



BOARD AGENDA

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
Board Room - Conference Room 07-08
550 South Main Street
Orange, California
Monday, January 13, 2020 at 9:00 a.m.

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

Agenda Descriptions

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 Chaffee

Pledge of Allegiance

Director Chamberlain



BOARD AGENDA

Special Calendar

Orange County Transportation Authority Special Calendar Matters

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

Oath of Office will be administered to new Board Member Harry S. Sidhu and returning Board Members Laurie Davies, Barbara Delgleize, Gene Hernandez, and Steve Jones.

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

The Orange County Transportation Authority Board of Directors annually, at its first meeting in January, shall elect a Chair.

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

The Orange County Transportation Authority Board of Directors annually, at its first meeting in January, shall elect a Vice Chair.

4. 2019 Year In Review

A progress report on the 2019 accomplishments for the Orange County Transportation Authority.

5. Presentation of Metrolink's Southern California Optimized Rail Expansion by Southern California Regional Rail Authority Chief Executive Officer Stephanie Wiggins

Jennifer L. Bergener

Metrolink Chief Executive Officer Stephanie Wiggins will provide an overview of Metrolink's Southern California Optimized Rail Expansion program, and the impacts on Orange County.



BOARD AGENDA

Consent Calendar (Items 6 through 23)

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

Orange County Transportation Authority Consent Calendar Matters

6. Approval of Minutes

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of December 9, 2019.

7. Corporate Credit Cards, Internal Audit Report No. 20-504

Gerald Dunning/Janet Sutter

Overview

The Internal Audit Department has completed an audit of corporate credit cards. Based on the audit, controls to ensure transactions are valid, authorized, and in compliance with policies and procedures, are generally adequate; however, one recommendation has been made to clarify requirements for obtaining and documenting approvals.

Recommendation

Direct staff to implement one recommendation provided in Corporate Credit Cards, Internal Audit Report No. 20-504.

8. Bus Marketing, Internal Audit Report No. 19-512

Gerald Dunning/Janet Sutter

Overview

The Internal Audit Department has completed an audit of bus marketing activities. Based on the audit, compliance with procurement and invoice review procedures should be improved and documentation of marketing programs should be enhanced. The Internal Audit Department has made three recommendations to improve compliance and to better document marketing program efforts and effectiveness.



BOARD AGENDA**8. (Continued)****Recommendation**

Direct staff to implement three recommendations provided in Bus Marketing, Internal Audit Report No. 19-512.

9. 91 Express Lanes Master Custodial Account and Revenue Allocation, Internal Audit Report No. 19-514

Ricco Bonelli/Janet Sutter

Overview

The Internal Audit Department has completed an audit of 91 Express Lanes Master Custodial Account activities and revenue allocation. Based on the audit, revenues are allocated to the Orange County Transportation Authority in accordance with the cooperative agreement between Orange County Transportation Authority and the Riverside County Transportation Commission. The audit also found controls over wire transfers from the 91 Express Lanes Master Custodial Account are adequate and effective.

Recommendation

Receive and file 91 Express Lanes Master Custodial Account and Revenue Allocation, Internal Audit Report No. 19-514, as an information item.

10. Agreement with the Transportation Security Administration

Katrina Faulkner/Kenneth Phipps

Overview

Since 2011, the Transportation Security Administration has provided funds to support the operation of three canine teams assigned to the Orange County Transportation Authority's Transit Police Services under the National Explosives Detection Canine Teams Program. Board of Directors' approval is requested to continue to receive these funds through December 2024.



BOARD AGENDA**10. (Continued)****Recommendation**

Approve the Other Transaction Agreement between the Orange County Transportation Authority and the Transportation Security Administration for participation in the National Explosives Detection Canine Teams Program, allowing the Orange County Transportation Authority to receive up to \$757,500 over a period of five years to support the three Transportation Security Administration-certified explosives detection canine teams assigned to the Orange County Transportation Authority Transit Police Services.

11. Fiscal Year 2019-20 First Quarter Budget Status Report

Anthony Baruch/Andrew Oftelie

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2019-20 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the first quarter of fiscal year 2019-20.

Recommendation

Receive and file as an information item.

12. Award of Sole Source Agreement for the Purchase and Maintenance of a Xerox Nuvera 144 EA Production Press

Sara Belovsky/Andrew Oftelie

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2019-20 Budget, the Board of Directors approved the acquisition of a new high-production digital press to replace the 2003 Xerox Docutech 6135 press that has reached the end of its useful life. The new Xerox Nuvera 144 EA is compatible with the existing fleet of Xerox equipment used by the Orange County Transportation Authority. Staff is requesting a sole source agreement with Xerox for the purchase of the press.



BOARD AGENDA**12. (Continued)****Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1771 between the Orange County Transportation Authority and Xerox Corporation, in the amount of \$175,340, for the purchase of a Xerox Nuvera 144 EA Production Press, training, and maintenance.

13. Agreement for the Purchase of Modular Systems and Ancillary Furniture

Sara Belovsky/Andrew Oftelie

Overview

In October 2019, the Orange County Transportation Authority issued an invitation for bids for the purchase, installation, reconfiguration, and maintenance of modular systems and ancillary furniture. Staff is requesting approval to execute a purchase order for needed modular systems and ancillary furniture.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1652 between the Orange County Transportation Authority and Western Office, in the amount of \$990,000, to provide services for the purchase of modular systems and ancillary furniture for a two-year term.

14. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Denise Arriaga Ibarra/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.



BOARD AGENDA**14. (Continued)****Recommendations**

- A. Authorize approval of amendment requests for four projects from the cities of Anaheim, Costa Mesa, Newport Beach, and the County of Orange.
- B. 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.

15. 2021 Federal Transportation Improvement Program and Financial Plan
Ben Ku/Kia Mortazavi**Overview**

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for all regionally significant transportation improvement projects in Orange County, with a total value of approximately \$2.365 billion. A summary of the Federal Transportation Improvement Program and a supporting resolution are submitted for Board of Directors' approval.

Recommendations

- A. Authorize the submittal of the Federal Transportation Improvement Program for fiscal year 2020-21 through fiscal year 2025-26.
- B. Adopt Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.



BOARD AGENDA

Orange County Transit District Consent Calendar Matters

16. Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2019-20

Johnny Dunning, Jr./Jennifer L. Bergener

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established measures of performance for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the year-to-date performance of these services through the first quarter of fiscal year 2019-20.

Recommendation

Receive and file as an information item.

17. Agreement for Lease and Full Service of Bus Tires

Cliff Thorne/Jennifer L. Bergener

Overview

The Orange County Transportation Authority contracts for the lease and service of tires at all operating bases, including contractor-operated bases for all revenue vehicles. Bids were received in accordance with the Orange County Transportation Authority procurement procedures for competitive sealed bids. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1354 between the Orange County Transportation Authority and Bridgestone Americas Tire Operations, LLC, in the amount of \$10,245,764, for the lease and full service of bus tires for a five-year term.



BOARD AGENDA

18. February 2020 Bus Service Change Gary Hewitt/Kia Mortazavi

Overview

The February 2020 bus service change consists of both major and minor schedule changes to bus routes. The changes address construction delay, coach operator input, customer requests, and implement changes approved by the Board of Directors in July 2019.

Recommendation

Receive and file as an information item.

Orange County Local Transportation Authority Consent Calendar Matters

19. Measure M2 Performance Assessment Report Update Tamara Warren/Kia Mortazavi

Overview

Measure M2 includes a requirement for a performance assessment to be conducted every three years to evaluate the efficiency, effectiveness, economy, and program results of the Orange County Transportation Authority in delivering Measure M2. The fourth of these performance assessments, covering the period of July 1, 2015 through June 30, 2018, was completed and presented to the Board of Directors on March 11, 2019. This report is the final update on the action items from the recommendations for enhancements identified in the performance assessment.

Recommendation

Receive and file as an information item.



BOARD AGENDA**20. Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services**

Anup Kulkarni/Kia Mortazavi

Overview

On August 26, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects. Board of Directors' approval is requested for the selection of the firms to perform the required work.

Recommendations

- A. Approve the selection of DKS Associates, Albert Grover & Associates, Inc., KOA Corporation, and Iteris, Inc., as the firms to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1513 between the Orange County Transportation Authority and DKS Associates to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1810 between the Orange County Transportation Authority and Albert Grover & Associates, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1811 between the Orange County Transportation Authority and KOA Corporation to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.



BOARD AGENDA

20. (Continued)

- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1812 between the Orange County Transportation Authority and Iteris, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.

21. 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. Recommended adjustments are presented for approval.

Recommendations

- A. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:
- State Route 91 Improvement Project from State Route 57 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
 - State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).
- B. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$16.096 million in Measure M2 for the design phase of the following projects:
- Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
 - State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
 - State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).



BOARD AGENDA

21. (Continued)

- C. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality Improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

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

Alfonso Hernandez/Kia Mortazavi

Overview

Measure M2 establishes a competitive program through Project V to fund community-based local transit circulators, designed to complement regional transit services. A ridership report on 20 active Project V services operating through the fourth quarter of fiscal year 2018-19 and first quarter of 2019-20 is provided for Board of Director's information.

Recommendations

- A. Receive and file Project V Ridership Report as an information item.
- B. Authorize amendments to the City of Irvine's iShuttle Project V-funded services to enhance route productivity, and also authorize a six-month delay in achieving minimum required performance standard for year one of service.



BOARD AGENDA

Orange County Service Authority For Freeway Emergencies Consent Calendar Matters

- 23. Motorist Services Update for Fiscal Year 2018-19**
Patrick Sampson/Jennifer L. Bergener

Overview

The Orange County Transportation Authority Motorist Services Program includes the call box system, Freeway Service Patrol, Southern California 511 travelers' information system, and the Orange County Taxi Administration Program. Collectively, the scope of these programs focuses on assisting motorists; mitigating traffic congestion; providing information on highway conditions, transit services, and other traveler information; and managing the taxicab permitting process and enforcement activities on behalf of Orange County and its 33 participating cities. This report provides a summary on program activities for fiscal year 2018-19.

Recommendation

Receive and file as an information item.

Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

- 24. Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right of Way and Other Project Areas for the OC Streetcar Project**
Mary Shavaliel/James G. Beil

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the continued removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right of Way as well as other project areas.



BOARD AGENDA

24. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$7,278,795, for the removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right of Way and other project areas for the construction of the OC Streetcar project.

25. Interstate 405 Improvement Project Update

Jeff Mills/James G. Beil

Overview

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

Recommendation

Receive and file as an information item.

Discussion Items

26. 2019 Chief Executive Officer's Initiatives and Action Plan - End-of-Year Report

Darrell E. Johnson

Overview

At the end of the calendar year, the Chief Executive Officer discusses the activities and accomplishments from the 2019 Chief Executive Officer Initiatives and Action Plan with the Board of Directors. This report summarizes the fourth quarter activities of calendar year 2019 (October through December) and provides an end-of-year summary. The Chief Executive Officer Initiatives and Action Plan directly support the values, vision, mission, and goals of the Orange County Transportation Authority Strategic Plan and 2019 Chairman of the Board of Directors' Initiatives.



BOARD AGENDA

27. 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.

28. Chief Executive Officer's Report

29. Directors' Reports

30. Closed Session

A Closed Session has been scheduled as follows:

- A. Pursuant to Government Code Section 54956.9(d) - Conference with General Counsel - Potential Litigation - One Item.
- B. Pursuant to Government Code Section 54957.6 to discuss negotiations with Teamsters Local 952 (Teamsters) regarding the coach operators. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of Human Resources and Organizational Development, and Teamsters Representative.

31. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, January 27, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07-08, Orange, California.

Metrolink Update

January 13, 2020



METROLINK.

CUSTOMER FIRST: Safety & Security • An Integrated System • Modernizing Business Practices

CEO VISION

METROLINK®



Customer-First Orientation

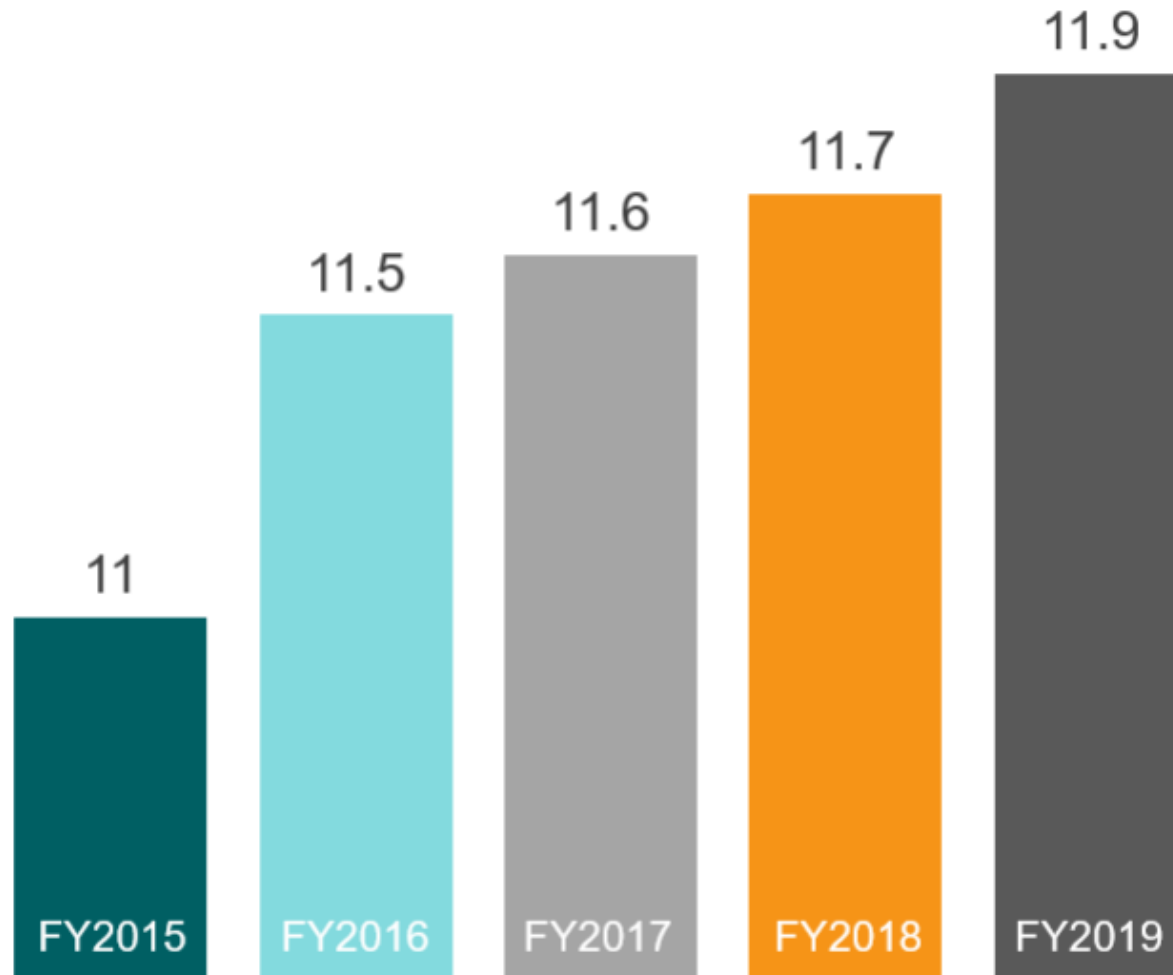
Safety & Security

Integrated System

Modernized Business Practices

Create Value, Exceed Expectations

Metrolink Annual Boardings (Millions)



Not to scale

- Weekday ridership by people of color grew from 59% in FY09 to 67% in FY19
- Weekend ridership increased from 620,497 to more than one million: an increase of more than 67%.
- Metrolink's share of riders under the age of 35 years increased from 26% to 29%
- The share of students nearly doubled from 5% to 9%
- Non-commute trips grew from 11% in FY09 to 18% in FY 19



Orange County Service

25th Anniversary of Orange County Line

Highest ridership in history of OC and 91 Lines achieved in 2019

October Schedule Change

- Extended bounce-back service to Union station
- Two roundtrips
- Daily ridership increase of 100 per train
- Earlier morning train allowed commuters to get to major OC job centers by 8 a.m.



METROLINK.

CUSTOMER FIRST: Safety & Security • An Integrated System • Modernizing Business Practices

Tier 4 Locomotive Progress



Reduces emissions

- Approximately 65% cleaner than Tier 2 locomotives and 85% cleaner than Tier 0

Ramped up deployment

- 26 in service (only 4 in service a year ago)
- 23 decommissioned locomotives



Wi-Fi Pilot

November 2 – January 2
w/ AT&T
New Partners in 2020
(Sprint Pilot starts Jan. 13)

141
Average daily clients

3,413
Total clients

56.42%
Riders reported
no problems

429
Comments, with
the majority positive

70.82%
Ride 4-7 days/week

47.24%
Ride with monthly
passes



Holiday Express Train

Oh what fun it is to ride!
**HOLIDAY
EXPRESS TRAIN**

4 Events: More than 3,000 tickets sold

- Laguna Niguel event 96% sold out (749 tickets)

Funded entirely by ticket purchases



METROLINK® SCORE

10-year, \$10 billion capital improvement plan to improve the rail system before the 2028 Olympic and Paralympic Games

Orange County Benefits

Economic Benefits

- 2028:
 - 24,400 jobs
 - \$4.936 billion in GDP
- By 2050:
 - 396,300 jobs
 - \$173.3 billion in GDP

More Riders

- An expected 1.5 million new riders each year would transfer to the OCTA System (after the full build out and associated service frequencies)

Leverage Connectivity for Future Growth

- OC Streetcar

Better First Mile/Last Mile

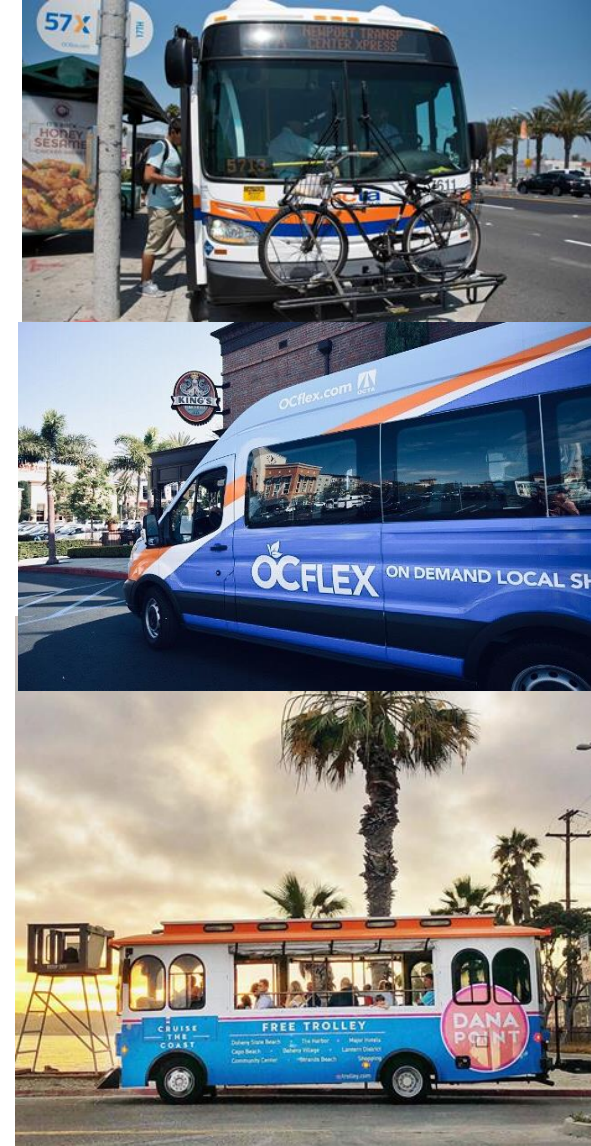
- Trains at regular headways means improved transfers to other transit providers

Fights Climate Change

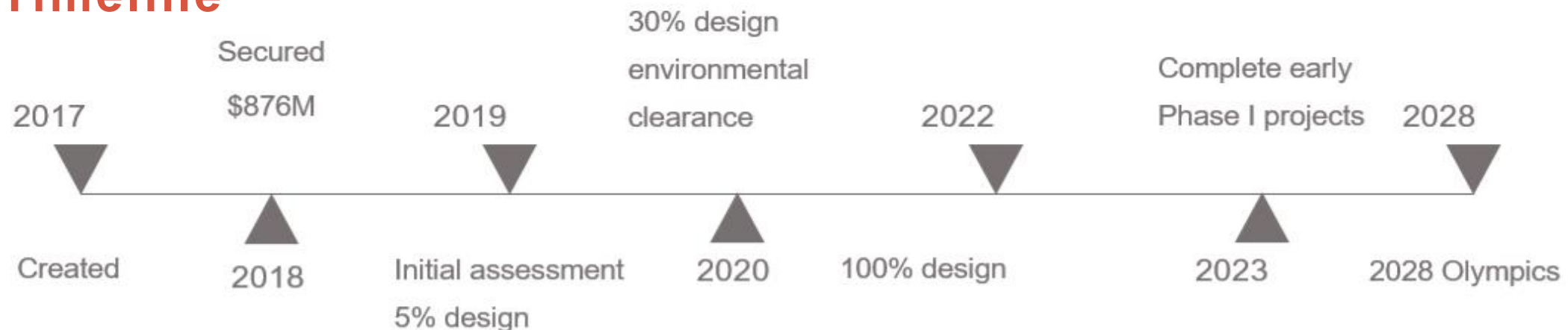
- Reduces up to 51.7 million metric tons of GHG and 3.4 billion VMT across Southern California

Additional capacity for freights

- Enhanced safety
- Trade/commerce benefits



Timeline



Phase 1 Projects

Result in passenger
rail benefits
systemwide

Projects in Orange County

- Irvine Station and Fourth Main Track
- Orange County Maintenance Facility
- Serra Siding Extension
- Signal Respacing (CP Avery to CP Songs)
- Signal Respacing (CP Atwood to CP Maple)



2020 Look Ahead

More service

- New weekday late night train in Orange County
- VC Line weekend service pilot to explore other beach locations

Complete Tier 4 Deployment

- Expect to have the remaining 14 in service this year.

BBOC

- Proposals for the bundled operations contract were received on 10.25.2019 and are under review by the evaluation team.
- Expected to be complete in Spring 2021

TVD

- Modern, reliable ticket vending devices
- Deployed systemwide starting in February through June
- Prototype installed at Anaheim Canyon Station on Jan. 8 for testing/training

Kick off BNSF Negotiations



Thank you!



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 December 9, 2019 regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Shaw at 9:05 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
 Laurie Davies
 Barbara Delgleize
 Andrew Do
 Michael Hennessey
 Gene Hernandez
 Jose F. Moreno
 Joe Muller
 Richard Murphy
 Miguel Pulido
 Donald P. Wagner
 Ryan Chamberlain, District Director
 California Department of Transportation District 12

Director Absent: Doug Chaffee
 Mark A. Murphy
 Michelle Steel
 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 Resolutions of Appreciation for Employees of the Month for December 2019

Darrell E. Johnson, Chief Executive Officer (CEO), presented OCTA Resolutions of Appreciation Nos. 2019-093, 2019-094, and 2019-095 to Martin Lubus, Coach Operator; Coung Dang, Maintenance; and Tamara Warren, Administration, as Employees of the Month for December 2019.

2. Salute to Outgoing Orange County Transportation Authority Board of Directors

Chairman Shaw recognized and presented OCTA Resolution of Appreciation No. 2019-092 to outgoing Board Member Jose F. Moreno. Darrell E. Johnson, CEO, also recognized and thanked Director Moreno for his service on the OCTA Board of Directors (Board).

Orange County Local Transportation Authority Special Calendar Matters

3. Adopt Resolution of Necessity for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Darrell E. Johnson, CEO, reported that last Thursday, OCTA reached an agreement with the property owner, and this item is no longer needed. Mr. Johnson stated that OCTA met a major milestone of completing the right-of-way phase of the Interstate 405 Improvement Project. Mr. Johnson thanked the Board, General Counsel's team, and OCTA staff for all their efforts.

Chairman Shaw commented on the New York rating agency meetings he attended this year and how the risks of projects were discussed, and this milestone is worth a press release.

No action was needed for this item due to OCTA reaching an agreement with the property owner.

Orange County Transportation Authority Special Calendar Matters

4. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal

(This item was heard after the vote of Consent Calendar items 5 through 18.)

Darrell E. Johnson, CEO, opened with comments and introduced Kome Ajise, Executive Director, Southern California Association of Governments (SCAG) who presented a PowerPoint presentation as follows:

- Connect SoCa – About the Plan:
 - Goals;
 - Laws That Guide the Plan;
 - How We Got Here – Local Engagement; and
 - Planning Process.
- Connect SoCal - SoCal Today:
 - Where We Live;
 - Where We Have Grown;
 - How We Travel Today;
 - Our Challenges;
 - Planning for 2045 – Growth Forecast;
 - Planning for 2045 – Our Change Age Structure; and
 - How Orange County Will Grow.
- Connect SoCal – A Path to Greater Access, Mobility & Sustainability:
 - Core Vision & Key Connections;
 - Core Vision; and
 - Key Connections.
- Connect SoCal – Paying Our Way Forward:
 - Insufficient Core Revenues to Meet System Needs; and
 - New Revenue Sources.
- Connect SoCal – Measuring Our Progress:
 - Benefits of Plan Implementation;
 - Job Creation Benefits; and
 - Plan Benefits for Orange County.
- Connect SoCal – Looking Ahead;
- What's Next?; and
- Public Comment.

4. (Continued)

A discussion ensued regarding:

- SCAG's "100 hours stuck in traffic" data is for an average of one-year.
- Concerns about vehicle miles traveled (VMT) impacts to lower income people.
- There are VMT implementation issues, and VMT would replace the gas tax, California Department of Motor Vehicle fees, and weight fees.
- Gasoline vehicles would have an advantage under VMT.
- OCTA will provide comments for the Draft 2020 SCAG Regional Transportation Plan (RTP).
- Director Bartlett reported that she serves on the California Transportation Commission Road Charge Technical Advisory Committee. She stated that revenues would increase with VMT and provided other comments about VMT.
- Director Moreno requested the estimates of revenues assumed to be generated through user charges attributed to Orange County commuters in the Draft 2020 SCAG RTP.
- The SCAG region cannot afford not to build housing and lose talent.
- SCAG has been working with the state legislature about the housing regulation concerns.
- SCAG is reviewing housing close to jobs, jobs close to residents, and having job centers to shorten commutes.

No action was taken on this information item.

Consent Calendar (Items 5 through 18)

Orange County Transportation Authority Consent Calendar Matters

5. Approval of Minutes

A motion was made by Director R. Murphy, seconded by Director Davies, and declared passed by those present, to approve of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of November 25, 2019.

Vice Chairman Jones was not present to vote on this item.

6. Proposed 2020 Board of Directors Meetings Calendar

A motion was made by Director R. Murphy, seconded by Director Davies, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies 2020 Board of Directors meetings calendar.

Vice Chairman Jones was not present to vote on this item.

7. 2020 Technical Steering Committee Membership

A motion was made by Director R. Murphy, seconded by Director Davies, and declared passed by those present, to approve proposed 2020 Technical Steering Committee membership.

Vice Chairman Jones was not present to vote on this item.

8. Draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

A motion was made by Director R. Murphy, seconded by Director Davies, and declared passed by those present, to direct staff to prepare and submit comments on the draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, and the associated program environmental impact report prior to the January 24, 2020, comment deadline.

Vice Chairman Jones was not present to vote on this item.

9. Active Transportation Update

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

Vice Chairman Jones was not present to vote on this item.

Orange County Transit District Consent Calendar Matters

10. Approval to Release Request for Quotes for the Purchase of Paratransit Buses

A motion was made by Director R. Murphy, seconded by Director Davies, and declared passed by those present, to approve the release of Request for Quotes 9-1570 to purchase up to 116 22-foot gasoline-powered cutaway buses for OC ACCESS paratransit service, with an option for ten additional 22-foot cutaway buses from qualified vendors under the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative.

Vice Chairman Jones was not present to vote on this item.

Orange County Local Transportation Authority Consent Calendar Matters

11. Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

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

- A. Authorize the use of an additional \$1.5 million in federal Surface Transportation Block Grant Program funds for the State Route 55 improvement project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation to update Funding Summary No. 3, in the amount of \$1.5 million, for design funding for the State Route 55 improvement project between Interstate 405 and Interstate 5. This will increase the maximum obligation of funding for the plans, specifications, and estimates to a total contract value of \$22.2 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 recommendation.

