14/19	Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2018-19	FTA 5307, 5310, 5337, and 5339
1/14/19	Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2018-19 Obligation Authority Plan	CMAQ, STBG, HIP
1/14/19	Construction of the Laguna Niguel to San Juan Capistrano Passing Siding Project	Prop 116, Prop 1B IRI, FTA 5309 and CMAQ
2/11/19	Capital Programming Policies Update	All
3/25/19	Low Carbon Transit Operations Program Recommendations for Fiscal Year 2018-19 Funds	LCTOP
5/13/19	Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between State Route 73 and Oso Parkway	Prop 1B TCIF, HIP

Acronyms:

CMAQ – Congestion Mitigation and Air Quality Improvement Program

FTA – Federal Transit Administration

HIP – Highway Improvement Program

LCTOP - Low Carbon Transit Operations Program

M2 – Measure M2

Prop 1B – Proposition 1B

Prop 116 – Proposition 116

Prop 1B IRI – Proposition 1B Intercity Rail Improvement

STBG – Surface Transportation Block Grant

TCIF – Trade Corridor Improvement Fund

TSSSDRA - Transit System Safety, Security & Disaster Response Account

City of Fullerton Cooperative Agreement No. C-9-0576 Fact Sheet for Raymond Avenue and State College Boulevard Railroad Grade Separation Projects

- 1. October 26, 2009, Cooperative Agreement No. C-9-0576, \$125,822,000, approved by the Board of Directors (Board).
 - To provide environmental, engineering, right-of-way (ROW) capital and support, construction management, and construction for the Raymond Avenue and State College Boulevard railroad grade separation projects (Projects).
- 2. July 26, 2010, Amendment No. 1 to Cooperative Agreement No. C-9-0576, \$25,014,000, approved by the Board.
 - To change the overall funding commitment for the Projects, to replace Measure M2 funds with federal funds for the Raymond Avenue railroad grade separation project and to revise the project schedule for the Projects.
- 3. August 13, 2012, Amendment No. 2 to Cooperative Agreement No. C-9-0576, \$1,964,000, approved by the Board.
 - To change the overall funding commitment for the Projects, consistent with the budget approved by the Board on April 9, 2012, and to designate the Orange County Transportation Authority to serve as the project lead for property acquisition at Raymond Avenue and State College Boulevard.
 - Project costs for Raymond Avenue increased by \$968,000, from \$77,188,000 to \$78,156,000, and project costs for State College Boulevard increased by \$996,000, from \$73,648,000 to \$74,644,000.
- 4. October 11, 2013, Amendment No. 3 to Cooperative Agreement No. C-9-0576, \$25,592,000, approved by the Board.
 - To change the overall funding commitment for the Projects.
 - To include reimbursement items from third-party contributions.
 - Project cost for Raymond Avenue increased by \$19,982,000, from \$78,156,000 to \$98,138,000 and project cost for State College Boulevard increased by \$5,610,000, from \$74,644,000 to \$80,254,000.
- 5. January 13, 2014, Amendment No. 4 to Cooperative Agreement No. C-9-0576, \$19,802,000, approved by the Board.
 - To change the overall funding commitment for the Projects.
 - Project cost for Raymond Avenue increased by \$14,052,000, from \$98,138,000 to \$112,190,000, and project cost for State College Boulevard increased by \$5,750,000, from \$80,254,000 to \$86,004,000.

City of Fullerton Cooperative Agreement No. C-9-0576 Fact Sheet for Raymond Avenue and State College Boulevard Railroad Grade Separation Projects

- 6. July 26, 2016, Amendment No. 5 to Cooperative Agreement No. C-9-0576, \$0, approved by the Contracts Administration Materials and Management Department.
 - To extend the term of the cooperative agreement by an additional 24 months, from August 1, 2016 to August 1, 2018, to allow for continued work on the Projects until completion.
- 7. November 14, 2016, Amendment No. 6 to Cooperative Agreement No. C-9-0576, \$23,608,000, approved by the Board.
 - To change the overall funding commitment for the Projects.
 - To include additional funding from utility reimbursement.
 - Project cost for Raymond Avenue increased by \$12,643,000, from \$112,190,000 to \$124,833,000, and project cost for State College Boulevard increased by \$10,965,000, from \$86,004,000 to \$96,969,000.
- 8. February 11, 2019, Amendment No. 7 to Cooperative Agreement No. C-9-0576, \$2,662,000, approved by the Board.
 - To change the overall funding commitment for the Projects.
 - Project cost for State College Boulevard increased by \$2,662,000, from \$96,969,000 to \$99,631,000.
 - To advance the City of Fullerton \$12,700,000 to pay ROW costs and include all necessary repayment terms.
- 9. June 10, 2019, Amendment No. 8 to Cooperative Agreement No. C-9-0576, \$1,484,000, pending Board approval.
 - To change the overall funding commitment for the Projects.
 - To replace \$3,100,000 in existing funds.
 - Project cost for Raymond Avenue increased by \$1,484,000, from \$124,833,000 to \$126,317,000.

Total committed to the City of Fullerton after approval of Amendment No. 8 to Cooperative Agreement No. C-9-0576: \$225,948,000.



COMMITTEE TRANSMITTAL

June 10, 2019

- **To:** Members of the Board of Directors
- From: Laurena Weinert, Clerk of the Board
- Subject: Funding Recommendations for the 2019 Bicycle Corridor Improvement Program

Regional Planning and Highways Committee Meeting of June 3, 2019

Present:Directors Chaffee, Delgleize, Muller, and M. MurphyAbsent:Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Approve 12 projects for \$20.40 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility.
- B. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and the California Department of Transportation's approval of project eligibility.
- C. Approve conditional award of one project in the City of San Clemente for \$1.07 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the Master Plan of Arterial Highways amendment approval, and the California Department of Transportation's approval of project eligibility.
- D. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with each local agency selected to receive funding through the Bicycle Corridor Improvement Program.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend any necessary agreements to facilitate the above actions.



June 3, 2019

June 3, 2019	Moh
То:	Regional Planning and Highways Committee
From:	Darrell E. Johnson, Chief Executive Officer
Subject:	Funding Recommendations for the 2019 Bicycle Corridor Improvement Program

Overview

On September 24, 2018 the Orange County Transportation Authority Board of Directors released the Bicycle Corridor Improvement Program 2019 call for projects. The Orange County Transportation Authority received 20 applications requesting \$32.24 million for bicycle facility projects. Funding recommendations are presented for review and approval.

Recommendations

- Α. Approve 12 projects for \$20.40 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility.
- Β. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and the California Department of Transportation's approval of project eligibility.
- C. Approve conditional award of one project in the City of San Clemente for \$1.07 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the Master Plan of Arterial Highways amendment approval, and the California Department of Transportation's approval of project eligibility.
- D. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with each local agency selected to receive funding through the Bicycle Corridor Improvement Program.
- Ε. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend any necessary agreements to facilitate the above actions.

Background

Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding is made available through the federal Fixing America's Surface Transportation Act. The Capital Programming Policies approved by the Board of Directors (Board) authorize the use of ten percent of annual CMAQ funds towards bicycle and pedestrian projects.

On September 24, 2018, the Board released the 2019 Bicycle Corridor Improvement Program (BCIP) call for projects (call), making approximately \$25 million available for programming in fiscal year (FY) 2019-20 through FY 2023-24. An additional \$0.84 million in CMAQ savings is also available for reprogramming through the 2019 BCIP call, for a total program capacity of \$25.84 million.

To date, the Board has awarded \$34.98 million in funding through three previous BCIP call cycles to 46 projects. With savings and cancellations, the total previously awarded program value is currently \$38.43 million to 38 projects.

Discussion

On November 15, 2018, the Orange County Transportation Authority (OCTA) received 20 BCIP applications requesting \$32.24 million in CMAQ funds from 12 local agencies. However, requests for six project phases were withdrawn, leaving 17 projects requesting \$30.11 million in CMAQ funds, which were advanced for review.

Staff conducted an initial review of all applications to confirm that the applications were consistent with the 2019 BCIP call Guidelines and Procedures (Guidelines). Staff also convened a five-person advisory panel consisting of representatives from the OCTA Technical Advisory Committee, the OCTA Planning Division, the California Department of Transportation, and the Citizens Advisory Committee Bicycle and Pedestrian sub-committee, to score each project based on the Board-approved scoring criteria, which is detailed in the Guidelines.

The resulting recommendations (Attachment A) include funding three projects for environmental phases and 14 projects for implementation phases, for a total of \$25.84 million. Eleven different Orange County local agencies will lead these projects that include gap closures, crossing signals, new Class I bikeway facilities, bridges, and pre-construction work for multi-purpose trails. Project descriptions are provided in Attachment B. Project locations are depicted in Attachment C.

Conditional Awards

Staff is recommending a conditional award to the City of San Clemente's South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project contingent on the required Master Plan of Arterial Highways amendment approval.

Staff is recommending conditional awards to the City of Santa Ana's Bristol Street Protected Bike Lanes projects (Phases II, III, IV, and V), contingent on completion and consideration of the Bristol Street Transit Corridor Study. The Bristol Street Transit Corridor Study will analyze options for improving transit service on Bristol Street between 17th Street and Baker Street and is scheduled to be completed in summer 2020. These four bikeway projects are in the project study area and should be coordinated with future transit expansion concepts.

Next Steps

Contingent on Board-approval, OCTA will enter into cooperative agreements (Attachment D) with the local agencies recommended for funding. OCTA will program the projects in the Federal Transportation Improvement Program, and work with the local agencies to seek and receive state and federal approvals. Lastly, OCTA will monitor progress and provide support as needed.

The Comprehensive Funding Plan (CFP), which provides funding information for OCTA-funded capital projects, is provided in Attachment E. The CFP demonstrates the current project programming based on actions recommended in this report and prior Board actions.

Summary

The OCTA Board released the BCIP 2019 call on September 24, 2018, to fund projects in FY 2019-20 through FY 2023-24. Seventeen projects are recommended for funding. OCTA and the local agencies who were awarded BCIP funding will enter into cooperative agreements to ensure that the projects meet all of the requirements outlined in the Board-approved guidelines.

Funding Recommendations for the 2019 Bicycle Corridor Improvement Program

Attachments

- A. 2019 Bicycle Corridor Improvement Program, Funding Recommendations Project List
- B. 2019 Bicycle Corridor Improvement Program, Project Descriptions
- C. 2019 BCIP Projects Recommended for Funding
- D. Term Sheet, Cooperative Agreement Between Orange County Transportation Authority and Local Agencies for the Bicycle Corridor Improvement Program Projects
- E. Capital Funding Program Report

Prepared by:

Louis Zhao Section Manager, Discretionary Funding Programs (714) 560-5494

Approved by:

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

2019 Bicycle Corridor Improvement Program **Funding Recommendations - Project List**

		Project Information						Fundi	ng Information			
No.	Agency	Description	Requested Funding Phase	Review Panel Score	Review Week	Fiscal Year (s)	CM	ommended AQ Funding	Total Match Contribution ¹	Тс	otal Project Cost	Match
			als Recommende	ed for Funding	(Environme	ntal Phase Set-Aside	*)					
1	Mission Viejo	District 5 Regional Bikeways - Mission Viejo North-South Corridor and Jeronimo Road/Chrisanta Drive Trail	Environmental	31	1	19/20	\$	220,000	. ,		250,000	12%
2	Orange	Santiago Creek Multipurpose Extension Project	Environmental	40	1	19/20	\$	345,794			443,326	22%
3	Placentia	Atwood Multipurpose Trail	Environmental	38	1	19/20	\$	280,000	\$ 70,000	\$	350,000	20%
		Sub	mittals Recomme	ended for Fund	ling (Implem	entation Phases)						
4	Brea	OC Loop Brea Gap Closure (Final Design and ROW)	Final Design and ROW	80	1	23/24	\$	2,586,025	\$ 956,475	\$	3,542,500	27%
5	Brea	OC Loop Brea Gap Closure (Construction)	Construction	74	1	24/25	\$	3,461,513	\$ 2,011,275	\$	5,472,788	37%
6	Buena Park	Valley View Street and Southern California Edison Trail Crossing Bicycle/Pedestrian Traffic Signal	Construction	55	2	19/20	\$	508,279	\$ 90,886	\$	599,165	15%
7	Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project ²	Final Design and Construction	45	2	19/20	\$	620,336	\$ 316,659	\$	936,995	34% ²
8	County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	Construction	78	3	20/21	\$	4,000,000	\$ 1,685,383	\$	5,685,383	30%
9	County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	Construction	74	3	20/21	\$	1,308,572	\$ 823,992	\$	2,132,564	39%
10	Irvine	Jeffrey Open Space Trail Interstate 5 Bicycle and Pedestrian Bridge	Construction	79	1	21/22	\$	4,000,000	\$ 8,426,028	\$	12,426,028	68%
11	La Habra	La Habra Union Pacific Rail Line Bikeway	ROW	67	1	20/21	\$	1,948,800	\$ 487,200	\$	2,436,000	20%
12	San Clemente	South EI Camino Real Lane Reconfiguration and Buffered Bike Lane Project ³	Construction	66	2	19/20	\$	1,075,115	\$ 400,650	\$	1,475,765	27%
13	Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew Place to Edinger Avenue ³	Final Design and Construction	73	3	20/21-21/22	\$	743,274	\$ 598,356	\$	1,341,630	45%
14	Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue ³	Construction	72	3	19/20	\$	793,760	\$ 229,490	\$	1,023,250	22%
15	Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St. Andrew Place ³	Construction	70	3	19/20	\$	1,508,045	\$ 347,393	\$	1,855,438	19%
16	Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive ³	Final Design and Construction	70	3	20/21-21/22	\$	1,320,320	\$ 598,273	\$	1,918,593	31%
17	Santa Ana	Warner Avenue Protected Bike Lanes	Final Design and Construction	61	2	19/20-20/21	\$	1,116,126	\$ 326,079	\$	1,442,205	23%
		1	1		•	Totals	\$	25,835,959	\$ 17,495,671	\$	43,331,630	

1. The 2019 BCIP Guidelines include provisions for non-participating items to be included as part of the scored match contribution. This total match includes both federally participating match and non-participating local contributions. 2. The City of Costa Mesa (City) Adams Avenue and Pinecreek Drive Intersection Project requested \$792,876 in CMAQ funds and was scored based on a match of 15 percent. However, as a condition of being approved for partial funding (\$620,336 in CMAQ funds), which was lower than the City request, the City increased their local contribution by \$172,540 for a total match share of 34 percent.

3. This project is being recommended for conditional approval consistent with the 2019 BCIP Guidelines.

<u>Acronyms</u> BCIP - Bicycle Corridor Improvement Program CMAQ - Congestion Mitigation and Air Quality ROW - Right-of-Way

2019 Bicycle Corridor Improvement Program Project Descriptions

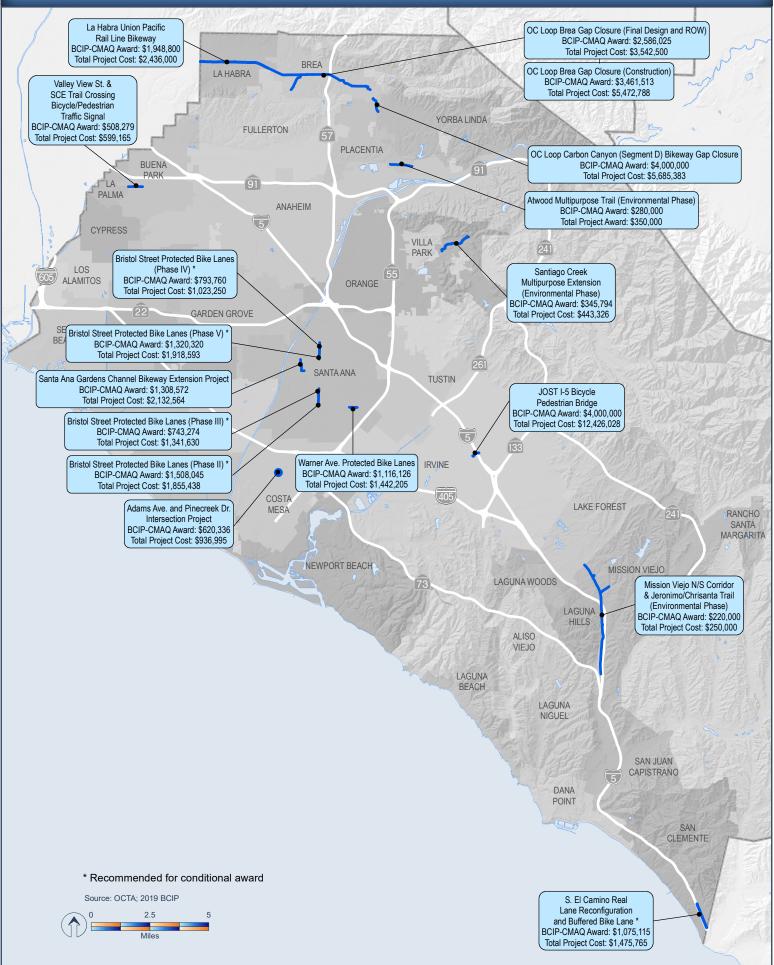
No.	Agency	Description	Requested Funding Phase	Scope and Location
		Submittals Rec	commended for F	unding (Environmental Phase Set-Aside)
1	Mission Viejo	District 5 Regional Bikeways - Mission Viejo North-South Corridor and Jeronimo Road/Chrisanta Trail	Environmental	Class I and Class II segments in Mission Viejo. The Mission Viejo N/S Corridor Trail is bounded by Los Alisos Boulevard to the north and the Laguna Niguel/Mission Viejo Metrolink Station to the south. The Jeronimo Road/Chrisanta Trail is bounded by Jeronimo Road to the east and Chrisanta Drive, and the Mission Viejo N/S Corridor Trail to the west. The project consists of identifying the most appropriate design parameters for both of the trails. This will include developing a preliminary engineering study to determine trail layout, estimating probable construction costs, identifying limitations in design and access, and seeking public input on trail design.
2	Orange	Santiago Creek Multipurpose Extension Project	Environmental	Class I, 1.50-mile bicycle lane/multipurpose trail will connect the existing bicycle trail west of Cannon Street, parallel the existing equestrian trail on the northern bank, and terminate at the Santiago Oaks Regional Park. The trail will run east along Santiago Creek from Cannon Street in the west to Santiago Oaks Regional Park in the east.
3	Placentia	Atwood Multipurpose Trail	Environmental	Class I, 0.60-mile multi-purpose trail running south of Orangethorpe Avenue between Jefferson Street and Lakeview Avenue. The project consists of conducting CEQA and NEPA studies of the project location, as well as the initial design of the project which will include full ADA accessibility, landscaping enhancements, and amenity installations.
	1	Submittals	Recommended f	or Funding (Implementation Phases)
4	Brea	OC Loop Brea Gap Closure (Final Design and ROW)	Final Design and ROW	Class I, 1.30-mile bikeway along the existing railroad ROW between North Palm Street and the Brea Canyon Channel in the City of Brea.
5	Brea	OC Loop Brea Gap Closure (Construction)	Construction	
6	Buena Park	Valley View Street and Southern California Edison Trail Crossing Bicycle and Pedestrian Traffic Signal	Construction	Installation of bicycle and pedestrian crossing signals at Valley View Street and the Southern California Edison Bicycle and Pedestrian crossing in the cities of Buena Park and La Palma.
7	Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	Final Design and Construction	Pedestrian and bicycle intersection improvements at Adams Avenue and Pinecreek Drive in the City of Costa Mesa.
8	County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	Construction	Class I, 0.75-mile bikeway along the Santa Ana Gardens Channel from West Monta Vista Avenue to West First Street in the City of Santa Ana.
9	County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	Construction	Class I, 1.10-mile bikeway along the intersection of La Floresta Drive and Imperial Highway, continues along Imperial Highway, then enters into the westerly side of Carbon Canyon Channel, continues to Golden Avenue Bridge, where users can either pass underneath or ascend up to street level, then continues to and underneath Bastanchury Road connecting to the existing Segment E bikeway trail in the cities of Brea and Placentia.
10	Irvine	Jeffrey Open Space Trail I-5 Bicycle Pedestrian Bridge	Construction	Class I separated bicycle-pedestrian (overcrossing) bridge along the east side of Jeffrey Road from the existing Jeffrey Open Space Trail fronting the south side of Cypress Community Park, over I-5 and continuing over the existing Jeffrey Road Park and Ride Lot, Walnut Avenue, and will terminate further south at grade, approximately 500 feet south of Walnut Avenue on a city-owned lot in the City of Irvine.
11	La Habra	La Habra Union Pacific Rail Line Bikeway	ROW	Class I, 3.10-mile bikeway along the northern 15 feet of the Union Pacific Railroad ROW between the west city limit and the east city limit in the City of La Habra.
12	San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	Construction	Class II, 1.10-mile buffered bicycle lanes through the entire project limits on South El Camino Real, from Avenida Mendocino to the south city limit (approximately 600 feet north of Cristianitos Road). The number of through travel lanes will generally be reduced from four lanes to two lanes (one lane in each direction) with a continuous two-way left turn lane and/or exclusive left turn lane. New Class II bicycle lanes will be installed in the northbound and southbound directions, eliminating this section of missing and/or discontinuous bicycle lane facilities. This portion of South El Camino Real is located adjacent to and east of I-5.

2019 Bicycle Corridor Improvement Program **Project Descriptions**

No.	Agency	Description	Requested Funding Phase	Scope and Location
13	Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St Andrew Place	Construction	Class IV, 1.0-mile bicycle lane installation on Bristol Street from Warner Avenue to St. Andrew Place. This segment will install a six-foot wide bicycle lane and a four-foot wide separation barrier as a buffer within the curb to curb street width after.
14	Santa Ana	Bristol Street Protected Bike Lanes - Phase III St Andrew Place to Edinger Avenue	Final Design and Construction	Class IV, 0.30-mile bicycle lane installation on Bristol Street from St Andrew Place to Edinger Avenue. This segment will install a six-foot wide bicycle lane with a four-foot wide raised median as a buffer within the existing curb to curb street width.
15	Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue		Class IV, 0.40-mile bicycle lane installation on Bristol Street from Civic Center Drive to Washington Avenue. This segment will install a six-foot wide bicycle lane with a four-foot wide raised median as a buffer within the existing curb to curb street width.
16	Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive	Final Design and Construction	Class IV, 0.50-mile bicycle lane installation on Bristol Street from First Street to Civic Center Drive. This segment will install a six-foot wide bicycle lane with a four-foot wide raised median as a buffer within the existing curb to curb street width.
17	Santa Ana	Warner Avenue Protected Bike Lanes	Final Design and Construction	Class IV, 0.70-mile bicycle lane installation on Warner Avenue from Oak Street to Grand Avenue. This segment will install a three foot wide bicycle lane with a six-foot wide raised median as a buffer within the existing curb to curb street width.

<u>Acronyms</u> CEQA - California Environmental Quality Act I-5 - Interstate 5 N/S - North/South NEPA - National Environmental Policy Act ROW - Right-of-Way

2019 BCIP Projects Recommended for Funding ATTACHMENT C



ATTACHMENT D

TERM SHEET COOPERATIVE AGREEMENTS BETWEEN ORANGE COUNTY TRANSPORTATION AUTHORITY AND LOCAL AGENCIES FOR BICYCLE CORRIDOR IMPROVEMENT PROGRAM PROJECTS

The Cooperative Agreement defines the roles and responsibilities related to funding between the Orange County Transportation Authority (OCTA) and Local Agency for project approval and environmental documentation, preliminary engineering, engineering, right-of-way acquisition, and/or construction for projects selected for funding through the 2019 Bicycle Corridor Improvement Program (BCIP) call for projects (Call).

The agreement includes the following terms:

- 1. The BCIP is funded with federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.
- The amount of CMAQ and local funds provided by Local Agency is defined by phase of work. OCTA and Local Agency agree that availability of CMAQ funds is contingent upon funding being available through the Fixing America's Surface Transportation Act, a continuing resolution or a new federal transportation act, and PROJECT maintaining its eligibility for this funding.
- California Department of Transportation (Caltrans) and Federal Highways Administration authorization is required following OCTA's amendment to the Federal Transportation Improvement Program, and in order to proceed or commence each phase of PROJECT for performance under the cooperative agreement.
- 4. The Local Agency must meet certain timeline requirements or is at risk to lose the funds.
- 5. The Local Agency shall comply with all local, state, and federal project delivery requirements including, but not limited to, Disadvantaged Business Enterprise, American with Disabilities Act, and Buy America provisions.
- 6. Local Agency shall invoice Caltrans, at minimum, once every six months.
- 7. Local Agency shall submit semi-annual status reports on the PROJECT and OCTA shall report to the OCTA Board of Directors on status of the PROJECT.
- 8. Local Agency agrees that any cost overruns shall be the responsibility of Local Agency.
- 9. OCTA and Local Agency shall maintain a complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, Local Agency shall permit the authorized representatives of OCTA to inspect and audit all work, materials, payroll, books, accounts, and other data and records of Local Agency for a period of four years after final payment, or until any on-going audit is completed.