Vice Chairman Jones was not present to vote on this item.

12. Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Director Do pulled this item and stated that this is the third change order within six months and asked why there are so many changes within a short period of time.

Ross Lew, Program Manager for Highway Programs, responded that design services amendments are typical and highlighted the reasons for the three amendments.

Director Do inquired if WKE, Inc., (WKE) identified 30 days ago the services needed under Amendment No. 3. Mr. Lew responded that WKE did not identify the additional design services 30 days ago.

12. (Continued)

Director Do stated his concerns about a large dollar amount change order within 30 days of another change order. Director Do wants to ensure, that within OCTA's process, there are checks and balances.

Darrell E. Johnson, CEO, stated the differences between a contract amendment and construction change order. He also stated that amendment negotiations could take months, as well as provided clarification on the WKE amendments.

James Donich, General Counsel, stated that OCTA's contracts, especially design services contracts, contain a clause that if a change is identified the contract firm will continue the work during the negotiations of the amendment.

A motion was made by Director Do, seconded by Director R. Murphy, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,219,977, for additional design services for the State Route 55 improvement project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$18,609,141.

Director Hennessey was not present to vote on this item.

13. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between Pacific Coast Highway and San Juan Creek Road

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-3-1504 between the Orange County Transportation Authority and the California Department of Transportation to increase construction capital funding, in the amount of \$900,000, for construction of the Interstate 5 high-occupancy vehicle improvement project between Pacific Coast Highway and San Juan Creek Road. This will increase the maximum obligation of the construction phase of the agreement to a total contract value of \$63,954,500.

13. (Continued)

- B. Authorize the use of up to \$900,000 Measure M2 funds for construction capital funding for the Interstate 5 high-occupancy vehicle improvement project between Pacific Coast Highway and San Juan Creek Road.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary amendments and/or agreements to facilitate associated programming actions.

Vice Chairman Jones was not present to vote on this item.

14. Approval to Release Request for Proposals for On-Call Right-of-Way Support Services for Capital Improvement Projects

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

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 9-1613 for selection of consultant services for on-call right-of-way support services for capital improvement projects.
- B. Approve the release of Request for Proposals 9-1613 for on-call right-of-way support services for capital improvement projects.

Vice Chairman Jones was not present to vote on this item.

15. Measure M2 Quarterly Progress Report for the Period of July 2019 Through September 2019

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

Vice Chairman Jones was not present to vote on this item.

16. Measure M2 Environmental Mitigation Program Update

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

Vice Chairman Jones was not present to vote on this item.

17. Fiscal Year 2019-20 Measure M2 Annual Eligibility Review

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

- A. Approve 33 currently eligible local agencies as eligible to continue to receive Measure M2 net revenues.
- B. Receive and file the Measure M2 eligibility verification documents submitted by the cities of Santa Ana and Stanton.

Vice Chairman Jones was not present to vote on this item.

18. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2019

A motion was made by Director R. Murphy, seconded by Director Davies, and declared passed by those present, to approve the requested adjustments to Comprehensive Transportation Funding Programs projects and Local Fair Share Program funds.

Vice Chairman Jones was not present to vote on this item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

19. Options for Future Express Lane Corridors in Orange County

Darrell E. Johnson, CEO, provided opening comments and introduced Kurt Brotcke, Director of Strategic Planning, who provided a PowerPoint presentation for this item as follows:

- Intercounty Travel Demand;
- Freeway Development;
- Federal Performance Standards;
- California Department of Transportation (Caltrans) District 12 Plans;
- Regional Perspective;
- Long-Range Transportation Plan;
- Express Lanes Network Study Goals;
- Concept A: Caltrans District 12's 15-Year Plan;
- Concept B: Express Lanes Extensions;
- Concept C: Direct Connectors;
- Concept D: Intercounty Connections;
- Concept E: Core Facilities; and
- Next Steps.

19. (Continued)

A discussion ensued regarding:

- Director Bartlett stated concerns about the merging/weaving on the State Route (SR) 73 toll road from Jamboree Road before Bison Avenue.
- OCTA staff stated that if the project study report moved forward, the weaving/merging concerns mentioned by Director Bartlett, on SR-73 could be reviewed.
- OCTA's long-range plan includes on SR-73 to Bison Avenue a non-converted additional lane in the center section right-of-way.
- The Transportation Corridor Agencies (TCA) is conducting a study for improvements on the Interstate 5 (I-5) in south Orange County, and the TCA study includes review of express lanes.
- OCTA's analysis of express lanes in south Orange County did not indicate demand for a toll facility south of SR-73 on I-5 to the San Diego County line.
- Director Muller stated that Caltrans District 12 requested the TCA to analyze express lanes south of SR-73 on I-5 to the San Diego County line. Director Muller believes that OCTA should also study express lanes in that area and work with the TCA.
- Director Chamberlain stated the following:
 - The manage lanes study conducted by Caltrans District 12 did not identify express lanes on I-5 from SR-73 to the San Diego County line due to the following:
 - There are no high-occupancy vehicle (HOV) lanes in south Orange County from Avenida Pico to the San Diego County line, and currently not a near-term issue.
 - Caltrans is working with the TCA to review toll pricing in TCA's environmental document.
 - Included in SCAG's RTP are express lanes to the San Diego County line, and Caltrans wants to review for consideration.

A motion was made by Director Davies, seconded by Director Delgleize, and declared passed by those present, to direct staff to return in spring 2020 with draft recommendations on a preferred approach to implementation of express lanes.

Directors Moreno and Pulido were not present to vote on this item.

Discussion Items

20. California Department of Transportation Proposed High-Occupancy Toll Lanes in North Orange County

Darrell E. Johnson, CEO, provided opening comments and highlighted this item's discussion at the recent Regional Planning and Highways (RP&H) Committee meeting.

Mr. Johnson introduced Lan Zhou, Deputy Director of Planning & Local Assistance at Caltrans District 12, who provided a PowerPoint presentation for this item as follows:

- Orange County HOV Lane Degradation (2013/2017);
- Express Lanes (2018);
- Express Lane Benefits;
- Compliance and Study;
- Express Lane Implementation Priority;
- I-5 Express Lanes Project Limits;
- I-5 Degradation Status North of the SR-55;
- I-5 HOV/Express Lanes Alternatives;
- I-5 Project Studies; and
- Partners and Outreach.

A discussion ensued regarding:

- Director Muller highlighted the recent RP&H Committee meeting discussion about 3+ HOV lanes option, 3+ HOV lanes empty lane syndrome, and degradation to the HOV lanes.
- Director Muller made a motion that OCTA requests the California Department of Transportation to include a high-occupancy vehicle 3+ occupancy alternative as part of the Interstate 5 high-occupancy vehicle express lanes environmental document between the State Route 55 and Los Angeles County line.
- Studying the 3+ HOV lanes will provide data on the learning curve time period.
- Director R. Murphy asked for the percentage of electric vehicles in the HOV lanes and how many would qualify for the 3+ HOV lanes.
- Director R. Murphy also asked if electric vehicles were not allowed in the HOV lanes would Caltrans be subject to the 45 miles per hour (MPH) requirement.
- Director Chamberlain responded to Director R. Murphy's questions as follows:
 - The electric vehicles in the HOV lanes range between 2 to 20 percent and depends on the corridor and segment.

20. (Continued)

- Electric vehicles for 3+ HOV lanes range between 5 and 10 percent and depends on the corridor, time, and segment.
- If the State did not allow stickered electric vehicles in the HOV lanes, Caltrans would not be subject to the 45 MPH requirement.
- Caltrans still focuses on ensuring the HOV lanes have an incentive to rideshare.
- Currently, the HOV lanes do not provide a rideshare incentive with or without the exemption of stickered electric vehicles.
- Mr. Johnson, CEO, referenced slide 10 of the PowerPoint and stated the HOV/express lanes policy concerns and Measure M2 (M2) nexus will come forward to the Board.
- In 2006, the Orange County voters approved M2 and one of the M2 freeway projects are HOV lanes in the I-5 in south Orange County, and the standard useful life for a project is 20 years.
- For commuters to have a seamless HOV connectivity, OCTA will work with Los Angeles and Riverside counties.
- Concerns that HOV 3+ is a large paradigm switch, and the study of HOV 3+ will be helpful on how to go forward.
- OCTA's role under the metropolitan planning organization, is planning and programming and long-range planning of transportation projects.

A motion was made by Director Muller, seconded by Director Wagner, and declared passed by those present, to request the California Department of Transportation to include a high-occupancy vehicle 3+ occupancy alternative as part of its Interstate 5 (State Route 55 to the Los Angeles County line) high-occupancy vehicle/express lanes environmental document.

Directors Moreno and Pulido were not present to vote on this item.

21. Update on State Route 55 Improvement Project from Interstate 405 to Interstate 5

Darrell E. Johnson, CEO, provided opening comments.

Ross Lew, Program Manager for Highway Programs, and Chris Boucly, Public Outreach, External Affairs, co-presented a PowerPoint presentation on this item as follows:

- Project Limits and Background;
- Project Improvements;
- Project Update;
- Project Schedule;

21. (Continued)

- Next Steps; and
- Public Outreach.

Chairman Shaw stated that the SR-55 Improvement Project is needed.

No action was taken on this discussion item.

Discussion Items

22. Public Comments

A public comment was heard from Edwin Shoemaker, City of Westminster resident, who stated that the toll road by the City of Tustin has a non-tolled lane that is hard to enter due to the traffic congestion.

Chairman Shaw asked staff to follow-up with Mr. Shoemaker about his comment.

23. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported the following:

Stuff-A-Bus Toy Drive -

- On Friday, December 13th, OCTA will host the 27th Annual Stuff-A-Bus Toy Drive, along with ABC7 and Southern California firefighters, at the Great Park in Irvine – a new location this year.
- OCTA will be at the Great Park from 4:00 a.m. to 6:30 p.m., and the Board was invited to stop by and drop off a toy for kids in need.

New Year's Eve Free Bus Service -

- For the 18th year in a row, OCTA will be offering free bus rides on New Year's Eve from 6:00 p.m. to 2:30 a.m.

In Closing -

- This is OCTA's final Board meeting of the year and wished everyone a very happy and safe holiday season.
- OCTA accomplished a lot in 2019 under the Board's leadership and guidance over the year.

24. Directors' Reports

Director Bartlett requested, at the November 11th Board meeting, for OCTA to review a similar program that the Los Angeles County Metropolitan Transportation Authority offers for all veterans to ride free on Veterans Day.

Darrell E. Johnson, CEO, responded that OCTA took under advisement Director Bartlett's request, and the findings and recommendation will be brought to the Board.

Director Hennessey thanked Director Moreno for his service on the Board, and thanked Chairman Shaw for his leadership this year.

Chairman Shaw reported that at the Women's Transportation Seminar – Orange County (WTS-OC) gala, OCTA was recognized as the Employer of the Year.

Chairman Shaw also reported that at the WTS-OC gala, he recognized Maggie McJilton, Executive Director of Human Resources and Organizational Development (HROD), for doing a great job of leading the HROD Division. Chairman Shaw also thanked OCTA for being a great employer.

Darrell E. Johnson, CEO, showed the Board the WTS-OC Employer of the Year award. Mr. Johnson reported that 47 percent of OCTA staff are female and 30 percent of the managerial staff are female.

Chairman Shaw also report that at the WTS-OC gala, OCTA was recognized for the City of Orange downtown parking structure project.

25. Closed Session

James Donich, General Counsel, stated that in consultation with Darrell E. Johnson, CEO, and OCTA staff, the below Closed Session items have been continued to the January 13, 2020 Board meeting.

The Closed Session items were for the following:

- A. Pursuant to Government Code Section 54956.8 – Conference with Real Property Negotiators – APN No. 095-020-19 – Authority Negotiator is Joe Gallardo. Negotiator for the Department of the Navy will be appointed by the Department of the Navy.
- B. Pursuant to Government Code Section 54957.6 to discuss negotiations with Teamsters Local 952 (Teamsters) regarding the coach operators. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of Human Resources and Organizational Development and Teamsters Representative.

26. Adjournment

Chairman Shaw wished everyone Happy Holidays.

The meeting adjourned at 11:08 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, January 13, 2020**, at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

ATTEST:

Laurena Weinert
Clerk of the Board

Tim Shaw
Chairman



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board
Subject: Corporate Credit Cards, Internal Audit Report No. 20-504

Finance and Administration Committee Meeting of January 8, 2020

Present: Directors Hennessey, Jones, R. Murphy, and Steel
Absent: Directors Do and Wagner

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Direct staff to implement one recommendation provided in Corporate Credit Cards, Internal Audit Report No. 20-504.



January 8, 2020

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director
Internal Audit Department

Subject: Corporate Credit Cards, Internal Audit Report No. 20-504

Overview

The Internal Audit Department has completed an audit of corporate credit cards. Based on the audit, controls to ensure transactions are valid, authorized, and in compliance with policies and procedures, are generally adequate; however, one recommendation has been made to clarify requirements for obtaining and documenting approvals.

Recommendation

Direct staff to implement one recommendation provided in Corporate Credit Cards, Internal Audit Report No. 20-504.

Background

Corporate credit cards are issued to members of Orange County Transportation Authority (OCTA) management to facilitate payment of travel and business expenses. Expenses may also be paid by the employee and submitted for reimbursement through the Accounts Payable Department. OCTA maintains a written Corporate Credit Card Policy (Policy), outlining proper use of the cards and responsibilities for preparing and submitting monthly reconciliations of card activity.

Discussion

Policies for approval of business meal and event table expenditures do not specify when approvals must be obtained or how approvals are to be documented. The Internal Audit Department (Internal Audit) recommended

management update policies to provide additional guidance. Management agreed and indicated that updates will be made in early January 2020.

Summary

Internal Audit has completed an audit of corporate credit cards and has offered one recommendation for improvement.

Attachment

A. Corporate Credit Cards, Internal Audit Report No. 20-504

Prepared by:



Gerry Dunning
Senior Internal Auditor
714-560-5875

Approved by:



Janet Sutter
Executive Director, Internal Audit
714-560-5591

ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



Corporate Credit Cards

Internal Audit Report No. 20-504

December 23, 2019



Performed by Gerry Dunning, CIA, CISA, CFE, Senior Internal Auditor
Janet Sutter, CIA, Executive Director

Distributed to: Ken Phipps, Deputy Chief Executive Officer
Andrew Oftelie, Chief Financial Officer, Finance and Administration
Sean Murdock, Director, Finance and Administration
Ben Torres, Ann Marumoto, Jane Swanson

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Corporate Credit Cards
December 23, 2019**

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ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Corporate Credit Cards
December 23, 2019

Conclusion

The Internal Audit Department (Internal Audit) has completed an audit of corporate credit cards. Based on the audit, controls to ensure transactions are valid, authorized, and in compliance with policies and procedures, are generally adequate; however, one recommendation has been made to clarify policies for obtaining and documenting approvals.

Background

Corporate credit cards are issued to members of Orange County Transportation Authority (OCTA) management to allow for payment of travel and business expenses. Expenses may also be paid by the employee and submitted for reimbursement through the Accounts Payable Department (Accounts Payable). OCTA maintains a written Corporate Credit Card Policy (Policy), outlining proper use of the cards and responsibilities for preparing and submitting monthly reconciliations of card activity. Cardholders are also required to acknowledge receipt of OCTA's Code of Conduct every two years.

OCTA administrative staff assist cardholders in assembling monthly reconciliations of corporate card activity and in preparing expense reimbursement packages. Monthly reconciliation packages, with supporting receipts, are submitted to the Deputy Chief Executive Officer (DCEO), or his designee, for review and approval. The DCEO submits his package to the Chief Executive Officer (CEO) for review and approval. Monthly reconciliation packages must be submitted to the Accounts Payable for processing within 28 days of the statement date.

Objectives, Scope, and Methodology

The objective was to identify and test controls over corporate credit cards and to test card activity for compliance with OCTA policies.

According to Generally Accepted Government Auditing Standards (GAGAS), internal control is the system of processes that an entity's oversight body, management, and other personnel implement to provide reasonable assurance that the organization will achieve its operational, reporting, and compliance objectives. The five components are control environment, risk assessment, control activities, information and communication, and monitoring.¹ The components and principles that were evaluated as part of this audit are:

¹ See U.S. Government Accountability Office publication, "Standards for Internal Control in the Federal Government," available at <http://www.gao.gov/products/GAO-14-704G>, for more information.

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Corporate Credit Cards
December 23, 2019

- Control Environment
 - The organization demonstrates a commitment to integrity and ethical values.
 - Management establishes, with board oversight, structures, reporting lines, and appropriate authorities and responsibilities in the pursuit of objectives.
- Risk Assessment
 - The organization considers the potential for fraud in assessing risks to the achievement of objectives.
- Control Activities
 - The organization deploys control activities through policies that establish what is expected and in procedures that put policies into action.
- Monitoring Activities
 - The organization selects, develops, and performs ongoing and/or separate evaluations to ascertain whether the components of internal control are present and functioning.

The scope of the audit included credit card statements and related activity during the period January 14 through September 14, 2019.

The methodology consisted of testing cardholder bi-annual acknowledgement of OCTA's Code of Conduct; identification and testing of controls over corporate card statement reconciliations; and testing corporate card transactions for compliance with the Policy, the Business Expense Policy (BE Policy), and the Travel Policy. Also, testing was performed to ensure corporate credit card expenses were not duplicated in expense reimbursement requests submitted during the same period.

We conducted this performance audit in accordance with GAGAS. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Corporate Credit Cards
December 23, 2019**

Audit Comment, Recommendation, and Management Response

Policy Approval Requirements Should be Clarified

Policies outlining requirements for approval of business meals and purchase of event tables should be clarified to specify how and when approvals are to be obtained and documented. Forms used to document approvals should be referenced in the related policy.

The BE Policy indicates that the purchase of complete tables at events is discouraged and requires the approval of the CEO or DCEO, but does not outline requirements for evidencing such approval. Similarly, the Travel Policy addresses business meal expenses and outlines requirements for documenting the meal purpose and attendees, etc. and recommends preapproval. Testing found that business meals are documented on a Business Meal Expense form; however, pre-approval is not typically obtained, and the Travel Policy makes no reference to the form.

Recommendation 1:

Management should update policies to provide additional guidance for obtaining and documenting approvals.

Management Response:

Management agrees with the recommendation and will clarify the procedures for the approval of business meals and purchase of complete tables. The Travel Policy will be amended to remove the recommendation to obtain preapproval for business meals, however reimbursements for business meals will still require approval as outlined in the Policy. The BE Policy will be modified to include a procedure that will require written authorization from the CEO or DCEO prior to the purchase of a complete table. The procedure will also clarify the acceptable forms of written authorization, such as interoffice memo, email, etc. Management anticipates implementing the changes in early January 2020.



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board
Subject: Bus Marketing, Internal Audit Report No. 19-512

Finance and Administration Committee Meeting of January 8, 2020

Present: Directors Hennessey, Jones, R. Murphy, and Steel
Absent: Directors Do and Wagner

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Direct staff to implement three recommendations provided in Bus Marketing, Internal Audit Report No. 19-512.



January 8, 2020

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer
Janet Sutter, Executive Director
Internal Audit Department

Subject: Bus Marketing, Internal Audit Report No. 19-512

Overview

The Internal Audit Department has completed an audit of bus marketing activities. Based on the audit, compliance with procurement and invoice review procedures should be improved and documentation of marketing programs should be enhanced. The Internal Audit Department has made three recommendations to improve compliance and to better document marketing program efforts and effectiveness.

Recommendation

Direct staff to implement three recommendations provided in Bus Marketing, Internal Audit Report No. 19-512.

Background

The Internal Audit Plan for Fiscal Year (FY) 2018-19 included an audit of bus marketing. The audit was identified at the annual risk assessment meeting between the Internal Audit Department (Internal Audit) and the Executive Director of External Affairs.

The Marketing and Customer Engagement Department (Department) is responsible for public communications related to bus operations and marketing of bus and Metrolink promotions and programs, such as the Angels Express service, OC Flex, and mobile ticketing. Bus marketing project managers use a combination of internal support staff and competitively-procured consultants to implement marketing projects and programs.

During FY 2018-19, expenditures for bus marketing communications and promotions were approximately \$1.1 million.

A documented Marketing Plan, including the purpose, goals and objectives, target audience, timeline, and evaluation criteria, for each marketing project/program is required.

Discussion

Evaluation of procurement activities of the Department noted that contracts are frequently issued for short, one to two-year terms, and for values just below the threshold requiring Board of Directors' approval. In addition, multiple contracts with the same firm were issued during overlapping time periods. Internal Audit recommended management revise practices to combine contracts for similar services and issue contracts for recurring services for longer time periods. Management agreed and indicated that practices are being revised, project management training will be obtained, and additional controls over the procurement process have been implemented.

Internal Audit also identified weaknesses in the invoice review process, including the use of pre-typed invoice review checklists. Several invoices lacked required information and/or included costs not covered by the contracts. Internal Audit recommended that management provide training to project managers responsible for invoice review and approval. Management agreed and indicated that a program controls review has been implemented effective November 2019, and project management training will be provided.

Finally, Internal Audit found that compliance with Department procedures for development, execution, and approval of marketing programs was not always documented and evident. Internal Audit recommended written procedures be reviewed with project managers and documentation, including source and support for program evaluation criteria and results, be maintained. Management agreed to update procedures accordingly and to provide training.

Summary

Internal Audit has completed an audit of bus marketing activities and has offered three recommendations for improvement.

Attachment

A. Bus Marketing, Internal Audit Report No. 19-512

Prepared by:



Gerald Dunning
Senior Internal Auditor
714-560-5875

Approved by:



Janet Sutter
Executive Director, Internal Audit
714-560-5591

ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



Bus Marketing

Internal Audit Report No. 19-512

December 5, 2019



Performed by Gerry Dunning, CIA, CISA, CFE, Senior Internal Auditor
Janet Sutter, CIA, Executive Director

Distributed to: Lance Larson, Executive Director, External Affairs
Alice Rogan, Stella Lin, Ryan Armstrong

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Bus Marketing
December 5, 2019**

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**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Bus Marketing
December 5, 2019**

Conclusion

The Internal Audit Department (Internal Audit) of the Orange County Transportation Authority (OCTA) has completed an audit of bus marketing activities. Based on the audit, compliance with procurement policy and invoice review procedures should be improved, and documentation of marketing programs should be expanded. Internal Audit has made three recommendations to improve compliance and to better document marketing program efforts and effectiveness.

Background

The Marketing and Customer Engagement Department (Department) within the External Affairs Division, is responsible for public communications related to bus operations and marketing of bus and Metrolink promotions and/or new programs, such as the Angels Express service, OC Flex, and the implementation of mobile ticketing. Bus marketing staffing within the Department includes a manager, section manager, and three marketing specialists that act as project managers for the various bus marketing programs. Bus marketing project managers use a combination of internal support staff and consultants to implement marketing projects.

During fiscal year (FY) 2018-19, expenditures for bus marketing communications and promotions was approximately \$1.1 million. The budget includes bus book design and printing, diversity outreach efforts, targeted bus route promotions, and promotions specific to the OC Fair Express, OC Flex, Bravo, Mobile Ticketing, and the Summer Youth programs, among others.

Department procedures require a Marketing Plan (Plan) be developed and documented for each marketing program, including the purpose, goals and objectives, target audience, elements, timeline, and evaluation criteria. The procedures include, but are not limited to, approval of the Plan by the Department manager, development and approval of a budget, and periodic traffic reports documenting project status. Finally, projects should include documented evaluation of the results, using criteria and measurements outlined in the Plan.

The Department maintains time-and-expense contracts with several consultants to assist in developing and executing marketing promotions.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Bus Marketing
December 5, 2019**

Objectives, Scope, and Methodology

The objectives were to evaluate bus marketing operations and to assess and test controls in place to ensure compliance with procurement and invoice review policies and contract terms.

According to Generally Accepted Government Auditing Standards (GAGAS), internal control, in the broadest sense, encompasses the plans, policies, procedures, methods, and processes adopted by management to meet its mission, goals, and objectives. Internal Controls significant within the context of the audit objectives were evaluated as part of this audit.

The methodology consisted of testing a judgmental sample of 3 (out of 12) open contracts, with a bias toward the larger-value contracts, for compliance with selected procurement policies and procedures; evaluation of open contract terms and values; testing a judgmental sample of 40 invoices, with a bias toward including 20 percent of the invoices against each of six contracts, for compliance with invoice review procedures and contract terms; and testing of a judgmental sample of five marketing programs, with a bias toward including different programs/promotions, for compliance with marketing plan policies and procedures.

The scope was limited to bus marketing activities and invoices during FY 2017-18 and 2018-19, and open bus marketing contracts as of May 2019.

We conducted this performance audit in accordance with GAGAS. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Bus Marketing
December 5, 2019**

Audit Comments, Recommendations, and Management Responses

Procurement Practices Should be Improved

Evaluation of the Department's procurement activities noted that contracts are frequently issued at or below \$250,000 (the maximum level before Board of Director's approval is required) and often for short, one or two-year terms. In addition, multiple contracts with the same firm have been issued during overlapping time periods. In most cases, if only one contract were used to provide all marketing services, the contract maximum would exceed \$250,000.

Recommendation 1:

Management should revise practices to ensure that contracts for similar services are combined and contract terms are set for longer periods when recurring services are sought. Management should train staff and perform monitoring, to ensure procurements are not being designed to fall under approval thresholds.

Management Response:

Management concurs and has begun to implement practices to have longer terms and consolidate future contracts for similar services to support Bus Marketing needs. External consulting expertise will be procured to provide Project Management training and provide updated guidance to staff. Management has additionally implemented an updated and streamlined requisition process with added controls that will ensure procurements are not being designed to fall under approval thresholds.

Invoice Review Practices Should be Improved

Invoice Review Checklists, used to document verification of invoice elements against contract terms, appear to be pre-typed templates that do not represent actual validation of charges.

All invoices were accompanied by Invoice Review Checklists that were completed and approved, indicating that charges were adequately supported and that labor rates and Other Direct Cost (ODC) charges were consistent with contract terms; however, Internal Audit noted several exceptions, as follows:

- Several invoices tested included ODC's that were not covered by the contract; however, the accompanying Invoice Review Checklists indicated that ODC's were "per contract rate schedules".

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Bus Marketing
December 5, 2019**

- Invoices for labor charges did not identify staff names (or other support to allow for validation of hours) as required by the contract; however, accompanying Invoice Review Checklists indicate “Employee labor hours being invoiced are adequately supported”.
- Invoices that included only ODC’s or only labor were accompanied by Invoice Review Checklists that indicate both ODC’s and labor charges were verified.
- Several invoices lacked required elements, such as a signed certification that the invoice is a true, complete, and correct statement of reimbursable costs, and the relevant contract number.

Recommendation 2:

Management should undergo training to reiterate the responsibilities of those charged with reviewing and approving invoices. Invoice Review Checklists should be blank and completed as invoices are reviewed.

Management Response:

Management agrees and has implemented a Program Controls function for all Marketing and Customer Engagement contracts in November 2019. This new function will ensure thorough and accurate reviews, approvals, and payments of contract invoices. Additionally, external consulting expertise will be procured to provide Project Management training and provide updated guidance to staff.

Compliance with Program Administration Procedures Should be Documented

Discussion with project and Department management, and review of the files for five marketing promotions noted that compliance with all Department procedures for development, execution, and approval of marketing programs is not always evident and documented.

Department procedures outline requirements for each marketing program, including development of a documented Plan, obtaining approval of the Plan, obtaining consultant budget estimates prior to start of work, final art approval, maintenance of traffic reports reflecting project status, and documented evaluation of results. The promotions tested did have written Plans, however, budget estimates and required approvals were not documented. Also, there was no evidence of regular traffic reports prepared to reflect the status of projects. Finally, the source and support of Plan evaluation criteria was not maintained in the files.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Bus Marketing
December 5, 2019**

Recommendation 3:

Internal Audit recommends written procedures be reviewed with project managers and management require documented compliance with requirements. In addition, documentation should include the source and support of stated evaluation criteria and related results.

Management Response:

Management concurs. With the assistance of external consulting expertise, Management will evaluate and update the current processes and procedures manual to reflect current needs and work environment to include the source and support of stated evaluation criteria and related results. It is expected that the new processes, procedures, and training will be completed the end of December 2020.



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board
Subject: 91 Express Lanes Master Custodial Account and Revenue Allocation, Internal Audit Report No. 19-514

Finance and Administration Committee Meeting of January 8, 2020

Present: Directors Hennessey, Jones, R. Murphy, and Steel
Absent: Directors Do and Wagner

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file 91 Express Lanes Master Custodial Account and Revenue Allocation, Internal Audit Report No. 19-514, as an information item.



January 8, 2020

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer
Janet Sutter, Executive Director
Internal Audit Department

Subject: 91 Express Lanes Master Custodial Account and Revenue Allocation, Internal Audit Report No. 19-514

Overview

The Internal Audit Department has completed an audit of 91 Express Lanes Master Custodial Account activities and revenue allocation. Based on the audit, revenues are allocated to the Orange County Transportation Authority in accordance with the cooperative agreement between the Orange County Transportation Authority and the Riverside County Transportation Commission. The audit also found controls over wire transfers from the 91 Express Lanes Master Custodial Account are adequate and effective.

Recommendation

Receive and file 91 Express Lanes Master Custodial Account and Revenue Allocation, Internal Audit Report No. 19-514, as an information item.

Background

In 2008, the Riverside County Transportation Commission (RCTC) received authority to extend the 91 Express Lanes from the Riverside County Line to Interstate 15. This section of the 91 Express Lanes opened in 2017, providing customers with eight additional miles of travel-time certainty. The Orange County Transportation Authority (OCTA) and RCTC entered into an agreement with the current 91 Express Lanes operator, Cofiroute USA (Cofiroute), to service both segments of the 91 Express Lanes.

OCTA, RCTC, and Bank of the West entered into a Master Custodial Account (MCA) Agreement in 2017, with Bank of the West serving as the account custodian. OCTA and RCTC also entered into a cooperative agreement (Cooperative Agreement) in December 2011. This agreement, along with a

detailed revenue-split schedule, outlines how revenues are to be allocated between OCTA and RCTC. As the 91 Express Lanes operator, Cofiroute tracks all trip activity through its Revenue and Account Management System, which is configured to allocate revenues by agency in accordance with the Cooperative Agreement. Tolls and violation fees collected for trips registered on the OCTA 91 Express Lanes side are assigned to OCTA, while tolls and violation fees collected for trips registered on the RCTC side are assigned to RCTC. Other administrative fees, miscellaneous non-toll revenue, and bad debt expenses are allocated by Cofiroute according to the Cooperative Agreement and detailed revenue-split schedule. OCTA's share of the revenues from the MCA averaged \$4.8 million per month during the audit period.

Discussion

The audit of the 91 Express Lanes MCA was included in the Fiscal Year 2018-19 Internal Audit Plan to evaluate controls and test activities to ensure proper allocation and deposit of revenues to OCTA. Internal Audit performed testing of revenues received and allocated from the 91 Express Lanes MCA to OCTA's 91 Express Lanes Operating Account and found that revenues were allocated in accordance with the Cooperative Agreement between OCTA and RCTC. Internal Audit also performed an assessment and testing of the MCA wire transfer control environment and determined that controls in place were adequate and effective.

Summary

Internal Audit has completed an audit of 91 Express Lanes MCA and Revenue Allocation.

Attachment

- A. 91 Express Lanes Master Custodial Account and Revenue Allocation,
Internal Audit Report No. 19-514

Prepared by:



Ricco Bonelli
Principal Internal Auditor
714-560-5384

Approved by:



Janet Sutter
Executive Director, Internal Audit
714-560-5591

ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



91 Express Lanes Master Custodial Account and Revenue Allocation

Internal Audit Report No. 19-514

December 10, 2019



Performed by: Ricco Bonelli, CIA, Principal Internal Auditor
Janet Sutter, CIA, Executive Director

RTB

Distributed to: Kirk Avila, General Manager, 91 Express Lanes
Andrew Oftelie, Sean Murdock, Benjamin Torres

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
91 Express Lanes
Master Custodial Account and Revenue Allocation
December 10, 2019**

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**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
91 Express Lanes
Master Custodial Account and Revenue Allocation
December 10, 2019**

Conclusion

The Internal Audit Department (Internal Audit) has completed an audit of 91 Express Lanes Master Custodial Account (Custodial Account) activities and revenue allocation. Based on the audit, revenues are allocated to the Orange County Transportation Authority (OCTA) in accordance with the account agreement and the cooperative agreement between OCTA and the Riverside County Transportation Commission (RCTC). The audit also found controls over wire transfers from the Custodial Account are adequate and effective.

Background

The 91 Express Lanes is a four-lane, 18-mile toll road built in the median of State Route (SR) 91 (SR-91) between the SR-55/SR-91 interchange and the SR-91/Interstate (I) 15 (I-15) interchange. The 91 Express Lanes uses congestion management pricing to adjust tolls quarterly based on the number of vehicles utilizing the toll road. Motorists pay tolls via a transponder that automatically deducts the toll amount from a prepaid account.

In 2008, the RCTC received authority to extend the 91 Express Lanes to I-15. This section of the 91 Express Lanes opened in 2017, providing customers with eight additional miles of travel time certainty. OCTA and RCTC entered into an agreement with the current 91 Express Lanes operator, Cofiroute USA (Cofiroute), to service both segments of the 91 Express Lanes.

OCTA, RCTC, and Bank of the West entered into a Master Custodial Account Agreement (MCA Agreement) in 2017, with Bank of the West serving as the custodian for the Custodial Account. Deposits into the Custodial Account include all revenues and transponder-holder deposits received by the custodian in connection with the 91 Express Lanes, which refer jointly to the OCTA 91 Express Lanes and the RCTC 91 Express Lanes.

OCTA and RCTC also entered into a cooperative agreement (Cooperative Agreement) in December 2011. This agreement, along with a detailed revenue-split schedule, outlines how revenues and bad debt expenses are allocated between OCTA and RCTC. As the 91 Express Lanes operator, Cofiroute tracks all trip activity on the 91 Express Lanes through its Revenue and Account Management System (RAMS). RAMS is configured to track trip activity by agency (OCTA or RCTC) in order to allocate revenues in accordance with the Cooperative Agreement. Tolls and violation fees collected for trips registered on the OCTA 91 Express Lanes side are assigned to OCTA, while tolls and violations fees collected for trips registered on the RCTC side are assigned to RCTC. Other administrative fees, miscellaneous non-toll revenue, and bad debt expenses are allocated according to the Cooperative Agreement and detailed revenue-split schedule.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
91 Express Lanes
Master Custodial Account and Revenue Allocation
December 10, 2019**

In accordance with the MCA Agreement, funds in the 91 Express Lanes account are disbursed to the designated OCTA and RCTC operating bank accounts. Each business day, Cofiroute staff prepare a daily wire package. The package consists of wire transfer instructions for the Bank of the West and journal entries for OCTA and RCTC recording the daily prepaid tolls, deposits, and miscellaneous revenue and bad debt expense activity. Detailed documentation of daily activity by agency is provided to support the journal entries.

When the daily wire packages are received from Cofiroute, OCTA Accounting Department (Accounting) staff review the journal entries for accuracy and completeness, agree the journal entries to the supporting documentation, and confirm the wire transfer amount was deposited into the OCTA 91 Express Lanes Toll Revenue Account. Accounting staff prepare the journal entries to record the daily wire transfers. On a monthly basis, Accounting staff perform bank account reconciliations for both the Custodial Account and the 91 Express Lanes Toll Revenue Account.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
91 Express Lanes
Master Custodial Account and Revenue Allocation
December 10, 2019**

Objectives, Scope, and Methodology

The objectives were to assess the adequacy and effectiveness of controls over wire transfers from the Custodial Account and to determine whether 91 Express Lanes revenues were allocated to OCTA in accordance with the MCA Agreement and the Cooperative Agreement between OCTA and RCTC.

According to Generally Accepted Government Auditing Standards (GAGAS), internal control, in the broadest sense, encompasses the plans, policies, procedures, methods, and processes adopted by management to meet its mission, goals, and objectives. Internal controls significant within the context of the audit objectives were evaluated as part of this audit.

The methodology consisted of an evaluation of controls over the wire transfer process, testing of controls for appropriate authorization and correct beneficiary bank account information, and testing of wire transfer disbursements for accuracy, adequate support, and compliance with revenue sharing agreed to in the Cooperative Agreement between OCTA and RCTC. The methodology also included testing of bank account reconciliations for compliance with OCTA policy.

The scope was limited to evaluation and testing of controls related to compliance with the MCA Agreement and the Cooperative Agreement between OCTA and RCTC. The scope included a judgmental sample of 40 wire transfers made from January 1, 2018 through June 30, 2019. The sample was selected to ensure at least two wire transfers were selected for each month during the 18-month period. Since the sample was non-statistical, any conclusions are limited to the sample items tested.

We conducted this performance audit in accordance with GAGAS. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.



January 13, 2020

To: Members of the Board of Directors
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement with the Transportation Security Administration

Overview

Since 2011, the Transportation Security Administration has provided funds to support the operation of three canine teams assigned to the Orange County Transportation Authority's Transit Police Services under the National Explosives Detection Canine Teams Program. Board of Directors' approval is requested to continue to receive these funds through December 2024.

Recommendation

Approve the Other Transaction Agreement between the Orange County Transportation Authority and the Transportation Security Administration for participation in the National Explosives Detection Canine Teams Program, allowing the Orange County Transportation Authority to receive up to \$757,500 over a period of five years to support the three Transportation Security Administration-certified explosives detection canine teams assigned to the Orange County Transportation Authority Transit Police Services.

Background

Within the Department of Homeland Security (DHS), the Transportation Security Administration (TSA) is the primary federal agency responsible for security of the nation's transportation system. Since the terrorist attacks of September 11, 2001, TSA has implemented a multilayered system of security composed of people, processes, and technology to protect the nation's transportation systems. One of TSA's key security layers is the National Explosives Detection Canine Team Program (NEDCTP), which is currently composed of over 800 explosives detection canine teams whose mission is to deter and detect the introduction of explosive devices into the nation's transportation systems.

The Consolidated Appropriations Act, 2014, appropriated approximately \$126.3 million to the program for federal fiscal year 2014. On July 21, 2011, the Orange County Sheriff's Department (OCSD), in partnership with the Orange County Transportation Authority (OCTA), submitted a request to participate in the NEDCTP. On July 11, 2012, OCTA entered into a five-year agreement with the TSA to support three canine explosives detection teams. Each team is made up of a TSA-trained canine and certified law enforcement handler. The NEDCTP agreement with the TSA authorized up to \$120,500 annually, a maximum of \$40,166 annually for each canine team, and \$602,500 over five-years. Through December 2014, OCTA was reimbursed approximately \$479,000 through the NEDCTP.

Discussion

The OCSD provides Transit Police Services (TPS) to OCTA under a multi-year agreement. For approximately ten years, OCTA assigned one canine unit consisting of a deputy certified as a bomb technician with an explosives detection canine to TPS. In 2011, two additional units were obtained through DHS once TSA-certified explosives detection canine teams and the existing OCTA TPS team received the training needed to acquire the same TSA certification. Funding is available through TSA under NEDCTP to agencies with three or more TSA-certified teams to offset the costs. For many years, John Wayne Airport has received these funds for canine teams deployed by OCSD, and knowing that they were available, OCSD requested that TSA fund the OCTA TPS teams.

In October 2014, TSA revised the OTA document, increasing the amount available for each canine team from \$40,166 per year to \$50,500 per year, and requested that OCTA sign the new agreement before December 31, 2014. Through August 2019, OCTA has received \$1,196,980.08 from TSA under this program.

Summary

Based on the information provided, staff recommends approval of the Other Transaction Agreement from the Transportation Security Administration, which replaces the current agreement, to provide up to \$757,500 for a period of five years effective January 1, 2020, for participation in the National Explosives Detection Canine Team Program.

Attachment

None.

Prepared by:

A handwritten signature in dark ink, appearing to read "Katrina Faulkner".

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

Approved by:

A handwritten signature in dark ink, appearing to read "Kenneth Phipps".

Kenneth Phipps
Deputy Chief Executive Officer
714-560-5637



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board
Subject: Fiscal Year 2019-20 First Quarter Budget Status Report

Finance and Administration Committee Meeting of January 8, 2020

Present: Directors Hennessey, Jones, R. Murphy, and Steel
Absent: Directors Do and Wagner

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.



January 8, 2019

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Y. J. R. for

Subject: Fiscal Year 2019-20 First Quarter Budget Status Report

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2019-20 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the first quarter of fiscal year 2019-20.

Recommendation

Receive and file as an information item.

Background

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2019-20 Budget on June 10, 2019. The approved budget itemized the anticipated revenues and expenses necessary to deliver OCTA's transportation programs and projects.

The balanced budget as originally approved by the Board in June was \$1.525 billion. Sources of funds were comprised of \$1.16 billion in current FY revenues and \$365.4 million in use of prior year designations. Uses of funds were comprised of \$1.44 billion of current FY expenditures and \$82.7 million of designations.

The Board approved one amendment in the first quarter, increasing the expense budget by \$4.5 million. This increased the budget to \$1.53 billion as summarized on Table 1 on the following page.

Table 1 - Working Budget

Date	Description	Amount*
7/1/2019	Adopted Budget	\$ 1,525,194
7/22/2019	Contracted Fixed-route Service Agreement	4,521
	<i>Subtotal Amendments</i>	<i>4,521</i>
	Total Working Budget	\$ 1,529,715

*in thousands

Discussion

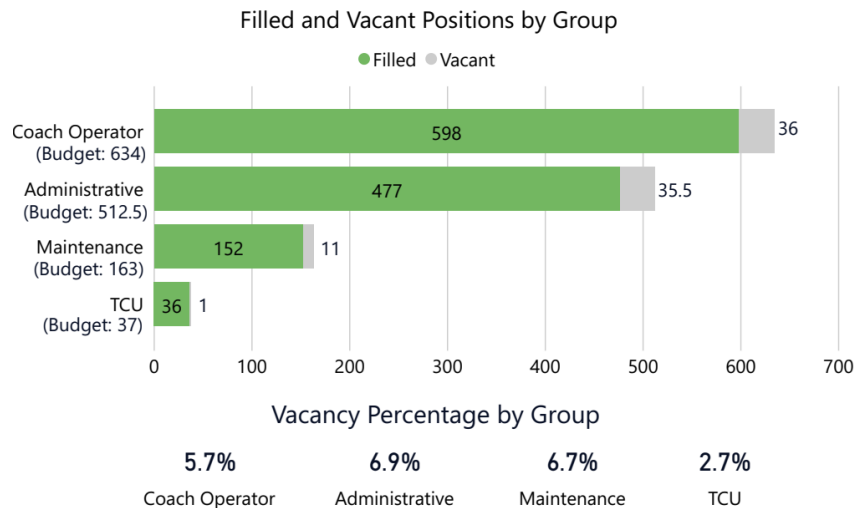
Staff monitors and analyzes revenues and expenditures versus the working budget. This report provides a summary level overview of staffing levels and explanations for material budget-to-actual variances within each pertinent OCTA program. The OCTA programs included are Bus, Commuter Rail, 91 Express Lanes, Motorist and Taxi Services, and Measure M2 (M2). A visual dashboard summary of this report is provided in Attachment A.

Unless indicated on an individual chart, the general color pattern used is outlined below:

- Gray – Budget
- Green – Within budget
- Yellow – Within 5 percent variance of budget
- Red – Over 5 percent variance of budget

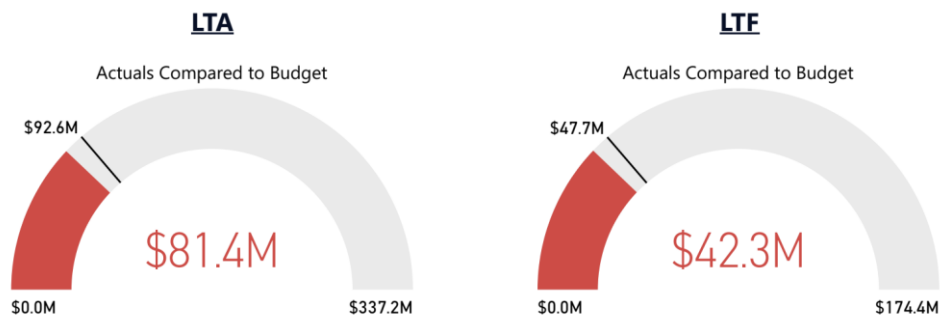
Staffing

Total salaries and benefits underran the budget by \$1 million. This is primarily due to vacancies OCTA-wide, with the largest vacancy percentages in the Administrative (6.9 percent) and Maintenance (6.7 percent) groups at the end of the quarter.



Sales Tax Receipts

The charts below provide a FY snapshot for both the Local Transportation Authority (LTA) M2 Program and Local Transportation Fund (LTF) Bus Program sales tax revenues against the budget. LTA sales tax receipts of \$81.4 million were \$11.2 million lower than the budget. LTF sales tax receipts of \$42.3 million were \$5.4 million lower than the budget. Staff is working with MuniServices, Limited Liability Corporation, OCTA's sales tax consultant, to determine if this underrun is material or simply a timing issue of receipts from California Department of Tax and Fee Administration.



Major Programs

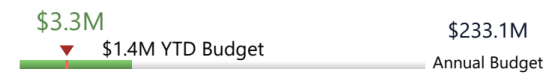


Bus Program



Bus Program operating revenue of \$58 million underran the budget by \$4.3 million, primarily due to lower than anticipated LTF sales tax revenue. Bus Program operating expenses of \$57.5 million underran the budget by \$2.1 million, primarily due to fuel costs (\$0.8 million). Compressed natural gas fuel underran due to a lower unit cost than anticipated, and hydrogen fuel and gasoline underran due to lower miles driven than anticipated. Hydrogen fuel is used in 11 buses which were all anticipated to be in service beginning in July 2019; however, three of the buses did not begin service until October 2019 due to the hydrogen fueling station not being fully operational until late in the first quarter. Gasoline is used for ACCESS, the on-demand paratransit service, and

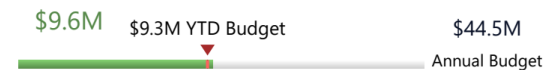
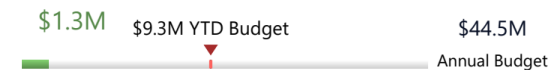
less miles were driven than forecast for the first quarter. Also contributing to the underrun was \$0.2 million for OC Flex service due to technical difficulties with the contractor's data system resulting in invoicing in arrears by two months. This is anticipated to be resolved in the following quarter, and billing is anticipated to be back on schedule. An underrun of \$0.2 million for security services was the result of a year-end credit from the Orange County Sheriff's Department for position vacancies in a prior FY. A \$0.2 million underrun for the on-board video surveillance system project was the result of invoice timing. Invoices anticipated to be paid in the first quarter were paid early in the second quarter. The remainder of the underrun for operating expenses was the result of less as-needed expenses than anticipated for the first quarter. These include items like shop supplies, minor repairs, and maintenance on the bus fleet.

Capital Revenue**Capital Expense**

Bus Program capital revenue of \$3.3 million overran the budget by \$1.9 million, primarily due to prior FY state grant revenue received in the current FY for the purchase of ten hydrogen fuel cell electric buses. California Air Resources Board grant revenue associated with the bus purchase was budgeted in a prior FY but received in the current FY based on corresponding expenditures. Capital expenses of \$1.4 million were in line with the budgeted amount.



Rail Program

Operating Revenue**Operating Expense**

Rail Program operating revenue of \$9.6 million overran the budget by \$0.3 million primarily due to higher than anticipated earnings on investments. Operating expenses of \$1.3 million underran by \$8 million, primarily due to the quarterly operating subsidy payment to Southern California Regional Rail Authority (SCRRA) for OCTA's annual portion of the Metrolink operations. This \$7.4 million underrun is the result of ongoing negotiations for the funding agreement, and once executed, the underrun is anticipated to be resolved. The remainder of the operating expense underrun is associated with on-call project management support services for multiple projects within the Rail Program.

Capital Revenue

\$0.1M
 ▼ \$0.1M YTD Budget
 \$43.6M
 Annual Budget

Capital Expense

\$0.0M
 ▼ \$0.1M YTD Budget
 \$43.6M
 Annual Budget

Actual capital revenue and expenses for the Rail Program were less than \$0.1 million, respectively, and in line with budgeted expectations. Contracts for larger capital projects such as construction of the Anaheim Canyon Metrolink Station project and the Placentia Metrolink Station project are anticipated later in the FY, increasing both capital revenue and expense activity.



91 Express Lanes Program

Operating Revenue

\$15.9M
 \$15.0M YTD Budget
 ▼
 \$78.1M
 Annual Budget

Operating Expense

\$3.7M
 \$5M YTD Budget
 ▼
 \$78.1M
 Annual Budget

The 91 Express Lanes Program operating revenue of \$15.9 million overran by \$0.9 million, primarily due to fees collected for toll violations and account minimums. Revenue from these fees are variable in nature and therefore difficult to forecast. Operating expenses of \$3.7 million underran by \$1.3 million, primarily due to as-needed expenses associated with toll road account servicing, legal services, and equipment repair/maintenance.

Capital Revenue

\$0.1M
 ▼ \$0.1M YTD Budget
 \$38.1M
 Annual Budget

Capital Expense

\$0.1M
 ▼ \$0.1M YTD Budget
 \$38.1M
 Annual Budget

Capital revenue and expenses for the 91 Express Lanes Program of \$0.1 million respectively, were in line with budgeted expectations. Contracts for larger capital projects including the new Back Office System and Customer Service Center project will be executed later in the FY, increasing capital revenue and expense activity.



Motorist Services Program

Operating Revenue

\$1.6M

▼ \$1.3M YTD Budget

\$9.2M
Annual Budget

Operating Expense

\$1.2M

▼ \$1.3M YTD Budget

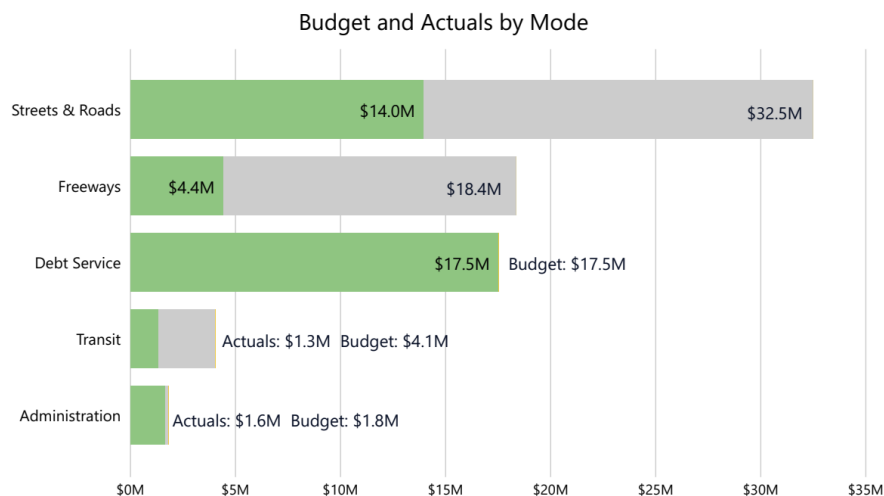
\$9.2M
Annual Budget

Motorist Services Program revenue of \$1.6 million overran the budget by \$0.3 million, primarily due to earlier than anticipated contribution from the cities for the Orange County Taxi Administration Program. This revenue was anticipated to be received evenly over the course of the FY, however cities are contributing their portions sooner. Expenses for the program of \$1.2 million underran the budget by \$0.1 million due to lower than anticipated invoices for contracted tow service for the Freeway Service Patrol Program. Fuel cost for this program is variable, and due to lower fuel costs, invoices received were lower than anticipated.

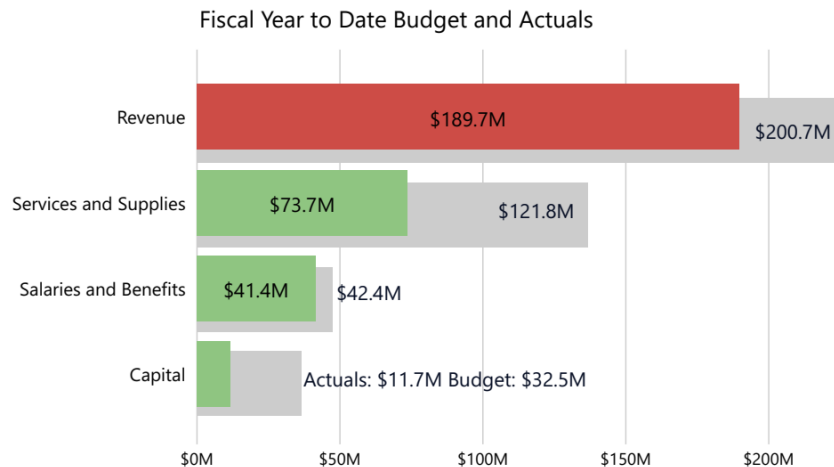


Measure M2 Program

Total expenses for the M2 Program of \$38.9 million underran the budget by \$35.3 million, primarily due to lower than anticipated project payment requests from the cities for the Regional Capacity Program, Regional Traffic Signal Synchronization Program, and Environmental Cleanup Program. Also contributing to the underrun is invoice timing for construction and construction support services for the Interstate 5 South County Improvement project and the Interstate 405 Improvement Project.



Summary



Overall, revenue of \$189.7 million underran the budget by \$11 million, primarily due to lower sales tax revenue for the M2 Program (\$11.2 million) and Bus Program (\$5.4 million). These underruns were partially offset by an overrun from grant revenue budgeted in a prior FY but received in the current FY for the purchase of hydrogen fuel cell electric buses. Services and supplies expenses of \$73.7 million underran the budget by \$48.1 million, primarily due to an underrun in the Metrolink operating subsidy and contributions to local agencies based on lower than anticipated project payment requests for Regional Capacity Program, Regional Traffic Signal Synchronization Program, Environmental Cleanup Program, and Community-based Transit/Circulator Program. Salaries and benefits of \$41.4 million underran the budget by \$1 million due to vacancies. Capital expenses of \$11.7 million underran the budget by \$20.8 million, primarily due to construction and construction support services for the Interstate 5 South County Improvement project and the Interstate 405 Improvement Project.