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	· Conservation of the second second second		State	State Funds	Federal Funds	Funds		Local Funds	
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ Other Fed.	Other Fed.	IM	M2	Local - Other
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	0	\$274,838		\$22,979	All and a start of the start of			\$251,859	
Raymond Avenue grade separation ^{5,7}	0	\$126,317		\$95,351				\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	0	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	۵.	\$87,807	\$6,845					\$80,962	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	σ	\$361,621				The start of the		\$361,621	
M2 Project X Environmental Clean Up	×	\$50,413		Stan, Stan				\$50,413	
Active Transportation Program - regional call ⁶		\$45,484	\$92		\$311	\$39,744			\$5,337
Active Transportation projects		\$17,784	\$15,650						\$2,134
ARRA transportation enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program ^{1,2,3,4}		\$75,259		A STATE OF A STATE OF	\$52,525				\$22,734
Bristol Street widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabiliation projects		\$32,369		の時間の目的の		\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172		A CONTRACTOR		\$15,628			\$6,544
Del Obispo widening	EM 1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,432,779	\$109,292	\$143,275	\$78,784	\$100,180	\$35,780	\$814,608	\$150,860
State Funding Total \$252,567									

State Funding Total	\$252,567
Federal Funding Total	\$178,964
Local Funding Total	\$1,001,248
Total Funding (000's)	\$1,432,779

		Local Road Project Completed	oject Compl	eted					
			State	State Funds	Federal Funds	Funds		Local Funds	
Project Title Grand Avenue widening, 1st Street to 4th Street	M Code	Total Funding \$12,537	STIP/Other	STIP/Other State Bonds	RSTP/CMAQ \$6,708	Other Fed.	EM	M2	Local - Other \$5,829
Kraemer Boulevard grade separation	o	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue grade separation	0	\$107,998	and a second sec	\$27,520	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue grade separation	0	\$104,404		\$30,324	\$38,240	\$18,600		\$14,543	\$2,697
Placentia grade separation	o	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College grade separation	o	\$97,712		\$34,785	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	0	\$95,743		\$22,962	\$53,376			\$17,642	\$1,763
M2 Fair Share State - Local Partnership Grant Program	a	\$7,032		\$3,516				\$3,516	

ATTACHMENT E

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Capital Funding Program Report

			State	State Funds	Federal Funds	Funds		Local Funds	
Project Title Antonio Parkway widening	M Code	Code Total Funding STIP/Other State Bonds RSTP/CMAQ Other Fed. \$32,553	STIP/Other	State Bonds	RSTP/CMAQ \$15,499	Other Fed.	M1	M2	M2 Local - Other \$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz interchange improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000	New York	
Local Road Project Totals		\$607,195	\$7,500	\$166,166	\$203,513	\$41,599	\$5,992	\$121,696	\$60,729
State Funding Total \$173,666 Federal Fundine Total \$245.112									

Board Actions

Fotal Funding (000's) -ocal Funding Total

\$188,417 \$607,195 Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program. Approve 12 projects for \$20.40 million in CMAQ funds, contingent on the California Department of Transportation's (Caltrans) approval of project eligibility.

Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in CMAQ funds, contingent on completion and consideration of the Bristol Street ransit Corridor Study, and Caltrans' approval of project eligibility.

-5 - Interstate 5

\$1.08 million in CMAQ funds, contingent on Master Plan of Arterial Highways A. Approve conditional award of one project in the City of San Clemente for amendment approval, and Caltrans' approval of project eligibility

grade separation project from the following projects contingent on the approval of the Security and Disaster Response Account (TSSSDRA) Program (\$3.280 million) and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (\$0.538 million) funding for the Raymond Avenue railroad Authorize the use of up to \$3.818 million in Proposition 1B Transit System Safety. funding agencies:

Transit Security Operations Center project design phase (\$1.857 million)

Video Surveillance System Upgrade project (\$0.373 million)

Generator at bus bases (\$0.450 million)

Goldenwest Transportation Center light poles project (\$0.380 million)

San Juan Creek Bridge project right-of-way phase (\$0.101 million)
 Interest earned on Proposition 1B TSSSDRA Program funds (\$0.119 million)
 Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million)

Project Updates

Project funding updated to include previous California Transportation Commission actions which, resulted in an overall funding decrease of \$0.227 million. 7. \$3.100 million in additional TSSSDRA funding in Action 1 offset M2 funds. Increased total project cost by \$1.084 million.

Program/Congestion Mitigation and Air Quality Improvement Program ARRA - American Recovery and Reinvestment Act SCAG - Southern California Association of Governments SR - State Route STIP - State Transportation Improvement Program RSTP/CMAQ - Regional Surface Transportation M Code - Project codes in M2 Program SR-57 - State Route 57 M2 - Measure M2 M1 - Measure M1 FY- Fiscal Year Acronyms:



COMMITTEE TRANSMITTAL

June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Regional Planning and Highways Committee Meeting of June 3, 2019

Present: Directors Chaffee, Delgleize, Muller, and M. Murphy Absent: Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize conditional approval of delay requests for three projects from the cities of Anaheim, Garden Grove, and the County of Orange, contingent on the availability of Orange County Transportation Authority's Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.



June 3, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

apt

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.

Recommendations

- A. Authorize conditional approval of delay requests for three projects from the cities of Anaheim, Garden Grove, and the County of Orange, contingent on the availability of Orange County Transportation Authority's Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic state and federally funded calls for projects (call). Examples of prior calls include the Bicycle Corridor Improvement Program (BCIP), Transportation Enhancements (TE) Program, State-Local Partnership Program (SLPP) formula grant call, and Arterial Pavement Management (APM) Program.

Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

Revenues for the prior calls include federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, federal Surface Transportation Block Grant Program funds, former federal TE (eliminated in the current Federal Transportation Act), Federal Transit Administration funds, state Proposition 1B SLPP funds, and Mobile Source Air Pollution Reduction Review Committee funds. To meet OCTA state and federal requirements, project-specific amendments are requested by local agencies and are presented below for review and approval.

Discussion

BCIP, TE, SLPP, APM Updates

Since 2010, the Board of Directors (Board) has programmed \$83.71 million in state and federal funds to the cities and the County of Orange (County), for a total of 183 project phases of work. The progress and information for each of the active projects is listed in Attachment A. A summary of the progress of phases is provided in the table below.

Project Phase Status	Environmental / Engineering	Right-of-Way	Construction	Total
Planned	1	2	6	9
Started	5	1	23	29
Completed	12	-	123	135
Cancelled	1	-	9	10
Total	19	3	161	183

NOTE:

BCIP projects may have more than one phase of work Planned – Phase is planned Started – Phase has started or nearly completed Completed – Phase is complete

Delay Requests

For this review period, the Board is requested to approve three delay requests for the cities of Anaheim, Garden Grove, and the County contingent on the impacts of the federal CMAQ rescission. The time extensions will allow the cities and the County to delay the year in which they obligate each funded phase of work. Extensions are related to delays during the design phase that subsequently extended the project schedule. However, due to the uncertainty of the federal rescission, staff is recommending these time extensions be approved contingent on OCTA's CMAQ apportionment not being impacted by the federal rescission, further explained below.

Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

The Fixing America's Surface Transportation (FAST) Act authorized \$305 billion over fiscal years 2016 through 2020. The FAST Act contains a \$7.569 billion rescission that is scheduled to take place in 2020. The rescission will cancel budget authority for transportation programs, such as CMAQ, with unobligated balances prior to September 30, 2019. The Federal Highway Administration Office will release balances and proposed rescission amounts in October 2019.

OCTA has programmed ten BCIP projects, for approximately \$9.646 million in CMAQ funds, which may be impacted by the rescission if the projects do not receive federal Authorization to Proceed before September 30, 2019 (Attachment B). In addition, the three projects requesting delays could also be impacted. Additional details on the delay request is provided in Attachment C. OCTA will work with local agencies towards timely delivery of all of the impacted projects.

Project Cancellations

For this review period, the Board is requested to approve cancellation of the Fairview Park Multipurpose Trail project in the City of Costa Mesa (Costa Mesa). In 2016, Costa Mesa voter's approved Measure AA, which restricted development at Fairview Park and prohibits this project from proceeding. Staff is recommending that the project be cancelled and the funds be redirected through the upcoming 2019 BCIP call, which is the subject of a separate item. Additional details on the cancellation are provided in Attachment D.

The Comprehensive Funding Plan (CFP), which provides funding information for OCTA-funded capital projects, and also highlights the recommended changes included in this item, is provided in Attachment D. The CFP demonstrates the current project programming based on actions recommended in this report and prior Board actions.

Summary

Status reports from the BCIP, TE Program, SLPP, and APM Program are provided for review, including three project delay requests and one project cancellation for Board approval. A summary of the proposed rescission under the FAST Act is provided for Board information.

Attachments

- A. State and Federal Grant Programs Project Status
- B. Projects Potentially Impacted by Federal Rescission
- C. State and Federal Grant Programs, Bicycle Corridor Improvement Program Requests
- D. Capital Funding Program Report

Prepared by:

Louis Zhao Section Manager, Discretionary Funding Programs (714) 560-5494

Approved by:

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

State and Federal Grant Project Status

	2	012 BCIP)						
Agency	Project Title	Phase	4	Allocation	Mate	ching Funds	Тс	otal Project Cost	Status
	Anaheim Regional Transportation Intermodal								
	Corridor to West Anaheim 4th District Bikeway								
Anaheim	Connector Project	С	\$	238,293	\$	35,605	\$	273,898	Completed
Brea	The Tracks at Brea - Segment 6	С	\$	836,150	\$	115,000	\$	951,150	Completed
Costa Mesa	Bike Racks at City Facilities	С	\$	33,974	\$	5,076	\$	39,050	Started
									Cancelled ¹ - E
Costa Mesa	Fairview Park Multi-purpose Trail	E,C	\$	835,959	\$	411,741	\$	1,247,700	Cancelled ¹ - C
Costa Mesa	Placentia Avenue Bicycle Signal	С	\$	212,531	\$	31,757	\$	244,288	Started
	Peters Canyon Off-Street Bikeway Lighting								Completed - E
Irvine	Improvements	E,C	\$	746,460	\$	111,540	\$	858,000	Planned - C
	2012 BCIP Phases Co	mpleted ²	\$	5,912,195	\$	1,234,532	\$	7,146,727	
	2012 BCIP Phases In I	Progress	\$	899,005	\$	134,333	\$	1,033,338	
	2012 BCIP Total	Program	\$	6,811,200	\$	1,368,865	\$	8,180,065	

Notes:

1. The Fairview Park Multi-purpose Trail project is being recommended for cancellation through the June 10, 2019, funding recommendations for the 2019 BCIP.

2. Includes 21 completed project phases. Only newly completed projects are shown.

	2	014 BCIP)						
Agency	Project Title	Phase			Mat	ching Funds	Тс	otal Project Cost	Status
Brea	The Tracks at Brea - Segment 4	С	\$	229,316	\$	2,796,684	\$	3,026,000	Completed
County of Orange	Lambert Road Bikeway Project ³	С	\$	40,800	\$	312,200	\$	353,000	Completed
Huntington Beach	Utica Avenue Bicycle Boulevard	С	\$	682,260	\$	170,570	\$	852,830	Started
La Habra	La Habra Union Pacific Rail Line Bikeway ³	R	\$	91,760	\$	708,240	\$	800,000	Started
	2014 BCIP Phases Co	mpleted ⁴	\$	418,476	\$	3,940,884	\$	4,359,360	
	2014 BCIP Phases In I	Progress	\$	774,020	\$	878,810	\$	1,652,830	
	2014 BCIP Total	Program	\$	1,192,496	\$	4,819,694	\$	6,012,190	

Notes:

3. Mobile Air Pollution Reduction Committee County Transportation Commission funds.

4. Includes four completed project phases. Only newly completed projects are shown.

State and Federal Grant Project Status

	20	016 BCIP)						
Agency	Project Title	Phase		Allocation	Mato	ching Funds	T	otal Project Cost	Status
									Started - E
Anaheim	Nohl Ranch Open Space Trail	E,R	\$	650,400		162,600	\$	813,000	Planned - R
County of Orange	Peters Canyon Bikeway Extension	E	\$	883,520	\$	120,480	\$	1,004,000	Planned
	OC Loop Carbon Creek Channel (Segment D)								Started - E
County of Orange	Bikeway Gap Closure	E,R	\$	1,551,440	\$	211,560	\$	1,763,000	Planned - R
	OC Loop El Cajon Bikeway Gap Closure								Started - E
County of Orange	(Segment H)	E,C	\$	2,107,054	\$	287,326	\$	2,394,380	Planned - C
	Citywide Bicycle and Pedestrian Improvement								
Fullerton	Project	С	\$	578,886	\$	78,939	\$	657,825	Started
Fullerton	Wilshire Avenue Bicycle Boulevard	С	\$	2,220,267	\$	302,764	\$	2,523,031	Started
	City of Garden Grove, Bicycle Corridor								Started - E
Garden Grove	Improvements	E,C	\$	1,094,357	\$	149,230	\$	1,243,587	Planned - C
	Jeffrey Open Space Trail and Interstate 5 Bicycle								
Irvine	and Pedestrian Bridge Project	E	\$	1,056,000	\$	144,000	\$	1,200,000	Started
	Newport Beach Bicycle and Pedestrian Bridge			· · ·		·		· · ·	
Newport Beach	Project	С	\$	2,349,600	\$	587,400	\$	2,937,000	Planned
·									Completed - E
Santa Ana	Bristol Street Protected Bicycle Lanes	E,C	\$	2,271,006	\$	309,681	\$	2,580,687	Started - C
									Completed - E
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E,C	\$	735,703	\$	100,326	\$	836,029	Started - C
	-								Completed - E
Santa Ana	Hazard Avenue Protected Bike Lanes	E,C	\$	1,035,242	\$	141,173	\$	1,176,415	Started - C
									Completed - E
Santa Ana	Citywide Bike Racks	E,C	\$	1,100,000	\$	150,000	\$	1,250,000	Started - C
Tustin	Main Street/El Camino Real Improvements	C	\$	2,213,613	\$	301,856	\$	2,515,469	Started
	2016 BCIP Phases Co	mpleted	\$	531,023	\$	72,419	\$	603,442	
	2016 BCIP Phases In F	Progress	\$	19,316,065	\$	2,974,916	\$	22,290,981	
	2016 BCIP Total	Program	\$	19,847,088	\$	3,047,335	\$	22,894,423	

	2014 /	APM Prog	gram						
Agency	Project Title	Phase	A	llocation	Mat	ching Funds	Тс	otal Project Cost	Status
Anaheim	Lincoln Avenue - Brookhurst Street to Euclid Street	С	\$	835,347	\$	1,215,550	\$	2,050,897	Completed
Brea	Kraemer Boulevard - Lambert Road to Golden Avenue	с	\$	500,000	\$	500,000	\$	1,000,000	Started
Brea	Lambert Road - Delta Avenue to West City Limit and Lambert Road - Wildcat Way to East City Limit	С	\$	500,000	\$	758,527	\$	1,258,527	Started
Buena Park	Beach Boulevard - Azalea Drive to La Palma Avenue	C C	\$	499,740	\$	499,740	\$	999,480	Completed
Costa Mesa Costa Mesa	Bristol Street - I-405 to Randolph Avenue Bear Street - Wakeham Place to I-405	C C	\$ \$	500,000 300,000	\$ \$	500,000 300,000	\$	1,000,000 600,000	Started Started
County of Orange County of Orange	Foothill Boulevard - Newport Avenue to Hewes Street Crown Valley Parkway and Oso Parkway	C C	\$ \$	500,000 500,000	\$ \$	513,730 563,950	\$	1,013,730 1,063,950	Started Started
Fullerton Lake Forest			\$ \$	402,234	\$ \$	402,234	\$ \$	804,468 1,068,698	Completed Started
Lake Forest	Alton Parkway - Portola Parkway to Rancho Parkway	С	\$	250,000	\$	597,518	\$	847,518	Completed
Mission Viejo	Trabuco Road and Marguerite Parkway MacArthur Boulevard - East Coast Highway to	С	\$	500,000	\$	1,273,780	\$	1,773,780	Started
Newport Beach	San Joaquin Hills Road MacArthur Boulevard - San Joaquin Hills Road to	С	\$	500,000	\$	500,000	\$	1,000,000	Completed
Newport Beach Placentia	Bonita Canyon Drive Placentia Avenue - Chapman Avenue to Ruby Drive	C C	\$ \$	500,000 500,000	\$ \$	500,000 1,003,318	\$ \$	1,000,000 1,503,318	Completed Started
Rancho Santa Margarita	Santa Margarita Parkway - Buena Suerte to Plano Trabuco Road and Antonio Parkway - Tijeras Creek to Via Ladera	С	\$	500,000	\$	759,377	\$	1,259,377	Started
Santa Ana Santa Ana	Warner Avenue - West City Limit to Grand Avenue First Street - Harbor Boulevard to Grand Avenue	C C	\$ \$	<u>500,000</u> 500,000	\$ \$	1,250,000	\$	1,750,000	Started Started
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	c	\$	500,000	\$	1,250,000) ↔	1,750,000	Started

State and Federal Grant Project Status

	2014 APM P	rogram (cor	ntinued)					
Agency	Project Title	Phase		Allocation	Ma	tching Funds	Т	otal Project Cost	Status
Seal Beach	Westminster Boulevard - West City Limit to Seal Beach Boulevard	С	\$	500,000	\$	500,000	\$	1,000,000	Started
Villa Park	Taft Avenue - Santiago Boulevard to Lemon Street	С	\$	385,997	\$	385,997	\$	771,994	Started
Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	С	\$	500,000	\$	2,171,143	\$	2,671,143	Completed
	2014 APM Phases Co	mpleted ⁵	\$	12,678,981	\$	19,580,959	\$	32,259,940	
	2014 APM Phases In I	Progress	\$	7,185,997	\$	11,377,377	\$	18,563,374	
	2014 APM Phase S	ub-totals	\$	19,864,978	\$	30,958,336	\$	50,823,314	
	APM Available from Savings and Cance	ellations ⁶	\$	-	\$	-	\$	65,251	
	2014 APM Total	Program	\$	19,864,978	\$	30,958,336	\$	50,888,565	

Notes:

5. Includes 23 completed project phases.

6. Includes savings from Lincoln Avenue - Brookhurst Street to Euclid Street Project in the City of Anaheim, funds made available from the cancellation of the Cerritos Avenue to West City Limit to Bloomfield Street in the City of Los Alamitos, and deobligated funds from three completed projects.

2010 TE Program - 28 Completed	Projects		
			Total Project
	Allocation	Match	Cost
2010 TE Phases Completed	\$ 11,464,709	\$ 9,736,895	\$ 21,201,604
2010 TE Total Program	\$ 11,464,709	\$ 9,736,895	\$ 21,201,604

SLPP - 51 Completed Projec	ts				
				Т	otal Project
		Allocation	Match		Cost
SLPP Phases Completed	\$	24,528,000	\$ 28,219,918	\$	52,747,918
SLPP Total Program	\$	24,528,000	\$ 28,219,918	\$	52,747,918

C - Construction

E - Engineering

R - Right-of-Way

I-405 - Interstate 405

BCIP - Bicycle Corridor Improvement Program

APM - Arterial Pavement Management

TE - Transportation Enhancement

Completed - Completed indicates that the project work is complete. Planned - Planned indicates that the funds have not been obligated and/or pending contract award. Started - Started indicates that the project is underway and funds are obligated.

Projects Potentially Impacted by Federal Rescission

No.	Program	Agency	Project Title	Planned Obligation Fiscal Year (FY)	• •	СМА	AQ Impacted
			Peters Canyon Off-Street Bikeway Lighting				
1	2012 BCIP	Irvine	Improvements	2018-19	С	\$	652,500
2	2014 BCIP	Huntington Beach	Utica Avenue Bicycle Boulevard	2018-19	C	\$	682,260
3	2016 BCIP	Anaheim	Nohl Ranch Open Space Trail	2018-19 ¹	E,R	\$	650,400
4	2016 BCIP	County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	2018-19 ¹	E,R	\$	1,551,440
5	2016 BCIP	County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	2018-19	Е	\$	370,920
6	2016 BCIP	Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	2018-19 ¹	С	\$	1,017,531
7	2016 BCIP	Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	2018-19	С	\$	635,703
8	2016 BCIP	Santa Ana	Hazard Avenue Protected Bike Lanes	2018-19	С	\$	935,242
9	2016 BCIP	Santa Ana	Citywide Bike Racks	2018-19	С	\$	937,200
10	2016 BCIP	Tustin	Main Street/El Camino Real Improvements	2018-19	С	\$	2,213,613
				Total CMAC	Impacted	\$	9,646,809

Notes:

1. Planned obligation is in FY 2019-20 pending Board of Directors (Board) approval at June 10, 2019 Board meeting.

Acronyms

BCIP - Bicycle Corridor Improvement Program

C - Construction

CMAQ - Congestion Mitigation and Air Quality

E - Engineering

R - Right-of-Way

State and Federal Grant Programs Bicycle Corridor Improvement Program Requests

				Project Delay	Requests
Agency	Project Title	Delayed Phase	Approved Fiscal Year (FY)	Proposed FY*	Delay Reason
Anaheim	Nohl Ranch Open Space Trail	Right-of-Way	2018-19	2019-20	The project is pending approval of the Request for Federal Authorization to Proceed (E-76) for Design. The City anticipates obligation of the design funds within the next 2-3 months. The City will submit the E-76 for right-of-way shortly after.
					The design phase was delayed due to the development of technical studies as part of the submittals of environmental documents.
	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	Right-of-Way	2018-19	2019-20	The design phase is currently underway. The design phase will identify specific information such as parcel counts and cost, that are required for right of way project authorization. The design phase for this project was previously approved for an extension due to additional technical studies that were required for environmental clearance. Consequently, the right-of-way phase, which follows design, also requires an extension. The County met the extended deadline and received approval of the obligation of the E-76 for design in April 2019.
Garden Grove	Bicycle Corridor Improvements	Construction	2018-19	2019-20	The project received environmental clearance in January 2019, which delayed the start of the design phase. The project is currently undergoing 95% design review. Signed final plans, specifications and estimates are required in order to submit the E-76 for construction. Additionally, the City experienced staff changes that delayed the project. For this reason the City was unable to submit the E-76 in February 2019, but anticipates submitting the E-76 by July 2019.

*Contingent on impact of federal rescission.

			P	Project Cancellat	ion Requests
Agency	Project Title	Phase	Approved Fiscal Year (FY)	Proposed FY	Cancellation Reason
Costa Mesa	Fairview Park Multipurpose Trail	Construction	2018-19	N/A	The City is requesting a project cancellation. In 2016, Costa Mesa voter's approved Measure AA, which restricted development at Fairview Park to maintenance, restoration or preservation projects. Further, Measure AA required the City to seek a ballot measure to construct the project as scoped in the original application. The City convened a subcommittee to review the project, which resulted in revised project recommendations. The City proposed a revised project scope, consistent with Measure AA, that would eliminate connectivity to regional bikeways and utilize a permeable surface, different than concrete. The revised project scope would make the project ineligible for Bicycle Corridor Improvement Program and would not provide the intended air quality improvement or meet the minimum useful life in the original scope. Staff is recommending cancellation of the project and to make the \$0.84 million in savings available for reprogramming through the 2019 BCIP.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 10, 2019 Local Road Project									
			State Funds		Federal Funds		Local Funds		
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	0	\$274,838		\$22,979				\$251,859	
Raymond Avenue grade separation 5.7	0	\$126,317		\$95,351				\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	0	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	Р	\$87,807	\$6,845					\$80,962	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621						\$361,621	
M2 Project X Environmental Clean Up	Х	\$50,413						\$50,413	
Active Transportation Program - regional call ⁶		\$45,484	\$92		\$311	\$39,744			\$5,337
Active Transportation projects		\$17,784	\$15,650						\$2,134
ARRA transportation enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program ^{1, 2, 3, 4}		\$75,259			\$52,525				\$22,734
Bristol Street widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabiliation projects		\$32,369				\$32,369			ĺ
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,432,779	\$109,292	\$143,275	\$78,784	\$100,180	\$35,780	\$814,608	\$150,860
State Funding Total \$252,567									
Federal Funding Total \$178,964									
Local Funding Total \$1,001,248									
Total Funding (000's) \$1,432,779									

Local Road Project Completed

			State	Funds	Federal	Funds		Local Funds	
Project Title	M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue widening, 1st Street to 4th Street	0	\$12,537			\$6,708				\$5,829
Kraemer Boulevard grade separation	0	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue grade separation	0	\$107,998		\$27,520	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue grade separation	0	\$104,404		\$30,324	\$38,240	\$18,600		\$14,543	\$2,697
Placentia grade separation	0	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College grade separation	0	\$97,712		\$34,785	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	0	\$95,743		\$22,962	\$53,376			\$17,642	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	



Capital Funding Program Report

Local Road Project Completed

			State	Funds	Federal	Funds		Local Funds	
Project Title Antonio Parkway widening	M Code	Total Funding \$32,553	STIP/Other	State Bonds	RSTP/CMAQ \$15,499	Other Fed.	M1	M2	Local - Other \$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz interchange improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$607,195	\$7,500	\$166,166	\$203,513	\$41,599	\$5,992	\$121,696	\$60,729

Eotal Roda i rojett rotalo		
State Funding Total	\$173,666	
Federal Funding Total	\$245,112	
Local Funding Total	\$188,417	
Total Funding (000's)	\$607,195	

Board Actions

1. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.

2. Approve 12 projects for \$20.40 million in CMAQ funds, contingent on the California Department of Transportation's (Caltrans) approval of project eligibility.

3. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in CMAQ funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and Caltrans' approval of project eligibility.

4. Approve conditional award of one project in the City of San Clemente for \$1.08 million in CMAQ funds, contingent on Master Plan of Arterial Highways amendment approval, and Caltrans' approval of project eligibility.

5. Authorize the use of up to \$3.818 million in Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Program (\$3.280 million) and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (\$0.538 million) funding for the Raymond Avenue railroad grade separation project from the following projects contingent on the approval of the funding agencies:

- Transit Security Operations Center project design phase (\$1.857 million)
- Video Surveillance System Upgrade project (\$0.373 million)
- Generator at bus bases (\$0.450 million)
- Goldenwest Transportation Center light poles project (\$0.380 million)
- San Juan Creek Bridge project right-of-way phase (\$0.101 million)
- Interest earned on Proposition 1B TSSSDRA Program funds (\$0.119 million)

 Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million)

Project Updates

6. Project funding updated to include previous California Transportation Commission actions which, resulted in an overall funding decrease of \$0.227 million.
7. \$3.100 million in additional TSSSDRA funding in Action 1 offset M2 funds. Increased total project cost by \$1.084 million.

Acronyms: STIP - State Transportation Improvement Program RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program M1 - Measure M1 M2 - Measure M2 M Code - Project codes in M2 Program SR-57 - State Route 57 FY- Fiscal Year ARRA - American Recovery and Reinvestment Act SCAG - Southern California Association of Governments SR - State Route I-5 - Interstate 5



COMMITTEE TRANSMITTAL

June 10, 2019

To:Members of the Board of DirectorsFrom:Laurena Weinert, Clerk of the Board

State Route 55

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and

Regional Planning and Highways Committee Meeting of June 3, 2019

Present: Directors Chaffee, Delgleize, Muller, and M. Murphy Absent: Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.
- B. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.



June 3, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.
- B. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

Discussion

State Route 91 improvements between State Route 57 and State Route 55 (SR-55) (Project) are part of Project I in the Measure M2 freeway program, in the Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016. The Project is scheduled to move into design using net excess 91 Express Lanes revenue.