Attachment

A. FY 2019-20 First Quarter Budget Status Summary

Prepared by:



Anthony Baruch
Section Manager,
Financial Planning and Analysis
(714) 560-5332

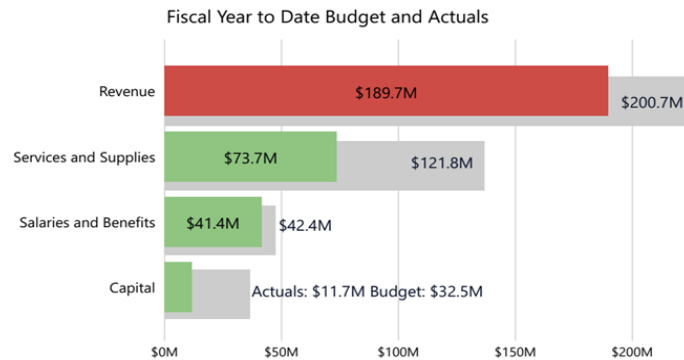
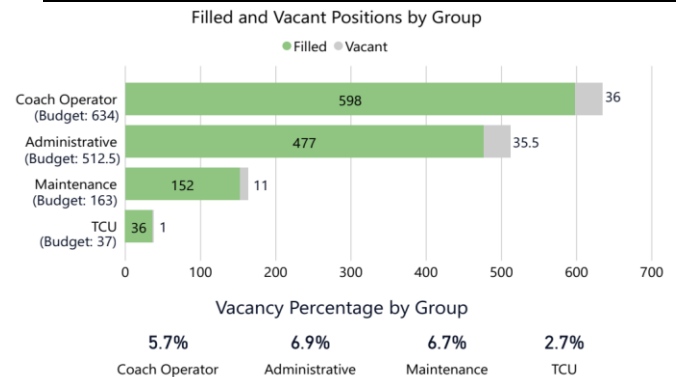
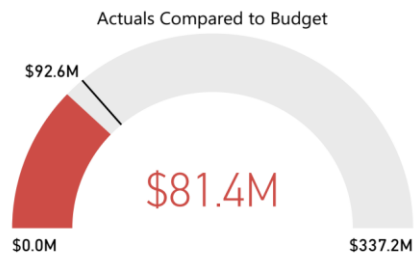
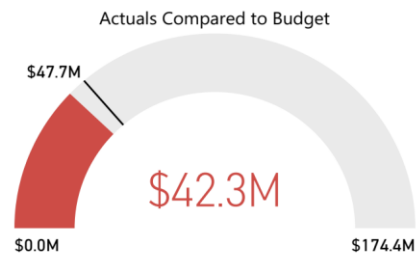
Approved by:



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



● Budget ● Within Budget ● Within 5% Variance ● Over 5% Variance

Total Authority**Staffing****Sales Tax Receipts****LTA****LTF****Major Operating Programs****Bus Program****Operating Revenue**

\$58.0M

\$62.3M YTD Budget

\$372.1M

Annual Budget

Capital Revenue

\$3.3M

\$1.4M YTD Budget

\$233.1M

Annual Budget

Operating Expense

\$57.5M

\$59.6M YTD Budget

\$372.1M

Annual Budget

Capital Expense

\$1.4M

\$1.4M YTD Budget

\$233.1M

Annual Budget

Rail Program**Operating Revenue**

\$9.6M

\$9.3M YTD Budget

\$44.5M

Annual Budget

Capital Revenue

\$0.1M

\$0.1M YTD Budget

\$43.6M

Annual Budget

Operating Expense

\$1.3M

\$9.3M YTD Budget

\$44.5M

Annual Budget

Capital Expense

\$0.0M

\$0.1M YTD Budget

\$43.6M

Annual Budget

91 Express Lanes Program**Operating Revenue**

\$15.9M

\$15.0M YTD Budget

\$78.1M

Annual Budget

Capital Revenue

\$0.1M

\$0.1M YTD Budget

\$38.1M

Annual Budget

Operating Expense

\$3.7M

\$5M YTD Budget

\$78.1M

Annual Budget

Capital Expense

\$0.1M

\$0.1M YTD Budget

\$38.1M

Annual Budget

Motorist Services Program**Operating Revenue**

\$1.6M

\$1.3M YTD Budget

\$9.2M

Annual Budget

Operating Expense

\$1.2M

\$1.3M YTD Budget

\$9.2M

Annual Budget



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Award of Sole Source Agreement for the Purchase and Maintenance of a Xerox Nuvera 144 EA Production Press

Finance and Administration Committee Meeting of January 8, 2020

Present: Directors Hennessey, Jones, R. Murphy, and Steel

Absent: Directors Do and Wagner

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1771 between the Orange County Transportation Authority and Xerox Corporation, in the amount of \$175,340, for the purchase of a Xerox Nuvera 144 EA Production Press, training, and maintenance.



January 8, 2020

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Sole Source Agreement for the Purchase and Maintenance of a Xerox Nuvera 144 EA Production Press

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2019-20 Budget, the Board of Directors approved the acquisition of a new high-production digital press to replace the 2003 Xerox Docutech 6135 press that has reached the end of its useful life. The new Xerox Nuvera 144 EA is compatible with the existing fleet of Xerox equipment used by the Orange County Transportation Authority. Staff is requesting a sole source agreement with Xerox for the purchase of the press.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1771 between the Orange County Transportation Authority and Xerox Corporation, in the amount of \$175,340, for the purchase of a Xerox Nuvera 144 EA Production Press, training, and maintenance.

Background

The Orange County Transportation Authority (OCTA) currently owns four Xerox Corporation (Xerox) production presses. The presses are used for high-volume copying, including material for outreach, service changes, budget documents, Riders Alerts, presentation and marketing materials, as well as Board of Directors (Board) and Committee agendas. Over the past five years OCTA has experienced fifteen percent growth in print production to over 6.8 million impressions per year.

To support the four production presses, OCTA uses Xerox's exclusive Freeflow software to manage the production of the print jobs. The Xerox Freeflow software allows the technicians to scan the printed material into a main computer

and then disburse the jobs to any of the four production presses. The Freeflow software creates a cohesive and integrated Xerox production system.

Discussion

OCTA currently has a Xerox Docutech black and white production press that has exceeded its useful life. The Xerox 6135 Docutech was purchased in 2003 and serves as the main black and white production press. The recommended useful life for the Docutech press given the number of annual prints is seven years, but OCTA has been able to get an additional nine years of service from the machine. However, the frequency of break downs with the machine has increased and has reached twice per month. In addition, the Xerox 6135 Docutech press is no longer in production and, as a result, parts have become more difficult for the manufacturer to obtain for repairs. As a result, downtime for the machine has increased from one to two hours to two to three days. This has resulted in delays in production jobs or increased cost when the job needs to be printed on a color press, which costs ten times the amount per impression. Currently, a black and white impression costs approximately half a cent per impression, whereas printing a color impression costs approximately five cents per impression. The replacement of the Docutech 6135 with a new Xerox Nuvera 144 EA will also provide a higher-quality finished product based on the Nuvera 144 EA providing twice the resolution quality.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved policies and procedures for a sole source procurement. Xerox is the exclusive owner of all proprietary rights for Xerox printers and is also the sole entity able to provide the Freeflow software, training, and maintenance. Therefore, Xerox meets OCTA's criteria for a sole source procurement. Awarding this contract to Xerox will allow OCTA to keep pace with user demands and evolutions in printing technology.

The Xerox proposal was reviewed by staff from the Contracts Administration and Materials Management and the General Services departments to ensure compliance with the contract terms and conditions, as well as the technical requirements. Based on the technical review, financial status, and vendor performance, Xerox is deemed responsible. In accordance with OCTA's sole source procurement procedures, a sole source procurement over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a price review of the proposed pricing from Xerox. Internal Audit concluded that Xerox provided OCTA with fair and reasonable pricing for the Xerox Nuvera 144 EA

Production Press, maintenance, and training based on historical contracted rates.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Finance and Administration, General Services, Account 1291-9026-A5300-OKE, and is funded with local funds.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute sole source Purchase Order No. C-9-1771 between the Orange County Transportation Authority and Xerox Corporation, in the amount of \$175,340, for the purchase of a Xerox Nuvera 144 EA Production Press, training, and maintenance.

Attachment

None.

Prepared by:



Sara Belovsky
Section Manager,
General Services
(714) 560-5720

Approved by:



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



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



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board
Subject: Agreement for the Purchase of Modular Systems and Ancillary Furniture

Finance and Administration Committee Meeting of January 8, 2020

Present: Directors Hennessey, Jones, R. Murphy, and Steel
Absent: Directors Do and Wagner

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1652 between the Orange County Transportation Authority and Western Office, in the amount of \$990,000, to provide services for the purchase of modular systems and ancillary furniture for a two-year term.



January 8, 2020

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for the Purchase of Modular Systems and Ancillary Furniture

Overview

In October 2019, the Orange County Transportation Authority issued an invitation for bids for the purchase, installation, reconfiguration, and maintenance of modular systems and ancillary furniture. Staff is requesting approval to execute a purchase order for needed modular systems and ancillary furniture.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1652 between the Orange County Transportation Authority and Western Office, in the amount of \$990,000, to provide services for the purchase of modular systems and ancillary furniture for a two-year term.

Discussion

The Orange County Transportation Authority (OCTA) administrative offices relocated to its current location in 1993. At that time, existing modular furniture was purchased to fit the new building configuration to accommodate staff, and some conference room tables, chairs, and desk chairs were transferred from the former administrative offices.

OCTA's current furniture product is over 26 years old and no longer complies with today's ergonomic and environmental workplace standards. The majority of electrical components housed inside the panel systems are showing significant signs of aging. As of February 2019, the current furniture model was discontinued and OCTA is now limited in its ability to make ergonomic changes to existing layouts given the limited number of replacement parts available.

This request is two-fold and includes funds to replace the furniture in nineteen conference rooms to include new technology tables and seating at the

Administration building and Garden Grove Maintenance and Annex buildings. The balance of the funds will be used to begin a phased approach to replace the office panel system at the Administrative building on a floor-by-floor basis. OCTA anticipates the replacement of the furniture for the nineteen conference rooms to be approximately \$751,200. It is anticipated that the cost to replace panels and electrical components for each floor will be approximately \$100,000 per floor. The balance of the funds from this procurement will allow OCTA to replace the panel systems and electrical components for two floors, which would be completed over a one to two-year time period.

As OCTA purchases new panel systems, it is anticipated that the majority of existing work surfaces and storage units will continue to be used. Only those work surfaces and storage units that show significant signs of wear will be replaced. The new proposed panel system meets current Americans with Disabilities Act requirements, which call for electrical components to be located at the desk or surface level, making the setup of computers or electrical equipment ergonomically compliant. As the current systems are replaced, the existing furniture will be sold as surplus.

Staff anticipates budgeting the replacement of the panels and electrical components for the remaining floors beginning in fiscal year 2021-22. It is anticipated that it will take four years to complete the replacement of the panels and electrical components for the remaining eight floors.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for materials and equipment greater than \$50,000. These procedures, which conform to both federal and state requirements, are used when minimum requirements can be clearly specified and, therefore, the lowest price is the only criterion for choosing among the bidders who are responsive and responsible after a sealed bid process.

On October 10, 2019, Invitation for Bids (IFB) 9-1652 was issued electronically on CAMM NET. The project was advertised on October 10 and 16, 2019, in a newspaper of general circulation. On October 30, 2019, one bid was received and publicly opened.

The bid was reviewed by staff from Contracts Administration and Materials Management (CAMM) and General Services departments to ensure compliance with legal requirements and technical specifications. The bidder and bid amount is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Western Office Los Angeles, California	\$990,000

In accordance with OCTA procurement policies and procedures, a single bid received for a procurement over \$50,000 requires the OCTA Internal Audit Department to conduct a review to determine if there was adequate competition. In addition, CAMM contacted several vendors from the bid list to inquire why they did not submit bids. The firms stated that they did not submit a bid due to several reasons, which include: some firms not having the resources needed for this project, some companies no longer in business, and others were not able to provide competitive pricing.

Western Office, the incumbent vendor, is providing OCTA with fair and reasonable pricing, based on historical, as well as current contract rates for similar products and services.

The purchase order will be for a two-year term with a not-to-exceed amount of \$990,000. The IFB requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Western Office.

Fiscal Impact

The project is included in OCTA's proposed Fiscal Year 2019-20 Budget, Finance and Administration Division, General Services, Accounts 1290-A5310-1NX-7611 and 1290-A0001-1P3-7662, and is funded through the General Fund.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1652 with Western Office in the amount of \$990,000 for the purchase, installation, reconfiguration, and preventative maintenance of systems and ancillary furniture.

Attachment

None.

Prepared by:



Sara Belovsky
Section Manager,
General Services
714-560-5720

Approved by:



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




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



COMMITTEE TRANSMITTAL

January 13, 2020

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 January 6, 2020

Present: Directors Bartlett, Chaffee, Delgleize, Muller, M. Murphy, R. Murphy, and Pulido

Absent: None

Committee Vote

This item was passed by the Members present.

Directors Muller and Pulido were not present to vote on this item.


Committee Recommendations

- A. Authorize approval of amendment requests for four projects from the cities of Anaheim, Costa Mesa, Newport Beach, and the County of Orange.
- B. 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.



January 6, 2020

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

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 approval of amendment requests for four projects from the cities of Anaheim, Costa Mesa, Newport Beach, and the County of Orange.
- B. 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) and State-Local Partnership Program (SLPP) formula grant call, and Arterial Pavement Management (APM) Program.

Revenues for the prior calls include federal Congestion Mitigation and Air Quality Improvement Program funds, federal Surface Transportation Block Grant Program funds, former federal transportation enhancement (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

Since 2010, the Board of Directors (Board) has programmed \$109.54 million in state and federal funds to the cities and the County of Orange through the BCIP, TE, SLPP, and APM calls, for a total of 205 project phases of work. The progress and information for each of the active projects is listed in Attachment A. All federal TE projects are now complete; therefore, these projects will not be included in future State and Federal Grant Programs updates to the Board. A summary of the progress of phases is provided in the table below.

Project Phase Status	Environmental / Engineering	Right-of-Way	Construction	Total
Planned	9	4	17	30
Started	5	1	18	24
Completed	12	-	129	141
Cancelled	1	-	9	10
Total	27	5	173	205

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

Program Amendments

For this review period, the Board is requested to approve program year amendments for three projects and a scope change request for one project. Details on the requests are provided in Attachment B. The attachment also provides information on one minimal administrative scope change that does not require Board approval.

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 C. 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 amendment requests for four projects for Board approval.

Attachments

- A. State and Federal Grant Programs Project Status
- B. State and Federal Grant Programs, Bicycle Corridor Improvement Program Requests
- C. Capital Funding Program Report

Prepared by:



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Approved by:



Kia Mortazavi
Executive Director, Planning
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State and Federal Grant Programs Project Status

2012 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Costa Mesa	Bike Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050	Started
Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288	Started
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	E,C	\$ 746,460	\$ 111,540	\$ 858,000	Completed - E Started - C
2012 BCIP Phases Completed		21	\$ 5,912,195	\$ 1,234,532	\$ 7,146,727	
2012 BCIP Phases In Progress		3	\$ 899,005	\$ 134,333	\$ 1,033,338	
2012 BCIP Total Program ¹		24	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065	

2014 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
County of Orange	Lambert Road Bikeway Project ²	C	\$ 40,800	\$ 312,200	\$ 353,000	Completed
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Started
La Habra	La Habra Union Pacific Rail Line Bikeway ²	R	\$ 91,760	\$ 708,240	\$ 800,000	Started
2014 BCIP Phases Completed		4	\$ 418,476	\$ 3,940,884	\$ 4,359,360	
2014 BCIP Phases In Progress		2	\$ 774,020	\$ 878,810	\$ 1,652,830	
2014 BCIP Total Program ¹		6	\$ 1,192,496	\$ 4,819,694	\$ 6,012,190	

2016 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	E,R	\$ 650,400	\$ 162,600	\$ 813,000	Started - E Planned - R
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Planned
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E,R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Started - E Planned - R
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	E,C	\$ 2,107,054	\$ 287,326	\$ 2,394,380	Started - E Planned - C
Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825	Started

Notes:

1. Total does not include cancelled projects.
2. Mobile Air Pollution Reduction Committee County Transportation Commission funds.

State and Federal Grant Programs Project Status

2016 BCIP (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Started
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E,C	\$ 1,094,357	\$ 149,230	\$ 1,243,587	Started - E Planned - C
Irvine	Jeffrey Road Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge Project	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Started
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes	E,C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Completed - E Started - C
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E,C	\$ 735,703	\$ 100,326	\$ 836,029	Completed - E Started - C
Santa Ana	Hazard Avenue Protected Bike Lanes	E,C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Completed - E Started - C
Santa Ana	Citywide Bike Racks	E,C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - E Started - C
Tustin	Main Street/El Camino Real Improvements	C	\$ 2,213,613	\$ 301,856	\$ 2,515,469	Started
2016 BCIP Phases Completed		4	\$ 531,023	\$ 72,419	\$ 603,442	
2016 BCIP Phases In Progress		18	\$ 19,316,065	\$ 2,974,916	\$ 22,290,981	
2016 BCIP Total Program ¹		22	\$ 19,847,088	\$ 3,047,335	\$ 22,894,423	

2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Brea	OC Loop Brea Gap Closure	E, R , C	\$ 6,047,538	\$ 2,967,750	\$ 9,015,288	Planned - E Planned - R Planned - C
Buena Park	Valley View Street and the Southern California Edison SCE Trail Crossing Bicycle/ Pedestrian Traffic Signal	C	\$ 508,279	\$ 90,886	\$ 599,165	Planned
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	E, C	\$ 620,336	\$ 316,659	\$ 936,995	Planned - E Planned - C
County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	C	\$ 1,308,572	\$ 823,992	\$ 2,132,564	Planned
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	\$ 4,000,000	\$ 1,685,383	\$ 5,685,383	Planned
Irvine	JOST Interstate 5 Bicycle Pedestrian Bridge	C	\$ 4,000,000	\$ 8,426,028	\$ 12,426,028	Planned

State and Federal Grant Programs Project Status

2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Planned
Mission Viejo	District 5 Regional Bikeways - Mission Viejo N/S Corridor & Jeronimo/ Chrisanta Trail	E	\$ 220,000	\$ 30,000	\$ 250,000	Planned
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Planned
Placentia	Atwood Multipurpose Trail	E	\$ 280,000	\$ 70,000	\$ 350,000	Planned
San Clemente	S. El Camino Real Lane Reconfiguration and Buffered Bike Lane Project ³	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St. Andrew Place ³	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew Place to Edinger Avenue ³	E, C	\$ 743,274	\$ 598,356	\$ 1,341,630	Planned - E Planned - C
Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue ³	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive ³	E, C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Planned - E Planned - C
Santa Ana	Warner Avenue Protected Bike Lanes	E, C	\$ 1,116,126	\$ 326,079	\$ 1,442,205	Planned - E Planned - C
2019 BCIP Phases Completed		0	\$ -	\$ -	\$ -	
2019 BCIP Phases In Progress		22	\$ 25,835,959	\$ 17,495,671	\$ 43,331,630	
2019 BCIP Total Program		22	\$ 25,835,959	\$ 17,495,671	\$ 43,331,630	

Notes:

3. Project was conditionally awarded. Fiscal year will be determined once the project has met the conditions of award.

2014 APM Program						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Lincoln Avenue - Brookhurst Street to Euclid Street	C	\$ 835,347	\$ 1,215,550	\$ 2,050,897	Completed
Brea	Kraemer Boulevard - Lambert Road to Golden Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Brea	Lambert Road - Delta Avenue to West City Limit and Lambert Road - Wildcat Way to East City Limit	C	\$ 500,000	\$ 758,527	\$ 1,258,527	Completed
Costa Mesa	Bristol Street - I-405 to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started

State and Federal Grant Programs Project Status

2014 APM Program (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
County of Orange	Foothill Boulevard - Newport Avenue to Hewes Street	C	\$ 500,000	\$ 513,730	\$ 1,013,730	Completed
County of Orange	Crown Valley Parkway and Oso Parkway	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Started
Fullerton	Chapman Avenue - Berkeley Avenue to Raymond Avenue	C	\$ 402,234	\$ 402,234	\$ 804,468	Completed
Lake Forest	Portola Parkway - Alton Parkway to El Toro Road	C	\$ 500,000	\$ 568,698	\$ 1,068,698	Completed
Mission Viejo	Trabuco Road and Marguerite Parkway	C	\$ 500,000	\$ 1,273,780	\$ 1,773,780	Completed
Placentia	Placentia Avenue - Chapman Avenue to Ruby Drive	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Started
Rancho Santa Margarita	Santa Margarita Parkway - Buena Suerte to Plano Trabuco Road and Antonio Parkway - Tijeras Creek to Via Ladera	C	\$ 500,000	\$ 759,377	\$ 1,259,377	Completed
Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Seal Beach	Westminster Boulevard - West City Limit to Seal Beach Boulevard	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Villa Park	Taft Avenue - Santiago Boulevard to Lemon Street	C	\$ 385,997	\$ 385,997	\$ 771,994	Started
Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	C	\$ 500,000	\$ 2,171,143	\$ 2,671,143	Completed
2014 APM Phases Completed		33	\$ 15,678,981	\$ 23,176,543	\$ 38,855,524	
2014 APM Phases In Progress		9	\$ 4,185,997	\$ 7,781,793	\$ 11,967,790	
2014 APM Phase Sub-totals			\$ 19,864,978	\$ 30,958,336	\$ 50,823,314	
APM Available from Savings⁴			\$ -	\$ -	\$ 2,134,000	
2014 APM Total Program		42	\$ 19,864,978	\$ 30,958,336	\$ 52,957,314	

Notes:

4. Includes savings from deobligations of completed projects.

State and Federal Grant Programs Project Status

2010 TE Program - 28 Completed Projects			
	Allocation	Match	Total Project 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 Projects			
	Allocation	Match	Total Project 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.

**State and Federal Grant Programs
Bicycle Corridor Improvement Program Requests**

Program Year Amendment Requests					
Agency	Project Title	Delayed Phase	Approved Fiscal Year (FY)	Proposed FY	Delay Reason
Anaheim	Nohl Ranch Open Space Trail	Right-of-Way	2019-20	2021-22	The design funds for this project were obligated in June 2019, and the City has been working on procurement for design services since that time. The City is requesting additional time to start and complete the design work prior to requesting obligation of the right of way funds. This action is recommended.
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection	Construction	2019-20	2020-21	Currently the project is completing the required environmental documentation and will be requesting obligation of the design funds in FY 2019-20 as scheduled. The construction phase is requested to be amended to allow time for the project to complete prior phases of work. This action is recommended.
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge	Construction	2019-20	2021-2022	The project was previously placed on the 2016 BCIP standby list, and remained unfunded. The project was approved for funding in 2018. Environmental and design activities initiated in December 2018, when the cooperative agreement between the City and OCTA was executed. Currently, the City anticipates the environmental phase to be completed in February 2020, and design completion prior to requesting obligation of the construction funds in FY 2021-22. This action is recommended.

Scope Amendment Requests					
Agency	Project Title	Phase	Approved Fiscal Year (FY)	Change Type	Supplemental Information
County of Orange	Peters Canyon Bikeway Extension	Final Design	2020-21	Scope Modification	OCTA processed and is recommending approval of a scope change. The County of Orange (County) requested a scope modification that would modify the alignment of the bikeway along Jamboree Road (south of Pioneer Road) by upgrading a parallel facility along Pioneer Road. One mile of the original alignment along Jamboree Road (north of Pioneer Road) will remain as originally approved. After completing preliminary engineering, the County conducted additional public outreach to receive input from the local community on the alternatives. The community concerns included high-speeds and steep grades along the alignments that were presented along Jamboree Road. The County then compiled the comments and input provided and prepared an additional alternative to present to the community. Additional public outreach was held within the project vicinity, and the project webpage provided opportunity for other members of the community to take a project survey or reach out to the project contact with questions. The County determined that the community was supportive of the newly proposed alignment which was then submitted to OCTA for consideration. Staff completed an analysis of the proposed changes and they were determined to have no significant impact to project scoring, so the scope change is recommended.

Other Program Updates - Information Only					
Agency	Project Title	Phase	Approved Fiscal Year (FY)	Change Type	Supplemental Information
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	Construction	2019-20	Scope Modification	OCTA processed and approved a minor scope change. The County requested a scope modification that would replace the previously proposed on-road bikeway along 700 feet of Esperanza Boulevard (between the Yorba Linda city limits to the Fairmont Connector) to an off-road facility along the same limits. Staff completed an analysis of the proposed changes and they were determined to provide a similar or improved quality facility and retain the safety benefits of the project as originally approved.

BCIP - Bicycle corridor Improvement Program
OCTA - Orange County Transportation Authority



Capital Funding Program Report

Board of Directors (Board) Approved - June 10, 2019

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
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	O	\$274,838						\$22,979		\$251,859	
Raymond Avenue grade separation	O	\$126,317						\$95,351		\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$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	X	\$50,413								\$50,413	
Active Transportation Program - regional call		\$45,484	\$311		\$39,744	\$92					\$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		\$75,259	\$52,525								\$22,734
Bristol Street widening		\$44,750									\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation 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	\$78,784		\$100,180	\$109,292		\$143,275	\$35,780	\$814,608	\$150,860
Federal Funding Total		\$178,964									
State Funding Total		\$252,567									
Local Funding Total		\$1,001,248									
Total Funding (000's)		\$1,432,779									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,462	\$22,044			\$1,460		\$15,513		\$22,613	\$1,832
Lakeview Avenue grade separation	O	\$107,998	\$35,411		\$9,709			\$27,520		\$24,783	\$10,575
Orangethorpe Avenue grade separation	O	\$104,404	\$38,240		\$18,600			\$30,324		\$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	\$27,376		\$13,290			\$34,785		\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	O	\$95,743	\$53,376					\$22,962		\$17,642	\$1,763



Capital Funding Program Report

Board of Directors (Board) Approved - June 10, 2019

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
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 Completed Totals		\$607,195	\$203,513		\$41,599	\$7,500		\$166,166	\$5,992	\$121,696	\$60,729
Federal Funding Total		\$245,112									
State Funding Total		\$173,666									
Local Funding Total		\$188,417									
Total Funding (000's)		\$607,195									

STBG/CMAQ - State Transportation Block Grant/Congestion Mitigation Air Quality

FTA - Federal Transit Administration

STIP - State Transportation Improvement Program

SB 1 - Chapter 5, Statutes 2017

M1 - Measure M1

M2 - Measure M2

SR-57 - State Route 57

FY - Fiscal Year

Call - Call for Projects


SCAG - Southern California Association of Governments

I-5 - Interstate 5



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert,  Clerk of the Board
Subject: 2021 Federal Transportation Improvement Program and Financial Plan

Regional Planning and Highways Committee Meeting of January 6, 2020

Present: Directors Bartlett, Chaffee, Delgleize, Muller, M. Murphy, R. Murphy, and Pulido
Absent: None

Committee Vote

This item was passed by the Members present.

Directors Muller and Pulido were not present to vote on this item.

Committee Recommendations

- A. Authorize the submittal of the Federal Transportation Improvement Program for fiscal year 2020-21 through fiscal year 2025-26.
- B. Adopt Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2021 Federal Transportation Improvement Program and Financial Plan

Overview

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for all regionally significant transportation improvement projects in Orange County, with a total value of approximately \$2.365 billion. A summary of the Federal Transportation Improvement Program and a supporting resolution are submitted for Board of Directors' approval.

Recommendations

- A. Authorize the submittal of the Federal Transportation Improvement Program for fiscal year 2020-21 through fiscal year 2025-26.
- B. Adopt Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.

Background

The Federal Transportation Improvement Program (FTIP) is the programming document that implements the Regional Transportation Plan. The FTIP is comprised of projects of regional significance and projects which are approved to receive state or federal funding. Regionally significant projects are those that would have significant impacts on regional travel and air quality.

Federal and state laws require that the FTIP is updated at least every two years and is financially constrained to reasonably anticipated revenues. Federal law also requires that the FTIP include a financial plan that demonstrates how the proposed improvements will be funded and implemented. The financial plan must include a list of all public and private funding sources reasonably expected during the life of the program.

The Southern California Association of Governments (SCAG) conducts a region-wide air quality assessment for the FTIP. Any project that is likely to receive federal funding for implementation must be included in the FTIP or added through an amendment process to demonstrate that it has been evaluated and/or exempted for air quality purposes.

Discussion

The 2021 FTIP contains \$2.365 billion in reasonably anticipated federal, state, and local funding sources for projects throughout Orange County, which are scheduled to begin some phase of work between fiscal year (FY) 2020-21 and FY 2025-26. The Orange County Transportation Authority (OCTA) is required to certify that the project phases programmed in the first four years of the FTIP (FY 2020-21 through FY 2023-24) are of high-priority and will be implemented in accordance with each project's respective schedule. FTIP Guidelines further require that all the project phases programmed in the first four years of the plan must be fully funded, with an emphasis on projects programmed in the first two years for implementation. All local agencies with projects programmed in the FTIP provide a resolution from their governing board confirming that the projects or project components are fully funded in accordance with FTIP Guidelines. With respect to OCTA, the FTIP includes projects that have previously been approved for funding through prior Board of Directors (Board) actions.

The finalized 2021 FTIP Guidelines include updates that will now incorporate safety information and performance measures. Projects that are entered into the 2021 FTIP will now be required to address new performance measures as it relates to safety, pavement/bridge conditions, system performance, transit safety, and the Transit Asset Management Plan. Each of the performance measures will be graded based on various factors which include, but are not limited to, the following: highway and transit safety, national highway system pavement condition, air quality, highway reliability, and congestion.

On September 27, 2019, the National Highway Traffic Safety Administration and the United States Environmental Protection Agency issued Part One of the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule. This final rulemaking revoked California's Clean Air Act pre-emption waiver and became effective November 26, 2019.

Absent a resolution, this rule may impact regional transportation conformity determinations for SCAG's Connect SoCal, otherwise known as the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the 2021 FTIP. If the transportation conformity determination for Connect SoCal is not approved by the Federal Highway Administration/Federal Transit Administration by June 1, 2020, a 12-month transportation conformity lapse grace period would be triggered. During the conformity lapse grace period, only limited non-capital and exempt projects may be added and only minor scope changes may be made to the projects in the transportation plan or program.

California's Attorney General, along with the Attorneys General from 22 other states, have filed a lawsuit challenging Part One of the SAFE Vehicles Rule. Additionally, Part Two of the SAFE Vehicles Rule, which are proposed revisions to Corporate Average Fuel Economy standards and greenhouse gas vehicle emissions standards, is expected to be released, although it was not yet made public as of the writing of this staff report. As a result, many uncertainties remain. SCAG is continuing development of Connect SoCal, including the associated transportation conformity analysis, and has directed OCTA to proceed with submittal of the 2021 FTIP until additional information is made available.

It should be noted that in light of the concerns around the SAFE Vehicle Rule, the California Department of Transportation (Caltrans) had requested that OCTA include the project approval and environmental document phase for the Interstate 5 Managed Lanes Project from Redhill Avenue to Los Angeles County line in the 2019 FTIP. This project would convert an existing high-occupancy vehicle (HOV) lane and the second HOV lane (Project A) into a tolled express lane. A letter was sent to Caltrans on November 7, 2019, detailing several concerns including the unresolved policy around converting lanes that were part of the Measure M2 program. The project may be amended into the 2021 FTIP when the concerns have been resolved.

With Board approval, a financial plan (Attachment A) and resolution certifying OCTA's FTIP project submittals, referenced as Orange County Transportation Improvement Program (Attachment B), will be submitted to SCAG for review. Once SCAG has completed its review, SCAG will model the program and determine air quality benefits. Pending further direction regarding the SAFE Vehicle Rule, SCAG is anticipated to present the 2021 FTIP to the public, regional transportation commissions, transportation committees, and regional council for review and comment by July 2020.

Following the public comment period, SCAG's Board will consider the 2021 FTIP, which, if approved, will be forwarded to Caltrans and the Federal Highway Administration for final review and approval. The 2021 FTIP is anticipated to be fully approved in December 2020. A list of draft FTIP projects is included in Attachment C.

In order to meet SCAG's review deadline of March 2, 2020, minor changes or amendments to the FTIP project list may be necessary after the preparation of this report. Therefore, it is requested that the Board authorize staff to submit the FTIP project list to SCAG, as well as submit any project changes provided by local agencies, or validated changes requested by SCAG. This strategy will allow the most up-to-date project information to be included in the 2021 FTIP.

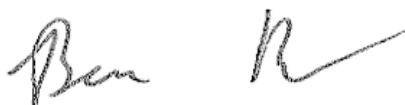
Summary

OCTA developed the 2021 FTIP and associated financial plan, including approximately \$2.365 billion of projects. Staff has worked with local agencies and consulted Board-approved plans and previous funding actions to develop the 2021 FTIP. With Board approval, the 2021 FTIP and associated funding plan will be submitted to SCAG.

Attachments

- A. Federal Transportation Improvement Program and Financial Plan Summary, Fiscal Year 2020-21 Through Fiscal Year 2025-26
- B. Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority, Fiscal Year 2020-21 to Fiscal Year 2025-26, Federal Transportation Improvement Program
- C. 2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Prepared by:



Ben Ku
Section Manager, Formula Funding
Programs
(714) 560-5473

Approved by:



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

Federal Transportation Improvement Program and Financial Plan Summary

Fiscal Year 2020-21 Through Fiscal Year 2025-26¹

PROGRAMMED REVENUE

(dollars in \$1,000s)

PROGRAM DESCRIPTION	TOTAL
FEDERAL	\$ 568,708
Federal Transit Administration - 5307 Urbanized Area Formula	\$ 241,120
Congestion Mitigation and Air Quality	\$ 117,780
Federal Transit Administration - 5337 State of Good Repair	\$ 82,952
Surface Transportation Block Grant	\$ 55,611
Highway Bridge Replacement and Rehabilitation - Local	\$ 35,387
Federal Transit Administration - 5339 Bus and Facilities	\$ 26,956
Federal Transit Administration - 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	\$ 8,902
STATE	\$ 435,810
State Highway Operations and Protection Program	\$ 352,497
High-Speed Passenger Train Bond Program	\$ 46,000
Active Transportation Program	\$ 24,437
State Transportation Improvement Program	\$ 11,267
State Transit Assistance ²	\$ 1,609
LOCAL	\$ 1,360,793
Agency ³	\$ 468,523
Private Funds	\$ 437,606
Transportation Development Act	\$ 344,896
Orange County Transportation Authority Measure M1/Measure M2	\$ 75,853
City Funds	\$ 26,240
Local Transportation Funds ²	\$ 6,402
Fare Revenues	\$ 1,273
TOTAL REVENUE	\$ 2,365,311

¹ Revenue is only the amount programmed for projects in the Federal Transportation Improvement Program (FTIP) from fiscal year 2020-21 through fiscal year 2025-26, and may not reflect all revenue programmed in the FTIP.

² Laguna Beach transit operating assistance funding.

³ Agency funds may represent local, state, or federal funds that are pending formal approval.

**RESOLUTION NO. 2020-001 OF THE BOARD OF DIRECTORS OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

FISCAL YEAR 2020-21 TO FISCAL YEAR 2025-26

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY,
WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO FUND THE
PROJECTS IN THE FEDERAL FISCAL YEAR 2020-21 – 2025-26 FEDERAL
TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS
COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a federal transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the Federal Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (OCTA) is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, OCTA is responsible for the development of the Orange County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, OCTA has adopted the federal fiscal year (FFY) 2020-21 through FFY 2025-26 Orange County TIP with funding for FFY 2020-21 and FFY 2021-22 available and committed, and reasonably committed for FFY 2022-23 through FFY 2023-24.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020-21 through FFY 2025-26 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP are consistent with the proposed 2020 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in March 2020; and
2. All of the project phases in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2020 STIP cycle or pending SB 1 (Chapter 5, Statutes of 2017) competitive program funds. The STIP is the County's number one priority for funding. The Orange County 2020 STIP Regional Transportation Improvement Program, as identified in the financial plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.
3. Orange County has the funding capacity in its County Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program appropriation to fund all of the projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP; and
4. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.
5. All the Federal Transit Administration-funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this ____ day of _____, _____.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board

Tim Shaw, Chairman
OCTA

2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	FY ¹						Total
				FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	FY 2025/2026	
1	ORA190902	Citywide SRTS Sidewalk Gap Closure	City of Anaheim	\$974	\$100	\$3,021	\$0	\$0	\$0	\$4,095
2	ORA190906	OC Loop Brea Gap Closure	City of Brea	\$0	\$0	\$0	\$3,543	\$5,473	\$0	\$9,016
3	ORA190907	Valley View Street and SCE Trail Crossing Bicycle/Pedestrian Traffic Signal	City of Buena Park	\$599	\$0	\$0	\$0	\$0	\$0	\$599
4	ORA001102	Collision Reduction Projects in Various Locations	Caltrans	\$16,823	\$39,674	\$0	\$0	\$0	\$0	\$56,497
5	ORA001108	Mandate Projects in Various Locations	Caltrans	\$20,208	\$10,384	\$0	\$0	\$0	\$0	\$30,592
6	ORA001103	Roadway Preservation Projects in Various Locations	Caltrans	\$48,484	\$117,954	\$0	\$0	\$0	\$0	\$166,438
7	ORA001109	Bridge Preservation Projects in Various Locations	Caltrans	\$24,175	\$29,732	\$0	\$0	\$0	\$0	\$53,907
8	ORA001104	Roadside Preservation Projects in Various Locations	Caltrans	\$1,260	\$0	\$0	\$0	\$0	\$0	\$1,260
9	ORA084402	Facilities Projects in Various Locations	Caltrans	\$580	\$0	\$0	\$0	\$0	\$0	\$580
10	ORA001105	Mobility Projects in Various Locations	Caltrans	\$24,877	\$25,102	\$0	\$0	\$0	\$0	\$49,979
11	ORA082603	Emergency projects in various locations	Caltrans	\$2,813	\$0	\$0	\$0	\$0	\$0	\$2,813
12	ORA000820	SR-57 Truck Climbing Lane	Caltrans	\$0	\$4,300	\$0	\$0	\$0	\$0	\$4,300
13	ORA190910	Adams Avenue and Pinecreek Drive Intersection Project	City of Costa Mesa	\$817	\$0	\$0	\$0	\$0	\$0	\$817
14	ORA170202	City of Garden Grove, Bicycle Corridor Improvements	City of Garden Grove	\$1,159	\$0	\$0	\$0	\$0	\$0	\$1,159
15	ORA131708	Utica Avenue Bicycle Boulevard	City of Huntington Beach	\$853	\$0	\$0	\$0	\$0	\$0	\$853
16	ORA170801	Jeffrey Open Space Trail and I-5 Freeway Bicycle and Pedestrian Bridge Project	City of Irvine	\$0	\$12,426	\$0	\$0	\$0	\$0	\$12,426
17	ORA190920	La Habra Union Pacific Rail Line Bikeway (Cypress Street to Palm Street)	City of La Habra	\$2,436	\$0	\$0	\$0	\$0	\$0	\$2,436
18	ORA990933	Transit Operating Assistance (Laguna Beach)	City of Laguna Beach	\$4,452	\$4,566	\$6,408	\$5,242	\$0	\$0	\$20,668
19	ORA152209	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	Orange County	\$5,685	\$0	\$0	\$0	\$0	\$0	\$5,685
20	ORA170204	Peters Canyon Bikeway Extension	Orange County	\$1,004	\$0	\$0	\$0	\$0	\$0	\$1,004
21	ORA190908	Santa Ana Gardens Channel Bikeway Extension Project	Orange County	\$2,133	\$0	\$0	\$0	\$0	\$0	\$2,133
22	ORA131303	SR-57 Orangewood Avenue to Katella Avenue	OCTA	\$0	\$100	\$0	\$0	\$0	\$0	\$100
23	ORA021203	OC Bus Preventive Maintenance (Mission Viejo UZA)	OCTA	\$7,950	\$7,950	\$7,950	\$7,950	\$0	\$0	\$31,800
24	ORA020106	OC Bus Preventive Maintenance (LA-Long Beach-Anaheim UZA)	OCTA	\$16,633	\$13,533	\$13,533	\$13,533	\$0	\$0	\$57,232
25	ORA172201	Transit Security and Operations Center	OCTA	\$50	\$0	\$0	\$0	\$0	\$0	\$50
26	ORA190302	Purchase Paratransit Replacement Vehicles (77) (LA-Long Beach-Anaheim UZA)	OCTA	\$851	\$5,807	\$5,807	\$5,807	\$0	\$0	\$18,272
27	ORA190303	Purchase Paratransit Replacement Vehicles (39) (Mission Viejo UZA)	OCTA	\$932	\$932	\$932	\$932	\$0	\$0	\$3,728
28	ORA191501	OC Streetcar Operations	OCTA	\$19,500	\$0	\$0	\$0	\$0	\$0	\$19,500
29	ORA040607	Orange County - Countywide activities: Planning, Programming and Monitoring	OCTA	\$0	\$1,848	\$1,848	\$515	\$1,056	\$0	\$5,267
30	ORA080803	OC Bus Capital Cost of Contracting	OCTA	\$62,013	\$57,363	\$57,363	\$57,363	\$0	\$0	\$234,102

2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	FY ¹						Total
				FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	FY 2025/2026	
31	ORA021202	OC Bus Operating Assistance for Paratransit (Mission Viejo UZA)	OCTA	\$10,571	\$10,571	\$10,571	\$10,571	\$0	\$0	\$42,284
32	ORA131304	I-405 (I-5 to SR-55)	OCTA	\$0	\$0	\$50	\$0	\$0	\$0	\$50
33	ORA170005	I-605/Katella Avenue Interchange	OCTA	\$0	\$3,050	\$0	\$0	\$0	\$0	\$3,050
34	ORA112702	Rideshare Vanpool Program - Capital Lease Cost	OCTA	\$4,500	\$4,500	\$0	\$0	\$0	\$0	\$9,000
35	ORA131105	I-5/Los Aliso Boulevard/El Toro Road Interchange	OCTA	\$0	\$100	\$0	\$0	\$0	\$0	\$100
36	ORA174	OC Bus Operating Assistance for Paratransit (LA-Long Beach-Anaheim UZA)	OCTA	\$53,929	\$53,929	\$53,929	\$53,929	\$0	\$0	\$215,716
37	ORA150110	SR-91 (SR-57 to SR-55)	OCTA	\$0	\$0	\$0	\$50	\$0	\$0	\$50
38	ORA020824	Orangethorpe Avenue Grade Separation	OCTA	\$3,477	\$0	\$0	\$0	\$0	\$0	\$3,477
39	ORA130303	State College Boulevard Grade Separation (LOSSAN)	OCTA	\$92,000	\$0	\$0	\$0	\$0	\$0	\$92,000
40	ORA131301	SR-55 (I-5 to SR-91)	OCTA	\$0	\$100	\$0	\$0	\$0	\$0	\$100
41	ORA190301	Purchase 40-foot Alternative Fuel Replacement Vehicles (201)	OCTA	\$16,750	\$0	\$44,890	\$0	\$0	\$0	\$61,640
42	ORA190905	Standard Avenue Protected Bike Lane and Protected Intersection Project	City of Santa Ana	\$5,444	\$0	\$0	\$0	\$0	\$0	\$5,444
43	ORA170007	Fairview Street Rehabilitation and Widening	City of Santa Ana	\$0	\$0	\$0	\$0	\$13,645	\$0	\$13,645
44	ORA190901	Fremont Elementary and Spurgeon Intermediate SRTS	City of Santa Ana	\$4,849	\$0	\$0	\$0	\$0	\$0	\$4,849
45	ORA190919	Warner Avenue Protected Bike Lanes	City of Santa Ana	\$0	\$0	\$1,335	\$0	\$0	\$0	\$1,335
46	ORA190904	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project	City of Santa Ana	\$5,875	\$0	\$0	\$0	\$0	\$0	\$5,875
47	ORA159801	San Juan Creek Bridge Replacement	SCRRA	\$1,689	\$0	\$0	\$0	\$0	\$0	\$1,689
48	ORA170805	Preventive Maintenance (SCRRA - Metrolink)	SCRRA	\$8,500	\$8,500	\$8,500	\$8,500	\$0	\$0	\$34,000
49	ORA051	Foothill Transportation Corridor North Oso Parkway to Eastern Transportation Corridor (12.7 miles)	TCA	\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000
50	ORA052	Foothill Transportation Corridor South Oso Parkway to San Diego County Line (10.3 miles) (PAED Phase)	TCA	\$14,000	\$18,000	\$107,986	\$75,386	\$36,386	\$36,386	\$288,144
51	10254	San Joaquin Hills Transportation Corridor - 1-5 to SR-73 (15 miles)	TCA	\$56,300	\$45,000	\$0	\$0	\$0	\$0	\$101,300
52	ORA130302	I-5 Improvement (I-405 to Yale Avenue)	Various Agencies	\$14,791	\$4,459	\$29,729	\$166,451	\$0	\$0	\$215,430
53	ORA111209	Laguna Niguel to San Juan Capistrano Passing Siding	Various Agencies	\$0	\$2,300	\$0	\$0	\$0	\$0	\$2,300
54	ORA150107	Statewide Active Transportation Program - Various Bicycle/Pedestrian Projects	Various Agencies	\$1,291	\$0	\$0	\$0	\$0	\$0	\$1,291
55	ORA150104	Regional Active Transportation Program - Various Bicycle/Pedestrian Projects	Various Agencies	\$1,100	\$0	\$0	\$0	\$0	\$0	\$1,100
56	ORA190914-ORA190918	BCIP Contingent Projects	Various Agencies	\$0	\$5,838	\$1,776	\$0	\$0	\$0	\$7,614
57	ORA120535	Widen Route 74 (Ortega Highway) from two to four Lanes - City Segment	Various Agencies	\$0	\$0	\$0	\$0	\$8,590	\$0	\$8,590
58	ORA111207	241/91 Express Lane Connector NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241	Various Agencies	\$3,530	\$2,050	\$109,888	\$18,632	\$18,000	\$0	\$152,100

2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	FY ¹						Total
				FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	FY 2025/2026	
59	ORA171904	I-5 Improvements from SR-73 to El Toro Road (Replacement Planting/Landscaping)	Various Agencies	\$0	\$0	\$700	\$0	\$11,545	\$0	\$12,245
60	ORA020501	Highway Bridge Program - Various Bridge Projects	Various Agencies	\$3,264	\$688	\$20,065	\$0	\$0	\$0	\$24,017
61	ORA37111	Capital Maintenance on Metrolink System	Various Agencies	\$15,234	\$16,923	\$16,923	\$16,923	\$0	\$0	\$66,003
62	ORA100511	SR-55 widening between I-405 and I-5	Various Agencies	\$104,255	\$75,000	\$0	\$0	\$0	\$0	\$179,255
63	ORA151401	I-5 Managed Lanes from Avenida Pico to San Diego County Line	Various Agencies	\$0	\$0	\$0	\$5,500	\$0	\$0	\$5,500
64	ORA151507	Garden Grove Boulevard Complete Street Project	City of Westminster	\$2,810	\$0	\$0	\$0	\$0	\$0	\$2,810
Total (FY 2020-2021 through FY 2023-2024)				\$691,420	\$588,779	\$503,204	\$450,827	\$94,695	\$36,386	\$2,365,311

FY - Fiscal year

SR-57 - State Route 57

Caltrans - California Department of Transportation

I-5 - Interstate 5

OCTA - Orange County Transportation Authority

SR-55 - State Route 55

I-405 - Interstate 405

I-5 - Interstate 5

SR-91 - State Route 91

I-605 - Interstate 605

OC - Orange County

SCE - Southern California Edison

BCIP - Bicycle Corridor Improvement Program

SCRRA - Southern California Regional Rail Authority

SR-73 - State Route 73

SR-241 - State Route 241

NB - Northbound

SB - Southbound

EB - Eastbound

WB - Westbound

FTIP - Federal Transportation Improvement Program

SRTS - Safe Routes to School

UZA - Urbanized Area

LA - Los Angeles

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency

¹Congestion Mitigation Air Quality and Surface Transportation Block Grant funds may be programmed in a future FY in the FTIP but can be advanced via the Expedited Project Selection Procedure.



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2019-20

Transit Committee Meeting of January 9, 2020

Present: Directors Do, Davies, Jones, Pulido, and Shaw
Absent: Director Winterbottom

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.



January 9, 2020

To: Transit Committee *Y. Kenneth Rupp for*
From: Darrell E. Johnson, Chief Executive Officer
Subject: Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2019-20

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established measures of performance for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the year-to-date performance of these services through the first quarter of fiscal year 2019-20.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) operates a countywide network of 60 routes, including local, community, rail connector, and express bus routes serving over 5,000 bus stops. Fixed-route bus (OC Bus) service operates in a 798 square-mile area, serving more than three million residents in 34 cities and unincorporated areas, with connections to transit services in Orange, Los Angeles, and Riverside counties. OCTA provides these services through both directly-operated (DOFR) and contracted fixed-route service (CFR). OCTA also provides OC ACCESS, a federally-mandated paratransit service, which is a shared-ride program available for people unable to use the OC Bus service because of functional limitations. Performance measures for both, OC Bus and OC ACCESS services are summarized and reported quarterly (Attachment A).

Discussion

This report provides an update on the performance of the OC Bus and OC ACCESS services by presenting the current trends and comparisons with OCTA-established performance standards for transit system safety, courtesy, and reliability. OCTA counts preventable vehicle accidents to evaluate system safety, customer complaints to assess courtesy, and uses both on-time performance and miles between road calls (MBRC) to measure service reliability. This report includes year-to-date performance through the first quarter, July, August, September, of fiscal year (FY) 2019-20.

- Safety – OC Bus and OC ACCESS services both fell below the accident frequency standard as the number of preventable accidents recorded for each mode exceeded one preventable accident per 100,000 service miles. In response to the increase in vehicle accidents for DOFR, safety-related campaigns were conducted in July, August, September, and October focusing on accident prevention and safety awareness. The Safety Managers for the contract operators have been emphasizing safety and the accident reporting procedures in monthly safety meetings.
- Customer Service – Customer service is measured by evaluating the number of valid customer complaints received compared to boardings. During the first quarter, all modes of service performed above the respective standards.
- Reliability – On-time performance (OTP) for OC Bus and OC ACCESS was below target. Under performing fixed-route OTP rates can be attributed to several factors, including vehicle reliability, driver behavior, high passenger loads, construction, and dynamic traffic conditions. Traffic pattern impacts associated with the new school year and an increase in road improvement projects across the county were factors impacting OTP during the reporting period. The OTP for OC ACCESS continued to be impacted by an operator shortage. The recent ratification of the contractor's collective bargaining agreement is expected to resolve the operator shortage issue.

The MBRC for DOFR OC Bus service exceeded the standard, while CFR OC Bus service and OC ACCESS service came in below standard. While still below the goal, the MBRC for CFR OC Bus service experienced significant improvement as a result of the contractor's recent recruiting efforts to fill key positions, such as maintenance supervision, resulting in a better controlled maintenance environment and less technician turnover and an improved maintenance program. The substandard performance

for OC ACCESS is in large part due to an aging OC ACCESS fleet that is beginning to require repairs beyond regular preventive maintenance. The Board of Directors has approved the purchase of 116 new ACCESS vehicles. Delivering is expected in FY 2020-21.

The report also includes:

- An assessment of the efficiency of OCTA transit operations based on industry standards for ridership, productivity, farebox recovery, and cost per revenue vehicle hour;
- A review of contractor performance for CFR and OC ACCESS services;
- A route-level performance evaluation that includes subsidy per boarding, revenue per boarding, and resource allocation (buses); and
- A status report on the service adjustments and strategies implemented under the OC Bus 360° Program, including OC Flex and the College Pass Program.

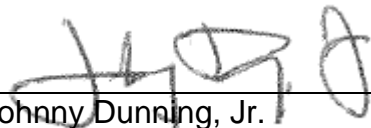
Summary

Through the first quarter of FY 2019-20, the performance of OC Bus service exceeded the performance in the areas of courtesy and reliability, but was below the standard for safety and OTP. In addition, CFR was below the standard on MBRC. The performance of OC ACCESS also exceeded the standard for courtesy, but fell below the performance standard for safety and reliability. OCTA staff continue to focus on continuous quality improvement in safety and reliability as detailed in the report. Service efficiency and route performance remain stable as OC Bus 360° implementation continues. In addition to tracking the established key performance indicators, staff will continue to manage the service contracts pursuant to contract requirements and work to identify other strategies to improve overall system performance.

Attachment

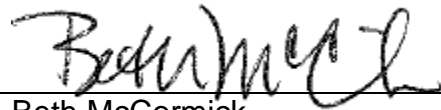
- A. Bus Operations Performance Measurements Report, First Quarter, Fiscal Year 2019-20

Prepared by:

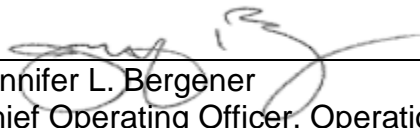


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Bus Operations Performance Measurements Report



First Quarter
Fiscal Year 2019-20

About This Report

The Orange County Transportation Authority (OCTA) operates a countywide network of 60 routes, including local, community, rail connector, and express bus routes serving over 5,000 bus stops known as OC Bus. OCTA also operates paratransit service (OC ACCESS), a shared-ride program available for people unable to use the standard OC Bus service because of functional limitations. OC Bus service is provided through both direct operations by OCTA referred to as directly-operated fixed-route (DOFR) and contracted operations referred to as contracted fixed-route (CFR). The OC ACCESS service is a contract-operated demand-response service required by the Americans with Disabilities Act that is complementary to the fixed-route service and predominately accounts for the overall paratransit services operated by OCTA. These services make up the bus transit system and are evaluated by the performance measurements summarized in this report.

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

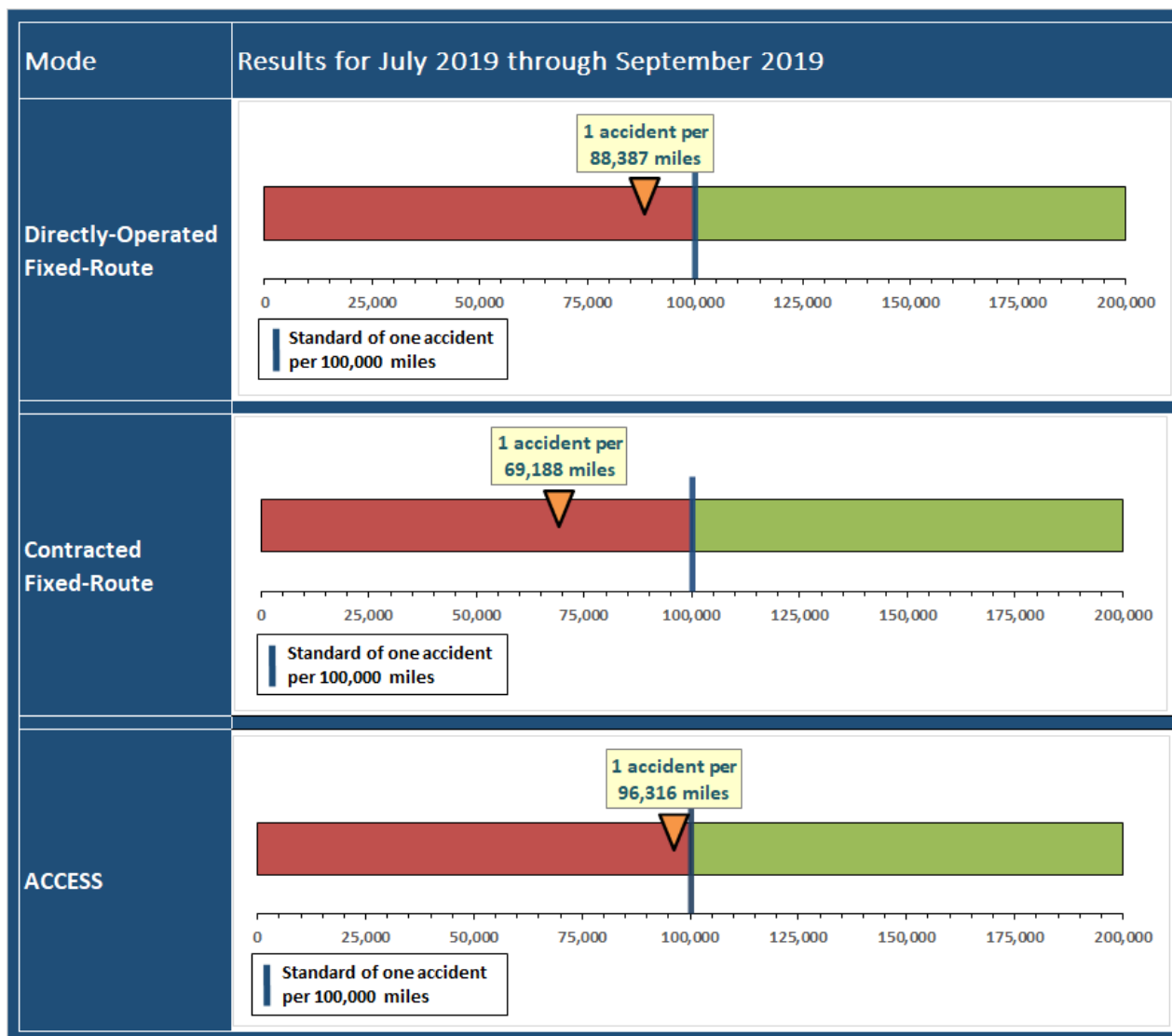
Safety: Preventable Vehicle Accidents

OCTA is committed to the safe delivery of the OC Bus service. The safety standard for DOFR, CFR, and OC ACCESS services is no more than one vehicle accident per 100,000 miles. Preventable vehicle accidents are defined as incidents when physical contact occurs between vehicles used for public transit and other vehicles, objects, or pedestrians, and where a coach operator failed to do everything reasonable to prevent the accident.

Through the first quarter of fiscal year (FY) 2019-20, all modes of service were below the safety standard with more than one accident per 100,000 miles.

DOFR and CFR OC Bus service experienced an increase in preventable accidents, including fixed-object and stationary (parked) vehicle collisions, and passenger falls. To address this trend, OCTA Operations staff conducted safety-related campaigns and focus on safety. This included campaigns in July, August, September and October on tire strikes, safety around schools, wheelchair securement, passenger falls, and fatigue awareness. The Safety Managers for the contract services are emphasizing safety and the accident reporting procedures in their monthly safety meetings.