Cooperative Agreement with the California Department of Page 2 Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55

On November 14, 2016, the Board directed staff to set aside net excess 91 Express Lanes revenue to advance implementation of the Project.

The Project will add a general purpose lane in the eastbound direction between La Palma Avenue and SR-55 and provide westbound operational improvements between Acacia Street and La Palma Avenue and between SR-55 and Lakeview Avenue.

The draft environmental document was circulated for public comment on November 20, 2018, and the build alternative has been identified as the preferred alternative by the Project development team. The Project is being developed as three separate design and construction projects to enhance the participation and competitive bidding of consultants and contractors, with the following Project limits:

- Segment 1 extends from SR-55 to Lakeview Avenue
- Segment 2 extends from La Palma Avenue to SR-55
- Segment 3 extends from Acacia Street to La Palma Avenue

OCTA proposes to enter into a cooperative agreement with the California Department of Transportation (Caltrans) to define the roles and responsibilities of both agencies. OCTA is the implementing agency for the plans, specifications, and estimates (PS&E), and Caltrans will provide oversight and independent quality assurance of the PS&E production to ensure the Project meets Federal Highway Administration and Caltrans standards. Caltrans' oversight of the PS&E will be at no cost to OCTA.

Caltrans will be responsible for the advertisement and award of the construction contracts. As part of the PS&E phase, OCTA will reimburse Caltrans, in the amount of \$1,500,000, for the direct support costs associated with the final contract document packaging, advertisement, and award of the Project's three construction contracts. The construction phase roles, responsibilities, and funding will be the subject of a separate future cooperative agreement.

On May 13, 2019, the OCTA Board approved the release of a request for proposals to procure a consultant for the PS&E services for Segment 1 of the Project.

Fiscal Impact

As part of this cooperative agreement, funding for Caltrans' services will be proposed in OCTA's Fiscal Years 2022-2023 and 2023-2024 Budget, Capital Programs Division, accounts 0017-7519-FI106-F17, 0017-7519-FI105-F17, and 0017-7519-FI104-F17, and will be funded through net excess 91 Express Lanes revenue.

Cooperative Agreement with the California Department of *Page 3* Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 with the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.

Attachment

None.

Prepared by:

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

require Aladema

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

Approved by:

In

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



COMMITTEE TRANSMITTAL

June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Regional Planning and Highways Committee Meeting of June 3, 2019

Present:Directors Chaffee, Delgleize, Muller, and M. MurphyAbsent:Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 35 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,900,557, for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

NOTE A correction was made to <u>Attachment A, Page 2</u> of the Staff Report under Contract Change Order (CCO) <u>No. 013</u>, "<u>Status</u>."

Status column text was corrected to read "<u>approved</u>" instead of pending (Attachment A – Revised).



June 3, 2019

То:	Regional Planning and Highways Committee	2
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From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is required for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 35 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,900,557, for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and will add an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

Contract Change Order for Additional Construction Efforts for Page 2 the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. On July 27, 2017, NTP No. 2 for the full design and construction of the Project was issued to OC405.

As part of the Project, the freeway mainline will be widened with new reinforced concrete pavement adjacent to existing asphalt pavement. OC405 has determined that it is unable to comply with the pavement smoothness requirement in the Project Standards for the new concrete pavement because the adjacent existing asphalt pavement is deficient, and matching the new concrete pavement profile to the existing asphalt pavement profile would create a substandard product. To ensure that the new concrete pavement complies with Caltrans pavement smoothness requirements, the edge of the existing asphalt pavement will be rehabilitated to ensure that the proper profile is transmitted between the existing and new pavement sections. The length of existing asphalt pavement that will require limited rehabilitation is approximately four miles on each side of the freeway. Rehabilitating existing pavement is not within OC405's contract scope of work.

A contract change order (CCO) is now required, in the amount of \$2,900,557, for OC405 to comply with the Caltrans pavement smoothness requirements.

The additional construction cost to meet Caltrans pavement smoothness requirements is funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion. The Project contingencies have been expended approximately 27 percent to date, which is in line with the percent complete for the Project from both a time and earned value standpoint.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, OCTA approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Board approval is required for the proposed CCO, in the amount of \$2,900,557, to provide compensation to OC405 for the additional construction efforts needed to comply with Caltrans pavement smoothness requirements.

Contract Change Order for Additional Construction Efforts for Page 3 the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Attachment A lists the CCOs that have been executed to date and the pending CCOs that are currently under negotiation with OC405.

Fiscal Impact

The funding for the Project was approved in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes.

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 35 to Agreement No. C-5-3843 with OC405, in the amount of \$2,900,557, for additional construction costs to comply with Caltrans pavement smoothness requirements.

Attachment

A. OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

Prepared by:

Mills

Jeff Mills, P.E. Program Manager (714) 560-5925

require Aladema

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

Approved by:

In

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

OC 405 Partners Agreement No. C-5-3843 Contract Change Order Log

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$1,300,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used by Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/Bushard Street	Approved		\$8,560,556.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
017	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$800,000.00
018	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$56,395.00
019	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$11,484.00
020	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$4,095.00
021	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$1,463,020.00
022	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$85,573.00
023	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$20,532.00
024	Express Lanes Channelizers	Approved	3/12/2019	\$122,778.00
025	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	-\$9,293.00
026	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$35,994.00
027	Utility Potholing on Milton Avenue	Pending		\$19,819.00
028	Mesa Water District 12-inch Water Line (CN-1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp CMS Deletion	Pending		-\$74,319.00
030	Motel 6 Sound Wall Elimination	Pending		-\$130,000.00
031	Reduction of Sound Wall 956	Pending		-\$30,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
034	Chevron and Crimson Relocation Assistance	Pending		\$75,000.00
035	Incompatible Specifications - Adjacent to CRCP Pavement	Pending		\$2,900,557.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$98,935,000.00</u>
Total Contract Allotment	\$1,316,000,000.00
Subtotal Approved CCO	\$13,219,170.55
Subtotal Pending CCOs	<u>\$2,761,057.00</u>
Total CCOs	\$15,980,227.55
Proposed Revised Contract Price	\$1,233,045,227.55
Remaining Contingency Fund	\$82,954,772.45



COMMITTEE TRANSMITTAL

June 10, 2019

- **To:** Members of the Board of Directors
- From: Laurena Weinert, Clerk of the Board
- **Subject:** Contract Change Order for Demolition and Clearance Services for the Transit Security and Operations Center in the City of Anaheim

Regional Planning and Highways Committee Meeting of June 3, 2019

- Present: Directors Chaffee, Delgleize, Muller, and M. Murphy Absort: Directors Bartlett, P. Murphy, and Pulido
- Absent: Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.



June 3, 2019

То:	Regional Planning and Highways Committee
From:	Darrell E. Johnson, Chief Executive Officer
Subject:	Contract Change Order for Demolition and Clearance Services for the Transit Security and Operations Center in the City of Anaheim

Overview

On April 9, 2018, the Orange County Transportation Authority Board of Directors approved Agreement No. C-7-2115 with OFRS, Inc., for demolition and clearance services for a commercial structure in support of the Transit Security and Operations Center in the City of Anaheim. A contract change order is required for an increase in funding needed for the demolition services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.

Discussion

In January 2004, as part of the Interstate 5 Far North Widening Project (Project) in the City of Anaheim, the California Department of Transportation (Caltrans) granted the Orange County Transportation Authority (OCTA) the unused portion of the property Caltrans had acquired, which included a commercial building with several tenants. In 2015, the commercial building area was selected as the preferred site for the proposed OCTA Transit Security and Operations Center (TSOC) project. The TSOC project is currently entering the final design phase. Prior to the construction of the TSOC project, contractor services are required to remove property improvements from the property, which include a single-story building, hazardous materials, and other impediments.

Contract Change Order for Demolition and Clearance Services Page 2 for the Transit Security and Operations Center in the City of Anaheim

The tenants, who had been occupants of the property prior to the Project, were required to vacate as a result of the TSOC project. In accordance with the tenants' lease agreement which was negotiated with Caltrans at the time of the acquisition, OCTA has provided relocation assistance to each of the remaining three tenants that occupied the property. The relocation assistance process was difficult and lengthy for one of the tenants, an automotive repair-related business, to find a suitable replacement site for its business operations. This final tenant vacated the property on April 1, 2019 and, as a result, demolition services have been delayed through no fault of the contractor. The contractor will commence with demolition and clearance services in July 2019. Due to the delay, the contractor has identified additional costs that include expenses for labor, equipment, materials, and subcontractors.

Procurement Approach

The procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On April 24, 2018, the Board authorized Agreement No. C-7-2115 to OFRS, Inc., in the amount of \$62,475, for demolition and clearance services related to the Project.

Proposed Contract Change Order (CCO) No. 1 for the additional costs will increase the contract by \$14,014, and will increase the maximum cumulative obligation of Agreement No. C-7-2115 to \$76,489. The contract duration requires an additional 221 calendar days to complete the work.

Board approval is required for the CCO pursuant to State of California Public Contract Code Section 20142 (a).

Fiscal Impact

Funding for the additional demolition and clearance efforts is included in the proposed OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0001-7611-F1110-F01, and is funded with Measure M general funds.

Contract Change Order for Demolition and Clearance Services *Page 3* for the Transit Security and Operations Center in the City of Anaheim

Summary

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.

Attachments

- A. Project Location Map
- B. OFRS, Inc., Agreement No. C-7-2115 Contract Change Order Log

Prepared by:

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

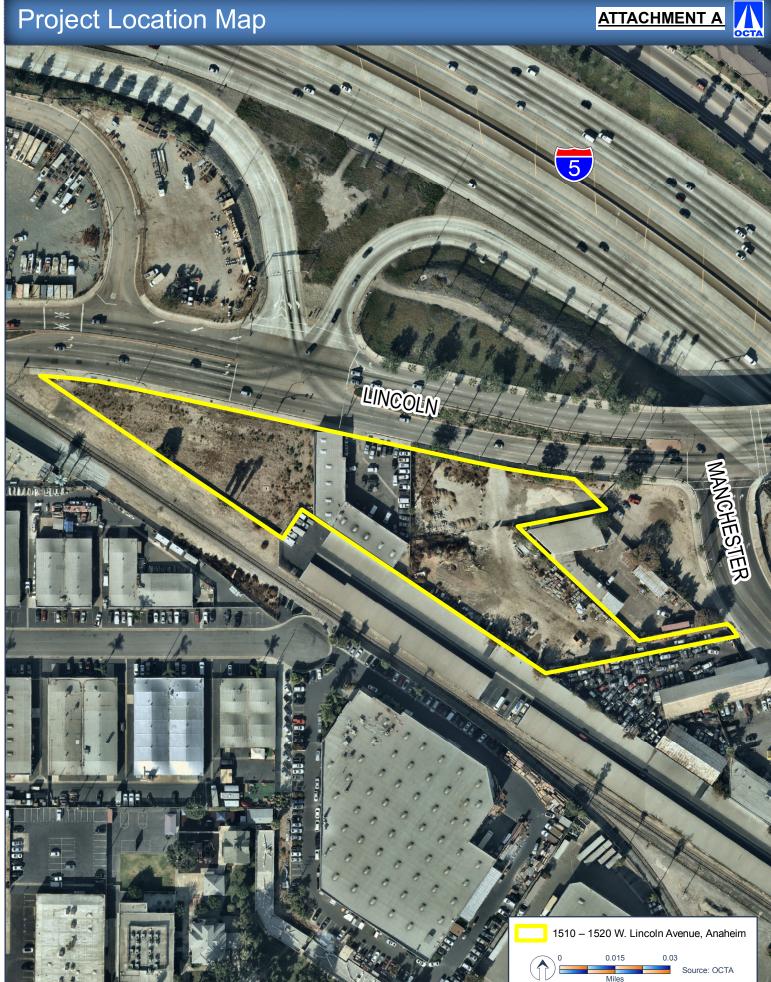
vanice Aladena

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

Approved by:

1 spr

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



ATTACHMENT B

OFRS, Inc. Agreement No. C-7-2115 Contract Change Order Log

Contract Change Order No.	Description	Amount	Revised Total Original Amount	Date Executed
			\$62,475.00	
1	Extend the contract duration to 9/1/19 and add funds	\$14,014.00	\$76,489.00	



June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limitation for Fiscal Year 2019-20

Finance and Administration Committee Meeting of May 22, 2019

Present: Directors Do, Hennessey, Hernandez, Jones, R. Murphy, Steel, and Wagner Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2019-027 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$1,821,701,129 for fiscal year 2019-20.



May 22, 2019

То:	Finance and Administration Committee
From:	Darrell E. Johnson, Chief Executive Officer
Subject:	Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limitation for Fiscal Year 2019-20

Overview

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

Recommendation

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2019-027 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$1,821,701,129 for fiscal year 2019-20.

Background

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The proposition created Article XIIIB of the California Constitution, which is also known as the Gann Appropriations Limitation.

Both the Article XIIIB appropriations limit and its implementing legislation were modified by Proposition 111, approved by voters in 1990. The law specifies that the appropriations of revenues, "proceeds of taxes" by state and local governments, may only increase annually by a limit based on a factor comprised of the change in population and the change in California per capita personal income. The appropriation limit includes any interest earned from the investment of the proceeds of taxes and must be reviewed during the annual financial audit.

Resolution to Establish the Orange County Local Transportation *Page 2* Authority/Measure M2 Appropriations Limitation for Fiscal Year 2019-20

Discussion

In accordance with the requirements of Article XIIIB, a resolution has been prepared and is attached for review and approval (Attachment A). The resolution establishes the Orange County Local Transportation Authority (LTA)/Measure M2 (M2) appropriations limit for fiscal year (FY) 2019-20 at \$1,821,701,129, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limitation.

Attachment B shows the calculation of the FY 2019-20 Orange County LTA/M2 appropriations limit. Appropriations subject to limitation do not include appropriations for debt service, costs of complying with the mandates of the courts, federal government, or capital outlay projects. The change in population and change in California per capita personal income rates were obtained from the State of California, Department of Finance.

Summary

Staff recommends adoption of the Orange County Local Transportation Authority/Measure M2 Resolution No. 2019-027, which will establish the fiscal year 2019-20 appropriation limit at \$1,821,701,129 for the Orange County Local Transportation Authority.

Attachments

- Resolution No. 2019-027 of the Orange County Local Transportation Authority - Measure M2 Establishing Appropriations Limit for Fiscal Year 2019-20
- B. Orange County Local Transportation Authority Measure M2 GANN Appropriations Limit Calculation for Fiscal Year 2019-20

Prepared by:

supincy 1/ Cam

Sam Kaur Department Manager, Revenue Administration (714) 560-5889

Approved by:

Aafte

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

ATTACHMENT A

RESOLUTION No. 2019-027 OF THE ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY - MEASURE M2 ESTABLISHING APPROPRIATIONS LIMIT FOR FISCAL YEAR 2019-20

WHEREAS, Article XIIIB of the California constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

- 1. The Orange County Local Transportation Authority/Measure M2 hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Local Transportation Authority/Measure M2 for Fiscal Year 2019-20 is \$1,821,701,129.
- 2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the Fiscal Year 2019-20 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$355,650,385.
- 3. The appropriations limit for Fiscal Year 2019-20 exceeds proceeds of taxes for Fiscal Year 2019-20 by \$1,466,050,744.

ADOPTED SIGNED AND APPROVED this 10th day of June 2019.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert Clerk of the Board Tim Shaw, Chairman Orange County Local Transportation Authority

OCLTA Resolution No. 2019-027

Orange County Local Transportation Authority - Measure M2 GANN Appropriations Limit Calculation for Fiscal Year 2019-20

GANN FACTOR					
PER CAPITA CHANGE ¹	%		<u>RATIO</u>	GANN FACTOR	
California per capita personal income change	3.85%		1.0385		
POPULATION CHANGE ²					
County of Orange	0.29%		1.0029		
GANN FACTOR	1.0385	х	1.0029	= 1.0415	
F	Y 2019-20 API	PROPRI	ATION LIMIT		
Prior Year Appropriations Lin GANN Factor (Rounded)	nit			\$ 1,749,112,942 x 1.0415	
				\$ 1,821,701,129	
r	TEMS SUBJE		24NN I IMIT ³		
Line Item				Amount	
1/2 cent sales tax (Measure	M2)			\$ 337,230,556	
CDTFA Fees	,			3,709,536	
Interest Revenue				14,710,293	
				\$ 355,650,385	
FY 2019-20 APPROPRIATION LIMIT					

FY 2019-20 APPROPRIATION LIMIT	
	Amount
FY 2019-20 Appropriations Limit	\$ 1,821,701,129
Less Items Subject to GANN Limit	(355,650,385)
Appropriation Limit that exceeds the proceeds of taxes:	\$ 1,466,050,744

Note:

CDTFA - California Department of Tax and Fee Administration

^{1,2}Price Factor and Population Information provided by the Department of Finance.

³Items subject to GANN Limit provided from proposed FY20 budget



COMMITTEE TRANSMITTAL

June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Comprehensive Transportation Funding Programs - 2019 Call for Projects Programming Recommendations

Regional Planning and Highways Committee Meeting of June 3, 2019

Present: Directors Chaffee, Delgleize, Muller, and M. Murphy Absent: Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Approve the award of \$.835 million in 2019 Regional Capacity Program funds to one local agency project.
- B. Approve the award of \$7.695 million in 2019 Regional Traffic Signal Synchronization Program funds to five local agency projects.



June 3, 2019

June 3, 2019	9 Mph
То:	Regional Planning and Highways Committee
From:	Darrell E. Johnson, Chief Executive Officer
Subject:	Comprehensive Transportation Funding Programs – 2019 Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2019 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2018. This call for projects made available Measure M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for Board of Directors' review and approval.

Recommendations

- Α. Approve the award of \$.835 million in 2019 Regional Capacity Program funds to one local agency project.
- Β. Approve the award of \$7.695 million in 2019 Regional Traffic Signal Synchronization Program funds to five local agency projects.

Background

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) competitive funding program through which the Orange County Transportation Authority (OCTA) supports streets and roads capital improvement projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 competitive program, which provides funding for signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs (CTFP). The CTFP allocates funds through an annual competitive call for projects (call) based on a common set of guidelines and scoring criteria that are developed in collaboration with the OCTA Technical Advisory Committee (TAC) and are ultimately approved by the OCTA Board of Directors (Board). The guidelines for the 2019 call were approved, and the call was authorized by the Board on August 13, 2018.

Discussion

<u>RCP</u>

As of the call due date (October 18, 2018), OCTA received seven applications requesting a total of \$8.252 million in RCP funding. All applications were reviewed for eligibility, consistency, adherence to the guidelines, and overall M2 Program objectives. Applications were evaluated and ranked as per the scoring criteria identified in the approved program guidelines. During the review process, staff worked with local agencies to address technical issues, such as application scoring corrections, scope clarifications, and refinement of final project funding requests.

Based upon these reviews, Attachment A includes programming recommendations per the 2019 CTFP Guidelines. Staff is recommending that OCTA award \$.835 million in RCP funds to the City of Garden Grove for the Euclid Street/Westminster Avenue intersection project. Attachment B provides a narrative and rationale for projects that applied for RCP funds, but were not recommended for funding.

It should also be noted that during this call cycle, the volume of RCP applications submitted for consideration was significantly lower than what has traditionally been submitted. Based upon staff research, it appears that the following trends may have contributed to this result:

- SB 1 (Chapter 5, Statutes of 2017) diverted local agencies' attention and local match resources away from the RCP in order to secure new state resources;
- Many M2 RCP-funded projects are either in planning, engineering, and/or right-of-way acquisition phases, which suggests that local agencies are actively involved in current project development efforts rather than focusing on developing new projects.

Staff has completed a review of unfunded project phases identified by local agencies in OCTA's M2 project database. Based upon this analysis, there is approximately \$191 million in unfunded project phases identified in the near term (through fiscal year {FY} 2022-23), which, if applied for, can potentially be considered for funding in future calls. This finding, coupled with the observations listed above, suggests that the low call volume experienced within the RCP is likely an anomaly rather than a structural shift in project delivery efforts occurring in Orange County. In fact, since inception of M2, OCTA has allocated approximately \$271 million in M2 RCP funds, which have funded approximately 146 projects. Nevertheless, staff will continue to monitor these and other economic and project development trends over the next year and assess whether future guideline modifications may be required.

<u>RTSSP</u>

With respect to the RTSSP, OCTA received six applications requesting \$8.761 million in funding. All of these applications were also reviewed for eligibility, consistency, and adherence to guidelines and overall program objectives. Staff worked with local agencies to address technical issues primarily related to construction unit cost refinements, as well as project scope clarifications.

Staff's recommendation is to program \$7.695 million to fund the five projects that fall within available Project P funding. Two of the recommended RTSSP projects will be implemented in FY 2019-20, with the remaining three projects starting in FY 2020-21. The details of projects recommended for funding for the RTSSP are shown in Attachment C. Attachment B also includes a narrative and rationale for why one RTSSP application was not recommended for funding.

The table below provides an overall summary of the funding recommendations:

2019 CTFP Call Summary (\$ in a	millions)		
	RCP	RTSSP	Total
Number of Applications Recommended for Approval	1	5	6
Amount Recommended for Approval (escalated)	\$.835	\$7.695	\$8.530

Recommendations presented in this staff report are consistent with the 2019 guidelines approved by the Board. As such, staff recommends programming \$8.530 million for six projects under the RCP and RTSSP.

In March, these programming recommendations were presented to OCTA's Technical Steering Committee and TAC. After some discussion related to unfunded projects, both committees approved the recommendations¹.

¹ It should be noted that at the TAC, the City of Laguna Beach voted not to support these programming recommendations citing its opposition to OCTA's finding that its application was incomplete due to it having not complied with project readiness requirements specified in the CTFP Guidelines (with respect to securing appropriate environmental approvals) at the time of the application's submittal.

Next Steps

If the Board approves these programming recommendations, they will be deemed final, and staff will initiate execution of master funding agreements between OCTA and appropriate local agencies. Once these agreements are executed, awarded local agencies will be authorized to seek M2 reimbursement for their respective eligible project costs. As these projects advance, staff will monitor their status and project delivery through the semi-annual review process, which is reported to the Board on a biannual basis. Staff will also initiate efforts to start developing the 2020 call, which is anticipated to be released in fall 2019 and finalized (with programming award recommendations) in late spring 2020.

Summary

Proposed programming recommendations for the 2019 RCP and RTSSP call have been developed. Funding for six projects totaling \$8.530 million in M2 funds is proposed. Board approval of these recommendations is requested.

Attachments

- A. 2019 Measure M2 Regional Capacity Program Call for Projects, Programming Recommendations
- B. 2019 Regional Capacity Program and Regional Traffic Signal Synchronization Program Call Applications Not Recommended for Funding
- C. 2019 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects, Programming Recommendation

Prepared by: Joren Hurt

Joseph Alcock Section Manager, Local Programs (714) 560-5372

Approved by:

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

2019 Measure M2 Regional Capacity Program Call for Projects Programming Recommendations

Agency	Project	Fund	Phase	Score	Award
Garden Grove	Euclid Street/Westminster Avenue	ICE	U	56	\$ 834,721
				Total	\$ 834,721
UNFUNDED (City	ty Ineligible For Measure M2 Net Revenues)				
Santa Ana	Fairview (17th Street to Trask Avenue)	ACE	ш		
Santa Ana	Bristol Street at Memory Lane Intersection	ICE	ပ		
UNFUNDED (Appl	pplication Incomplete - Environmental Approval Required)	Required)			
Irvine	University Drive (Ridgeline to I-405)	ACE	ပ		
Laguna Beach	Coast Highway at Broadway	ICE	U		
UNFUNDED (Appl	pplication Incomplete - ROW Justification Not Available)	ailable)			
Newport Beach	PCH/Old Newport Boulevard	ACE	Я		
UNFUNDED (Ineli	eligible - Does Not Meet Project O Definition)				
Newport Beach	West Coast Highway/Superior (Balboa) Phase 2	ICE	ш		
* Award recommendation	ation has during and some submitted by applicant as a result of gualitative reviewe and connerstive adjustments	totiloiro to thus	ivo roviome and	t connerative ac	ii ietmonte

Award recommendation based upon revised budget submitted by applicant as a result of qualitative reviews and cooperative adjustments.

Acronyms:

E - Engineering R - Right-of-Way

C - Construction

ACE - Arterial Capacity Enhancements

ICE - Intersection Capacity Enhancements

PCH - Pacific Coast Highway

I-405 - Interstate 405

2019 Regional Capacity Program and Regional Traffic Signal Synchronization Program Call Applications Not Recommended for Funding

Regional Capacity Program:

Project applications submitted by the cities of Irvine and Laguna Beach were reviewed, but are not recommended for funding. These projects do not meet the environmental approval threshold, specified in the CTFP Guidelines, which state that "OCTA will not consider any projects for funding for right-of-way or construction without final adopted project level environmental clearance documentation at the time of the application." This requirement is intended to ensure timely implementation of projects.

Each of these applications may be resubmitted and considered in the next funding round should they obtain appropriate environmental and city project approvals prior to submittal of their next grant funding requests. The next RCP funding cycle is anticipated to be released in fall 2019.

Two projects in the City of Newport Beach (Newport Beach) were also not recommended for funding. Pacific Coast Highway/Old Newport Boulevard is not recommended for funding due to a lack of clear documentation justifying the project's specific right-of-way (ROW) requirements and proposed mitigation measures. In addition, a significant element of the project includes acquisition of state-owned ROW that has not been determined as available. Newport Beach's second project, West Coast Highway/Superior (Balboa) was also not recommended for funding due to the project's primary improvements being focused upon a grade-separated bicycle and pedestrian bridge, rather than on clear quantifiable traffic improvements to the Master Plan of Arterial Highways. Given this project's emphasis on active transportation improvements, it is suggested that Newport Beach apply for funding for this project under other programs, which are more focused on active/pedestrian transportation improvement objectives.

Two project applications submitted by the City of Santa Ana (Santa Ana) were initially recommended for funding by both the Orange County Transportation Authority Technical Steering Committee (TSC) and Technical Advisory Committee (TAC). However, based upon the Board of Director's (Board) May 13, 2019 determination that Santa Ana is ineligible to receive net M2 revenues, these projects cannot be considered for M2 funding at this time. This has resulted in the TSC and TAC's programming recommendations for the RCP being revised downward from \$2.14 million to \$.835 million. Santa Ana will be able to compete in future calls. However, allocation of M2 funds would depend upon reestablishment of Santa Ana's eligibility to receive net M2 revenues.