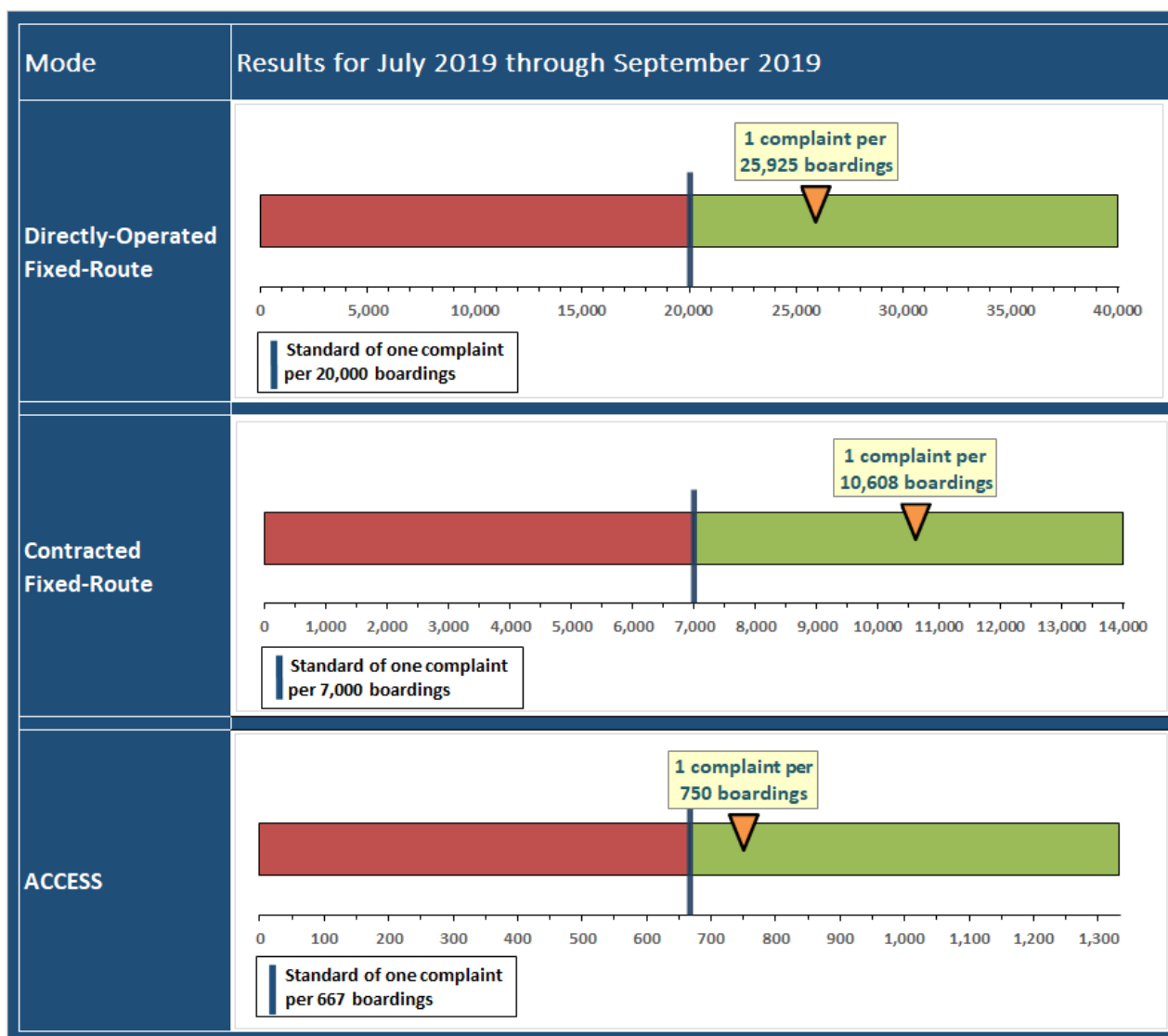
For OC ACCESS, a modest increase in curb strikes, a total of nine in the first quarter, along with the typical collisions with fixed objects (poles) and side mirror strikes resulted in performance just below standard. The contractor identified the need to repaint the mirror station at Irvine Construction Circle and conducted a campaign for drivers to increase awareness and instruction on how to properly adjust their mirrors at the station before leaving the yard. In addition, the Southern California Director of Safety for MV Transportation, Inc. (MV) is in the process of putting together a new safety incentive program to enhance safety awareness and promote safe driving techniques.



Courtesy: Customer Complaints

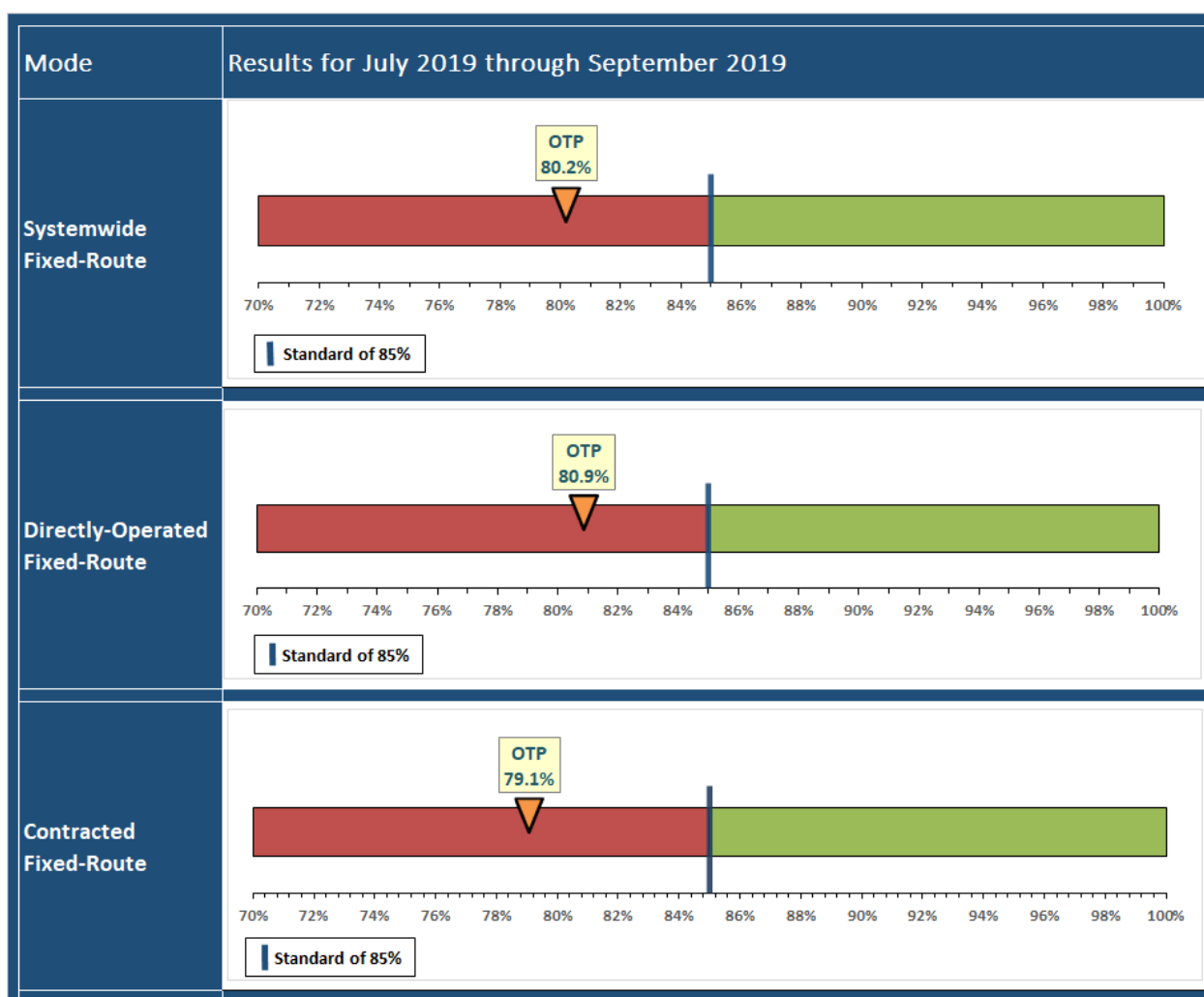
OCTA strives to achieve a high level of customer satisfaction in the delivery of OC Bus services. The performance standard for customer satisfaction is courtesy as measured by the number of valid complaints received. Customer complaints are the count of incidents when a rider reports dissatisfaction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

Through the first quarter of FY 2019-20, all modes of service exceeded the courtesy standard with less than one valid complaint per 20,000, 7,000, and 667 boardings, respectively. Notably, courtesy for the CFR OC Bus service in the first quarter experienced significant improvement, with a 30 percent reduction in complaints compared to last quarter.



Reliability: On-Time Performance

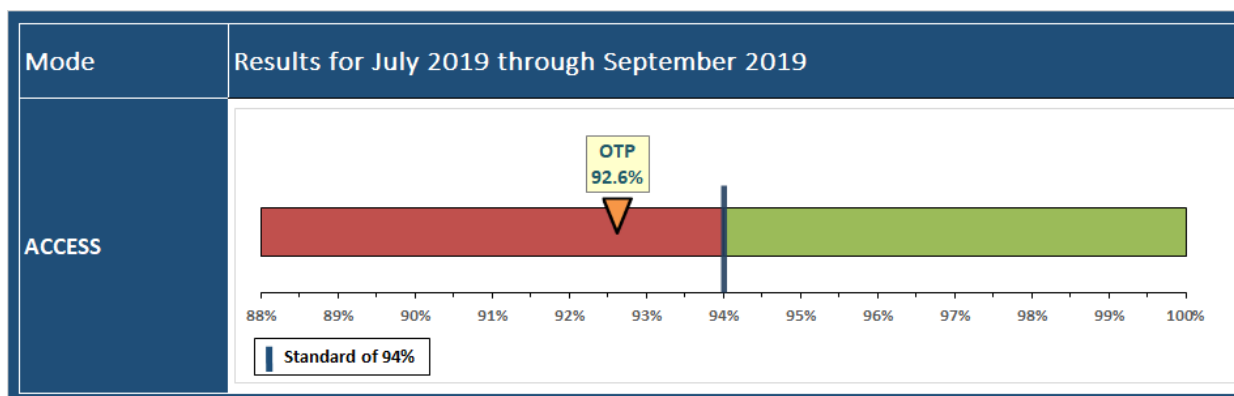
Reliability is vital to a successful transportation network. Reliability for OCTA is measured in part by OTP. OTP is a measure of performance which evaluates the schedule adherence of a bus operating in revenue service according to a published schedule. Schedule adherence is tracked by monitoring the departure of vehicles from time points, which are designated locations on a route used to control vehicle spacing as shown in the published schedule. For OC Bus service, a trip is considered on-time if it departs the time point anywhere from zero minutes early to no more than five minutes late. OCTA's fixed-route system standard for OTP is 85 percent. For OC ACCESS service, OTP is a measure of performance evaluating a revenue vehicle's adherence to a scheduled pick-up time for transportation on a demand response trip. A trip is considered on-time if the vehicle arrives within a 30-minute window. The OC ACCESS OTP standard is 94 percent. Both OC Bus and OC ACCESS failed to meet the standard in the first quarter.



Through the first quarter of FY 2019-20, systemwide fixed-route OTP was 80.2 percent, 4.8 percent below the standard. This marks a 2.1 percent drop from the previous quarter and a 2.0 percent drop from the same quarter last year.

OTP for the DOFR OC Bus service through the first quarter was at 80.9 percent, a 2.5 percent drop from last quarter and 2.0 percent lower than the same time last year. Based on observations and coach operator feedback, contributing factors to the drop in OTP include additional traffic associated with the beginning of the school year and construction projects. Road improvement projects underway throughout the area have resulted in increased service detours, as well as increased local traffic on many of OCTA's service corridors.

The OTP for the CFR OC Bus service through the first quarter was at 79.1 percent, a 1.5 percent drop from last quarter and 2.0 percent lower than the same time last year. In addition to traffic concerns as noted above, the contractor continues to experience manpower shortages. This in turn results in the use of field supervisors to operate vacant assignments rather than focus on service performance. OCTA staff continue to work with the contractor to address service performance in this area.



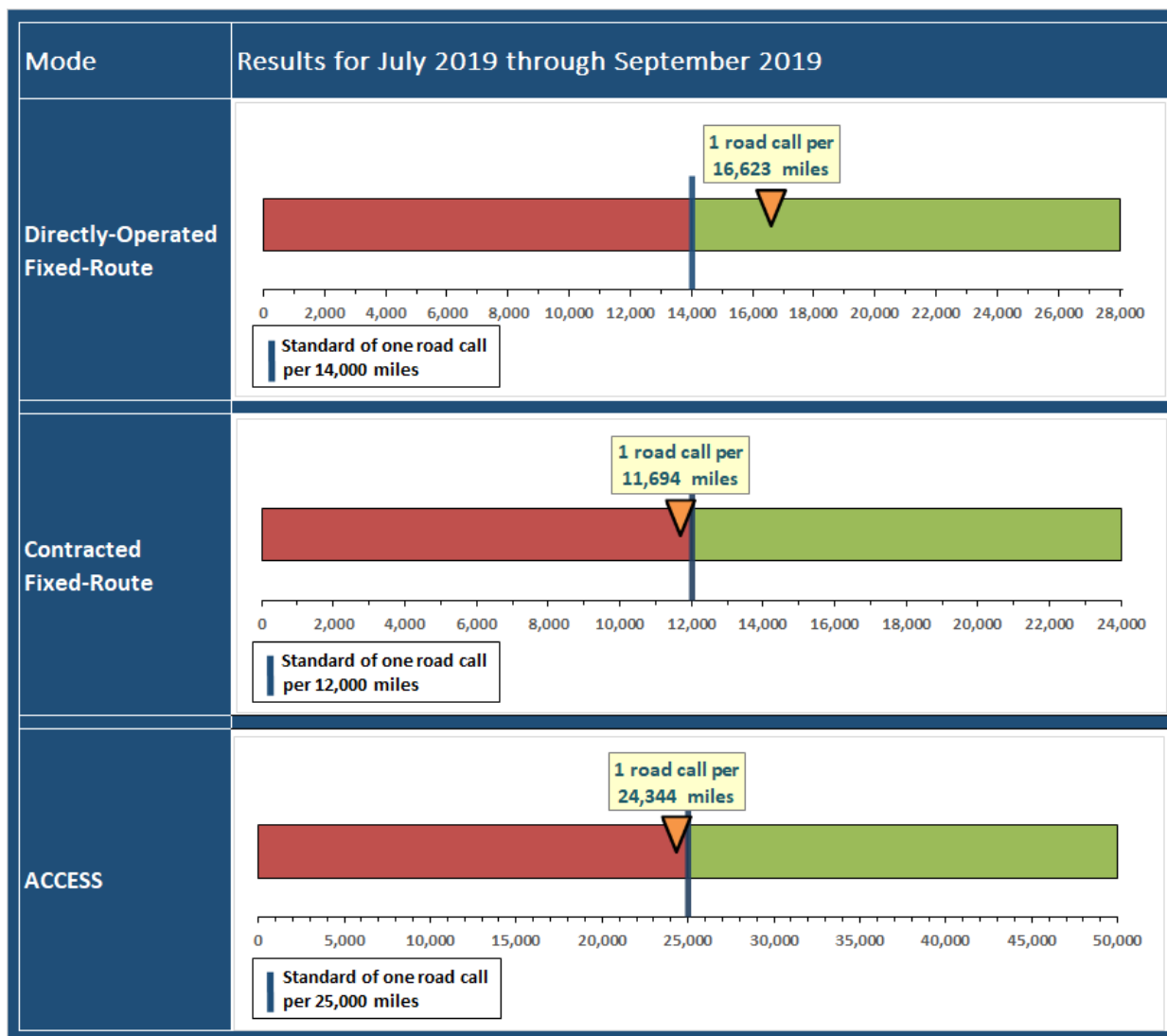
OTP for OC ACCESS service (Primary Service and Supplemental Taxi) for the first quarter was 92.6 percent, 1.4 percent below the standard, 0.5 percent lower than last quarter, and 1.5 percent lower than the 94.1 percent reported during the same period last year.

During a significant portion of the first quarter, the contract operator struggled with an operator shortage, reducing service capacity and requiring the need to assign additional trips to the supplemental taxi service. A recent ratification of the Collective Bargaining Agreement (CBA) for OC ACCESS drivers went into effect on July 12th increasing the starting wage from \$13 per hour to \$15 per hour. The CBA ratification did have a positive impact by generating an increase in applications. However, due to the amount of time required to hire and train a driver before they are released into service, the improvement was not recognized in time to improve performance during this quarter.

OCTA staff will continue to monitor service delivery to ensure contractor efforts are working to attain performance standards.

Reliability: Miles Between Road Calls

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



Through the first quarter of FY 2019-20, OC Bus services showed improved performance in this measure. DOFR OC Bus service performed above standard, averaging 16,623 vehicle MBRC, an increase of 8.3 percent from last quarter, and a 9.4 percent increase from the same quarter of last year. This improvement in performance is a result of timely bus replacements and mid-life engine repowers.

In the last two years, the Maintenance Department completed the acceptance of 157 new buses which are now reaching peak performance. In addition, 98 buses were repowered with new near-zero low emissions engines.

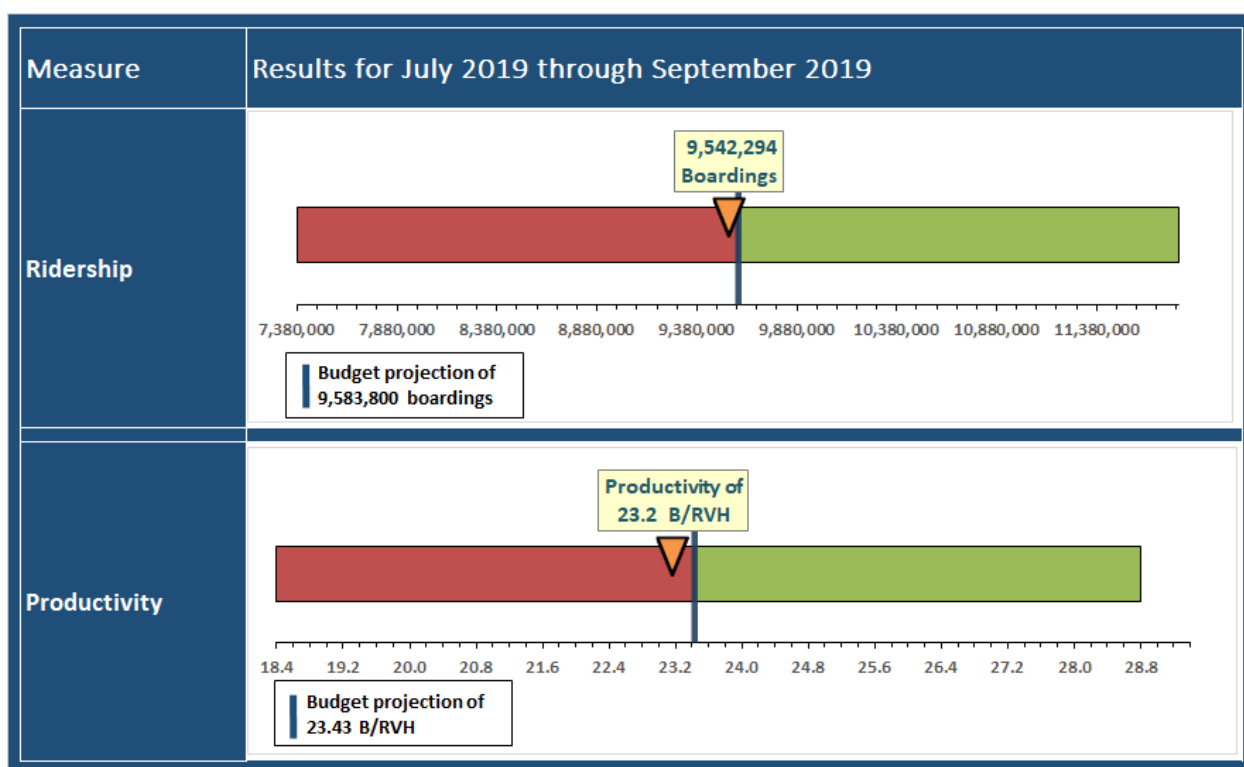
MBRC for the CFR OC Bus service was slightly below standard at 11,694 MBRC through the first quarter of FY 2019-20. This represents a 26 percent improvement from the 9,249 MBRC reported last quarter, and a 56 percent improvement compared to the same quarter last year. The positive trend for MBRC for CFR OC Bus has been driven by First Transit, Inc. (First Transit)'s corporate support and hiring well-qualified, experienced maintenance personnel. This has led to a better controlled maintenance environment, resulting in less technician turnover and an improved maintenance program.

The MBRC for OC ACCESS service was slightly below the standard, averaging 24,344 miles between road calls. As the ACCESS fleet ages and vehicle mileage increases, repairs outside of the regular preventive maintenance are required. Just as with coach operators, staffing levels in the maintenance area also continue to be below standard for a fleet of this size. OCTA has discussed these concerns with the contractor's local and corporate management, resulting in an action plan detailing recruitment efforts and current staffing levels and consideration for the development of an apprentice program for mechanics. Staff meets weekly with the contractor to review progress on the action plan. OCTA staff will continue to monitor performance in this area and work with the contractor to improve overall performance and ensure the maintenance program meets the terms and conditions of the agreement.

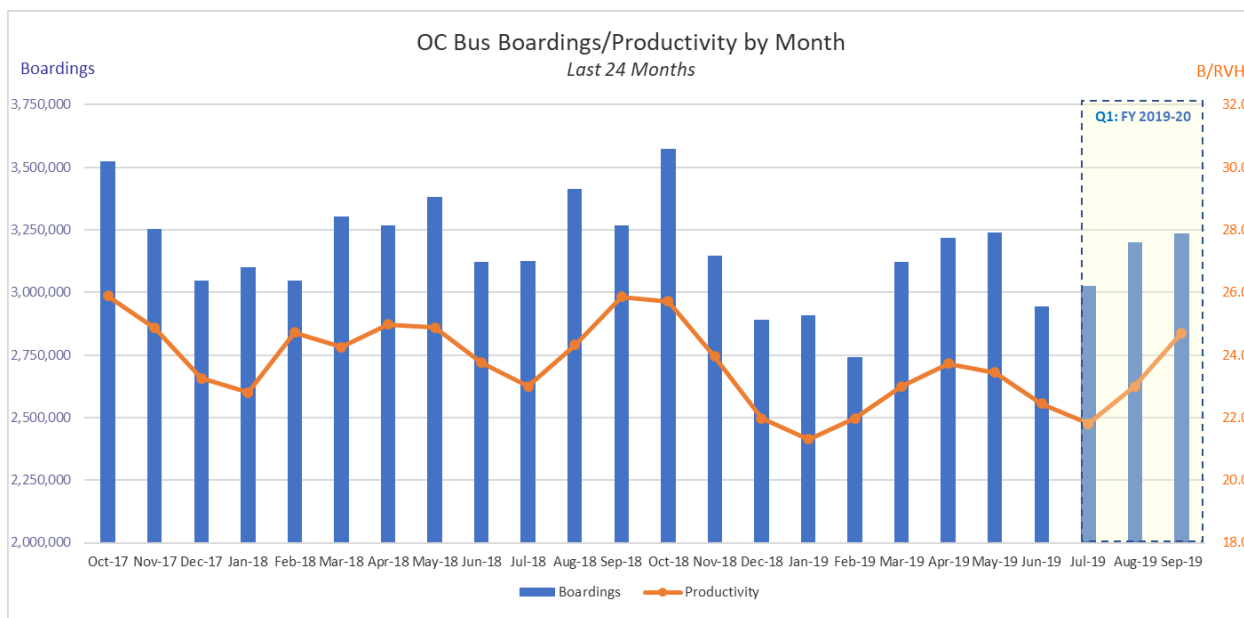
Ridership and Productivity – OC Bus

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

Through the first quarter of FY 2019-20, both ridership and productivity for OC Bus service were slightly lower than budgeted projections. As shown in the chart below, compared to the same time last year, ridership and productivity were down by 2.7 percent and 4.9 percent, respectively.



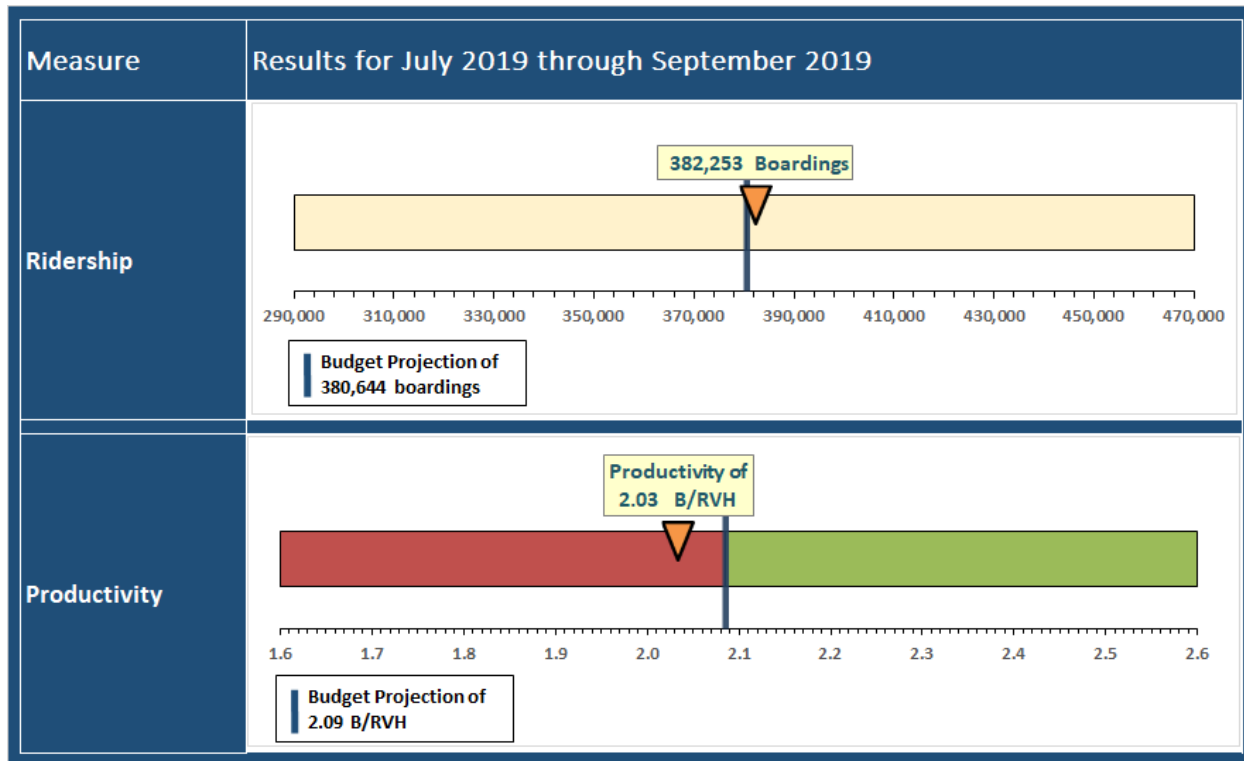
Over the last two years, ridership and productivity reflect a trend in slight decline, as shown in the following chart. Ridership and productivity tend to peak during the spring and fall when school is in session, and dip during the winter and summer when students are on vacation. Through the first quarter, September ridership exceeded August ridership, a change from last year, while productivity increased month-over-month through the summer and into the beginning of the 2019-20 school year.



Ridership and Productivity – OC ACCESS

(Primary Service Provider and Supplemental Taxi)

Through the first quarter of FY 2019-20, the ridership for OC ACCESS exceeded budgeted projections by less than one half of a percent. Productivity is trending below the budgeted projection by 2.9 percent.



Contractor Performance: Fixed-Route

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

Through the first quarter of FY 2019-20, the overall performance of the contracted OC Bus service as determined by the performance categories outlined in the contract was below standard for the measures of safety and reliability, including accident frequency and accident reporting.

Table 1 provides the penalties and incentives assessed to the contractor by quarter for FY 2019-20. The incentives paid in the first quarter relate to courtesy and total \$14,500. The total penalties assessed to the contractor during the quarter total \$278,400. Missed trips and unreported accidents were the primary categories where poor performance was realized. When an accident occurs, it must be reported verbally or in writing within a 24-hour period. After 24 hours, the accident is considered unreported. For the quarter, 17 accidents were reported beyond the 24-hour reporting period.