2019 Regional Capacity Program and Regional Traffic Signal Synchronization Program Call Applications Not Recommended for Funding

Regional Traffic Signal Synchronization Program:

A project application submitted by the City of Buena Park for La Palma Avenue was reviewed, but is not recommended for funding. This project was not competitive enough to warrant accelerating programming commitments beyond the Board's originally authorized amount of \$8.0 million.

2019 Measure M2 Regional Traffic Signal Synchronization Program Call For Projects **Programming Recommendations**

	-									
Agency	Lead Agency	Fiscal Year	Project	Scores	Impl	Primary Implementation	Opera Mainte	Operations & Maintenance		Award
Fullerton	Fullerton	19/20	Harbor Boulevard Corridor	62	ω	2,105,395 \$	ω	69,600 \$	ഗ	2,174,995
Irvine	Irvine	19/20	MacArthur Boulevard Corridor	61	θ	1,209,160	÷	49,280	ഗ	1,258,440
Irvine	OCTA	20/21	Red Hill Avenue Corridor TSSP	55	θ	1,613,352	ŝ	62,720	φ	1,676,072
Lake Forest	OCTA	20/21	Lake Forest Drive TSSP	55	θ	1,395,563	÷	46,080	θ	1,441,643
Aliso Viejo	OCTA	20/21	Aliso Creek Road TSSP	50	θ	1,103,658	θ	40,320	θ	1,143,978

7,695,128 ŝ Total

	La Palma Avenue TS
roject eligible but below funding line	Buena Park 19/20
Proje	Buen

La Palma Avenue TSSP 19/20

Acronyms:

OCTA - Orange County Transportation Authority TSSP - Traffic Signal Synchronization Program



COMMITTEE TRANSMITTAL

June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review - March 2019

Regional Planning and Highways Committee Meeting of June 3, 2019

Present: Directors Chaffee, Delgleize, Muller, and M. Murphy Absent: Directors Bartlett, R. Murphy, and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to execute Cooperative Agreement No. C-9-1380 between the Orange County Transportation Authority and the City of Brea to administer Measure M2 grant funds, in an amount not to exceed \$13,114,578, for the construction and landscaping components of the State Route 57 Lambert Road Interchange Project to establish appropriate roles and responsibilities.



June 3, 2019

June 3, 201	9 Mbb
То:	Regional Planning and Highways Committee
From:	Darrell E. Johnson, Chief Executive Officer

Comprehensive Transportation Funding Programs Semi-Annual Subject: Review – March 2019

Overview

The Orange County Transportation Authority recently completed the March 2019 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for Board of Directors' review and approval.

Recommendations

- Approve adjustments to the Comprehensive Transportation Funding Α. Programs projects and Local Fair Share funds.
- Β. Authorize the Chief Executive Officer, or his designee, to execute Cooperative Agreement No. C-9-1380 between the Orange County Transportation Authority and the City of Brea to administer Measure M2 grant funds, in an amount not to exceed \$13,114,578, for the construction and landscaping components of the State Route 57 Lambert Road Interchange Project to establish appropriate roles and responsibilities.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects.

Comprehensive Transportation Funding Programs Semi-Annual Review – March 2019

The CTFP contains a variety of funding programs and sources, including Measure M2 (M2) revenues, State-Local Partnership Program funds, and Local Partnership Program funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

OCTA meets with representatives from local agencies on a regular basis to review the status of projects and proposed project changes. This process is known as the semi-annual review. The goals of the semi-annual review are to review project status, determine the continued viability of projects, address local agency concerns, confirm availability of local match funds, and ensure timely closeout of all projects funded through the CTFP.

Discussion

The March 2019 semi-annual review proposed adjustments include two delays, 14 timely use of funds extensions for CTFP projects, 14 timely use of funds extensions for the Local Fair Share Program, six scope changes, one project transfer, and five cancellations. Adjustments are itemized in Attachment A and described in Attachment B.

Local agencies identified several reasons for semi-annual review proposed project adjustments, which included the following:

- Delays (federal funding coordination, utility coordination, and right-of- way coordination),
- Extensions (design issues, project closeout delays, staffing changes, delays in obtaining plan approvals and/or permits, right-of-way issues, and contract amendment timing issues),
- Scope changes (utility coordination, enhanced project benefits, conduit capacity constraints, stakeholder coordination issues, and equipment installed as part of another capital improvement project),
- Transfers (project savings), and
- Cancellations (right-of-way issues, low ridership, design issues, unable to acquire required permits or certifications, and utility coordination issues).

The reasons identified above are consistent with expectations for a March semi-annual review cycle, which is typically influenced by encumbrance timing constraints and fund expenditure deadlines. The September semi-annual review cycle generally sees more project phasing and scope adjustments.

Comprehensive Transportation Funding Programs Semi-Annual Review – March 2019

Also provided for reference is an M2 CTFP summary table. Since M2 inception, OCTA has awarded a total of \$490 million in competitive funds, including \$36.5 million through state and federal funds. Changes to this original allocation amount reflect the reduction in programming of approximately \$4.5 million, resulting in a total revised allocation of \$485.5 million, as of March 31, 2019.

	M2 (CTFI	P Summary Tat	ble	
	September 2018 Se	mi-A	nnual Review	March 2019 Se	mi-Annual Review
Project Status	Project Phases		Allocation	Project Phases	Allocations ¹ (after adjustments)
Planned ²	95	\$	84.5	69	64.2
Started ³	138	\$	209.7	128	183.4
Pending ⁴	71	\$	28.5	73	60.4
Completed ⁵	308	\$	142.4	337	154.8
Cancelled 6	33	\$	20.4	39	22.7
Total	645	\$	485.5	645	485.5

Allocations in millions, pending Board of Directors (Board) approval of the March 2019 semi-annual review.

² Planned - indicates that funds have not been obligated and/or are pending contract award.

^{3.} Started - indicates that the project is underway and funds are obligated.

⁴ Pending - indicates that the project work is completed and the final report submittal/approval is pending.

^{5.} Completed - indicates that the project work is complete, final report approved, and final payment has been made.

^{6.} Cancelled - indicates that the project work will not be completed (project savings will be returned to the program).

Local agencies have made significant progress since the last review to deliver and closeout CTFP projects. For example, 26 project phases are now underway. Additionally, 29 project phases were completed between September 2018 and March 2019, and \$2.3 million in cancelled projects were reconciled and closed out. Additional progress not reflected in the table includes over \$1 million in program savings due to completed projects. This brings the cumulative program savings to an estimated \$34 million, including savings from both completed and cancelled projects.

Other Actions

Staff is also requesting authorization for OCTA's Chief Executive Officer, or his designee, to negotiate and execute a separate cooperative agreement between OCTA and the City of Brea (Brea) to administer M2 grant funds for the State Route 57 Lambert Road Improvement Project (Project). Brea's original M2 CTFP application was focused upon implementing Phase I improvements of the larger project. Subsequent to the awarding of M2 funds, the California Transportation Commission (CTC) approved programming of \$65.7 million from the Transportation Corridor Enhancement Program/SB 1 (Chapter 5, Statutes of 2017) and other Federal grant programs to fund the entire Project. As such, significant components of the Project will be led by the California Department of Transportation. The intent of the proposed cooperative agreement between OCTA and Brea is to specify those components of the Project for which Brea will be responsible, implement Brea's proposed changes to the M2 grant funds (to accommodate the CTC award) and to simplify the

Based upon review of the March 2019 semi-annual review proposed project adjustments and trends, staff has determined that these changes are consistent with prior semi-annual review requests and appropriate from a CTFP administration perspective. These changes have also been reviewed and approved by the Technical Advisory Committee. Therefore, Board approval of the semi-annual review adjustments is recommended. Upon Board approval of these adjustments, staff will monitor the implementation of these proposed changes through future semi-annual reviews, which are conducted and reported to the Board biannually.

Summary

OCTA has recently reviewed the status of 351 active project phases funded through the M2 CTFP. Staff recommends the approval of semi-annual review project adjustments requested by local agencies for this semi-annual review cycle.

Attachments

- A. Comprehensive Transportation Funding Programs, March 2019 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, March 2019 Semi-Annual Review Adjustment Request Descriptions
- C. Term Sheet Cooperative Agreement Between the Orange County Transportation Authority and the City of Brea for the State Route 57 and Lambert Road Interchange Project

Prepared by:

Christina Moore Senior Transportation Funding Analyst (714) 560-5452

Approved by:

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

			Delay Request(s)					
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay (Months)	Proposed FY
Mission Viejo	18-MVJO-ACE-3904 ¹		La Paz Bridge and Road Widening from Muirlands to Chrisanta	CON	18/19	\$ 3,300,843	12	19/20
Santa Ana	18-SNTA-ACE-3908 ^{2, 3}		Warner Avenue Improvements from Main Street to Oak Street	CON	18/19	\$ 4,629,750	24	20/21
			Delays - Tota	al Phase A	llocations (2)	\$ 7,930,593		

Reasons for Project Adjustments

1. Federal funding coordination

2. Utility coordination

3. Right-of-Way coordination

			Timely-Use of Funds Extension Requests - Comprehe	ensive Trans	portation Funding	g Programs*		
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (Months)	Proposed Expenditure Deadline
Anaheim	16-ANAH-ACE-3801 ¹	ο	Lincoln Avenue (Harbor Boulevard to West Street)	ROW	16/17	\$ 10,174,241	24	10/25/2021
Brea	14-BREA-TSP-3702 ²	Р	Birch Street/Rose Drive Corridor Traffic Signal Synchronization	O&M	16/17	\$ 47,120	24	6/21/2021
Costa Mesa	15-CMSA-ACE-3766 ³	ο	West 17th Street Widening	ENG	15/16	\$ 262,500	12	6/7/2020
Irvine	16-IRVN-TSP-3791 ³	Р	Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization	IMP	16/17	\$ 1,714,560	24	4/24/2022
Irvine	16-IRVN-TSP-3791 ³	Р	Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization	O&M	17/18	\$ 109,440	24	6/21/2023
Irvine	16-IRVN-TSP-3792 ³	Р	Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization	IMP	16/17	\$ 1,353,580	24	4/10/2022
Irvine	16-IRVN-TSP-3792 ³	Р	Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization	O&M	17/18	\$ 86,400	24	6/21/2023
La Habra	15-LHAB-TSP-3773 4	Р	Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization	IMP	15/16	\$ 2,547,918	24	5/2/2021
La Habra	15-LHAB-TSP-3773 4	Р	Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization	O&M	16/17	\$ 212,083	24	5/2/2021
Laguna Niguel	15-LNIG-ACE-3775 4, 5	0	Crown Valley Parkway Westbound Widening from Interstate 5 to Oso Creek	ENG	15/16	\$ 922,000	24	4/19/2021
OCTA	15-OCTA-TSP-3774 6	Р	Alicia Parkway Traffic Signal Synchronization	IMP	15/16	\$ 1,754,400	24	6/15/2021
OCTA	15-OCTA-TSP-3778 6	Р	Coast Highway Traffic Signal Synchronization	IMP	16/17	\$ 1,713,770	24	6/25/2021
OCTA	15-OCTA-TSP-3786 6	Р	Westminster Avenue/17th Street Corridor Traffic Signal Synchronization	IMP	15/16	\$ 2,704,902	24	6/27/2021
Santa Ana	15-SNTA-ACE-3785 ¹	0	Fairview Street Widening	ENG	15/16	\$ 185,100	24	5/15/2021
	Comprehens	ive Transport	tation Funding Programs Timely Use of Funds Extensions	(14) - Total P	hase Allocations	\$ 23,788,014		

Reasons for Project Adjustments 1. Design issue

2. Project closeout delays

3. Staffing changes

4. Delays in obtaining necessary plan approvals and/or permits

5. ROW issues

6. Contract amendment timing issues

*Once obligated Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request a one-time extension of up to 24 months.

March 2019 Semi-Annual Review Adjustment Requests

		Timely-Use of	Fund	ds Extension R	equ	ests - LFS*		
Agency	FY	Disbursement Date	D	isbursement	Pro	posed Extension Amount	pposed Interest ension Amount	Extension Deadline
	15/16	5/17/2016	\$	325,208	\$	325,208	\$ -	5/17/2021
Costa Mesa	13/10	6/30/2016	\$	422,051	\$	422,051	\$ -	6/30/2021
	16/17	9/13/2016	\$	408,371	\$	408,371	\$ -	9/13/2021
	15/16	3/16/2016	\$	368,068	\$	368,068	\$ -	3/16/2021
Santa Ana	13/10	5/18/2016	\$	626,030	\$	626,030	\$ -	5/18/2021
	16/17	7/13/2016	\$	812,453	\$	812,453	\$ -	7/13/2021
		3/15/2016	\$	67,279	\$	67,279	\$ -	3/15/2020
Seal Beach	15/16	5/17/2016	\$	55,317	\$	55,317	\$ -	5/17/2020
Sear Deach		6/30/2016	\$	71,789	\$	71,789	\$ -	6/30/2020
	16/17	9/13/2016	\$	64,316	\$	64,316	\$ -	9/13/2020
		3/15/2016	\$	164,702	\$	164,702	\$ -	3/15/2021
	15/16	5/17/2016	\$	135,419	\$	135,419	\$ -	5/17/2021
Yorba Linda		6/30/2016	\$	175,745	\$	175,745	\$ -	6/30/2021
	16/17	9/13/2016	\$	157,959	\$	157,959	\$ -	9/13/2021
	LFS Time	ely Use of Funds Exte	ensio	ons (14) - Total	\$	3,854,707		

*Net revenues received by local jurisdictions through the LFS Program shall be expended or encumbered within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds. The Orange County Transportation Authority uses the check date as the date of receipt of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds. Requests for except of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds.

March 2019 Semi-Annual Review Adjustment Requests

			Scope Change Requests				
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Brea	16-BREA-FAST-3802 ¹	0	State Route 57 and Lambert Road Interchange Improvements Project	ROW	17/18	\$ 5,929,200	\$ 5,212,800
Brea	18-BREA-FAST-3895 ²	0	State Route 57 and Lambert Road Interchange Improvements Project Phase	CON	18/19	\$ 12,398,178	\$ 13,114,578
Irvine	16-IRVN-TSP-3791 ³	Ρ	Irvine Center Drive/Edinger Avenue Signal Synchronization Project	IMP	16/17	\$ 1,714,560	\$ 1,714,560
Irvine	16-IRVN-TSP-3792 ³	Р	Von Karman Avenue/Tustin Ranch Road Signal Synchronization Project	IMP	16/17	\$ 1,353,580	\$ 1,353,580
ОСТА	15-OCTA-TSP-3778 ⁴	Р	Coast Highway Traffic Signal Synchronization Project	O&M	16/17	\$ 1,713,770	\$ 1,713,770
ОСТА	18-OCTA-TSP-3894 ⁵	Р	Katella Avenue/Villa Park Road/Santiago Canyon Road RTSSP	O&M	18/19	\$ 1,476,291	\$ 1,476,291
			Scope Changes (6) - T	otal Pha	se Allocations	\$ 24,585,579	\$ 24,585,579

Reasons for Project Adjustments

1. Utility coordination

2. Enhanced project benefits

3. Conduit capacity constraints

4. Stakeholder coordination issues

5. Equipment installed as part of another capital improvement project

March 2019 Semi-Annual Review Adjustment Requests

			Transfer Reque	sts					
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount		Proposed Allocation
Orange	15-ORNG-ICE-3780 ¹	()	Tustin Street and Chapman Avenue Intersection Widening	ENG ROW	15/16 16/17	\$ 105,000 \$ 138,750	\$ (48,098.77) \$ 48,098.77	\$ \$	56,901.23 186,848.77
			Transfer Requests (1) - Tota	I Project	Allocations	\$ 243,750	\$-	\$	243,750

Reasons for Project Adjustment

1. Project savings in earlier phases/years can support woirk in later awarded phases/years

March 2019 Semi-Annual Review Adjustment Requests

Cancellation Requests								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation	
Costa Mesa	16-CMSA-ACE-3804 ¹	0	Wilson Street Widening from College Avenue to Fairview Road	ENG	18/19	\$ 281,250	\$ 0	
Lake Forest	16-LFOR-CBT-3830 ²	V	Shuttle Service between train Station and Oakley	O&M	18/19M	\$ 303,240	\$ 0	
Newport Beach	14-NBCH-ECP-3735 3,4	х	Corona del Mar Water Quality Improvement and Litter Removal	CON	14/15	\$ 250,000	TBD [*]	
Santa Ana	15-SNTA-ACE-3787 ^{4,5}	0	Bristol Street Widening - Civic Center Drive to Washington Avenue	CON	18/19	\$ 2,485,597	\$ 0	
Santa Ana	15-SNTA-ACE-3788 ^{4,5}	0	Bristol Street Widening - Warner Avenue to Street Andrew Place	CON	18/19	\$ 5,629,845	\$ 0	
Cancellations (5) - Total Phase Allocations \$ 8,949,93							TBD	

Reasons for Project Adjustments

* In process of evaluating final report to determine eligible expenditures

1. Right-of-Way Issue

2. Low ridership

3. Design plans no longer feasible nor effective

4. Unable to acquire required permits or certifications

5. Utility coordination issues

<u>Delays</u>

Local agencies may request a one-time delay of up to 24-months to obligate funds. During the March 2019 semi-annual review cycle, the following delay requests were submitted.

The City of Mission Viejo (Mission Viejo) is requesting a 12-month delay for the construction (CON) phase of the La Paz Bridge and Road widening from Muirlands to Chrisanta project (18-MVJO-ACE-3904). This project includes federal grant funding, and Mission Viejo is requesting a delay due to unforeseen delays in the federal authorization process. The additional time will bring the timing for the Measure M2 (M2) grant funding in line with the federal grant funding.

The City of Santa Ana (Santa Ana) is requesting a 24-month delay for the CON phase of the Warner Avenue Improvements from Main Street to Oak Street project (18-SNTA-ACE-3908). Santa Ana is requesting a delay due to ongoing right-of-way (ROW) negotiations. The additional time will allow Santa Ana to complete negotiations and begin construction once utilities relocations have been completed.

<u>Comprehensive Transportation Funding Programs (CTFP) Timely use of Funds</u> <u>Extensions</u>

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request a one-time extension of up to 24-months. During this semi-annual review cycle, the following timely use of funds extension requests were submitted.

The City of Anaheim (Anaheim) is requesting a 24-month timely use of funds extension for the ROW phase of the Lincoln Avenue Widening Improvements from Harbor Boulevard to West Street project (16-ANAH-ACE-3801), from October 2019 to October 2021. Recently, Anaheim received a 24-month time extension approval for the engineering (ENG) phase of this project, and additional time is required to coordinate final design plans before completing ROW.

The City of Brea (Brea) is requesting a 24-month timely use of funds extension for the operations and maintenance (O&M) phase of the Birch Street/Rose Drive Corridor Traffic Signal Synchronization Project (14-BREA-TSP-3702), from June 2019 to June 2021. The additional time will enable Brea to complete outstanding O&M tasks and closeout the project.

The City of Costa Mesa is requesting a 12-month timely use of funds extension for the ENG phase of the West 17th Street Widening Project (15-CMSA-ACE-3766), from June 2019 to June 2020. Additional time is required due to staffing changes, which delayed the design review process.

The City of Irvine (Irvine) is requesting a 24-month timely use of funds extension for both the primary implementation (IMP) and ongoing maintenance and monitoring phases of the Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization Project (16-IRVN-TSP-3791), from April 2020 to April 2022, and June 2021 to June 2023, respectively. The request is due to staffing changes that contributed to the protracted length of time for construction.

Irvine is requesting a 24-month timely use of funds extension for both the IMP and O&M phases of the Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization project (16-IRVN-TSP-3792) from April 2020 to April 2022. and June 2021 to June 2023, respectively. The request is due to staffing changes that contributed to the protracted length of time for construction.

The City of La Habra is requesting a 24-month timely use of funds extension for both the IMP and O&M phases of the Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization Project (15-LHAB-TSP-3773) from May 2019 to May 2021. The extension is being requested to allow sufficient time to comply with state requirements.

The City of Laguna Niguel is requesting a 24-month timely use of funds extension for the ENG phase of the Crown Valley Parkway Westbound Widening from Interstate 5 to Oso Creek Project (15-LNIG-ACE-3775), from April 2019 to April 2021. The request is due to delays in obtaining necessary approvals from the County of Orange, and delays in establishing and acquiring the ROW needed to construct the project.

The Orange County Transportation Authority (OCTA), as administrative lead, is requesting three 24-month timely use of funds extensions from June 2019 to June 2021, for the IMP phase for the following projects. The request is due to delays in issuing contract amendments.

- Alicia Parkway Traffic Signal Synchronization Project (15-OCTA-TSP-3774).
- Coast Highway Traffic Signal Synchronization Project (15-OCTA-TSP-3778).
- Westminster Avenue/17th Street Traffic Signal Synchronization Project (15-OCTA-TSP-3786).

The City of Santa Ana is requesting a 24-month timely use of funds extension for the ENG phase of the Fairview Street Widening Project (15-SNTA-ACE-3785), from May 2019 to May 2021. The extension request will provide additional time to complete the environmental process and design phase.

Local Fair Share Timely use of Funds Extensions

The City of Costa Mesa is requesting a 24-month timely use of funds extension of \$1,155,630. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

Santa Ana is requesting a 24-month timely use of funds extension of \$1,806,551. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

The City of Seal Beach is requesting a 12-month timely use of funds extension of \$258,701. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

The City of Yorba Linda is requesting a 24-month timely use of funds extension of \$633,825. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

Scope Changes

Agencies may request minor scope changes for CTFP projects if they can assure that project benefits, as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted.

The City of Brea (Brea) is requesting a scope change for the State Route 57 (SR-57) and Lambert Road Interchange Improvements Project. For the ROW phase (16-BREA-FAST-3802), Brea requests that the utility relocation tasks are removed and re-scoped into the CON phase (18-BREA-FAST-3895), along with the corresponding associated costs as outlined in the application. Under the CTFP Guidelines, this is an eligible activity that can be funded under either the ROW or CON phase. The scope change will enable Brea to complete the utility relocations concurrent with the construction staging efforts.

The CON phase (18-BREA-FAST-3895) was originally approved for Phase I of a planned multi-phase project. Since then, Brea has successfully secured non-M2 funding to enable construction of the complete interchange project. Therefore, Brea is requesting the project description and boundary from the original Phase I be modified to encompass improvements to the entire project.

The Phase I application did not evaluate all aspects of the complete project. The cooperative funding agreement between Brea and the California Department of Transportation (Caltrans) specifies which activities will utilize state, local, and M2 funds. Most of the identified local and M2-funded activities are eligible under the CTFP, subject to certain limitations. It is Brea's desire to utilize the identified local and M2-funded activities as the qualifying match commitment.

Additionally, the CON phase includes costs associated with the landscaping of the project, which will be completed subsequent to the CON phase. The CON phase is expected to end in fiscal year (FY) 2022-23 with landscaping completed in FY 2023-24. Therefore, based on timing, Brea is requesting that these costs be separated out into FY 2022-23.

Lastly, considering the complexity of this project, the overmatch that is being provided, and the overall benefit to both the Lambert Road interchange and SR-57, Brea is requesting that M2 funding be administered by OCTA through a separate cooperative agreement that will simplify the review and reimbursement process while maintaining transparency and the requirements of M2.

The City of Irvine (Irvine) is requesting scope changes for IMP phases of the following two projects. These scope changes will enable Irvine to install video detection as proposed in the application.

- Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization Project (16-IRVN-TSP-3791). The scope change involves installing new traffic signal conduits at several project locations along Irvine Center Drive. Additionally, Irvine is requesting to replace existing traffic signal single conductors with new traffic signal cables for Irvine Center Drive at Orange Tree due to conduit capacity constraints.
- Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization Project (16-IRVN-TSP-3792). The scope change involves installing new traffic signal conduit at Von Karman Avenue/Morse Avenue due to conduit capacity constraints.

OCTA, as administrative lead, is requesting scope changes for IMP phases the following two projects.

- Coast Highway Traffic Signal Synchronization Project (15-OCTA-TSP-3778). The scope change involves removing the dynamic message sign line item from the project due to coordination issues with Caltrans. The savings from this item is to be repurposed to complete a communications gap closure. This addition will allow communications to the City's of Newport's Traffic Management Center at City Hall, and between the Coast Highway and Newport Boulevard sub-network on the Balboa Peninsula.
- Katella Avenue/Villa Park Road/Santiago Canyon Road Traffic Signal Synchronization Project (18-OCTA-TSP-3894). The scope change is comprised of removing equipment such as controllers, cabinets, and fiber-optic enclosures at locations which have already been updated by other city-led projects. The request is to utilize those savings for communications equipment, an extended cabinet foundation, cameras, and video detection which will further enhance the safety and efficiency of the corridor.

Transfers

The CTFP Guidelines allow agencies to request to transfer 100 percent of savings of funds between subsequent phases within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review. During this review cycle, the following transfer request was submitted.

The City of Orange is requesting a transfer for the Tustin Street and Chapman Avenue Intersection Widening Project (15-ORNG-ICE-3780). The request is to transfer project savings in the amount of \$48,098.77 from the ENG phase to the ROW phase.

Cancellations

Local agencies may request to cancel projects. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this review cycle, the following cancellation requests were received.

The City of Costa Mesa is requesting to cancel the ENG phase for the Wilson Street Widening from College Avenue to Fairview Road project (16-CMSA-ACE-3804) due to anticipated ROW issues.

The City of Lake Forest is requesting to cancel the O&M phase due to projected ridership below the minimum performance standard for the Shuttle Service between Train Station and Oakley Project (16-LFOR-CBT-3830).

The City of Newport Beach is requesting to cancel the CON phase for the Corona del Mar Water Quality Improvement and Litter Removal Project (14-NBCH-ECP-3735). The original conceptual design is no longer effective nor feasible. Additionally, obtaining the required Coastal Development Permit has been unsuccessful.

Santa Ana is requesting to cancel the CON phase of the following two projects due to issues coordinating utility underground activities. Utility undergrounding plans will not be ready until the first quarter of 2020. Additionally, a complete ROW certification with Caltrans is required prior to awarding the construction contract as the ROW phase of this project is utilizing federal funds. The utility relocation is part of that ROW certification. Without necessary relocation plans, Caltrans will not approve the certification in the timespan required by the CTFP Guidelines.

- Bristol Street Widening from Civic Center Drive to Washington Avenue Project (15-SNTA-ACE-3787).
- Bristol Street Widening from Warner Avenue to Saint Andrew Place Project (15-SNTA-ACE-3788).

ATTACHMENT C

TERM SHEET COOPERATIVE AGREEMENT BETWEEN THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND THE CITY OF BREA FOR THE STATE ROUTE 57 AND LAMBERT ROAD INTERCHANGE PROJECT

Funding and Uses:

- 1. The Orange County Transportation Authority (OCTA) will provide the City of Brea (City) with Measure M2 (M2) funds in an amount not to exceed \$13,114,578 to be used for utility relocation, construction, and landscaping components of the State Route 57 (SR-57) and Lambert Road Interchange Project.
- 2. While the City originally applied for one segment of the SR-57 and Lambert Road Interchange Project, the California Department of Transportation (Caltrans) is providing additional funding to deliver the entire project. This cooperative agreement will allow the use of M2 funds for any cost elements consistent with the expanded scope of work.
- 3. It is acknowledged that the project provides a compounded benefit to both the Master Plan of Arterial Highways Lambert Road facility as well as to SR-57. However, the state is providing majority of the project funding.
- 4. OCTA will advance funds consistent with how an initial payment is made through the Comprehensive Transportation Funding Program.

Roles:

- 5. The City shall provide certain project components directly, such as utility relocation, city construction support, environmental mitigation, landscape design, and landscaping.
- 6. The City has entered into a cooperative agreement for Caltrans to be the implementing agency for construction and the City is responsible to ensure that the entire scope of the project is delivered consistent with the scope of work provided through the grant award.

Accountability:

- 7. The City must provide reports on the progress of the project every six months, consistent with the timing of the semi-annual review.
- 8. In order to receive a final payment, the City must provide documentation based on Caltrans payments to the construction contractor that state or city funds have been used toward the required CTFP match commitment of 42 percent.
- 9. The City must provide final payment documentation and a final report within 180 days of the project phase completion date and submit any other documentation required to verify the appropriate use of M2 funds.



June 10, 2019

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Measure M2 Quarterly Progress Report for the Period of January 2019 Through March 2019

Executive Committee Meeting of June 3, 2019

Present: Chairman Shaw, Vice Chairman Jones, and Directors Davies, Hennessey, and M. Murphy Absent: Directors Bartlett and Do

Committee Vote

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

Staff Recommendation

Receive and file as an information item.



June 3, 2019	9 Mbb
То:	Executive Committee
From:	Darrell E. Johnson, Chief Executive Officer
Subject:	Measure M2 Quarterly Progress Report for the Period of

Overview

Staff has prepared a Measure M2 Quarterly Progress Report for the period of January 2019 through March 2019, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

January 2019 Through March 2019

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance, which defines the requirements for implementing the Plan. Ordinance No. 3 designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the ordinance. Ordinance No. 3 requires that guarterly status reports regarding the major projects detailed in the Plan be brought to the

OCTA Board of Directors (Board). On September 25, 2017, the Board approved rebranding M2 externally to OC Go to promote OCTA's Measure M awareness and public perception, as well as to avoid confusion with the recently approved, similarly named Los Angeles County Metropolitan Transportation Authority's "Measure M." M2 progress is summarized in these quarterly progress reports, which are posted online for public review.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of January 1, 2019 through March 31, 2019 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information provided from the Capital Action Plan, and Local Fair Share and Senior Mobility Program payments made to cities during the quarter, as well as total distributions from M2 inception through March 2019.

Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities that have taken place during the quarter. Two areas in particular are highlighted below.

Ordinance Safeguards

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2, as promised to the voters. Three prior performance assessments have been completed covering fiscal year (FY) 2007 through FY 2009, FY 2010 through FY 2012, and FY 2013 through FY 2015.

Sjoberg Evashenk Consulting conducted the fourth performance assessment covering the period between July 1, 2015 and June 30, 2018. During this quarter, the report was finalized and presented to the Board on March 11, 2019. In summary, the report was complimentary, commending OCTA's commitment to the effective and efficient management and delivery of the M2 Program. The report included eight recommendations for enhancements, which staff is committed to implementing as appropriate by the end of the calendar year.

Next 10 Delivery Plan/Sales Tax Revenue Forecast

Through this quarter, the actual growth for the M2 revenues is approximately 4.5 percent, compared to the 3.7 percent assumed for the FY 2019 budget. The PMO will review the cash flow assumptions following the next sales tax forecast in fall 2019 to determine if changes are needed to the Next 10 Delivery Plan.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the third quarter of FY 2019.

Freeway Program

The M2 Freeway Program currently consists of 27 projects or project segments identified in the Plan and approved by the voters to be delivered by 2041.

Currently, while concluding year eight of the 30-year program, 12 segments are complete, with three in construction and another three readying for construction. The remaining nine segments are in various stages of project development, with two of those slated to go into construction and be complete or nearing completion by 2026.

Key freeway project activities taking place this quarter along with updates are highlighted below.

- Construction activities commenced on February 20, 2019, for Interstate 5 (I-5) between State Route 55 (SR-55) and the State Route 57 (SR-57) Project. (Project A)
- The construction contract for the I-5 between Oso Parkway and Alicia Parkway/La Paz Road Interchange Project was opened during the quarter and following review was awarded on April 4, 2019, to the lowest bidder, Flatiron West. (Project C and Project D)
- An update was presented to the Regional Planning and Highways Committee on March 4, 2019 and to the Board on March 11, 2019, for the SR-55 between Interstate 405 (I-405) and I-5. (Project F)

- The final environmental document and final project report were approved for the SR-57 between Orangewood Avenue and Katella Avenue Project on March 29, 2019. This project is shelf ready for future advancement. (Project G)
- Partial bridge demolition activities on the I-405 between State Route 73 and Interstate 605 Project began at Fairview Road. (Project K)

Streets and Roads

Since 2011, approximately \$761 million has been provided to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. Additionally, M2 provided a portion of the \$664 million to grade separate seven street and rail crossings, leveraging the majority of the funds (\$520 million) from local, state, and federal sources. The 2019 call for projects (call) for the Regional Capacity Program and the Regional Traffic Signal Synchronization Program was released in August 2018.

• Applications were reviewed during the quarter for new streets and roads projects and signal synchronization projects. Final programming recommendations will be presented to the Board on June 10, 2019 (Project O and Project P).

Transit

The M2 transit mode includes a number of programs designed to provide additional transportation options. M2 is the main funding source for Metrolink commuter rail service in Orange County and provides funding for rail station improvements and transit connections to extend the reach of the services.

Since 2011, M2 has provided competitive funding commitments for Metrolink station bus and station van extension projects (\$483,133 to date), local community-based transit circulators and planning studies (\$42 million to date), bus stop improvements (\$1 million to date), and funding to support specific programs to meet the needs of seniors and persons with disabilities (\$66.4 million to date). Key transit project activities taking place this quarter are highlighted below.

• The Orange Transportation Center Metrolink Parking Structure was completed on February 15, 2019 and opened to the public on February 19, 2019, after a dedication ceremony. The new shared-use

five-story structure houses 608 parking spaces, electric car charging ports, solar panels, bike racks, and lockers. (Project R)

- The Placentia Metrolink Station Improvements and Parking Structure Project can be advertised for construction by early 2020. Moving forward; however, is subject to having a construction and maintenance agreement in place between Burlington Northern Santa Fe and Metrolink. Legal counsel from both agencies have committed to working through the terms within the next 180 days. (Project R)
- On March 4, 2019, possession of all property rights required to construct the OC Streetcar was achieved and the notice to proceed for construction was issued to Walsh Construction Company. (Project S)
- On March 21, 2019, OCTA sent a letter to all eligible M2 local agencies to assess the level of interest for a future round of funding for community-based transit/circulators. (Project V)
- A second Project W allocation process, approved by the Board, providing up to \$3 million to eligible agencies to make bus stop amenity improvements, including installation of bus benches or seating, shelters, lighting, and other passenger related amenities is underway. Funding recommendations are anticipated to go to the Board on June 24, 2019. (Project W)

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) with specific activity, and the Environmental Mitigation Program (EMP) with funding from the freeway program. The ECP improves water quality by addressing transportation related pollutants while the EMP off-sets biological impacts of freeway projects.

Since 2011, the ECP has awarded \$48.1 million to local jurisdictions through a competitive process, which funded 159 projects for trash removal devices (Tier 1) and 20 projects for large scale water quality best management practices projects (Tier 2). More than 6.2 million cubic feet of trash (or over 2,600 40-foot shipping containers) have been captured so far.

Additionally, the Board has authorized \$55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and to develop the Conservation Plan. OCTA has acquired more than 1,300 acres and funded

12 restoration projects across Orange County. The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. It is estimated that it will take 12 years to fully fund the endowment with annual deposits. A third deposit of approximately \$2.8 million was made in August 2018.

• The ninth Tier 1 call was released on March 11, 2019, in the amount of \$2.8 million.

Challenges

Given current market trends pointing to higher construction costs in project delivery, it is imperative that OCTA continue to closely monitor construction bid activity and update project cost estimates as appropriate.

During this quarter, higher project delivery costs were realized on Segment 2, I-5 between Oso Parkway to Alicia Parkway (Project C and Project D). The I-5 widening from Oso Parkway to Alicia Parkway is the first large design-bid-build contract bid since competition for labor and resources has impacted construction costs. On April 4, 2019, the contract was awarded to the lowest bidder, Flatiron West. The contract amount was 11.68 percent above the engineer's estimate; however, in anticipation of the possibility of this occurring, the Board had previously approved additional funding.

Another recent challenge affects the funding signs for M2 freeway construction projects. In December 2017, OCTA sought and received approval from the California Department of Transportation (Caltrans) Headquarters for a special OC Go freeway funding sign for use in Orange County on all M2 freeway construction projects. This was part of a larger effort to ensure transparency and awareness with the public on multimodal improvements included in the voter approved local transportation sales tax measure. Following state approval of the design, OCTA incorporated the same signage approach for all other M2 projects and programs. The signs are in use on all three of our M2 freeway construction projects underway and on streets and roads, transit, and environmental projects throughout Orange County.

Recently, staff was notified by Caltrans that sign requirements have changed, which negates the prior approval received, and will require OCTA to use the standard state funding sign for all future M2 projects. Additionally, we have been informed that when a project has any amount of SB 1 (Chapter 5, Statutes of 2017) funds allocated, the SB 1 funding sign must be used alone. Staff is working with Caltrans to seek an exception to these changes.

This quarter, staff worked to ascertain issues with M2 eligibility for the City of Stanton and City of Santa Ana. The report was presented to the Board which took action to find both cities ineligible to receive M2 funding until corrected. The M2 Ordinance outlines eligibility requirements that each local agency must continually satisfy to received net revenues from the M2 Program. One of the requirements is that each local agency maintain a minimum level of local streets and roads discretionary expenditures, which is referred to as the maintenance of effort (MOE). Both the City of Stanton and City of Santa Ana failed to meet the minimum MOE requirement, deeming them ineligible for M2 funds. Staff is working closely with each city and with legal counsel to resolve these issues.

Another continued challenge is availability of professional staff to handle specialty work such as right-of-way (ROW). Staff is working with Caltrans to determine if they have sufficient resources to provide oversight and support for OCTA Measure M project demands and schedules. OCTA has several Measure M projects moving forward and due to Caltrans' staff attrition and increasing SB 1 project delivery direct workload demands, Caltrans may not be able to meet the rigorous schedule demands. This is a particular concern in the areas of ROW acquisition, utilities, and oversight approvals needed for project delivery. OCTA is exploring options for OCTA to assume lead agency responsibility for ROW acquisition in order to keep Measure M projects moving forward on schedule.

On all Measure M projects, staff is working to develop and implement the most cost-effective design that provides the highest congestion relief with the least impact to businesses and communities. This includes efforts to document and present design variations to Caltrans for approvals to achieve project scope while limiting ROW needs. Additionally, staff will continue to urge Caltrans to coordinate Caltrans-initiated safety, operational, and maintenance projects with planned Measure M projects to avoid multiple impacts to the traveling public and inefficient use of funding and resources.

M2 project delivery is monitored closely, and progress, as well as challenges, are presented to the Board through these quarterly staff reports, individual project staff reports, as well as through the Capital Action Plan quarterly performance metrics reports from the Capital Programs Division.

Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from January 2019 through March 2019 is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to

facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

A. Measure M2 Progress Report, Third Quarter Fiscal Year 2018-19, January 1, 2019 through March 31, 2019

Prepared by:

2) MARIN

Tamara Warren Manager, Program Management Office (714) 560-5590

Approved by:

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





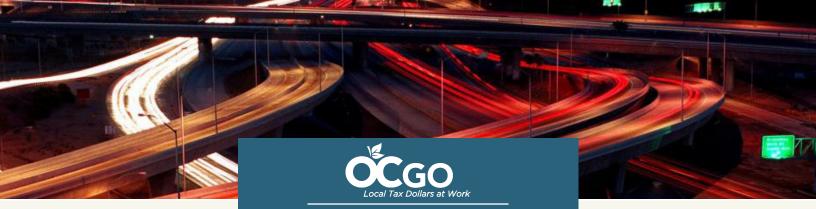
MEASURE M2 PROGRESS REPORT

Third Quarter of Fiscal Year 2018 – 19 January 1, 2019 through March 31, 2019

Third Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary





MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the renewal of the Measure M one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from January 1, 2019 through March 31, 2019 is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, Measure M2 progress reports are presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



The cover photo shows the dedication ceremony on February 19, 2019 for the Orange Transportation Center Metrolink Parking Structure. The new shared use five-story structure houses 608 parking spaces, electric car charging ports, solar panels, bike racks and lockers.



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Community Based Transit/Circulators[V]30Safe Transit Stops[W]31Environmental (Project X and Freeway Mitigation Program)32Environmental Cleanup[X]32Freeway Mitigation Program (part of Projects A - M)33Program Management Office36M2 Financing and Schedule of Funding40Local Fair Share - M2 Funding by Agency49	Metrolink Gateways	[T]	<u>28</u>
Safe Transit Stops[W]31Environmental (Project X and Freeway Mitigation Program)32Environmental Cleanup[X]32Freeway Mitigation Program (part of Projects A - M)33Program Management Office36M2 Financing and Schedule of Funding40Local Fair Share - M2 Funding by Agency49	Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	<u>29</u>
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COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Annual Eligibility Review	AER
Board of Directors	Board
Burlington Northern Santa Fe	BNSF
California Department of Fish and Wildlife	CDFW
California Department of Tax and Fee Administration	CDTFA
California Department of Transportation	Caltrans
California Transportation Commission	CTC
Capital Action Plan	CAP
Capital Investment Grant	CIG
Chief Executive Officer	CEO
Cost Estimate Review	CER
Congestion Mitigation and Air Quality	CMAQ
Draft Environmental Document	DED
Draft Project Report	DPR
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Federal Transportation Improvement Program	FTIP
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 15	I-15
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Invitation for Bids	IFB
Local Faire Share Program	LFSP
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Los Angeles County Metropolitan Transportation Authority	LA Metro
Measure M2 or Renewed Measure M	M2
Memorandum of Understanding	MOU
Metrolink Service Expansion Program	MSEP



Next 10 Delivery PlanNext 10Natural Community Conservation Plan/Habitat Conservation PlanConservation PlanOrange County Transportation AuthorityOCTA

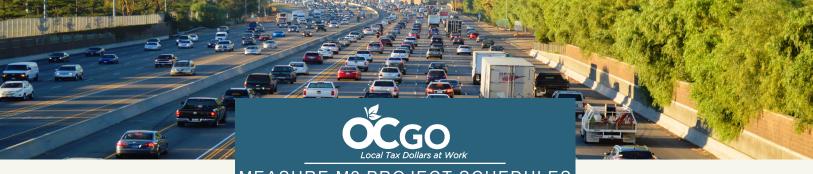
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E
Program Management Office	РМО
Project Development Team	PDT
Project Study Report	PSR
Ready to List	RTL
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Association of Governments	SCAG
State Route 133	SR-133
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Southern California Regional Rail Authority	SCRRA
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Trade Corridors Improvement Funds	TCIF
Transportation Infrastructure Finance and Innovation Act	TIFIA
United States Army Corps of Engineers	ACOE
United States Fish and Wildlife Service	USFWS
United States Department of Transportation	USDOT



В	I-5, I-405 to SR-55 (Further Schedule TBD)												
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange												
С	I-5, Avenida Vista Hermosa to Pacific Coast Highway												
С	I-5, Pacific Coast Highway to San Juan Creek Road												
C,D	I-5, SR-73 to Oso Parkway/Avery Parkway Interchange												
C,D	I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange												
С	I-5, Alicia Parkway to El Toro Road												
D	I-5, El Toro Interchange (Further Schedule TBD)												
D	I-5, Ortega Interchange												
Е	SR-22, Access Improvements	Comple	ted in 2	008									
F	SR-55, I-405 to I-5												
F	SR-55, I-5 to SR-91 (Further Schedule TBD)												
G	SR-57 NB, Katella Avenue to Lincoln Avenue												
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard												
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road												
G	SR-57 NB, Lambert Road to Tonner Canyon Road (Further Schedule TBD)												
G	SR-57, Orangewood Avenue to Katella Avenue (Further Schedule TBD)												
н	SR-91 WB, I-5 to SR-57												
I	SR-91 WB, SR-55 to Tustin Avenue Interchange												
I	SR-91, SR-55 to SR-57 (Further Schedule TBD)												
J	SR-91, SR-55 to SR-241												
J	SR-91, SR-241 to SR-71	Comple	ted in 2	011									
	Project schedules are based on pha	ase sta	art dat	es. Sł	nown	sched	lules a	are si	ubject	to cha	nge.		

Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies



MEASURE M2 PROJECT SCHEDULES

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
J	SR-91, SR-241 to I-15 (Further Schedule TBD)													
	I-405, SR-73 to I-605													
	I-405, I-5 to SR-55 (Further Schedule TBD)													
M	I-605, Katella Interchange (Further Schedule							+						
0	TBD) Kraemer Boulevard Grade Separation (Placentia)							-						
0	Lakeview Avenue Grade Separation (Anaheim/ Placentia)													
0	Orangethorpe Avenue Grade Separation (Anaheim/Placentia)													
0	Placentia Avenue Grade Separation (Placentia)													
0	Raymond Avenue Grade Separation (Fullerton) ¹													
0	State College Blvd Grade Separation (Fullerton) ¹													
0	Tustin Ave/Rose Drive Grade Separation (Anaheim/Placentia)													
R	Sand Canyon Grade Separation (Irvine)													
R	Rail-Highway Grade Crossing Safety Enhancement	Comple	eted in 2	011										
R	San Clemente Beach Trail Safety Enhancements													
R	Anaheim Canyon Metrolink Station Improvements													
R	Fullerton Transportation Center Improvements													
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps													
R	Orange Transportation Center Metrolink Parking Structure													
R	Placentia Metrolink Station Improvements and Parking Structure													
R	San Clemente Pier Station Lighting													
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project													
R	Tustin Metrolink Station Parking Structure	Comple	eted in 2	011										
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC) ¹													
S	OC Streetcar													
S	OC Streetcar													

Project schedules are based on phase start dates. Shown schedules are subject to change. ¹Projects managed by local agencies



M2 DELIVERY RISK UPDATE 👻

This section discusses the risks and challenges related to Measure M2 and the 2018 update of the Next 10 Delivery Plan (Next 10) that the Measure M2 Program Management Office (PMO) is monitoring – complete with associated explanations and proposed actions.

	Delivery Risk	Explanation	Proposed Action
Fina	ncial		
1	The 2018 M2 revenue forecast estimate is \$13.1 billion, which represents a 46 percent decrease in forecasted revenue since M2 adoption. If sales tax revenue continues to be lower than projections, this will further challenge delivery.	Sales tax revenue has been impacted by the recession and changes in consumer spending habits.	The 2018 lower forecast results in greater reliance on external funding to deliver the entire Freeway Program as listed. OCTA will continue to actively pursue available state and federal revenue, and work with the California Department of Transportation (Caltrans) to identify lower cost freeway alternative options for approval.
2	Inability to scale the Freeway Program to available revenue and still deliver the promise.	The freeway program includes set project scopes leaving very little flexibility in what is delivered.	OCTA will work closely with Caltrans to review value engineering strategies on freeway projects.
3	Sustain Metrolink train service as an attractive alternative to driving in Orange County with the limits of available revenue.	Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with Burlington Northern Santa Fe Railway (BNSF) are revised, and new air quality requirements are implemented. These changes may impact service long term.	Staff will continue to work closely with Metrolink and our partners to ensure cost increases are minimized, while seeking external revenue.
4	The Next 10 Market Conditions Forecast and Risk Analysis identified strong potential for an increasing-cost environment during the Next 10 delivery years.	A construction cost pressure index model was created to provide insight on forecasting capital costs. The index tracks four near-term cost risks: economic trends (building permits and unemployment), material costs, wage pressures, and economic conditions.	A program level line item for an economic uncertainty allowance has been included in the freeway cash flow intended to safeguard the program and protect against over- committing. OCTA will continue to monitor and track key early warning indicators. While bid items have increased, there were no significant changes this quarter.

On Track One to Watch

N Local Tax Dollars at Work MEASURE M2 PROGRESS REPORT

	Delivery Risk	Explanation	Proposed Action
Org	anizational		
5	Availability of specialized staff, given the scope of the M2 capital program.	External demand for key talent is becoming more of an issue as large infrastructure programs move forward in the region. Timely completion of engineering and construction related support of the capital program is key to reduce project delivery risk.	Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure resource needs are met. Internally OCTA's Human Resources Division continues to implement programs to retain and attract talent.
6	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a strong track record in operating various transportation systems including both a fixed and demand-based bus network.	To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start- up and daily operations.
Poli	су		
7	New statewide directives create additional hurdles for the Freeway Program in particular.	New directives at the State for greenhouse gas emission reductions and concerns related to projects that have the potential to increase vehicles miles traveled, are giving deference to projects that do not increase highway system capacity. The one project type the State appears interested in supporting is managed lane projects. This may limit external funding opportunities for Measure M2 freeway projects.	OCTA will work closely with the California Transportation Commission (CTC), the California Department of Transportation (Caltrans) and the state legislature to try to maintain funding opportunities for OCTA freeway projects.

2



Next 10 Delivery Plan

Contact: Tami Warren, PMO Manager • (714) 560-5590

On November 14, 2016, the Board approved the Next 10 Delivery Plan (Next 10), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. The Next 10 was updated to address and incorporate the 2018 sales tax revenue forecast of \$13.1 billion. The 2018 update of then Next 10 incorporates current revenue projections, bonding assumptions, project costs and schedule, and adjustments ensuring continued delivery of the complete M2 Program by 2041 as promised.

Next 10 Plan Deliverables

The Next 10 Plan is based on ten deliverables intended to provide guidance on program and project delivery during the ten-year period. With two years of the ten-year plan complete, progress on the ten deliverables and accomplishments to date is provided. Significant progress has been made, with projects completing construction, projects in and advancing towards construction, a swell as regular funding allocations to local jurisdictions through programs.

1. Deliver \$3.5¹ billion of freeway improvements approved through construction (Projects A-M).

The M2 freeway program currently consists of 27 projects or project segments. At the point of Next 10 adoption in November 2016, nine projects were completed, and another nine were designated to be complete within the Next 10 time-frame. Together, the segments designated for completion by 2026 make up a \$3.1 billion delivery promise. Since Next 10 adoption, three segments of the Interstate 5 (I-5) between Avenida Pico and San Juan Creek Road, opened to traffic in March 2018, adding six miles of carpool lanes. The remaining six segments are in design or construction. Funded with 91 Express Lanes excess revenues, a tenth project, the SR-91 between SR-57 to SR-55 (Project I) was designated a priority project and is now part of Deliverable 1 (planned to be complete by 2029). With this project, OCTA will deliver \$3.5 billion of freeway improvements approved through construction. For more details, see <u>pages iii-iv</u> (Project Schedules) and the project updates contained in the following pages.

2. Invest approximately \$715¹ million more in revenues, bringing the completed Freeway Program improvements to \$4.3 billion (Projects A-M).

The final eight remaining project segments (of the 27 total) are environmentally cleared or on track to be environmentally cleared by 2026, making them "shelf ready" for future advancement. Currently, two of the eight (Projects L and M) are environmentally cleared and shelf ready. In all, during the Next 10 time-period, approximately \$4.3 billion in freeway improvements promised to the voters in M2 will be completed or underway by 2026. Using the guiding principles adopted by the Board, Deliverable 2 includes approximately \$715 million in funding to move another project (or projects) directly into design and construction if assumptions on revenues and costs hold. For more details, see <u>pages iii-iv</u> (Project Schedules) and the project updates contained in the following pages.

¹ Because Project I is now included with Deliverable 1, the original Deliverable 1 investment increased to \$3.5 billion, and the original Deliverable 2 investment of \$1.2 billion has been reduced to \$715 million. The overall freeway deliverable commitment remains the same at \$4.3 billion.



3. Allocate \$1 billion, with \$400 million in competitive funding to local jurisdictions to expand roadway capacity and synchronize signals (Project O and P) and \$600 million in flexible funding to local jurisdictions to help maintain aging streets or for use on other transportation needs, as appropriate (Project Q).

Since the adoption of the Next 10 Plan in November 2016, OCTA has awarded approximately \$82 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). Additionally, \$137.5 million in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to \$219.5 million. On August 13, 2018, the Board approved the release of the 2019 Call for Projects for approximately \$32 million for Project O and \$8 million for Project P funding. Final programming recommendations will be presented to the Board by mid-2019. Additionally, all seven bridges included in the OC Bridges program are complete. For more details, see the project updates on page 18.

4. Extend Metrolink service from Orange County into Los Angeles County, contingent upon cooperation and funding participation from route partners; complete six rail station improvements (Project R).

Contingent upon cooperation and funding participation from route partners, OCTA plans to extend service on four intracounty trips to Los Angeles in October 2019. Two northbound trips that currently operate between Laguna Niguel/Mission Viejo and Fullerton will be extended to Los Angeles and two southbound trips will begin in Los Angeles instead of Fullerton. Schedules for the extended service are being developed and will be kept consistent with the way schedules are currently written.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026: 1) Laguna Niguel/Mission Viejo Metrolink Station ADA ramps (completed September 2017), 2) Orange Metrolink Station Parking Structure (completed in February 2019), 3) Placentia Metrolink Station (construction to begin early 2020- contingent on BNSF Construction and Maintenance Agreement being in place), 4) Anaheim Canyon Metrolink Station Improvement Project (construction to begin late 2019), 5) Fullerton Transportation Center elevators (construction 98% complete), and 6) San Clemente Pier Metrolink/Amtrak Station Lighting Project (completed March 2017). For more details, see the project updates on page 23.