Table 1:	Performance Categories	FY20 Q1	FY20 Q2	FY20 Q3	FY20 Q4	FYTD 19
Penalties	On-Time Performance	\$ (6,000)	\$ -	\$ -	\$ -	\$ (6,000)
	Valid Complaints: Per 7,000 boardings	\$ -	\$ -	\$ -	\$ -	\$ -
	Unreported Accident	\$ (85,000)	\$ -	\$ -	\$ -	\$ (85,000)
	Accident Frequency Ratio	\$ (20,000)	\$ -	\$ -	\$ -	\$ (20,000)
	Key Positions	\$ -	\$ -	\$ -	\$ -	\$ -
	California Highway Patrol Terminal Inspection: Reports	\$ -	\$ -	\$ -	\$ -	\$ -
	Preventive Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
	Road Calls	\$ (1,400)	\$ -	\$ -	\$ -	\$ (1,400)
	Vehicle Damage: Per vehicle per day	\$ -	\$ -	\$ -	\$ -	\$ -
	Missed Trips	\$ (166,000)	\$ -	\$ -	\$ -	\$ (166,000)
	Total	\$ (278,400)	\$ -	\$ -	\$ -	\$ (278,400)
Incentives	On-Time Performance	\$ -	\$ -	\$ -	\$ -	\$ -
	Valid Complaints: Per 7,000 boardings	\$ 14,500	\$ -	\$ -	\$ -	\$ 14,500
	Accident Frequency Ratio	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 14,500	\$ -	\$ -	\$ -	\$ 14,500
Prior Periods Adjustment	Road Calls	\$ -	\$ -	\$ -	\$ -	\$ -
	Key Position	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -	\$ -
All	Total	\$ (263,900)	\$ -	\$ -	\$ -	\$ (263,900)

Contractor Performance: OC ACCESS

(Primary Service Provider and Supplemental Taxi)

Per Agreement No. C-2-1865 between OCTA and MV, additional measures are tracked to ensure OC ACCESS meets the standards for safety, customer service, and reliability. When the contractor's monthly performance exceeds the standard as set forth in the agreement, financial incentives are paid to the contractor; conversely, when the monthly performance of the contractor is below the standard as set forth in the agreement, penalties are assessed and must be paid to OCTA by the contractor.

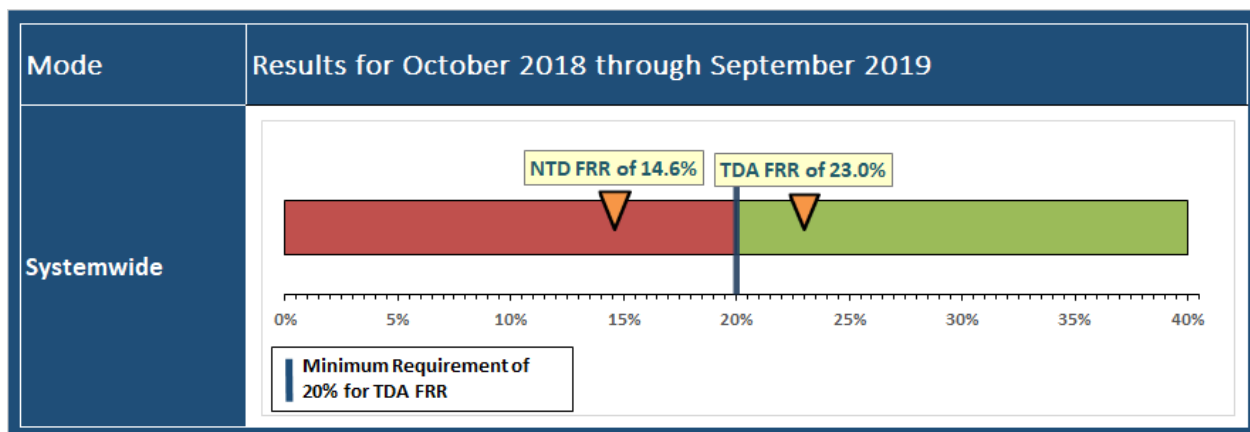
As presented in this report, the overall performance of the contractor providing OC ACCESS service through the first quarter of FY 2019-20 is above standard with respect to courtesy, while below standard for safety and reliability. Table 2 below lists, by quarter, the penalties and incentives assessed to the OC ACCESS contractor as established in the agreement. Through the first quarter, there were no incentives awarded to the contractor, but \$63,500 in penalties were assessed. Penalties were assessed for passenger productivity, OTP, call center hold times, excessively late trips, missed trips, and road calls. Additionally, the contractor was credited \$10,000 for a correction related to an unreported accident during the previous quarter.

Table 2:	Performance Categories	FY20 Q1	FY20 Q2	FY20 Q3	FY20 Q4	FYTD 20
Penalties	Passenger Productivity	\$ (10,000)	\$ -	\$ -	\$ -	\$ (10,000)
	On-Time Performance	\$ (15,000)	\$ -	\$ -	\$ -	\$ (15,000)
	Customer Comments	\$ (2,800)	\$ -	\$ -	\$ -	\$ (2,800)
	Call Center Hold Times	\$ (5,000)	\$ -	\$ -	\$ -	\$ (5,000)
	Excessively Late Trips	\$ (20,000)	\$ -	\$ -	\$ -	\$ (20,000)
	Missed Trips	\$ (5,000)	\$ -	\$ -	\$ -	\$ (5,000)
	Unreported Accident	\$ (5,000)	\$ -	\$ -	\$ -	\$ (5,000)
	Preventive Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
	Road calls	\$ (700)	\$ -	\$ -	\$ -	\$ (700)
	Reports	\$ -	\$ -	\$ -	\$ -	\$ -
	Key Positions	\$ -	\$ -	\$ -	\$ -	\$ -
	CHP Terminal Inspections	\$ -	\$ -	\$ -	\$ -	\$ -
	Vehicle Damage	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ (63,500)	\$ -	\$ -	\$ -	\$ (63,500)
Incentives	Passenger Productivity	\$ -	\$ -	\$ -	\$ -	\$ -
	On-Time Performance	\$ -	\$ -	\$ -	\$ -	\$ -
	Excessively Late Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Missed Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Periods Adjustment	Customer Comments	\$ -	\$ -	\$ -	\$ -	\$ -
	Unreported Accident	\$ 10,000	\$ -	\$ -	\$ -	\$ -
	Total	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
All	Total	\$ (53,500)	\$ -	\$ -	\$ -	\$ (53,500)

Farebox Recovery Ratio

Farebox Recovery Ratio (FRR) is a measure of the proportion of operating costs recovered by passenger fares, calculated by dividing the farebox revenue by total operating expenses. A minimum FRR of 20 percent for all service is required by the Transportation Development Act (TDA) in order for transit agencies to receive the state sales tax available for public transit purposes. In an effort to normalize seasonal fluctuations, data shown below reflects actuals over the last 12 months from October 2018 through September 2019.

FRR, based on the National Transit Database (NTD) definition in which only passenger fares are included under revenue, did not meet the 20 percent goal. However, as a result of the passage of Senate Bill No. 508 (SB 508), OCTA was able to adjust the FRR to include local funds. SB 508 states, *“If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” are any non-federal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.”* After incorporating property tax revenue, advertising revenue, and Measure M fare stabilization, the adjusted FRR was 23.0 percent, a decrease of 0.7 percent from the previous quarter and a 1.6 percent drop from the same quarter last year.



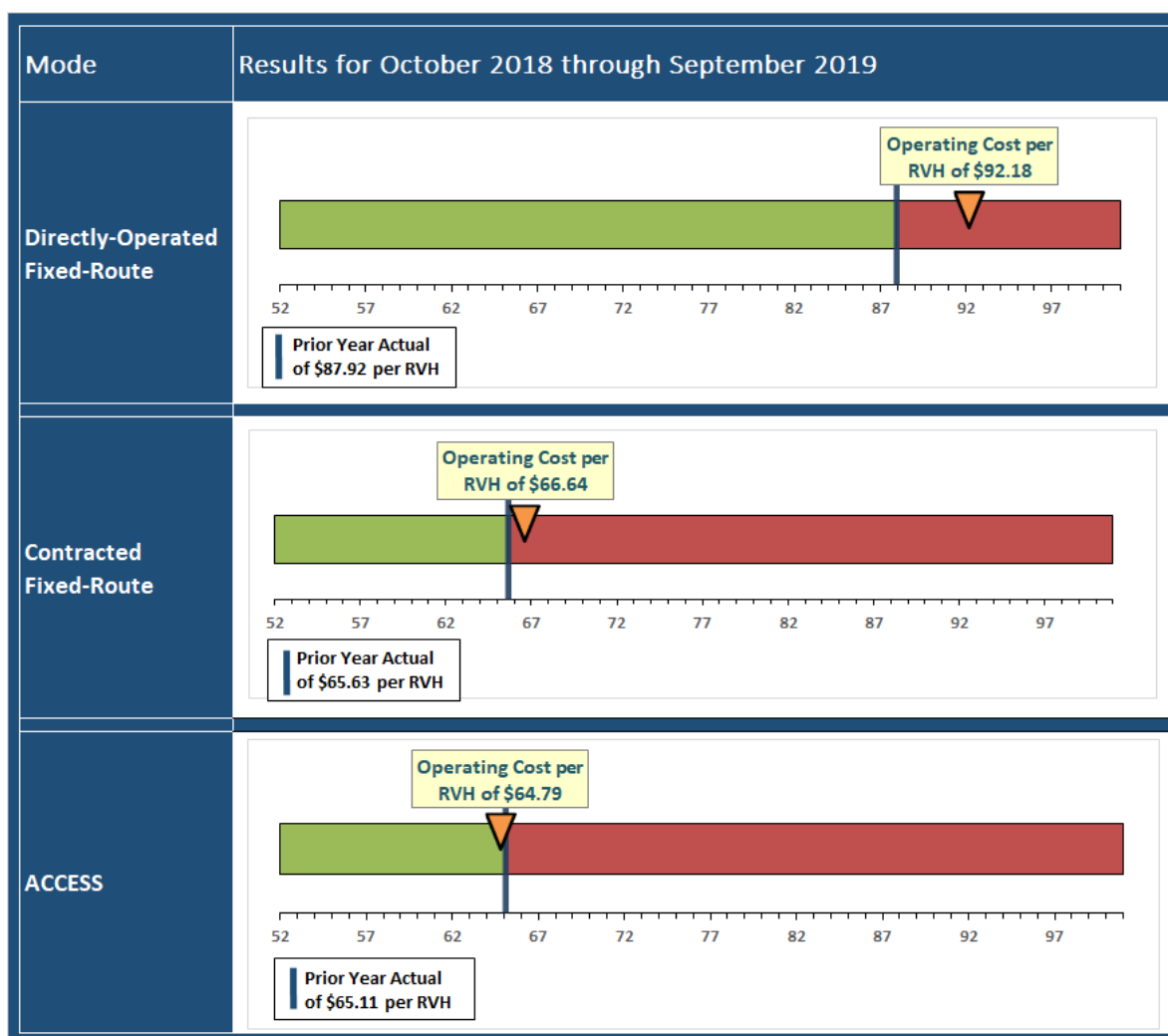
Note:

- National Transit Database (NTD) FRR consists of only passenger fares
- Transportation Development Act (TDA) FRR includes passenger fares, property tax revenue, advertising revenue and Measure M fare stabilization

Operating Cost per Revenue Vehicle Hour

Cost per RVH is one of the industry standards used to measure the cost efficiency of transit service. It is derived by dividing operating expenses by RVH. In order to provide a more comparable illustration, all metrics below are calculated based on direct operating cost, which excludes capital, general administrative, and other overhead costs.

Similar to the FRR, the statistics below depict actuals over the last 12 months. All modes operated at a higher cost per RVH than the same 12-month period of the prior year except for OC ACCESS due to reimbursement to the contractor for Same Day Taxi call center operations. The adjustment totaled \$513,000 and was paid in March 2018 through June 2018. The difference in cost per RVH from the prior FY was a 4.8 percent increase in DOFR, 1.5 percent increase in CFR, and 0.5 percent decrease in OC ACCESS. The increase in DOFR was primarily due to the execution of the new labor agreement for Coach Operators which included a wage increase each year. In addition, DOFR and CFR costs were both increased due to a higher-than-expected compressed natural gas rate since July 2018. Also contributing to the higher cost per hour was the Alternative Fuel Tax Credit that was received in March 2018, but not received in March 2019. This reduced costs by 2.1 percent in 2018.



Performance Evaluation by Route

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

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

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

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

- **Routes 1 to 99** - Local routes include two sub-categories:
 - **Major:** These routes operate as frequent as every 15 minutes during peak times. Major routes operate seven days a week throughout the day. Together, the Major routes form a grid on arterial streets throughout the highest transit propensity portions of the OC Bus service area, primarily in northern parts of the county.
 - **Local:** These routes operate on arterials within the grid created by the Major routes, but at lower frequencies. Local routes also operate in parts of Orange County with lower transit demand. Most Local routes operate seven days per week, however some operate on weekdays only.
- **Routes 100 to 199:** Community routes to connect pockets of transit demand with major destinations and offer local circulation. Routes tend to be less direct than Local routes, serving neighborhoods and destinations off the arterial grid. Approximately half of Community routes operate seven days per week.
- **Routes 200 to 299:** Intra-county express routes operate on weekdays only at peak times and connect riders over long distances to destinations within Orange County, using freeways to access destinations.
- **Routes 400 to 499:** Stationlink routes are rail feeder services designed to connect Metrolink stations to nearby employment destinations. These routes have relatively short alignments, with schedules tied to Metrolink arrivals and departures. They operate during weekday peak hours only, in the peak direction, from the station to destinations in the morning and the reverse in the evening.
- **Routes 500 to 599:** Bravo! routes are limited-stop services operated with branded vehicles.
- **Routes 600 to 699:** *Seasonal or Temporary routes (these are not included on the following charts)* such as the OC Fair Express.
- **Routes 700 to 799:** Inter-county express routes that operate on weekdays only at peak times and connects riders over long distances to destinations outside of Orange County, often using freeways to access destinations.



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Subsidy per Boarding)
Fiscal Year 2019-20 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	Cost/VSH	Direct Cost/VSH	Cost/VSM	Board/VSH	VSH	Bus Count		
021	N	7.1%	\$ 12.21	\$ 6.68	\$ 4.63	\$ 0.90	\$ 0.86	15,983	\$ 99.12	\$ 63.52	\$ 7.73	8.14	1,952	-	40 FT	60 FT
529	C	6.7%	11.75	6.38	4.29	1.08	0.76	83,195	146.37	94.84	13.04	12.81	6,494	10	-	-
001	S	6.9%	11.08	6.29	4.23	0.56	0.78	143,152	141.76	92.74	9.10	12.55	11,410	9	-	-
085	S	8.5%	10.16	5.43	3.77	0.96	0.96	18,749	93.77	62.11	7.59	9.22	2,033	2	-	-
076	C	8.3%	9.74	5.35	3.60	0.79	0.81	22,577	133.19	86.26	11.35	13.64	1,655	2	-	-
153	N	8.7%	9.71	5.40	3.66	0.65	0.87	27,777	92.49	62.07	7.63	9.31	2,984	2	-	-
087	S	8.9%	9.48	5.12	3.55	0.81	0.85	17,617	96.84	63.15	6.45	10.16	1,733	-	2	-
178	C	9.2%	9.33	5.05	3.43	0.85	0.86	21,109	92.67	61.80	7.42	9.92	2,127	2	-	-
083	C	9.8%	7.94	4.39	2.95	0.60	0.80	150,226	141.06	92.30	7.80	17.35	8,659	10	-	-
177	S	12.4%	7.49	4.07	2.76	0.66	0.97	21,752	93.66	62.07	7.22	12.02	1,809	-	2	-
024	N	12.0%	7.27	3.76	2.61	0.90	0.87	29,951	93.94	62.09	7.71	12.97	2,309	3	-	-
167	C	12.2%	7.01	3.72	2.52	0.77	0.87	46,789	95.19	62.35	7.57	13.40	3,492	4	-	-
091	S	14.5%	6.83	3.60	2.50	0.73	1.03	98,653	95.02	62.83	6.68	13.32	7,404	8	-	-
086	C	12.2%	6.66	3.51	2.43	0.72	0.83	37,263	91.94	61.72	7.10	13.58	2,745	3	-	-
082	S	15.9%	6.58	3.24	2.25	1.09	1.04	16,458	105.06	65.10	7.18	16.11	1,022	2	-	-
560	C	11.6%	6.51	3.52	2.36	0.63	0.77	184,337	142.22	92.23	12.52	21.37	8,627	13	-	-
079	C	12.2%	6.40	3.46	2.40	0.54	0.81	99,816	93.52	62.14	8.19	14.01	7,126	6	-	-
056	N	11.4%	6.26	3.49	2.34	0.43	0.75	104,525	136.47	88.31	12.84	20.75	5,037	5	-	-
090	S	14.9%	6.15	3.30	2.29	0.56	0.98	80,024	97.36	63.30	6.52	14.83	5,396	5	-	-
129	N	14.4%	6.03	3.38	2.29	0.36	0.95	50,036	93.89	62.28	8.50	14.19	3,527	2	-	-
143	N	13.8%	5.93	3.19	2.16	0.58	0.86	46,718	93.39	62.18	8.35	15.04	3,107	3	-	-
037	N	12.8%	5.79	3.20	2.15	0.44	0.79	267,499	144.97	93.96	11.83	23.62	11,324	13	-	-
150	C	16.2%	5.70	2.89	1.96	0.85	0.94	42,140	97.41	62.80	9.63	16.84	2,502	4	-	-
072	C	13.5%	5.65	3.12	2.10	0.43	0.81	126,063	133.16	86.35	10.80	22.09	5,708	6	-	-
059	C	14.8%	5.63	2.90	2.01	0.72	0.85	137,058	95.54	62.54	8.66	16.55	8,263	11	-	-
055	C	14.8%	5.58	3.11	2.09	0.38	0.90	329,218	136.89	88.61	12.30	22.45	14,664	14	-	-
054	N	13.5%	5.51	3.05	2.05	0.41	0.80	304,439	139.21	90.20	12.45	23.64	12,876	14	-	-
050	N	12.4%	5.50	3.10	2.08	0.32	0.73	321,436	137.84	89.32	12.18	23.29	13,800	10	-	1
089	S	16.8%	5.11	2.73	1.89	0.49	0.94	90,813	92.89	62.10	7.43	16.71	5,435	5	-	-
029	N	14.8%	5.08	2.82	1.89	0.37	0.82	446,735	139.87	90.67	11.81	25.30	17,659	1	-	12
025	N	16.1%	5.07	2.72	1.88	0.47	0.88	94,775	93.40	62.23	7.99	17.04	5,563	5	-	-
026	N	14.8%	5.04	2.78	1.93	0.33	0.82	107,688	93.15	61.85	9.54	16.84	6,395	4	-	-
543	N	14.6%	4.87	2.67	1.80	0.40	0.76	223,172	139.81	90.58	12.74	26.72	8,352	10	-	-
071	N	15.9%	4.87	2.64	1.83	0.40	0.84	180,981	95.26	62.67	7.66	17.95	10,082	8	-	-
057	C	16.1%	4.61	2.55	1.71	0.35	0.82	503,749	161.54	104.82	14.84	31.84	15,824	4	-	11
047	C	17.5%	4.44	2.49	1.67	0.28	0.88	537,532	137.81	89.22	12.41	27.33	19,667	17	-	-
070	C	18.2%	4.29	2.18	1.52	0.59	0.82	226,777	96.31	62.93	8.27	21.29	10,653	15	-	-
035	N	17.3%	4.14	2.11	1.46	0.57	0.75	202,737	95.28	62.54	8.37	22.06	9,192	13	-	-
060	C	16.4%	4.11	2.30	1.55	0.26	0.76	478,217	136.43	89.71	12.11	30.05	15,912	14	-	-
053	C	17.3%	4.06	2.26	1.52	0.28	0.79	346,468	145.42	93.93	15.59	31.79	10,898	11	-	-
030	N	18.1%	3.90	2.09	1.45	0.36	0.79	172,817	92.41	62.04	7.14	21.34	8,098	7	-	-
053X	C	18.5%	3.81	2.09	1.40	0.32	0.79	170,392	125.82	81.26	12.12	29.35	5,806	6	-	-
038	N	19.4%	3.72	1.95	1.35	0.42	0.79	257,121	94.71	62.50	8.07	23.17	11,095	12	-	-
033	N	17.4%	3.69	2.02	1.40	0.27	0.72	99,036	92.84	62.03	7.51	22.44	4,413	3	-	-
043	N	19.6%	3.64	2.04	1.37	0.23	0.83	541,891	137.04	88.54	13.51	32.38	16,736	14	-	-
046	N	20.2%	3.63	1.94	1.35	0.34	0.83	159,191	93.30	62.17	8.22	22.64	7,031	6	-	-
057X	C	20.1%	3.62	1.95	1.31	0.36	0.82	266,645	126.09	81.54	11.43	30.94	8,619	2	-	6
086	C	21.5%	3.29	1.84	1.24	0.21	0.84	516,134	135.23	87.36	13.64	34.46	14,978	12	-	-
042	N	21.2%	3.13	1.64	1.14	0.35	0.75	379,456	93.92	62.35	8.59	26.67	14,230	15	-	-
064	C	21.2%	3.02	1.68	1.13	0.21	0.76	386,998	139.96	90.45	14.21	39.19	9,872	9	-	-
064X	C	22.3%	2.78	1.56	1.05	0.17	0.75	155,524	125.83	81.28	12.08	37.41	4,157	3	-	-

(1) Total bus count (429) is based on PM weekday equipment requirements.

(2) Bus count for routes 53X, 57X and 64X are estimated based on total route 53, 57 and 64 equipment requirements.

(3) C under Zone is Central County, N is North County and S is South County.

VSH – vehicle service hour



OCTA Operating Statistics By Route for Express Service (Sorted by Subsidy per Boarding)
Fiscal Year 2019-20 Through Q1

Route	Zone	Submode	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
															40 FT	32 FT	60 FT
213	N	ECL	2.7%	\$ 39.53	\$ 19.04	\$ 11.63	\$ 8.86	\$ 0.84	3,225	\$ 115.35	\$ 66.55	\$ 6.50	3.66	881	-	4	-
721	N	EDLB	5.4%	38.88	21.05	13.21	4.62	1.97	5,822	219.71	145.90	8.49	6.06	960	3	-	-
211	C	ECL	3.6%	31.33	16.05	9.81	5.47	0.96	5,223	97.84	60.40	5.79	3.65	1,431	-	4	-
701	C	EDLB	9.6%	25.94	13.46	8.45	4.03	2.34	6,670	253.17	167.78	10.58	10.44	639	3	-	-
206	C	ECL	5.7%	23.29	10.12	6.18	6.99	0.98	3,065	120.80	70.91	6.34	6.99	438	-	3	-
794	C	ECLB	29.5%	18.84	8.74	5.34	4.76	5.89	7,533	149.53	96.25	5.59	7.49	1,006	4	-	-

(1) Total bus count (429) is based on PM weekday equipment requirements.

(2) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Stationlink Service (Sorted by Subsidy per Boarding)
Fiscal Year 2019-20 Through Q1

Route	Zone	Submode	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
															40 FT	32 FT	60 FT
463	C	RCL	3.5%	\$ 31.04	\$ 13.94	\$ 9.40	\$ 7.70	\$ 0.86	4,655	\$ 148.57	\$ 99.18	\$ 14.16	6.14	758	4	-	-
472	C	RCL	9.9%	12.10	5.05	3.41	3.64	0.93	7,390	140.83	97.18	11.95	15.00	493	3	-	-
453	N	RCL	5.2%	10.92	5.71	3.85	1.36	0.53	6,612	144.50	97.87	24.18	14.32	462	1	-	-
480	C	RCL	8.5%	10.86	5.67	3.83	1.36	0.88	6,585	144.99	98.38	13.63	13.97	471	1	-	-
473	C	RCL	11.8%	9.78	4.15	2.80	2.83	0.93	9,491	157.46	100.23	13.58	20.00	475	3	-	-
462	C	RCL	13.1%	7.09	3.64	2.46	0.99	0.92	9,065	137.14	95.89	19.92	19.54	464	1	-	-

(1) Total bus count (429) is based on PM weekday equipment requirements.

(2) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Boardings)
Fiscal Year 2019-20 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
043	N	19.6%	\$ 3.64	\$ 2.04	\$ 1.37	\$ 0.23	\$ 0.83	541,891	\$ 137.04	\$ 88.54	\$ 13.51	32.38	16,736	14	-	-
047	C	17.5%	4.44	2.49	1.67	0.28	0.88	537,592	137.81	89.22	12.41	27.33	19,667	17	-	-
066	C	21.5%	3.29	1.84	1.24	0.21	0.94	516,134	135.23	87.36	13.64	34.46	14,978	12	-	-
067	C	16.1%	4.61	2.55	1.71	0.35	0.82	503,824	161.54	104.82	14.84	31.84	15,824	4	-	11
060	C	16.4%	4.11	2.30	1.55	0.26	0.76	478,217	138.43	89.71	12.11	30.05	15,912	14	-	-
029	N	14.8%	5.08	2.82	1.89	0.37	0.82	446,735	139.87	90.67	11.81	25.30	17,659	1	-	12
064	C	21.2%	3.02	1.68	1.13	0.21	0.76	386,898	139.96	90.45	14.21	39.19	9,872	9	-	-
042	N	21.2%	3.13	1.64	1.14	0.35	0.75	379,456	93.92	62.35	8.59	26.67	14,230	15	-	-
053	C	17.3%	4.06	2.26	1.52	0.28	0.79	346,458	145.42	93.93	15.59	31.79	10,898	11	-	-
055	C	14.8%	5.58	3.11	2.09	0.38	0.90	329,218	136.89	88.61	12.30	22.45	14,664	14	-	-
050	N	12.4%	5.50	3.10	2.08	0.32	0.73	321,436	137.84	89.32	12.18	23.29	13,800	10	-	1
054	N	13.5%	5.51	3.05	2.05	0.41	0.80	304,439	139.21	90.20	12.45	23.64	12,876	14	-	-
037	N	12.8%	5.79	3.20	2.15	0.44	0.79	267,499	144.97	93.96	11.83	23.62	11,324	13	-	-
057X	C	20.1%	3.62	1.95	1.31	0.36	0.82	266,645	126.09	81.54	11.43	30.94	8,619	2	-	6
038	N	19.4%	3.72	1.95	1.35	0.42	0.79	257,121	94.71	62.50	8.07	23.17	11,095	12	-	-
070	C	18.2%	4.29	2.18	1.52	0.59	0.82	226,777	96.31	62.93	8.27	21.29	10,653	15	-	-
543	N	14.6%	4.87	2.67	1.80	0.40	0.76	223,172	139.81	90.58	12.74	26.72	8,352	10	-	-
035	N	17.3%	4.14	2.11	1.46	0.57	0.75	202,737	95.28	62.54	8.37	22.06	9,192	13	-	-
960	C	11.6%	6.51	3.52	2.36	0.63	0.77	184,337	142.22	92.23	12.52	21.37	8,627	13	-	-
071	N	15.9%	4.87	2.64	1.83	0.40	0.84	180,981	95.26	62.67	7.66	17.95	10,082	8	-	-
030	N	18.1%	3.90	2.09	1.45	0.36	0.79	172,817	92.41	62.04	7.14	21.34	8,098	7	-	-
053X	C	18.5%	3.81	2.09	1.40	0.32	0.79	170,392	125.82	81.26	12.12	29.35	5,806	6	-	-
046	N	20.2%	3.63	1.94	1.35	0.34	0.83	159,191	93.30	62.17	8.22	22.64	7,031	6	-	-
064X	C	22.3%	2.78	1.56	1.05	0.17	0.75	155,524	125.83	81.28	12.08	37.41	4,157	3	-	-
083	C	9.8%	7.94	4.39	2.95	0.60	0.80	150,226	141.06	92.30	7.80	17.35	8,659	10	-	-
001	S	6.9%	11.08	6.29	4.23	0.56	0.78	143,152	141.76	92.74	9.10	12.55	11,410	9	-	-
059	C	14.8%	5.63	2.90	2.01	0.72	0.85	137,068	95.54	62.54	8.66	16.55	8,283	11	-	-
072	C	13.5%	5.65	3.12	2.10	0.43	0.81	126,083	133.16	86.35	10.80	22.09	5,708	6	-	-
026	N	14.8%	5.04	2.78	1.93	0.33	0.82	107,688	93.15	61.85	9.54	16.84	6,395	4	-	-
056	N	11.4%	6.26	3.49	2.34	0.43	0.75	104,525	136.47	88.31	12.84	20.75	5,037	5	-	-
079	C	12.2%	6.40	3.46	2.40	0.54	0.81	99,816	93.52	62.14	8.19	14.01	7,126	6	-	-
033	N	17.4%	3.69	2.02	1.40	0.27	0.72	99,036	92.84	62.03	7.51	22.44	4,413	3	-	-
091	S	14.5%	6.83	3.60	2.50	0.73	1.03	98,653	95.02	62.83	6.88	13.32	7,404	8	-	-
025	N	16.1%	5.07	2.72	1.88	0.47	0.88	94,775	93.40	62.23	7.99	17.04	5,563	5	-	-
089	S	16.8%	5.11	2.73	1.89	0.49	0.94	90,813	92.89	62.10	7.43	16.71	5,435	5	-	-
529	C	6.7%	11.75	6.38	4.29	1.08	0.76	83,195	146.37	94.84	13.04	12.81	6,494	10	-	-
080	S	14.9%	6.15	3.30	2.29	0.56	0.98	80,024	97.36	63.30	6.52	14.83	5,396	5	-	-
129	N	14.4%	6.03	3.38	2.29	0.36	0.95	50,036	93.89	62.28	8.50	14.19	3,527	2	-	-
167	C	12.2%	7.01	3.72	2.52	0.77	0.87	46,789	95.19	62.35	7.57	13.40	3,492	4	-	-
143	N	13.8%	5.93	3.19	2.16	0.58	0.86	46,718	93.39	62.18	8.35	15.04	3,107	3	-	-
150	C	16.2%	5.70	2.89	1.96	0.85	0.94	42,140	97.41	62.80	9.63	16.84	2,502	4	-	-
086	C	12.2%	6.66	3.51	2.43	0.72	0.87	37,263	91.94	61.72	7.10	13.58	2,745	3	-	-
024	N	12.0%	7.27	3.76	2.61	0.90	0.83	27,951	93.94	62.09	7.71	12.97	2,309	3	-	-
153	N	8.7%	9.71	5.40	3.66	0.65	0.87	27,777	92.49	62.07	7.63	9.31	2,984	2	-	-
076	C	8.3%	9.74	5.35	3.60	0.79	0.81	22,577	133.19	86.26	11.35	13.64	1,655	2	-	-
177	S	12.4%	7.49	4.07	2.76	0.66	0.97	21,752	93.66	62.07	7.22	12.02	1,809	-	2	-
178	C	9.2%	9.33	5.05	3.43	0.85	0.86	21,109	92.67	61.80	7.42	9.92	2,127	2	-	-
085	S	9.5%	10.16	5.43	3.77	0.96	0.96	18,749	93.77	62.11	7.59	9.22	2,033	2	-	-
087	S	8.9%	9.48	5.12	3.55	0.81	0.85	17,617	167.17	63.15	6.45	10.16	1,733	-	2	-
082	S	15.9%	6.58	3.24	2.25	1.09	1.04	16,458	105.06	65.10	7.18	16.11	1,022	2	-	-
021	N	7.1%	12.21	6.68	4.63	0.90	0.86	15,893	99.12	63.52	7.73	8.14	1,952	-	2	-

(1) Total bus count (429) is based on PM weekday equipment requirements.