5. Complete design and construction, secure vehicles, and begin operating the OC Streetcar (Project S) and work with local agencies to consider recommendations from planning studies to guide development of future transit connections (Project S).

OC Streetcar

Activities continue to move forward, including coordination with third parties on utility relocation, finalizing the scope of services for the operations and maintenance request for proposals, and continued coordination with the Federal Transit Administration (FTA). The streetcar vehicle manufacturing contract has been executed and the notice to proceed has been issued. The streetcar construction contract has been executed and Notice to Proceed was issued on March 4, 2019 and construction activities are underway. With strong FTA support for the project, a FFGA was executed in November 2018. Construction is anticipated to be complete in early 2022.



See page 27 for more information.

Bristol Street Transit Corridor Study

The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro); and will also evaluate connections to the John Wayne Airport and the Santa Ana Regional Transportation Center. The study will analyze and develop up to six conceptual transit alternatives for the Bristol Street Corridor. During the quarter, the project team completed the review of prior studies and data collection, prepared the corridor definition, mobility problems, travel market assessment, and identified study goals and performance measures. The team also refined the project schedule and began preparing for the first round of outreach and stakeholder engagement (scheduled for April). Project Development Team (PDT) meetings were held on January 15th, February 19th, and March 21st and PDT members were asked to review draft materials and provide input. OCTA staff also met with City of Santa Ana to receive an update on the Bristol Street Widening project. The next PDT meeting is scheduled for April 16th when the team will begin work on the development of draft alternatives. During the months of April and May, the team will provide a study update to the OCTA Transit Committee and Board, hold a stakeholder workshop and two open houses, and offer updates to the local jurisdictions in the study area.

6. Provide up to \$115 million in funding to expand mobility choices for seniors and persons with disabilities (Project U).

Approximately \$26.3 million has been provided for the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program since the Next 10 Plan adoption. See <u>page 29</u> for more information.

7. Work with local agencies to develop a plan for the next community circulator projects to provide grant opportunities for local agencies to implement effective local transit services (Project V).

In December 2017, OCTA staff requested letters from local agencies to determine interest for a 2018 Project V Call for Projects. With 13 letters of interest received the Board initiated a Call for Projects in February 2018 and on June 25, 2018 the Board awarded \$5.2 million to fund five Community-Based Transit Circulators Projects and authorized the use of the 2016 awarded funds to extend a San Clemente demonstration project out to FY 22-23.

In March 2019, OCTA once again requested letters of interest for another round of Project V funding. Responses from eligible local agencies are due at the end of April. Staff will report findings to the Board for their consideration on whether to issue a fourth call for projects. For additional details and information on current project program performance and service see <u>page 30</u>.

8. Allocate up to \$7 million in funding to improve the top 100 busiest bus stops and support the modernization of the bus system to enhance the customer experience (Project W).

To date, the Board has approved up to \$1.2 million to support 51 city-initiated improvements and \$370,000 for OCTA initiated improvements. The City of Anaheim postponed development of eight stops. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stops are in the project closeout process. Closeout of all projects is anticipated next quarter. OCTA initiated improvements were originally programmed to support the "Text for Next" program and later the OCTA mobile ticketing application—both of these projects



ultimately received funding from other external sources; these funds are anticipated to be de-allocated and returned to M2 in May 2019.

A second Project W call for projects was initiated in October 2018, providing up to \$3.0 million (in total) to eligible agencies to make bus stop amenity improvements including installation of bus benches or seating, shelters, lighting, and other passenger related amenities. Eligible agencies (including OCTA) may potentially qualify to receive between \$20,000 to \$35,000 (per eligible bus stop) to make passenger amenity improvements. Final funding recommendations will be presented to the Board in June 2019. For additional details see <u>page 31</u>.

9. Ensure the ongoing preservation of purchased open space (Preserves) which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The Freeway Mitigation Program Preserves includes seven properties (1,300 acres), and 12 restoration projects (350 acres). In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the Environmental Mitigation Program, allowing streamlined project approvals for the freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alternation agreements. In January 2018, the OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. Approximately \$2.9 million will be deposited annually. The third deposit was made in August 2018. For more details, see the project updates on <u>page 33</u>.

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs, with a goal of providing \$40 million in grants to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP) (Project X).

Since adoption of the Next 10 Plan in November 2016, OCTA has issued three calls for Tier 1 ECP projects. The Board awarded approximately \$5.59 million to fund 28 Tier 1 projects. Staff anticipates the next Tier 2 call in 2021, dependent on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects. For more details, see the project updates on page 32.



INTERSTATE 5 (I-5) PROJECTS -

Segment: I-5, Between SR-55 and SR-57

Status: Construction Underway – 6% complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. The project was re-advertised on August 27, 2018 and bids were opened on October 18, 2018. The construction contract was approved on December 28, 2018. Due to changes in scope, the replacement of State Transportation Improvement Program (STIP) funds with Congestion Mitigation and Air Quality (CMAQ) funds, and the need to re-advertise for construction bids, this project was delayed 11 months beyond the original schedule. Construction began on February 20, 2019 and is expected to be completed early 2021.

Segment: I-5, I-405 to SR-55

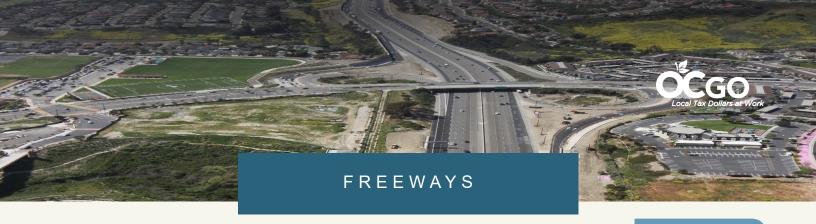
Status: Environmental Phase Underway - 92% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of one general purpose lane in each direction of the I-5 corridor and improved interchanges in the area between just north of I-405 to SR-55 in the cities of Tustin and Irvine. Additional features include the addition of auxiliary lanes in some areas and re-establishment in other areas within the project limits. The Draft Environmental Document (DED) was circulated in May 2018 and two open house format public hearings were held in late May 2018. To limit community and business impacts, design variations were recommended to address tight right-of-way constraints in the project area. Due to a lack of agreement over design variations recommended, the completion of the environmental document was delayed 12 months. Following discussions and further study, agreement was reached, and the Project Development Team recommended a preferred alternative in mid-March 2019. The Design Standard Decision Document (formerly Fact Sheet) process is underway to address the agreed upon design variations and completion of the final ED is expected in late-2019.

PROJECT A

PROJECT B



I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments, as described below.

Segment: I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

PROJECT COMPLETE Status:

Rose Casey, Capital Projects • (714) 560-5729 Contact:

Summary: This segment added a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D). The project also added bicycle lanes in both directions on Avenida Pico. Construction began in February 2015 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on August 23, 2018. During the guarter, plant establishment continued and will be completed by May 2019.

Segment: I-5, Avenida Vista Hermosa to Pacific Coast Highway

PROJECT COMPLETE Status:

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in San Clemente, and also reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017. The one-year plant establishment period for this segment was completed in May 2018.

Segment: I-5, Pacific Coast Highway to San Juan Creek Road

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This segment added one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the Cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also reconstructed the on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 3, 2018. During the quarter, plant establishment continued and was completed in March 2019. While the project is complete, an outstanding contractor claim remains to be resolved.





PROJECT C AND PART OF PROJECT D



I-5, SR-73 to EI Toro Road is one project broken into three segments in early 2018, as described below. At that time, the OCTA cost estimate for this project was \$557.11 million, which was above the \$500 million threshold for a "Major Project" designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop, and a CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$611 million. The OCTA cost estimate for the three segments is currently \$575.7 million.

Segment: I-5, SR-73 to Oso Parkway/Avery Parkway Interchange

Status: Design Complete. Construction bid package preparation underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

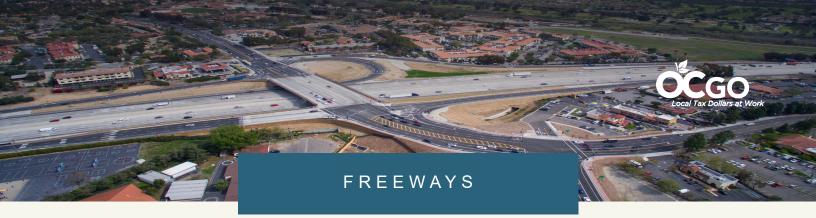
Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the Cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a general-purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, the consultant continued working on ROW appraisals and coordinated with utility agencies. Staff continued to coordinate with Caltrans to finalize and approve the required Fact Sheet. The 100 percent Plans, Specifications, and Estimates (PS&E) was re-submitted to Caltrans on March 15th implementing the latest Caltrans Highway Design Manual standards. The plans identified a higher cost estimate due to unit price increases, rise in Caltrans support costs, and schedule changes to address bird nesting season restrictions. Due to extended ROW coordination, this project is marked "red" in the CAP, due to a delay of 12 months beyond the original schedule. On March 21, 2018, the CTC approved the 2018 STIP update and programmed approximately \$31.166 million over Orange County's share target. To maintain CTC funding limits in the next few years, STIP funding in this project was reduced to \$73.735 million. However, there is only \$35 million remaining in the FY18-19 STIP. Staff will work with the CTC staff and Caltrans to maintain the existing schedule. Proposition 1B Trade Corridors Improvement Funds (TCIF) for this project was authorized by the Board in November 2018. TCIF guidelines require the project to receive funding allocation by June 30, 2019.

Segment: I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange

Status: Design Complete. Construction bid packages opened and assessed.

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the Cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general-purpose lane in each direction and reconstruction of the La Paz Road Interchange (Part of Project D). Bid packages were opened on January 16, 2019 and were reviewed this quarter. The apparent low bid was 11.68 percent above the engineer's estimate and was assessed for responsiveness. The construction contract award is anticipated in April 2019 with construction starting soon thereafter. Staff also continued coordination of the service contract with SCRRA/Metrolink, and with Caltrans on ROW and utilities. Due to extended ROW coordination, this project is marked "red" in the CAP, due to a delay of nine months beyond the original schedule.



Segment: I-5, Alicia Parkway to El Toro Road

Design Phase Underway - 98% Complete Status:

Rose Casey, Capital Projects • (714) 560-5729 Contact:

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the Cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from El Toro Road to Alicia Parkway. Major activities this guarter included continued coordination with Caltrans, California Department of Fish and Wildlife regarding the planned work at Aliso Creek. Final ROW mapping is approved, although third party utility realignments have necessitated the revision of two parcels. Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked "red" in the CAP, with a delay of over 13 months beyond the original schedule. The 100 percent Design Submittal is now anticipated for April 2019. The 2018 STIP increased funding for this segment to \$69.1 million, but the segment is programmed in the STIP three years later than requested. Staff will work with the CTC staff and Caltrans to maintain the existing schedule.

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and at El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in **Project C.**

Segment: I-5, Ortega Highway Interchange

Status: **PROJECT COMPLETE**

Rose Casey, Capital Projects • (714) 560-5729 Contact:



Summary: Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over I-5. and improve local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. All lanes on the new bridge were opened to traffic on September 4, 2015. A dedication ceremony was held on October 1, 2015. The project was officially completed on January 15, 2016.

Segment: I-5, El Toro Interchange

Status: Environmental Phase Underway - 45% Complete

Rose Casey, Capital Projects • (714) 560-5729 Contact:

Summary: Caltrans is the lead in the environmental phase of this project which includes the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications in how existing on and off ramp intersections operate. The study began in April 2017. Work during the quarter included reducing the number of build alternatives down from 4 to 2, based on the project purpose and need. The Draft Initial Study/Environmental Assessment (IS/EA) was completed in March with the public comment review period scheduled to begin on April 2, 2019 and a public 10



hearing scheduled for April 18, 2019 in the City of Lake Forest. Caltrans gave an update to the OCTA Board on March 11, 2019. The remaining two alternatives have large community and business impacts as a result of the project being in a densely built out area. Costs identified for the remaining alternatives are significantly higher than the assumed cost in the Next 10 Plan. The environmental phase is anticipated to be completed in late 2019.

STATE ROUTE 22 (SR-22) PROJECTS -

- Segment: SR-22 Access Improvements
- Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Completed in 2008, Project E made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion in the area. This M2 project was completed early as a "bonus project" provided by the original Measure M (M1).

STATE ROUTE 55 (SR-55) PROJECTS -

Segment: SR-55, I-405 to I-5

Status: Design Phase Underway - 65% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will widen SR-55 in the Cities of Irvine, Santa Ana, and Tustin. Through a cooperative agreement, Caltrans and OCTA's consultant initiated the design together. During the quarter, the 65 percent design was completed in mid-January and an update was presented to the Regional Planning and Highway Committee on March 4, 2019 and to the Board on March 11, 2019. The 95 percent design is anticipated in July 2019. Caltrans is responsible for developing and seeking approval of the required Supplemental Fact Sheet addressing necessary design variations on the project. The Supplemental Fact Sheet is anticipated to be completed in July 2019. ROW and utility coordination have been initiated and are ongoing. The project is anticipated to be ROW Certified and ready to list (RTL) by December 2020. OCTA received \$80 million for this segment through the 2018 STIP, however the segment is currently programmed in the STIP one year later than requested. Staff will work with the CTC staff and Caltrans to maintain the existing schedule.

Segment: SR-55, I-5 to SR-91

Status: Environmental Phase Underway - 69% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project is studying SR-55 between I-5 and SR-91 in the Cities of Santa Ana, Tustin, Orange and Anaheim. The environmental study is looking at the addition of one general purpose lane in each direction between SR-22 and the I-5 and providing operational improvements between SR-22 and SR-91. During the quarter, the

PROJECT E

PROJECT F



consultant continued working on technical studies and obtained approval on several technical studies. The Draft Environmental Document (ED) and Draft Project Report are anticipated to be approved mid-July. The Draft ED is anticipated to be circulated for public review, and an open house format Public Hearing is anticipated to be held in mid-2019. The Design Standard Decision Document (formerly Fact Sheet) process has been underway to address design variations needed to limit right-of-way impacts. The Public Information Meeting was held early June 2018. The final ED is expected to be released in early 2020.

STATE ROUTE 57 (SR-57) PROJECTS -

Segment: SR-57 Northbound, Katella Avenue to Lincoln Avenue

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity and improved operations on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim with the addition of a new 3-mile general purpose lane, onand off-ramp improvements, and sound walls. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The project opened to traffic on November 19, 2014 and completed on April 21, 2015.

Segment: SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity and improved operations on northbound SR-57 with a new 2.5mile northbound general-purpose lane between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton. In addition to the new lane, capital improvements include reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The new general purpose lane was opened to traffic on April 28, 2014. The project was completed on November 6, 2014.

Segment: SR-57 Northbound, Yorba Linda Boulevard to Lambert Road

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Completed on May 2, 2014, this project improved capacity, operations, and traffic flow on SR-57 with the addition of a new 2.5-mile northbound general-purpose lane between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits include on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The new general purpose lane was opened to traffic on September 23, 2013. The project was completed on May 2, 2014.



PROJECT G





Segment: SR-57 Northbound, Lambert Road to Tonner Canyon Road

Status: Environmental phase expected to begin in mid-2020

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans previously completed a Project Study Report (PSR)/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a truck-climbing lane from Lambert Road to Tonner Canyon Road in the City of Brea. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the environmental phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Construction bids were opened for Phase 1 on February 13, 2019. The lowest responsive bidder was 16% under the engineers estimate. Phase 2, which is the mainline improvements, was approved for STIP funding in March 2018 to initiate the environmental phase to study the truck-climbing lanes in mid-2020. This project will coordinate with and take into consideration any related work by LA Metro across the county line.

Segment: SR-57 Northbound, Orangewood Avenue to Katella Avenue

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studies the addition of a northbound general purpose lane on SR-57 from Orangewood Avenue to Katella Avenue in the Cities of Anaheim and Orange. The northbound general-purpose lane would join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter the Final Environmental Document and Final Project Report were approved on March 29, 2019. The Next 10 Plan sets direction through 2026; as projects listed are completed, schedules and revenues will be reviewed, and the Board will adopt a new delivery plan providing direction on further project advancement. Using only Measure M funding, this project is scheduled to move into design beyond 2026, however, projects that compete best for external funding are those that are already environmentally cleared. OCTA continually looks for opportunities to accelerate construction by taking advantage of state and federal dollars.

STATE ROUTE 91 (SR-91) PROJECTS -

Segment: SR-91 Westbound, I-5 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

PROJECT H

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The general purpose lane was



opened to traffic on March 7, 2016. Construction is 100 percent complete, as of June 23, 2016.

Segment: SR-91, SR-55 to Tustin Avenue Interchange

Status: PROJECT COMPLETE



PROJECT I

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project was intended to relieve weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The bypass lane was open to traffic on May 14, 2016. Construction completed on July 15, 2016 and Contract Acceptance was granted on October 31, 2016.

- Segment: SR-91, SR-55 to SR-57
- Status: Environmental Phase Underway 91% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will improve traffic flow and operations along SR-91 within the Cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from the NB SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The Project Development Team recommended the preferred alternative in late-March. Due to Caltrans requiring extra work to study interchange improvements outside of the completed PSR and the M2 promised project, the project is marked "red" in the CAP signifying a delay of 10 months from its original schedule. SR-91 Express Lanes excess revenue is designated to pay for the mainline freeway improvements included in M2. The draft ED was circulated to the public late-November 2018 and an open house format public hearing was held in December 2018. The finalization of the document has been delayed due to a requirement by Caltrans that OCTA provide additional information at the recycling facility for Caltrans to consider approval of design exceptions. This effort includes a site investigation at a former landfill and is currently operating as a metals recycling facility, which is a lengthy process. The final ED is anticipated to be complete in January 2020. This project will be segmented into three segments with the first segment anticipated to proceed into design shortly following the completion of this study in early 2020.

Segment: SR-91, SR-55 to SR-241

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This completed Project J segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the Cities of Anaheim and Yorba Linda. In addition to

PROJECT J



adding 12 Iane miles to SR-91, the project also delivered a much needed second eastbound exit Iane at the Lakeview Avenue, Imperial Highway and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, Iane striping and soundwalls. Completion of this project in March 2013 means a total of 18 Iane miles have been added to SR-91 since December 2010. The Ianes opened to traffic in December 2012, and construction completed on March 5, 2013.

Segment: SR-91, SR-241 to SR-71

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



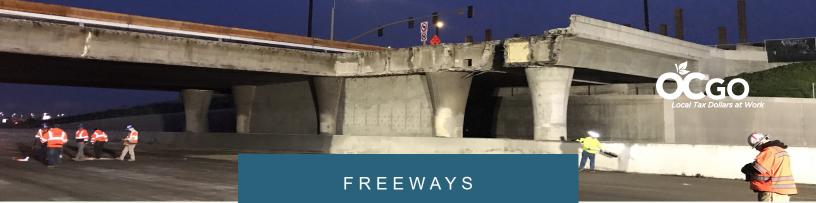
Summary: Completed in January 2011, this segment added six miles through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71. The project improves mobility and operations by reducing traffic weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound general purpose lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. The new facilities were opened to traffic on December 2, 2010 and construction completed January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: SR-91, SR-241 to I-15

Status: RCTC's Design-Build - Initial Phase Complete March 20, 2017

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On March 20, 2017, the RCTC contractors completed the \$1.3 billion initial phase freeway improvement project which extended the 91 Express Lanes from Orange County to I-15 in Riverside County, added a general-purpose lane east of SR-71 to I-15, and provided tolled express connectors between SR-91 and I-15. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The ultimate project widens all SR-91 general purpose lanes to standard lane and shoulder widths from SR-241 to SR-71 (RCTC is responsible for the lane improvements between Green River and SR-71 while OCTA will be responsible for the lane improvements west of Green River to SR-241). To maintain synchronization, these general-purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR-71. While construction of the final additional general-purpose lane between SR-241 and SR-71 was planned to take place post-2035, the RCTC has requested acceleration of the 91 Corridor Operation Project (adding a sixth lane in the westbound direction) to address a bottleneck issue in the City of Corona. Discussions and coordination between OCTA and RCTC are ongoing.



INTERSTATE 405 (I-405) PROJECTS -

Segment: I-405, SR-73 to I-605

Status: Design-Build Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: OCTA and Caltrans are working together to widen I-405 through the Cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add one general purpose lane, add a second lane to be combined with the existing HOV lane to provide a dual express lanes facility, and improve the local interchanges along the corridor from SR-73 to I-605.²

During the guarter, work continued on ROW acquisition, utility coordination, environmental permitting, and public outreach. Other work includes review of design-builder submittals including design and construction submittals. OCTA's toll lanes system integrator, Kapsch, is now under contract and working with OCTA and the designbuilder. In February 2019, OCTA received \$400 million in net proceeds for the Project as a result of issuing taxexempt municipal bonds. Clearing and grubbing, including tree and ground cover removal, and rough grading activities have also advanced in the last guarter. More recently, significant roadway construction activities, such as installation of drainage systems, retaining walls and paving operations, have begun. Construction activities continued on the Slater Avenue, McFadden Avenue, Magnolia Street, Goldenwest Street and Bolsa Chica Road bridges. Both Slater Avenue and McFadden Avenue are one-stage bridges, which means the bridges are closed to traffic during reconstruction. The Slater Avenue bridge abutments and columns have been completed and construction of the bridge superstructure will begin in the next month. The Slater Avenue bridge will be the first new bridge completed and is anticipated to open to traffic in late 2019. The McFadden Avenue bridge is anticipated to be open to traffic in the spring of 2020. Magnolia Street, Goldenwest Street, Bolsa Chica Road and Fairview Road are two-stage bridges, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. In March 2019, the Fairview Road bridge was partially demolished and bridge reconstruction work began. Utility relocations have begun at various locations along the Project. Lastly, OCTA continued targeted public outreach this past quarter in the form of neighborhood meetings in anticipation of the construction activities mentioned previously. Construction is scheduled to be completed in 2023.

²The general purpose lane portion of the project is a M2 project and will be funded by a combination of local, state and federal funds, with the express lanes portion of the project financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.

Segment: I-405, I-5 to SR-55

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of general purpose lanes on the I-405 corridor between I-5 and SR-55 in Irvine. The project development team reviewed the alternatives and public comments received during

PROJECT K

PROJECT L



public circulation and as a result of the effort, recommended adding one general purpose lane in each direction. The final Project Report (PR) and Environmental Document (ED) were completed in August 2018. The Next 10 Plan sets direction through 2026; as projects listed are completed, schedules and revenues will be reviewed, and the Board will adopt a new delivery plan providing direction on further project advancement. Using only Measure M funding, this project is scheduled to move into design beyond 2026, however, projects that compete best for external funding are those that are already environmentally cleared. OCTA continually looks for opportunities to accelerate construction by taking advantage of state and federal dollars.

INTERSTATE 605 (I-605) PROJECTS 🗸

Segment: I-605, Katella Interchange Improvements

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project will include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The final ED was approved in October 2018 and the final PR was approved in November 2018. The Next 10 Plan sets direction through 2026; as projects listed are completed, schedules and revenues will be reviewed, and the Board will adopt a new delivery plan providing direction on further project advancement. Using only Measure M funding, this project is scheduled to move into design beyond 2026, however, projects that compete best for external funding are those that are already environmentally cleared. OCTA continually looks for opportunities to accelerate construction by taking advantage of state and federal dollars.

FREEWAY SERVICE PATROL -

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,138 motorists and weekend service provided assistance to 762 motorists and no M2 funded construction service offered to motorists. Since inception, M2 and construction-funded FSP has provided a total of 75,110 assists to motorists on the Orange County freeway system.

PROJECT M

PROJECT N



REGIONAL CAPACITY PROGRAM -

Status: 2019 Call for Projects in Progress

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 146 projects totaling more than \$295 million, including \$24 million in external funding, have been awarded through eight calls for projects by the Board³. On August 6, 2018, the OCTA Board approved the release of the 2019 Call for Projects which made up to \$32 million available to fund additional road improvements throughout the County. Staff reviewed applications and presented recommendations to the Technical Steering Committee (TSC) on March 13, 2019, and Technical Advisory Committee (TAC) on March 27, 2019 and final 2019 programming recommendations will be presented to the Board on June 10, 2019.

³ To date, 11 of the 181 phases awarded by OCTA totaling approximately \$12 million have been cancelled by the awarded local jurisdictions.

OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. With all seven grade separations open to traffic, an OC Bridges completion ceremony was held on October 24, 2017. To date, the Board has approved approximately \$664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects. Minor activities this quarter include warranty work and close out of projects.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The project located at Kraemer Boulevard railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, and an event was held on July 8, 2014 to commemorate the opening. Project acceptance by the Cities of Anaheim and of Placentia, respectively, occurred in December 2014 and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified.



PROJECT O



Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The project located at Lakeview Avenue railroad crossing grade separated the local street from railroad tracks in the Cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014.

Lakeview Avenue was reopened on June 6, 2017. Construction acceptance from the Cities of Anaheim and Placentia was obtained on June 2, 2017 and OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items. Close-out activities is nearing completion and claims resolution will be ongoing through mid 2019.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The project located at Orangethorpe Avenue railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Construction was completed in October 2016 and construction acceptance was obtained from the Cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to June 2019 for some minor repair items.

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The project located at Placentia Avenue railroad crossing is grade separated and open to traffic. This project separated the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. An event was held on March 12, 2014, to commemorate the opening. Project acceptance by the Cities of Anaheim and Placentia occurred in December 2014 and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified.









Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The project located at Raymond Avenue railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction began on June 2, 2014. Raymond Avenue has been opened to traffic since October 2017. OCTA received conditional construction acceptance in May 2018. Activities this quarter include project closeout documentation and processing final invoices.

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The project located at State College Boulevard railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton managed the construction and OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Activities this quarter continue to include work on pump station, landscape, irrigation, pavement and striping. State College Boulevard was opened to through traffic on November 1, 2017. Construction acceptance and maintenance responsibilities from the City of Fullerton was obtained on March 7, 2018 and the one-year warranty began. Close-out activities and warranty work will be ongoing through early 2019.

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The project located at Tustin Avenue/Rose Drive railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge over the railroad crossing for vehicular traffic. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Construction was completed in October 2016 and construction acceptance was obtained from the Cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. Following a one-year extention, in November 2018, the warranty period expired with no additional issues or repairs identified.







REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM -

Status: 2019 Call for Projects in Progress

Contact: Anup Kulkarni, Planning • (714) 560-5867

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of 2,000 signalized intersections over 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delay.

To date, OCTA and local agencies have synchronized more than 2,000 intersections over more than 671 miles of streets (75 completed projects). Through a competitive process, there have been eight rounds of M2 funding which awarded a total of 106⁴ projects totaling more than \$98 million, including \$18 million in leveraged external funding. On August 6, 2018, the OCTA Board approved the release of the 2019 Call for Projects which made up to \$8 million available to fund improvements throughout Orange County. Final 2019 programming recommendations will be presented to the Board on June 10, 2019.

⁴To date, three projects totaling approximately \$1.6 million have been cancelled by the awarded local jurisdictions.

LOCAL FAIR SHARE -

Status:OngoingContact:Vicki Austin, Finance • (714) 560-5692

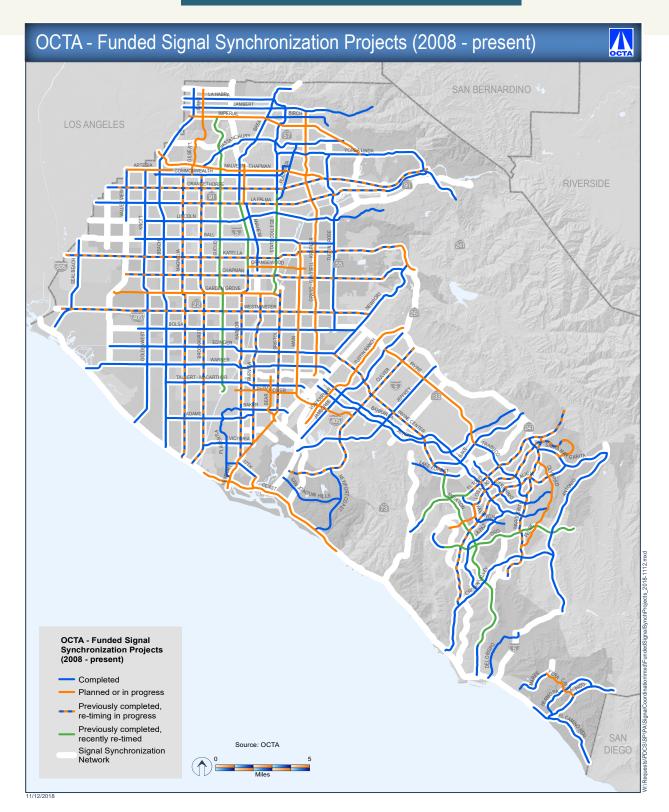
Summary: In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately \$381.7 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See <u>pages 49-50</u> for funding allocation by local agency.

PROJECT P

PROJECT Q







HIGH FREQUENCY METROLINK SERVICE -

Project R will increase rail services within the County and provides additional Metrolink service north of Fullerton to Los Angeles. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high volume arterial streets, which cross Metrolink tracks.

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

Contact: Jennifer Bergener, Rail • (714) 560-5462



PROJECT R

Summary: Enhancement at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. As a result of one private crossing which did not allow for OCTA to make enhancements and one street closure that eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a "quiet zone" at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The Cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones within their communities.

Project: Metrolink Service Expansion Program

Status: Service Ongoing

Contact: Jennifer Bergener, Rail • (714) 560-5462

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours. Efforts to increase ridership through a redeployment of the trains without significantly impacting operating costs have been underway since 2014. Average daily passenger boardings on the ten intracounty trains combined has increased by 15 percent, from 288 boardings in Fiscal Year (FY) 2012-13 to 332 boardings averaged for the first nine months of FY 2018-19.

In April 2015, several schedule changes were implemented to connect a 91/Perris Valley Line train to an intracounty service train, at Fullerton. This allowed a later southbound peak evening departure option from Los Angeles to Orange County. Ridership on these two trains combined has increased by 38 percent since the improvement was implemented, from 130 boardings averaged in FY 2015-16 to 180 boardings averaged for the first nine months of FY 2018-19.



Part of OCTA's redeployment plan involves providing new trips from Orange County to Los Angeles. Contingent upon cooperation and funding participation from route partners, OCTA plans to extend service on four intracounty trips to Los Angeles in October 2019. Two northbound trips that currently operate between Laguna Niguel/ Mission Viejo and Fullerton will be extended to Los Angeles and two southbound trips will begin in Los Angeles, instead of Fullerton. Schedules for the extended service are being developed and will be kept consistent with the way the schedules are currently written.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on pages 51-55.

Segment: Anaheim Canyon Metrolink Station Improvements

Status: Design Underway – 90% Complete

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design plans have been completed to 90 percent. Plans are expected to be complete and ready to bid in September 2019. Construction of the project is expected to begin in February 2019 with completion anticipated in early 2021.

Segment: Fullerton Transportation Center Improvements

Status: Construction Phase Underway - 80% Complete

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Work on the elevators was delayed due to construction contractor's elevator subcontractor issues. Work is complete on the elevator towers, and the elevator installation began in December 2018. The elevator inspections will occur in April and the final punch list and completion activities are scheduled to take place in late April/early May 2019. This project is marked "red" in the CAP, signifying a delay of more than three months.



Segment: Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements include new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction acceptance from the cities was obtained on September 20, 2017 and OCTA has turned over the maintenance responsibilities to the cities and commenced the one-year warranty. Close-out activities and final costs are underway.

Segment: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project includes a 608-space, 5-level, shared use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017 and was completed on February 15, 2019. A dedication ceremony was held on February 19, 2019. Close-out activities and final costs are underway.

Segment: Placentia Metrolink Station Improvements and Parking Structure

Status: Design Complete - Ready for Advertisement subject to BNSF construction and maintenance agreement

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new Cooperative Agreement with the City of Placentia that revised the project's scope and budget, and with the changes the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead agency for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a Construction and Maintenance (C&M) agreement with BNSF is in place. It is anticipated that this agreement will be in place by January 2020. Due to the dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.



Segment: San Clemente Pier Station Lighting

PROJECT COMPLETE Status:

Jim Beil, Capital Programs • (714) 560-5646 Contact:

Summary: This project was completed on March 17, 2017 and is in the closeout phase. OCTA was the lead agency for design and installation of this project which added lighting to the existing platform and new decorative hand rails at the San Clemente Pier Station.

Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which provide rail operational efficiencies; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek (design is 90 percent complete, environmental clearance and ROW acquisition are in progress); the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability (construction began in June 2018 and is 54 percent complete); and continued implementation of video surveillance systems.

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

Contact:



Summary: The project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. The project is complete and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period and no repairs were identified. The project closed out in January 2017.

Segment: **Tustin Metrolink Station Parking Structure**

PROJECT COMPLETE Status:

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: Also completed early on, this project provided additional parking at the Tustin Metrolink Station to meet increased requirements associated with the MSEP by constructing a new 4-story parking structure with approximately 735 spaces, plus on-site surface parking. The parking structure was opened to the public on September 22, 2011.





Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: Construction Underway – 1% Complete

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: The project is currently in the construction phase and will add approximately 1.8-miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance operational efficiency of passenger services within the LOSSAN rail corridor. The project was advertised on August 27, 2018 and seven bids were publicly opened on October 23, 2018. The lowest bidder was \$3 million over the engineers estimate and as a result staff reevaluated the project budget. The Board of Directors awarded the construction contract on January 14, 2019 and the Notice to Proceed was issued on March 12, 2019. Construction is anticipated to be completed by early 2021. This project is marked "red" in the CAP, signifying a delay of 25 months due to design coordination with utilities and water quality control permitting concerns with the City of San Juan Capistrano.

TRANSIT EXTENSIONS TO METROLINK -

In order to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program which allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed guideway program (streetcar) and a rubber tire transit program.

Project: OC Streetcar

PROJECT S

Status: Full Funding Grant Agreement (FFGA) Executed, Notice To Proceed Issued to Construction Contractor, Operation and Maintenance Request For Proposals Released, Vehicle Exterior Design Selected, Utility Relocation Work Ongoing

Contact: Mary Shavalier, Rail • (714) 560-5725

Summary: The OC Streetcar Project will serve the Santa Ana Regional Transportation Center through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. OCTA is serving as the lead agency for the project.

Preliminary design review (PDR) for the vehicles kicked off in early February 2019. As part of PDR, OCTA and Siemens have begun an iterative review process where every major component and sub-system of the vehicle is reviewed by OCTA and technical consultants to confirm design compliance to the technical specification.

On February 20, 2019, OCTA hosted the Safety and Security Review and the Fire Life Safety and Security Committees to direct and track compliance against the CPUC safety certification process and emergency planning/preparedness requirements.

On March 4, 2019 possession of all property rights required to construct the OC Streetcar were acquired. Three



parcels were acquired to accommodate the Maintenance and Storage Facility (MSF) on Fifth Street near Raitt Street.

OCTA issued the Notice to Proceed for Construction to Walsh Construction Company on March 4, 2019. Construction activities will commence on the western half of the alignment, with the focus on preparations for construction of the Santa Ana River and Westminster Avenue bridges, the MSF, storm drain relocations, and sewer and water systems within City streets.

Work continues to progress on other key OC Streetcar activities, including responding to questions on the Operations and Maintenance Request for Proposal, coordination with third parties on utility relocation and permit approvals, and continued coordination with the FTA.

- Project: Bus and Station Van Extension Projects
- Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection
- Contact: Joseph Alcock, Planning (714) 560-5372

Summary: Bus and Station Van Extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$730,000. One project located within the City of Anaheim and three proposals within the City of Lake Forest were approved for funding by the Board on July 23, 2012. Currently, the Anaheim project is in service and the Lake Forest projects have been canceled. The Anaheim Canyon Metrolink Station Bus Connection began service in February 2013 and is anticipated to continue providing service between the station and the Anaheim Resort area through 2020.

METROLINK GATEWAYS -

Status: PROJECT COMPLETE

Contact: Jennifer Bergener, Rail • (714) 560-5462



PROJECT T

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. In addition to providing transit connections for OCTA bus service, Metrolink and Amtrak service, shuttle and charter bus service, taxis, bikes, and other public and private transportation services, ARTIC also accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon-cutting ceremony was held on December 8, 2014, with a grand opening celebration hosted on December 13, 2014. This facility replaced the former Anaheim Station that was located on the opposite side of the freeway in the Angels Stadium parking lot.



EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES -

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately \$66.4 million in Project U funding has been provided under M2.

PROJECT U

Project: Senior Mobility Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

Summary: This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents age 60 and above multiplied by available revenues. Remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, approximately \$19.5 million and 2,163,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately \$1,060,000 was paid⁵ out to the 31 participating cities during the months of January and March.

Project: Senior Non-emergency Medical Transportation Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than \$21 million and 833,705 SNEMT boardings have been provided. This quarter, approximately \$1,120,000 in SNEMT funding was paid⁵ to the County of Orange in the months of January and March.

Project: Fare Stabilization Program

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: Between years 2011-2015, one percent of net M2 revenues was dedicated to stabilizing fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance No. 3, adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

TRANSIT

Approximately \$1,647,000 in revenue was allocated⁵ this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 3,000,000 program-related boardings recorded on fixed route and ACCESS services, approximately \$833,000 was utilized. Since inception of the program, more than \$25 million and 105 million program-related boardings have been provided.

COMMUNITY BASED TRANSIT/CIRCULATORS -

Status: Service Updates

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved the first round of funding for \$9.8 million to fund six projects. Funding was approved to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation-related centers.

On June 13, 2016 the Board approved a second round of Project V funding in the amount of \$26.7 million for 17 transit projects and \$323,780 for seven planning studies. On June 25, 2018 the Board awarded \$5.2 million to fund five Community-Based Transit Circulators Projects. Additionally, the Board authorized a contingent award of \$1.6 million for a sixth project in the City of San Clemente, contingent on submittal of ridership and usage documentation. Ultimately, the City's 2018 contingent award was cancelled as part of the September 2018 Semi-Annual Review process. Instead, the Board authorized the use of the 2016 awarded funds to extend this demonstration project out to FY 22-23.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Staff will continue to monitor these services to ensure that performance standards are met. The most recent Project V Ridership report was presented to the Transit Committee on February 14 and the Board on April 08, 2019.

Out of the transit circulator projects programmed by OCTA: 20 are currently active, two are planned; five have been canceled (primarily due to low ridership); and one has been completed. Currently, most of these services are generally meeting their required performance standards. The next Project V Ridership report is scheduled for July 2019. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

In March 2019, OCTA requested letters of interest for a future round of Project V funding. Responses from eligible local agencies are due at the end of April. Staff will report findings to the Board for their consideration of whether to issue a fourth call for projects for Project V.

⁵Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

PROJECT V





SAFE TRANSIT STOPS -

PROJECT W

Status: City-Initiated Improvements Underway or Complete

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program provides funding for passenger amenities at the 100 busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting.

To date, the Board has approved up to \$1,205,666 to support 51 city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stop improvements are currently in the project closeout process. Closeout of all projects allocated in 2014 is anticipated to occur by the end of the next quarter.

For OCTA-initiated improvements funds were initially programmed for the Text for Next Program and were ultimately reallocated to support OCTA's mobile ticketing application. However, this program was funded by another grant source and these funds are anticipated to be de-allocated and returned to M2 in May 2019.

In October 2018, the Board authorized a second Project W allocation process; providing up to \$3.0 million (in total) to eligible agencies to make bus stop amenity improvements including installation of bus benches or seating, shelters, lighting, and other passenger related amenities. Eligible agencies (including OCTA) may potentially qualify to receive between \$20,000 to \$35,000 (per eligible bus stop) in order to make passenger amenity improvements. Final funding recommendations are anticipated to be presented to the Board on June 24, 2019.



CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES -

Project: Environmental Cleanup Program

Status: Ongoing

PROJECT X

Contact: Dan Phu, Planning • (714) 560-5907

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds for the ECP. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation-related pollution.

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been eight rounds of funding under the Tier 1 grants program. A total of 166 projects, amounting to approximately \$22.5 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of \$27.89 million have been awarded by the Board since 2013⁶. To date, all Orange County cities plus the County of Orange have received funding under this program. The ninth Tier 1 call for projects was released on March 11, 2019 in the amount of \$2.8 million. Staff anticipates the next Tier 2 call in 2021, dependent on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects.

Staff estimates that over 6.2 million cubic feet of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to over 2,600 forty-foot shipping containers. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

⁶ To date, seven Tier 1 and two Tier 2 projects totaling \$2.3 million have been cancelled.



ENVIRONMENTAL

FREEWAY MITIGATION -

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Dan Phu, Planning • (714) 560-5907

Summary: In June 2017, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. As a result, the environmental process will be streamlined, allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The OCTA Conservation Plan is unique as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan also includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers (Corps) issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration between OCTA, the Corps, and State Board, and constitute another groundbreaking milestone for the M2 Environmental Mitigation Program.

The program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 12 restoration projects approved for funding by the Board, totaling approximately 350 acres. The restoration project plans have been approved by the wildlife agencies and are currently at various stages of implementation. The Board authorized \$42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. It is estimated that it will take approximately 12 years to fully fund the endowment with deposits annually. Approximately \$2.9 million will be deposited annually. The third and most recent deposit was made in August 2018. Staff will continue to oversee and provide endowment updates to the Finance and Administration and the Environmental Oversight Committee (EOC) on a regular basis.

Resource management plans (RMPs) for the Preserves were finalized in September 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

In consultation with the local fire authority, staff has begun to work with a consultant to draft fire management plans (Plans) for the seven Preserves. The Plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible



with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies. The Plans are anticipated to be complete in 2020.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project K (I-405 Improvement Project from SR-73 to I-605) and Project C (I-5 from SR-73 to El Toro Road), and Project M (I-605 and Katella Interchange Project). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

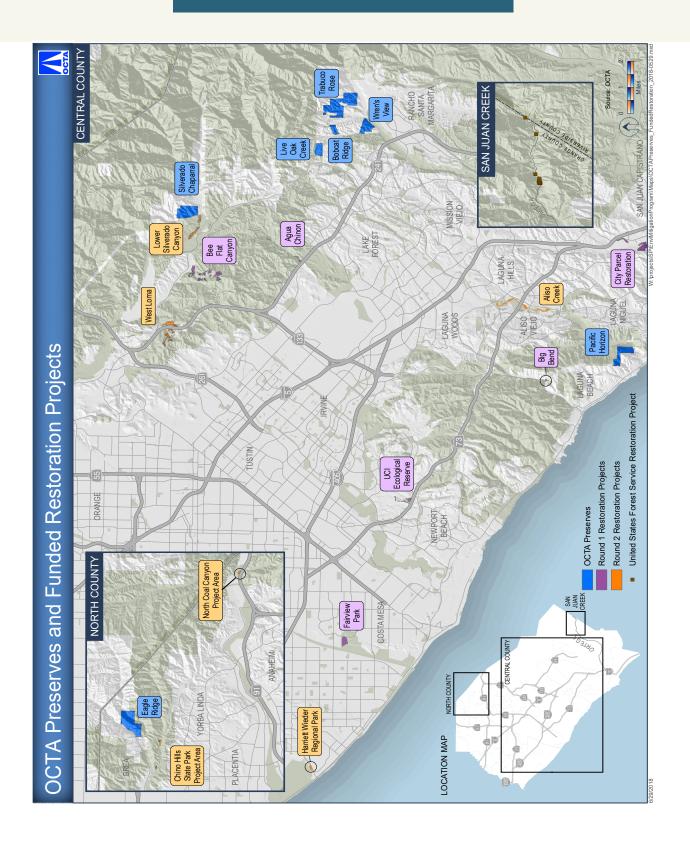
OCTA provides docent led hikes and equestrian rides in the Preserves. A list of scheduled 2019 wilderness Preserve tours is available on the M2 website at <u>www.PreservingOurLegacy.org</u>.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner that has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens.

See map of Preserves and funded restoration properties on the following page.



ENVIRONMENTAL





PROGRAM MANAGEMENT OFFICE -

Contact: Tami Warren, PMO Manager • (714) 560-5590

The M2 PMO provides inter-divisional coordination for all M-related projects and programs. To ensure agencywide compliance, the PMO holds a bi-monthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following.

Market Conditions Forecast and Risk Analysis

In September 2017, the Board was presented with a Next 10 Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identified a strong potential for OCTA to experience an increasing cost environment during the Next 10 delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and Next 10.

Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. With a rapidly changing construction market, staff looked to our contracted local economists for insights to better anticipate cost implications to our freeway program delivery. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts.

This quarter, the consultant team updated the forecasting model and shared with staff the findings, which resulted in a slight index escalation from 4 to 4+. The range remains the same as September 2018 - from 6% to 11%. The main factor that escalated the forecast to the higher end of the range was the speed of the cost increase in materials.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Delivery Plan providing staff guidance on the delivery of M2 projects and programs between 2017 and 2026. The PMO monitors the progress on the ten deliverables identified in the Plan and reports on them in this report. See <u>pages 3-6</u> for the status on deliverables.

Annually, OCTA reviews the M2 program assumptions and updates the cash flows and Next 10 assumptions as needed based on changes to the revenue forecast. As a result of a lower revenue forecast and the potential of higher costs in the near term as it relates to freeway delivery, staff prepared an updated 2018 Next 10 Plan. The updated 2018 Next 10 Plan was approved by the Board at the September 10, 2018 meeting. On November 6, 2018, California voters rejected the gas tax repeal, preserving SB 1 which stabilizes state external revenue and provides for reduced risk to the Next 10 deliverables.

The PMO will review the cash flow assumptions following the 2019 sales tax forecast to determine if changes are needed. A staff update will be provided to the Board in the fall.



M2 Performance Assessment

The M2 ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as promised to the voters. Three prior performance assessments have been completed covering fiscal years FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, and FY 2012-13 through FY 2014-15. Findings and recommendations from assessments are presented to the Board and recommendations are implemented as appropriate. A fourth assessment covering the period between July 1, 2015 and June 30, 2018 was finalized this quarter by the consultant, Sjoberg Evashenk Consulting. The final report was presented to the Board on March 11, 2019.

M2 Ordinance Tracking Matrix

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes numerous requirements that staff must follow in order to keep the promise to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. During the quarter, the matrix was updated by the PMO in coordination with the responsible OCTA point of contact to ensure compliance and includes links to electronic documents verifying the response. The matrix has been completed and will be shared with the Taxpayer Oversight Committee (TOC) at their annual public hearing and compliance finding on February 12, 2019. The tracking matrix is helpful to the TOC when determining OCTA's compliance with Measure M, which will take place at the June 11, 2019 meeting.

PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

Local Jurisdiction Fact Sheets

Fact Sheets have been created for the County of Orange and each of Orange County's 34 cities. The Fact Sheets provide data on transportation and transit projects (funded through Measure M, state, and federal grants) in a format which emphasizes key points concisely on a single printed page. The City Fact Sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding and transportation improvements. During the quarter, staff began updating the City Fact Sheets to include the 2018 Tier 1 ECP projects approved by the Board on September 10, 2018, the September 2018 semi-annual review of CTFP projects approved by the Board on December 10, 2018, and programming updates. Updated City Fact Sheets have been completed.

PROGRAM MANAGEMENT

M2 Financial Picture

10100

The M2 Financial Picture report provides a summary of each M2 project's total expenditures to date (external and internal), programmed funding, current estimate at completion per the latest quarter, and M2 program cash flow assumptions through 2041. This document allows the PMO to appropriately track and answer questions regarding the M2 investment. The FY 2018-19 second quarter Financial Picture was updated in February 2019.

Next 10 Tracking

The Next 10 Tracking report compares the current Next 10 Delivery Plan cash flow assumptions with the latest Project Controls quarterly assumptions. It highlights variances for a project's estimate at completion, project costs, and contingency utilization. The purpose of the Next 10 Tracking report is to highlight the impact to the bottom line when variances occur from the current plan and each quarterly update. The FY 2018-19 second quarter Next 10 Tracking report was updated in February 2019.

Engineer's Estimate versus Bids Tracking

The Estimate versus Bid Tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

More recent market conditions analyses have indicated that OCTA will experience an increasing cost environment related to increased demand for construction services, lack of labor resources, and increased construction material costs. It should be noted that the engineer's estimate is based on a number of factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or downtick in the market.

During the quarter, the construction contract for San Juan Capistrano- Laguna Niguel Passing Siding project was awarded on January 14 and the Notice to Proceed was issued on March 12. The lowest bidder for this project was \$3 million over the engineers estimate, due to increase in cost of materials and shortage in availability of skilled labor. Construction bids for the I-5 between Oso Parkway to Alicia Parkway/La Paz Road Interchange project were opened on January 16. The apparrent low bid is 11.68 percent above the engineer's estimate and is being assessed for responsiveness. Contract award is anticipated next quarter.

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other, non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent,



OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$13.1 billion or 46 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent March 2019 Taxpayer Oversight Committee Report, the outstanding principal balance was \$1.2 million.

Staff meets quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on January 24, 2019 to review labor reports for this quarter to ensure costs attributed to the one percent cap were accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects. Staff will meet again on April 17, 2019 to conduct this quarterly review.

Taxpayer Oversight Committee

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) oversee the implementation of the M2 plan and ensure compliance with all requirements of Measure M2 Ordinance No. 3. With the exception of the elected Auditor/Controller of Orange County who is identified as the chair in the Ordinance, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Orange County Grand Jurors Association and are selected from the qualified pool by lottery. The TOC meets every other month. The TOC upholds the integrity of the measure by monitoring the use of M2 funds and ensuring compliance. The responsibilities of the 11-member Measure M2 TOC are to:

•Ensure all transportation revenue collected from M2 is spent on the projects approved by the voters as part of the plan

•Ratify any changes in the plan and recommend any major changes go back to the voters for approval



•Participate in ensuring that all jurisdictions in Orange County conform with the requirements of M2 before receipt of any tax monies for local projects

•Hold annual public meetings regarding the expenditure and status of funds generated by M2

•Review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of M2 sales tax monies

•Annually certify whether M2 funds have been spent in compliance with the plan.

The TOC met on February 12, 2019 and received the Measure M2 Quarterly Review and Expenditure Reports. At the meeting, the TOC received presentations on the signal synchronization program, freeway projects, and the I-405. In addition, the TOC heard updates from OCTA on the M2 Ordinance Tracking Matrix and the next Annual Hearing. The next TOC meeting is scheduled for April 9, 2019.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to ensure local jurisdictions have submitted the following documents in order to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Traffic Signal Synchronization Plan, Pavement Management Plan, and an Expenditure Report. The Audit Subcommittee meets bi-monthly and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.

M2 FINANCING AND SCHEDULE OF FUNDING -

Contact: Sam Kaur, Revenue and Grants • (714) 560-5685

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA has taken an average of the three university taxable sales projections to develop a longrange forecast of M2 taxable sales. On March 28, 2016, as part of the FY 2016-17 budget development process, the Board approved a new sales tax forecast methodology. This methodology includes a more conservative approach by utilizing MuniServices, Inc forecast for the first five years and the three-university average for the remaining years. Historically, MuniServices, Inc. has been more conservative than the three universities over the first five years of M2 revenue collection.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration (CDTFA) a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.



Current Forecast

Based on long-term forecasts updated in November 2018, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately \$13.1 billion. Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. This is approximately \$11.2 billion (46 percent) less than the original 2005 projection.

The actual growth rate for FY 2018 is 4.8 percent and the total net annual sales tax receipts is \$320 million, compared to the 3.3 percent growth rate assumed in the budget for FY 2018. The forecasted amount of sales tax to support the M2 Program remains at \$13.1 billion, as reported to the Board in November. For FY 2019, the assumed growth rate is 3.7 percent and the actual growth rate for M2 Program is approximately 4.5 percent growth through this quarter.

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Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019 (Unaudited) Schedule 1

Period from Quarter Ended Year to Date Inception to Mar 31, 2019 Mar 31, 2019 Mar 31, 2019 (\$ in thousands) (A) (B) Revenues: Sales taxes \$ 78,857 \$ 255,701 \$ 2,330,764 Other agencies' share of Measure M2 costs: Project related 28,040 51,326 675,636 Non-project related 454 Interest: Operating: Project related 251 85 677 Non-project related 3,348 7.870 30,982 Bond proceeds 3,796 4,693 56,011 Debt service 147 318 625 Commercial paper 393 Right-of-way leases 3 914 Proceeds on sale of assets held for resale 12,201 Donated assets held for resale Project related 2,071 2,071 Non-project related (1,700)371 Miscellaneous: Project related 270 Non-project related 100 Total revenues 114,439 320,367 3,111,469 Expenditures: Supplies and services: 2.564 Sales tax administration fees 806 25,383 Professional services: Project related 8.929 19.413 364.523 Non-project related 1,137 3,181 25,182 Administration costs: 2,432 70,473 Project related 7,292 Non-project related: 2,275 Salaries and Benefits 1,008 24,808 Other 1,284 3,852 40,565 Other: Project related 21 58 4,999 Non-project related 852 863 4,870 Payments to local agencies: Project related 30,540 75,626 913,560 Capital outlay: Project related 73,000 35,848 929,702 Non-project related 31 Debt service: Principal payments on long-term debt 8,165 8,165 50,500 Interest on long-term debt and commercial paper 10,328 20,668 178,606 Total expenditures 101,350 216,957 2,633,202 Excess of revenues over expenditures 13,089 103,410 478,267 Other financing sources (uses): Transfers out: Project related (7,901)(149,481) (188,088)Non-project related Transfers in: Project related (41) 801 83,501 Non-project related Bond proceeds 446,032 446,032 804,625 Payment to refunded bond escrow agent (45,062)(45,062)(45,062) Total other financing sources (uses) 393,028 252,290 654,976

\$

406,117

\$

355,700

\$

1,133,243

Excess of revenues over expenditures and other sources (uses)



										Sched	
(\$ in thousands)		uarter Ended lar 31, 2019 (actual)		Year to Date Mar 31, 2019 (actual)	I	Period from Inception through Mar 31, 2019 (actual)	٢	Period from April 1, 2019 through March 31, 2041 (forecast)		Total	
Devenue				(C.1)		(D.1)		(E.1)		(F.1)	
Revenues: Sales taxes	\$	78,857	\$	255,701	\$	2,330,764	\$	11,158,757	\$	13,489,521	
Operating interest	φ	3,348	φ	7,870	φ	2,330,764	φ	165,485	φ	196,467	
Subtotal		82,205		263,571		2,361,746		11,324,242		13,685,988	
		02,205		200,071				11,024,242			
Other agencies share of M2 costs		-		-		454		-		454	
Miscellaneous		-		-		100		-		100	
Total revenues		82,205		263,571		2,362,300		11,324,242		13,686,542	
Administrative expenditures:											
Sales tax administration fees		806		2,564		25,383		169,424		194,807	
Professional services Administration costs:		1,137		3,181		21,407		76,465		97,872	
Salaries and Benefits		1,008		2,275		24,808		112,936		137,744	
Other		1,284		3,852		40,565		187,987		228,552	
Other		26		37		1,869		19,241		21,110	
Capital outlay		-		-		31		-		31	
Environmental cleanup		2,029		4,681		39,429		219,239		258,668	
Total expenditures		6,290		16,590		153,492		785,292		938,784	
Net revenues	\$	75,915	\$	246,981	\$	2,208,808	\$	10,538,950	\$	12,747,758	
				(C.2)		(D.2)		(E.2)		(F.2)	
Bond revenues:											
Proceeds from issuance of bonds	\$	446,032	\$	446,032	\$	804,625	\$	1,547,500	\$	2,352,125	
Interest revenue from bond proceeds		3,796		4,693		56,011		90,329		146,340	
Interest revenue from debt service funds		147		318		625		4,695		5,320	
Interest revenue from commercial paper		-		-		393		-		393	
Total bond revenues		449,975		451,043		861,654		1,642,524		2,504,178	
Financing expenditures and uses:											
Professional services		-		-		3,775		10,833		14,608	
Payment to refunded bond escrow		45,062		45,062		45,062		-		45,062	
Bond debt principal		8,165		8,165		50,500		2,189,111		2,239,611	
Bond debt and other interest expense		10,328		20,668		178,606		962,369		1,140,975	
Other		826		826		3,001		-		3,001	
Total financing expenditures and uses		64,381		74,721		280,944		3,162,313		3,443,257	
Net bond revenues (debt service)	\$	385,594	\$	376,322	\$	580,710	\$	(1,519,789)	\$	(939,079)	



Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019(Unaudited) Schedule 3

			Net Revenues		
			through		Total
Project	Description		Mar 31, 2019	I	Net Revenues
	(G)		(H)		(1)
	(\$ in thousands)				
	Freeways (43% of Net Revenue	es)			
А	I-5 Santa Ana Freeway Interchange Improvements	\$	87,060	\$	502,454
В	I-5 Santa Ana/SR-55 to El Toro		55,608		320,929
С	I-5 San Diego/South of El Toro		116,142		670,297
D	I-5 Santa Ana/San Diego Interchange Upgrades		47,791		275,815
Е	SR-22 Garden Grove Freeway Access Improvement	ts	22,228		128,286
F	SR-55 Costa Mesa Freeway Improvements		67,796		391,273
G	SR-57 Orange Freeway Improvements		47,920		276,564
Н	SR-91 Improvements from I-5 to SR-57		25,933		149,667
I	SR-91 Improvements from SR-57 to SR-55		77,150		445,260
J	SR-91 Improvements from SR-55 to County Line		65,240		376,520
К	I-405 Improvements between I-605 to SR-55		198,720		1,146,879
L	I-405 Improvements between SR-55 to I-5		59,220		341,776
Μ	I-605 Freeway Access Improvements		3,705		21,381
Ν	All Freeway Service Patrol		27,785		160,358
	Freeway Mitigation		47,489		274,077
	Subtotal Projects		949,787		5,481,536
	Net (Bond Revenue)/Debt Service		-		- -
	Total Freeways	\$	949,787	\$	5,481,536
	%				
	Street and Roads Projects (32% of Net	Do			
		Rev	venues)		
0	Regional Capacity Program	\$	220,884	\$	1,274,792
Р	Regional Traffic Signal Synchronization Program		88,350		509,894
Q	Local Fair Share Program		397,585		2,294,596
	Subtotal Projects		706,819		4,079,282

 Net (Bond Revenue)/Debt Service

 Total Street and Roads Projects
 \$ 706,819
 \$ 4,079,282

 %
 \$ 706,819
 \$ 4,079,282



Expenditures through Mar 31, 2019 <i>(J)</i>	imbursements through /ar 31, 2019 <i>(K</i>)	3	Net M2 Cost (L)
\$ 6,881 9,212 136,658 2,004 4 21,756 50,576 34,762 22,408 6,936 395,519 9,258 2,162	\$ 2,355 6,120 46,474 527 - 8,081 11,923 824 6,802 5,294 33,756 6,941 16	\$	4,526 3,092 90,184 1,477 4 13,675 38,653 33,938 15,606 1,642 361,763 2,317 2,146
2,376 52,765	- 2,557		2,376 50,208
 753,277 46,983	 131,670 -		621,607 46,983
\$ 800,260	\$ 131,670	\$	668,590 37.4%
\$ 733,672 53,917 383,531	\$ 475,581 4,984 77	\$	258,091 48,933 383,454
 1,171,120 52,185	 480,642 -		690,478 52,185
\$ 1,223,305	\$ 480,642	\$	742,663 41.6%



Project	Description		Net Revenues through Mar 31, 2019	Total Net Revenues
R S T	High Frequency Metrolink Service Transit Extensions to Metrolink Metrolink Gateways	\$	207,707 194,987 29,645	\$ 1,271,400 1,125,332 65,157
U	Expand Mobility Choices for Seniors and Persons with Disabilities		70,824	442,030
V	Community Based Transit/Circulators		44,164	254,888
W	Safe Transit Stops		4,875	 28,133
	Subtotal Projects Net (Bond Revenue)/Debt Service		552,202 -	 3,186,940 -
	Total Transit Projects %	\$	552,202	\$ 3,186,940
	Measure M2 Program	\$	2,208,808	\$ 12,747,758
	Environmental Cleanup (2% of Re	evenu	es)	
х	Clean Up Highway and Street Runoff that Pollutes Beaches	\$	47,235	\$ 273,720
	Net (Bond Revenue)/Debt Service		-	 -
	Total Environmental Cleanup %	\$	47,235	\$ 273,720
	Taxpayer Safeguards and Au	dits		
	Collect Sales Taxes (1.5% of Sales Taxes)	\$	34,961	\$ 202,343
	Oversight and Annual Audits (1% of Revenues) %	\$	23,617	\$ 136,860



Expenditures through Mar 31, 2019		Reimbursement through Mar 31, 2019	Net M2 Cost	
\$ 290,171 43,367 98,226	\$	99,000 2,133 60,956	\$	191,171 41,234 37,270
 68,171 7,226 358		88 463 26		68,083 6,763 332
 507,519 29,185	. <u></u>	162,666 -		344,853 29,185
\$ 536,704	\$	162,666	\$	374,038 21.0%
\$ 2,560,269	\$	774,978	\$	1,785,291
\$ 39,429	\$	292	\$	39,137
 -		-		-
\$ 39,429	\$	292	\$	39,137 1.7%
\$ 25,383	\$	-	\$	25,383

\$ 25,383	\$ -	\$ 25,383
		 1.1%
\$ 24,808	\$ 1,191	\$ 23,617
		1.0%



M2 Funds							
ENTITY	3rd Quarter						
ENTITY	FY 2018-19	FUNDS TO DATE					
ALISO VIEJO	\$256,095	\$4,766,942					
ANAHEIM	\$2,195,061	\$41,416,617					
BREA	\$357,898	\$6,875,259					
BUENA PARK	\$533,927	\$10,784,420					
COSTA MESA	\$928,619	\$17,440,157					
CYPRESS	\$322,108	\$6,361,435					
DANA POINT	\$216,101	\$3,968,774					
FOUNTAIN VALLEY	\$384,126	\$7,463,718					
FULLERTON	\$817,875	\$15,616,736					
GARDEN GROVE	\$928,201	\$17,869,165					
HUNTINGTON BEACH	\$1,226,216	\$23,306,969					
IRVINE	\$1,776,933	\$32,187,571					
LAGUNA BEACH	\$161,117	\$3,064,739					
LAGUNA HILLS	\$214,234	\$4,094,630					
LAGUNA NIGUEL	\$409,692	\$8,014,225					
LAGUNA WOODS	\$78,957	\$1,533,761					
LA HABRA	\$325,973	\$6,323,153					
LAKE FOREST	\$503,174	\$9,474,896					



LOCAL FAIR SHARE

M2 Funds							
ENTITY	3rd Quarter FY 2018-19	FUNDS TO DATE					
LA PALMA	\$94,978	\$2,002,331					
LOS ALAMITOS	\$81,815	\$1,557,777					
MISSION VIEJO	\$581,430	\$11,245,548					
NEWPORT BEACH	\$694,434	\$13,194,203					
ORANGE	\$1,040,301	\$19,776,051					
PLACENTIA	\$300,146	\$5,710,683					
RANCHO SANTA MARGARITA	\$266,036	\$5,090,259					
SAN CLEMENTE	\$358,767	\$6,733,532					
SAN JUAN CAPISTRANO	\$236,183	\$4,547,812					
SANTA ANA	\$1,751,281	\$33,406,560					
SEAL BEACH	\$153,217	\$3,025,801					
STANTON	\$185,642	\$3,605,030					
TUSTIN	\$566,980	\$10,715,887					
VILLA PARK	\$32,785	\$627,173					
WESTMINSTER	\$541,774	\$10,286,077					
YORBA LINDA	\$379,570	\$7,205,975					
COUNTY UNINCORPORATED	\$1,261,749	\$22,490,626					
TOTAL M2 FUNDS	\$20,163,397	\$381,784,493					



CAPITAL ACTION PLAN

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 Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects		Cost Baseline/Forecast	Schedule Plan/Forecast						
		(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction			
Freeway Projects:									
I-5, SR-55 to SR-57		\$38.1	Jul-11	Jun-15	Dec-17	Apr-21			
Project A		\$41.5	Jun-11	Jun-15	Nov-18	Apr-21			
I-5, I-405 to SR-55		TBD	May-14	TBD	TBD	TBD			
Project B		TBD	May-14	TBD	TBD	TBD			
I-5, Pico to Vista Hermosa		\$113.0	Jun-09	Jun-11	Dec-14	Aug-18			
Project C		\$83.0	Jun-09	Jun-11	Dec-14	Aug-18			
I-5, Vista Hermosa to Pacific Coas	t Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17			
Project C		\$73.9	Jun-09	Jun-11	Jun-14	Jul-17			
I-5, Pacific Coast Highway to San .	Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16			
Project C	Cost/Schedule Risk	\$75.5	Jun-09	Jun-11	Dec-13	Jul-18			
I-5, SR-73 to Oso Parkway		\$151.9	Sep-11	Mar-15	Dec-18	Jan-24			
Project C & D	Cost/Schedule Risk	\$196.1	Oct-11	Mar-15	Dec-19	Feb-25			
I-5, Oso Parkway to Alicia Parkway	1	\$196.2	Sep-11	Nov-14	Jun-18	Feb-23			
Project C & D	Cost/Schedule Risk	\$203.1	Oct-11	Nov-14	Mar-19	Nov-23			
I-5, Alicia Parkway to El Toro Road	l	\$133.6	Sep-11	Mar-15	May-19	Jun-23			
Project C	Cost/Schedule Risk	\$164.2	Oct-11	Mar-15	Jun-20	Jul-24			
I-5, SR-73 to El Toro Road (Lands	cape)	TBD	N/A	TBD	TBD	TBD			
Project C		\$12.4	N/A	Jan-22	Jun-24	Dec-25			
I-5, I-5/Ortega Interchange		\$90.9	Sep-05	Jan-09	Aug-12	Sep-15			
Project D		\$75.2	Sep-05	Jan-09	Aug-12	Jan-16			

CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast					
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction		
I-5, I-5/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD		
Project D	TBD	Apr-17	TBD	TBD	TBD		
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A		
Project D	N/A	N/A	Jan-14	Sep-15	Sep-16		
SR-55, I-405 to I-5	\$410.9	Feb-11	Sep-17	Jul-21	Aug-25		
Project F Cost/Schedule Risk	\$410.9	May-11	Sep-17	Jul-21	Aug-25		
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD		
Project F	TBD	Dec-16	TBD	TBD	TBD		
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	TBD	TBD	TBD		
Project G	TBD	Apr-16	TBD	TBD	TBD		
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-08	Aug-11	Sep-14		
Project G	\$38.0	Apr-08	Aug-08	Oct-11	Apr-15		
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A		
Project G	N/A	N/A	May-09	Sep-17	Jun-18		
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Feb-08	Oct-10	May-14		
Project G	\$52.3	Aug-05	Feb-08	Oct-10	Nov-14		
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Feb-08	Oct-10	Sep-14		
Project G	\$54.1	Aug-05	Feb-08	Oct-10	May-14		
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A		
Project G	N/A	N/A	Oct-14	Feb-18	Apr-19		

The

CAPITAL ACTION PLAN

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 Non-bolded = Planned/Baseline Bold = Forecasted/Actual

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast					
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction		
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD		
Project G	TBD	Jul-20	TBD	TBD	TBD		
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16		
Project H	\$59.2	Jul-07	Mar-10	Jan-13	Jun-16		
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A		
Project H	N/A	N/A	Nov-14	Mar-17	Nov-17		
SR-91, SR-57 to SR-55	TBD	Jan-15	TBD	TBD	TBD		
Project I Cost/Schedule Risk	TBD	Jan-15	TBD	TBD	TBD		
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16		
Project I	\$42.5	Jul-08	Jun-11	Oct-13	Jul-16		
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12		
Project J	\$79.7	Jul-07	Apr-09	May-11	Mar-13		
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A		
Project J	N/A	N/A	May-12	Oct-13	Feb-15		
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10		
Project J	\$57.8	Mar-05	Jul-07	Aug-09	Jan-11		
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD		
Project L	TBD	Dec-14	TBD	TBD	TBD		
I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23		
Project K	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23		

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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 Non-bolded = Planned/Baseline Bold = Forecasted/Actual

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast					
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction		
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD		
Project M	TBD	Aug-16	TBD	TBD	TBD		
Grade Separation Projects:							
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Jan-09	Aug-11	Oct-14		
Project O	\$63.8	Jan-01	Feb-09	Sep-11	Dec-14		
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Feb-09	May-13	Mar-17		
Project O	\$110.6	Jan-01	Feb-09	Nov-13	Jun-17		
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Feb-09	May-12	Sep-16		
Project O	\$108.6	Jan-01	Feb-09	Jan-13	Oct-16		
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14		
Project O	\$64.5	Jan-01	Jan-09	Jul-11	Dec-14		
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Mar-10	May-13	Aug-18		
Project O	\$125.1	Feb-09	Mar-10	Feb-14	May-18		
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18		
Project O	\$100.3	Dec-08	Jul-06	Feb-14	Mar-18		
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Feb-09	Aug-12	May-16		
Project O	\$98.3	Jan-01	Feb-09	Feb-13	Oct-16		
Rail and Station Projects:							
17th Street Railroad Grade Separation	TBD	Oct-14	TBD	TBD	TBD		
Project R	TBD	Oct-14	TBD	TBD	TBD		

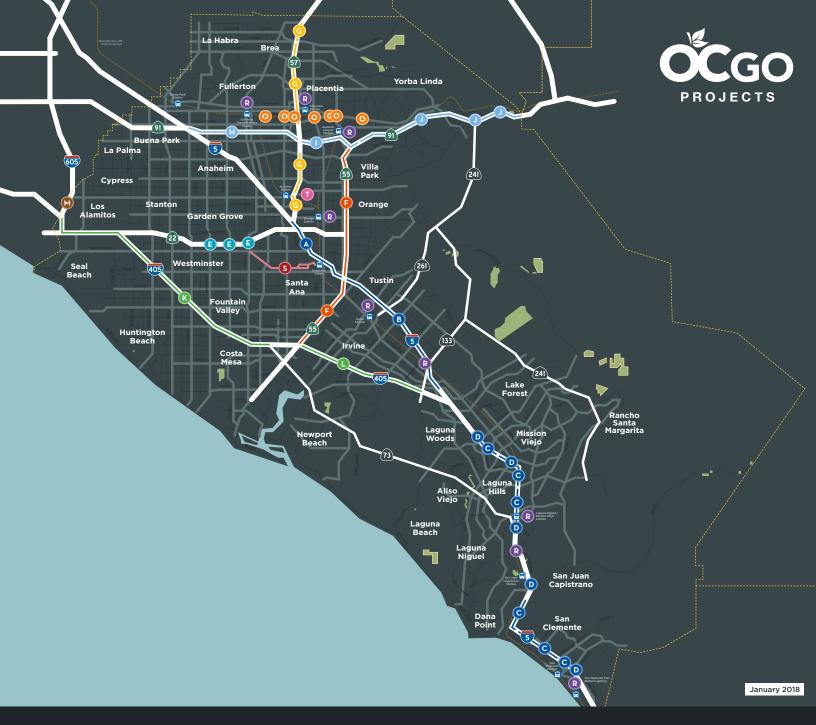


Grey = Milestone achieved Green = Forecast milestone meets or exceeds plan Yellow = Forecast milestone is one to three months later than plan Red = Forecast milestone is over three months later than plan Non-bolded = Planned/Baseline Bold = Forecasted/Actual

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.9	N/A	Jan-04	Feb-11	Jan-16
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Jan-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Feb-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Feb-21
Cost/Schedule Risk	\$34.1	Aug-11	Mar-15	Mar-19	Feb-21
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R Cost/Schedule Risk	\$34.8	Jan-03	Oct-08	May-20	Dec-21
Anaheim Canyon Station	\$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	\$29.9	Jan-16	Mar-18	Feb-20	May-21
Orange Station Parking Expansion	\$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	\$32.3	Dec-09	Nov-10	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Jan-12	Sep-14	Mar-17
Cost/Schedule Risk	\$4.6	N/A	Jan-12	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	\$5.2	Jul-13	Jul-13	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Jun-09	Sep-12	Dec-14
OC Streetcar	\$424.4	Aug-09	Feb-16	Aug-18	Dec-21
Project S Cost/Schedule Risk	\$424.4	Aug-09	Feb-16	Sep-18	Feb-22

*Status through March 2019. For detailed project information, please refer to the individual project section within this report.

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FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

- (A) I-5, SR-55 to SR-57
- B I-5, El Toro "Y" Area to SR-55
- C I-5, SR-73 to El Toro Road
- C I-5, Avenida Pico to San Juan Creek Road
- D I-5 Highway Interchanges

State Route 22 (SR-22) Projects

E SR-22 Access Improvements

State Route 55 (SR-55) Projects

SR-55, I-405 to I-5 **SR-55**, I-5 to SR-91

State Route 57 (SR-57) Projects

- G SR-57 NB, Orangewood Avenue to Katella Avenue
- 🜀 SR-57 NB, Katella Avenue to Lincoln Avenue
- SR-57 NB, Orangethorpe Avenue to Lambert Road
- **SR-57** NB, Lambert Road to Tonner Canyon Road

- State Route 91 (SR-91) Projects
- 🕕 SR-91 WB, I-5 to SR-57
- **SR-91**, SR-57 to SR-55
- SR-91, SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

L I-405, SR-55 to El Toro "Y" Area

Interstate 605 (I-605) Projects

- I-605 Katella Interchange Improvements
- Freeway Mitigation Restoration Projects Part of Projects A-M
- Freeway Mitigation Acquisition Projects Part of Projects A-M

STREETS & ROADS

Grade Separation Program (shown)
 Signal Synchronization Project Corridors

TRANSIT PROJECTS

- **R** Grade Separation and Station Improvement Projects
- S Transit Extensions to Metrolink
- T Metrolink Station Conversion to accept Future High-Speed Rail Systems

OC GO PROJECTS NOT SHOWN

Project N: Freeway Service Patrol Project O: Streets & Roads -Regional Capacity Program Project Q: Local Fair Share Program

Project R: Grade crossing and Trail Safety Enhancements Project U: Senior Mobility Program (SMP), Senior Non-emergency Medical Transportation Program (SNEMT), and Fare Stabilization Programs Project V: Community Based Transit/Circulators Project W: Safe Transit Stops Project X: Environmental Cleanup Program

Measure M2 Quarterly Progress Report for the Period of January 2019 Through March 2019







Overview

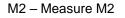
- Highlights activity, status and challenges of M2 project and program delivery including safeguards
- Reports progress on updated Next 10 Plan deliverables and risks
- Provides budget and schedule information
- Includes revenue and expenditure actuals, in addition to program projections and local allocations



ENVIRONMENTAL

A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program

A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program





End of Year Eight of 30-year M2 Program;

- 12 of the 27 freeway segments are complete \$691 million
- Three in construction and another three on the way \$2.4 billion*
- Remaining nine in project development \$1.64 billion
- 75,000 motorist assists by the Freeway Service Patrol



3rd Quarter Freeway Highlights

I-5 central project: under construction

La Veta Ave

Interstate 5 – I-5

State Route 57 - SR-57

MainPlac

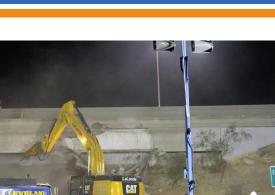
Discovery

E. Santa Clara Av

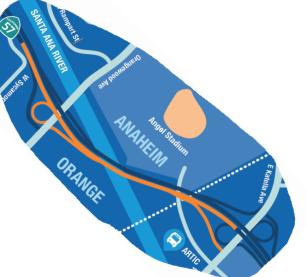
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- I-5 south project: construction contract awarded
- SR-57 south project: environmental clearance complete
- I-405 project: partial bridge demolition at Fairview Road began in March 2019











Program Highlights – Street and Roads OCGO

Approximately \$761 million provided to local jurisdictions to date:

- 141 street capacity improvement projects
- 103 signal synchronization projects
- Over \$381 million in flexible funding

3rd Quarter Highlights

- Grant applications under review for new streets and roads funding
- Final programming recommendations will be presented to the Board on June 10, 2019





Program Highlights - Transit

- \$182 million used to fund OC Metrolink service with 5.1 million annual boardings
- \$476 million invested in station and grade crossing improvements
- OC's first modern streetcar underway; 59 percent externally funded
- 20 community-based transit/circulators currently operating
- \$1 million allocated to improve 43 transit stops
- \$66 million allocated to expand mobility choices for seniors and persons with disabilities

OC – Orange County



ROUTE: 4.15 MILES (in each direction)



STOPS: 10 (IN EACH DIRECTION)





3rd Quarter Transit Highlights

- Laguna Niguel to San Juan Capistrano Passing Siding: construction contract awarded
- Orange Transportation Center Parking Structure: dedication ceremony on February 19, 2019
- OC Streetcar: Full notice to proceed issued to contractor
- Safe Transit Stops: grant applications reviewed to fund amenities at the busiest bus stops







Program Highlights - Environmental



Environmental Cleanup Program

- \$48 million allocated for 179 water quality improvement projects
 - o 2,600 40-foot shipping containers of trash captured to date

Freeway Environmental Mitigation Program

- 1,300 acres of open space preserved and 350 acres restored
- Receipt of biological and water quality permits streamlining freeway projects
- Endowment established to protect acquired lands in perpetuity
- Finalized the remaining conservation properties resource management plans







3rd Quarter Environmental Highlights



- Ninth water quality call for projects released in March
- Programming recommendations anticipated in the fall









Sales tax revenue actuals exceeded assumptions

- Trend indicating higher construction costs realized
- Caltrans resources constrained for oversight and support
- Coordination with SB 1 projects (Chapter 5, Statutes of 2017)
- El Toro Interchange Project no simple fix
- Freeway funding sign revisions



Freeway Funding Signs



11





- Market conditions monitoring and tracking underway
- Triennial performance assessment: fourth assessment complete, implementation of recommendations for enhancements underway







- Resource for information on all aspects of M2 Plan and activities
- Status of Next 10 Plan delivery progress
- Success and challenges of M2 implementation
- Transparent and fulfills Ordinance No. 3 requirements
- Available to the public via the OCTA website:
 <u>http://octa.net/Projects-and-Programs/OC-Go/Documents-and-Reports/</u>