(2) Bus count for routes 53X, 57X and 64X are estimated based on total route 53, 57 and 64 equipment requirements.

(3) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Express Service (Sorted by Boardings)
Fiscal Year 2019-20 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
794	C	29.5%	\$ 18.84	\$ 8.74	\$ 5.34	\$ 4.76	\$ 5.89	7,533	\$ 149.53	\$ 96.25	\$ 5.59	7.49	1,006	4	-	-
701	C	9.6%	25.94	13.46	8.45	4.03	2.34	6,670	253.17	167.78	10.58	10.44	639	3	-	-
721	N	5.4%	38.88	21.05	13.21	4.62	1.97	5,822	219.71	145.90	8.49	6.06	960	3	-	-
211	C	3.6%	31.33	16.05	9.81	5.47	0.96	5,223	97.84	60.40	5.79	3.65	1,431	-	4	-
213	N	2.7%	39.53	19.04	11.63	8.86	0.84	3,225	115.35	66.55	6.50	3.66	881	-	4	-
206	C	5.7%	23.29	10.12	6.18	6.99	0.98	3,065	120.80	70.91	6.34	6.99	438	-	3	-

(1) Total bus count (429) is based on PM weekday equipment requirements.

(2) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Stationlink Service (Sorted by Boardings)
Fiscal Year 2019-20 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
473	C	11.8%	\$ 9.78	\$ 4.15	\$ 2.80	\$ 2.83	\$ 0.93	9,491	\$ 157.46	\$ 100.23	\$ 13.58	20.00	475	3	-	-
462	C	13.1%	7.09	3.64	2.46	0.99	0.92	9,065	137.14	95.89	19.92	19.54	464	1	-	-
472	C	9.9%	12.10	5.05	3.41	3.64	0.93	7,390	140.83	97.18	11.95	15.00	493	3	-	-
453	N	5.2%	10.92	5.71	3.85	1.36	0.53	6,612	144.50	97.87	24.18	14.32	462	1	-	-
480	C	8.5%	10.86	5.67	3.83	1.36	0.88	6,585	144.99	98.38	13.63	13.97	471	1	-	-
463	C	3.5%	31.04	13.94	9.40	7.70	0.86	4,655	148.57	99.18	14.16	6.14	758	4	-	-

(1) Total bus count (429) is based on PM weekday equipment requirements.

(2) C under Zone is Central County, N is North County and S is South County.

Route Reference Table

Route	Route Description	Main Street	Route Category
1	Long Beach - San Clemente	via Pacific Coast Hwy	LOCAL
21	Buena Park - Sunset Beach	via Valley View St/ Bolsa Chica Rd	LOCAL
24	Buena Park - Orange	via Malvern Ave/ Chapman Ave/ Tustin Ave	LOCAL
25	Fullerton - Huntington Beach	via Knott Ave/ Goldenwest St	LOCAL
26	Fullerton - Placentia	via Commonwealth Ave/ Yorba Linda Blvd	LOCAL
29	La Habra - Huntington Beach	via Beach Blvd	LOCAL
30	Cerritos - Anaheim	via Orangethorpe Ave	LOCAL
33	Fullerton - Huntington Beach	via Magnolia St	LOCAL
35	Fullerton - Costa Mesa	via Brookhurst St	LOCAL
37	La Habra - Fountain Valley	via Euclid St	LOCAL
38	Lakewood - Anaheim Hills	via Del Amo Blvd/ La Palma Ave	LOCAL
42	Seal Beach - Orange	via Seal Beach Blvd/ Los Alamitos Blvd/ Lincoln Ave	LOCAL
43	Fullerton - Costa Mesa	via Harbor Blvd	LOCAL
46	Long Beach - Orange	via Ball Road/ Taft Ave	LOCAL
47	Fullerton - Balboa	via Anaheim Blvd/ Fairview St	LOCAL
50	Long Beach - Orange	via Katella Ave	LOCAL
53/53X	Anaheim - Irvine	via Main St	LOCAL
54	Garden Grove - Orange	via Chapman Ave	LOCAL
55	Santa Ana - Newport Beach	via Standard Ave/ Bristol St/ Fairview St/ 17th St	LOCAL
56	Garden Grove - Orange	via Garden Grove Blvd	LOCAL
57/57X	Brea - Newport Beach	via State College Blvd/ Bristol St	LOCAL
59	Anaheim - Irvine	via Kraemer Blvd/ Glassell St/ Grand Ave/ Von Karman Ave	LOCAL
60	Long Beach - Tustin	via Westminster Ave/ 17th St	LOCAL
64/64X	Huntington Beach - Tustin	via Bolsa Ave/ 1st St	LOCAL
66	Huntington Beach - Irvine	via McFadden Ave/ Walnut Ave	LOCAL
70	Sunset Beach - Tustin	via Edinger Ave	LOCAL
71	Yorba Linda - Newport Beach	via Tustin Ave/ Red Hill Ave/ Newport Blvd	LOCAL
72	Sunset Beach - Tustin	via Warner Ave	LOCAL
76	Huntington Beach - John Wayne Airport	via Talbert Ave/ MacArthur Blvd	LOCAL
79	Tustin - Newport Beach	via Bryan Ave/ Culver Dr/ University Ave	LOCAL
82	Foothill Ranch - Rancho Santa Margarita	via Portola Pkwy/ Santa Margarita Pkwy	LOCAL
83	Anaheim - Laguna Hills	via 5 Fwy/ Main St	LOCAL
85	Mission Viejo - Laguna Niguel	via Marguerite Pkwy/ Crown Valley Pkwy	LOCAL
86	Costa Mesa - Mission Viejo	via Alton Pkwy/ Jeronimo Rd	LOCAL
87	Rancho Santa Margarita - Laguna Niguel	via Alicia Pkwy	LOCAL
89	Mission Viejo - Laguna Beach	via El Toro Rd/ Laguna Canyon Rd	LOCAL
90	Tustin - Dana Point	via Irvine Center Dr/ Moulton Pkwy/ Golden Lantern St	LOCAL
91	Laguna Hills - San Clemente	via Paseo de Valencia/ Camino Capistrano/ Del Obispo St	LOCAL
129	La Habra - Anaheim	via La Habra Blvd/ Brea Blvd/ Birch St/ Kraemer Blvd	COMMUNITY
143	La Habra - Brea	via Whittier Blvd/ Harbor Blvd/ Brea Blvd/ Birch St	COMMUNITY
150	Santa Ana - Costa Mesa	via Fairview St/ Flower St	COMMUNITY
153	Brea - Anaheim	via Placentia Ave	COMMUNITY
167	Orange - Irvine	via Irvine Ave/ Hewes St/ Jeffrey Rd	COMMUNITY
177	Foothill Ranch - Laguna Hills	via Lake Forest Dr/ Muirlands Blvd/ Los Alisos Blvd	COMMUNITY
178	Huntington Beach - Irvine	via Adams Ave/ Birch St/ Campus Dr	COMMUNITY
206	Santa Ana - Lake Forest Express	via 5 Fwy	EXPRESS BUS
211	Huntington Beach - Irvine Express	via 405 Fwy	EXPRESS BUS
213	Brea - Irvine Express	via 55 Fwy	EXPRESS BUS
453	Orange Transportation Center - St. Joseph's Hospital	via Chapman Ave/ Main St/ La Veta Ave	STATIONLINK
462	Santa Ana Regional transportation Center - Civic Center	via Santa Ana Blvd/ Civic Center Dr	STATIONLINK
463	Santa Ana Regional transportation Center - Hutton Centre	via Grand Ave	STATIONLINK
472	Tustin Metrolink Station - Irvine Business Complex	via Edinger Ave/ Red Hill Ave/ Campus Dr/ Jamboree Rd	STATIONLINK
473	Tustin Metrolink Station - U.C.I.	via Edinger Ave/ Harvard Ave	STATIONLINK
480	Irvine Metrolink Station - Lake Forest	via Alton Pkwy/ Bake Pkwy/ Lake Forest Dr	STATIONLINK
529	Fullerton - Huntington Beach	via Beach Blvd	BRAVO
543	Fullerton Transportation Center - Santa Ana	via Harbor Blvd	BRAVO
560	Santa Ana - Long Beach	via 17th St/ Westminster Blvd	BRAVO
701	Huntington Beach - Los Angeles Express	via 405 Fwy/ 605 Fwy/ 105 Fwy/ 110 Fwy	EXPRESS BUS
721	Fullerton - Los Angeles Express	via 110 Fwy/ 91 Fwy	EXPRESS BUS
794	Riverside / Corona - South Coast Metro Express	via 91 Fwy/ 55 Fwy	EXPRESS BUS

OC Bus 360° Plan: Performance to Date

To address declining bus ridership, the OCTA Board of Directors (Board) endorsed a comprehensive action plan known as OC Bus 360° plan in 2015. This effort included a comprehensive review of current and former rider perceptions, a peer review panel that reviewed OCTA's performance and plans, new branding and marketing tactics tied to rider needs, upgraded bus routes and services to better match demand and capacity, technology solutions to improve passenger experience, and pricing, as well as other revenue changes to stimulate ridership and provide new funding.

Extensive work was invested by OCTA divisions to implement the OC Bus 360° plan. These efforts included:

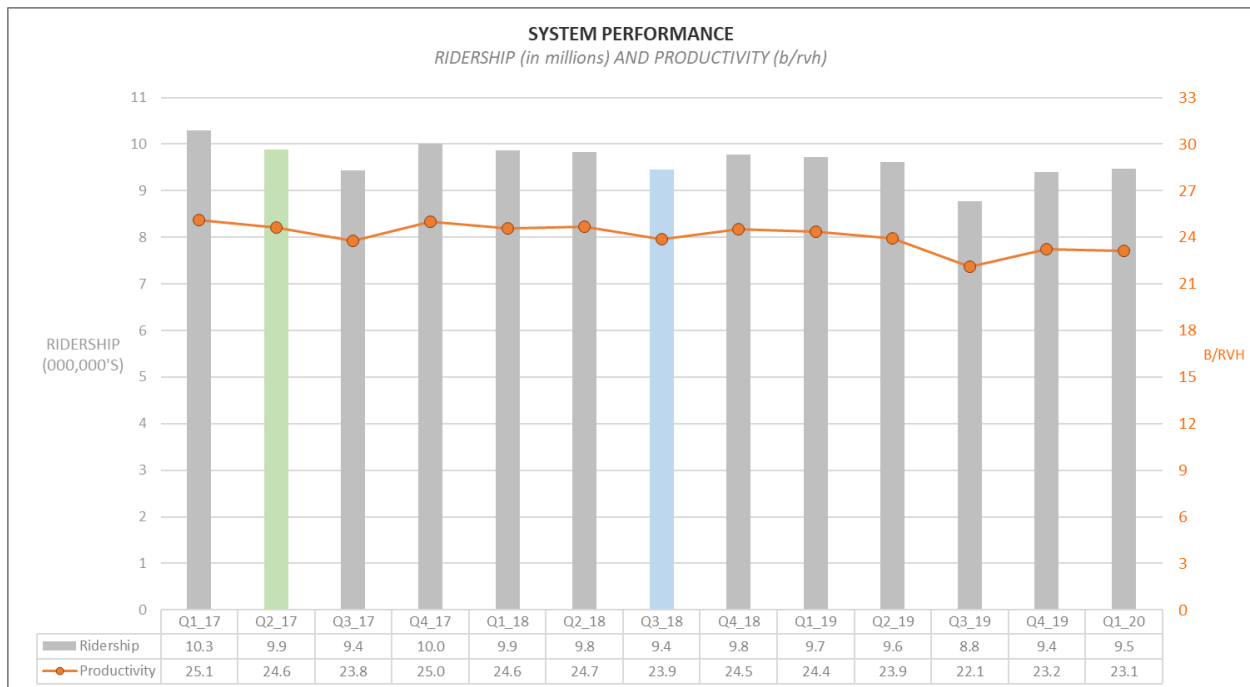
- Implementation of new and faster bus routes;
- Redeployment of services in June 2016, October 2016, October 2017, and February 2018, to improve efficiencies and build ridership;
- Competitively-awarded grants to local agencies through Project V for transit services tailored to community needs;
- Implementation of a promotional fare and college pass program;
- Rollout of new technologies, such as mobile ticketing, real-time bus arrival information, a microtransit service; and
- Extensive marketing, public outreach, and promotional campaigns.

Impact of the Service Changes

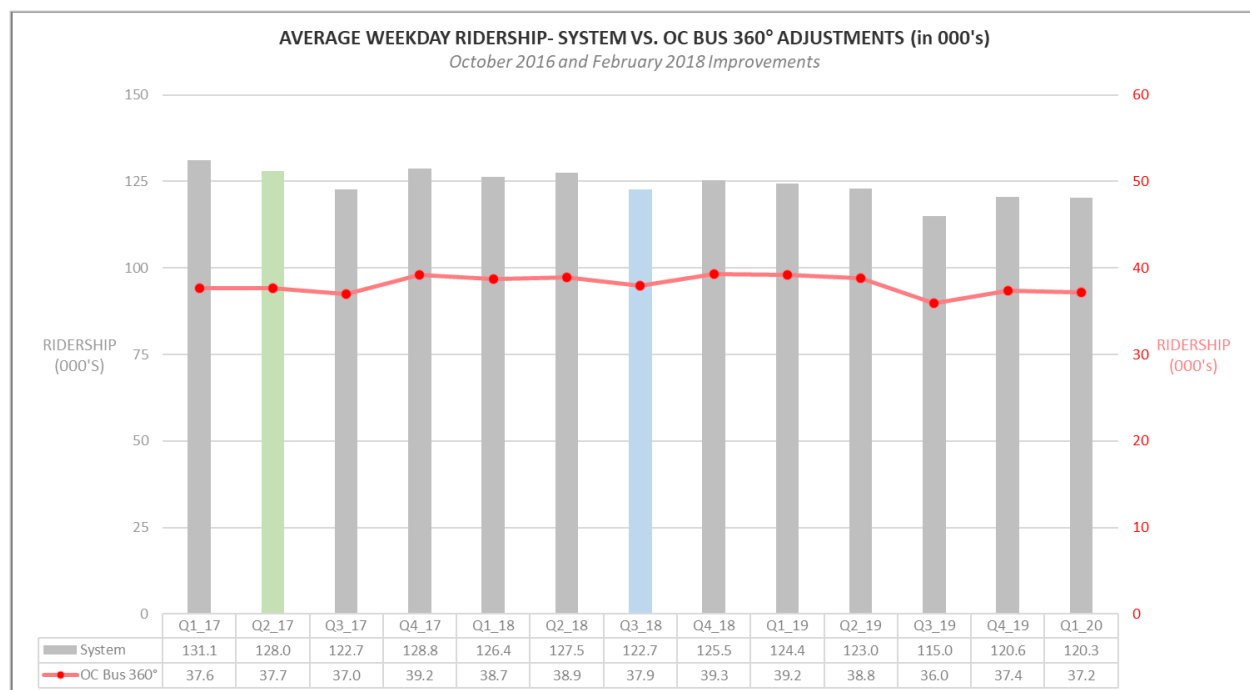
Of the series of approved bus service changes under the OC Bus 360° plan, the changes implemented in October 2016 and February 2018 were the most significant and are tracked for overall OC Bus 360° plan impact. Provided below is a series of charts that show overall system performance over the last 13 quarters and the impact of these route adjustments (*October 2016 marked by green bar; February 2018 marked by blue bar*). In this review, performance is measured by change in average weekday boardings for routes that were improved and average B/RVH for routes that were reduced. This analysis is necessary and on-going to gauge the effectiveness of the recommended changes and the overall OC Bus 360° plan. The trend of overall system ridership and productivity is provided on the following chart.

Through the first quarter of FY 2019-20:

- Ridership was 0.7 percent higher than the previous quarter, but 2.6 percent lower than the same quarter last year.
- Productivity through the first quarter fell by one third of a percent from last quarter and dropped by 5.0 percent from the same quarter last year.

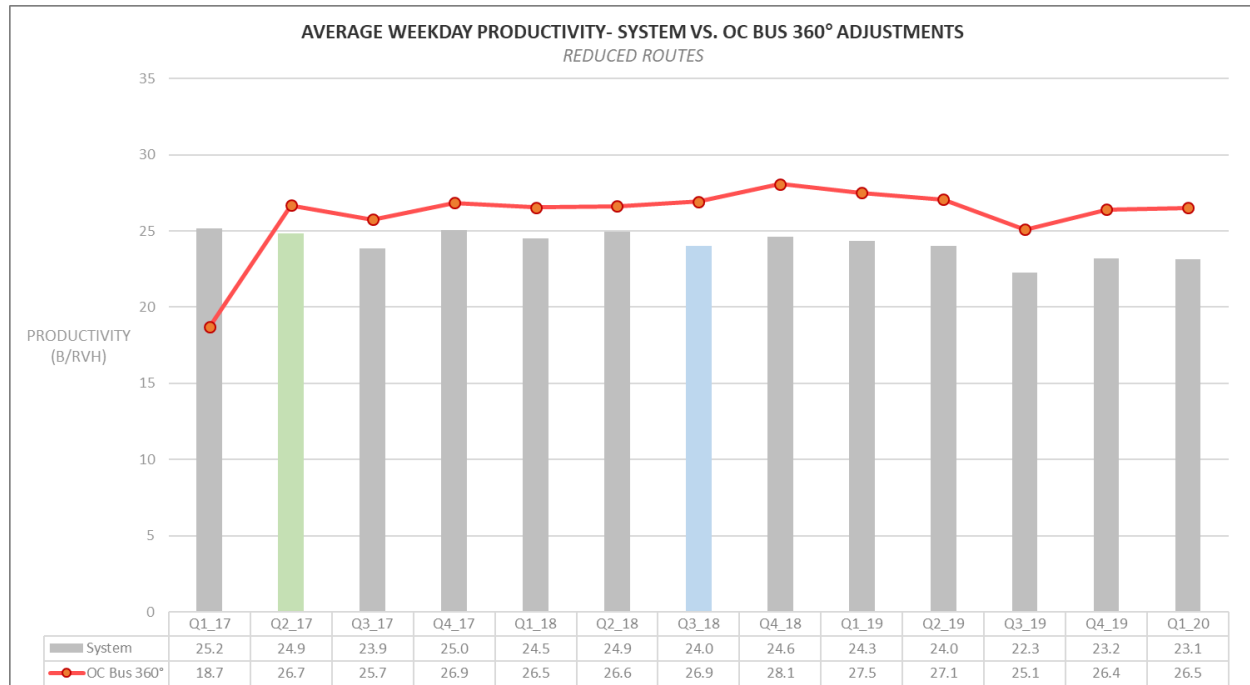


The impacts of the adjustments implemented under the OC Bus 360° plan are consistent with the systemwide trend. The following chart compares the system trend against the group of routes improved under the OC Bus 360° plan. The average weekday ridership systemwide and for the improved routes was steady compared to last quarter but dropped by 3.3 percent and 5.1 percent, respectively compared to the same quarter last year.



Improved system and route productivity are the goals for services that are *reduced* or *eliminated* under the OC Bus 360° plan – making low performing routes more productive.

The following chart compares the system productivity trend against the productivity of the group of routes that were reduced/eliminated in October 2016 and February 2018.



During the first quarter of FY 2019-20, productivity systemwide and for the collective reductions was steady compared to last quarter, but fell by 5 percent and 3.6 percent, respectively compared to the same quarter last year. Overall, the productivity for the routes reduced under OC Bus 360° remain above the system average by 14.7 percent.

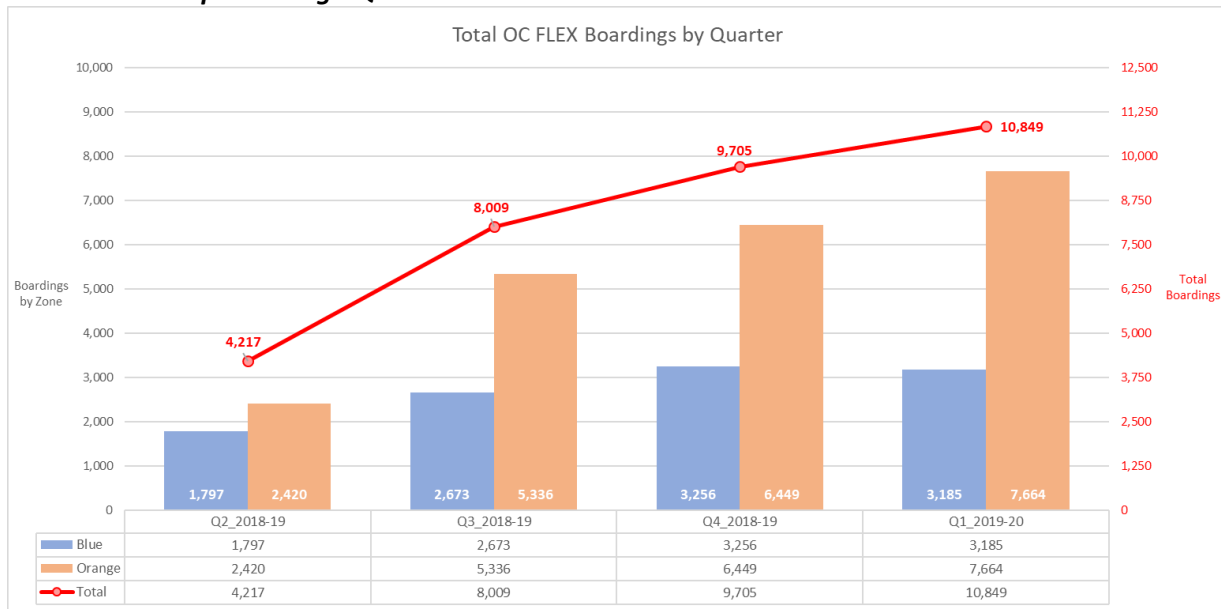
Other OC Bus 360° Initiatives

OC Flex Pilot Program

OC Flex began service October 2018 in two zones under a one-year pilot program. Upon approval of the pilot program, the Board directed staff to provide updates on the performance metrics as part of quarterly Bus Operations Performance Measurements Report.

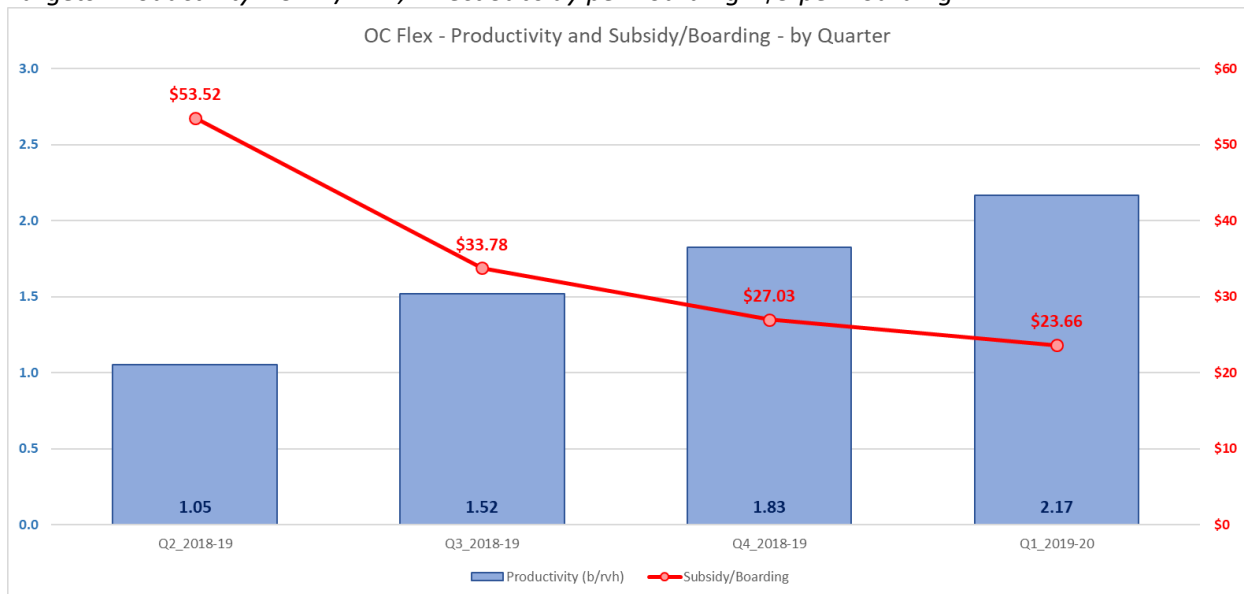
Through the first quarter of FY 2019-20, ridership continued to increase month-over-month. Three of the five performance metrics, shared trips, connecting trips and customer satisfaction, have reached the respective targets. The remaining two measures, productivity and subsidy per boarding, are trending below their respective targets but the trends remain favorable (see charts below). The OC Flex team continues to monitor and adjust the service as needed to meet the established performance targets while maintaining service quality. Though the pilot evaluation period was scheduled to end in October 2019, OC Flex service will continue to operate while staff prepares recommendations to be presented to the Board for consideration in January 2020. Extending the pilot allows for service continuity, the testing of performance improvement strategies, the tracking of seasonal variations, and time for the procurement of a new service contract beyond October 2020 as approved.

OC Flex Ridership – Through Q1-FY 2019-20



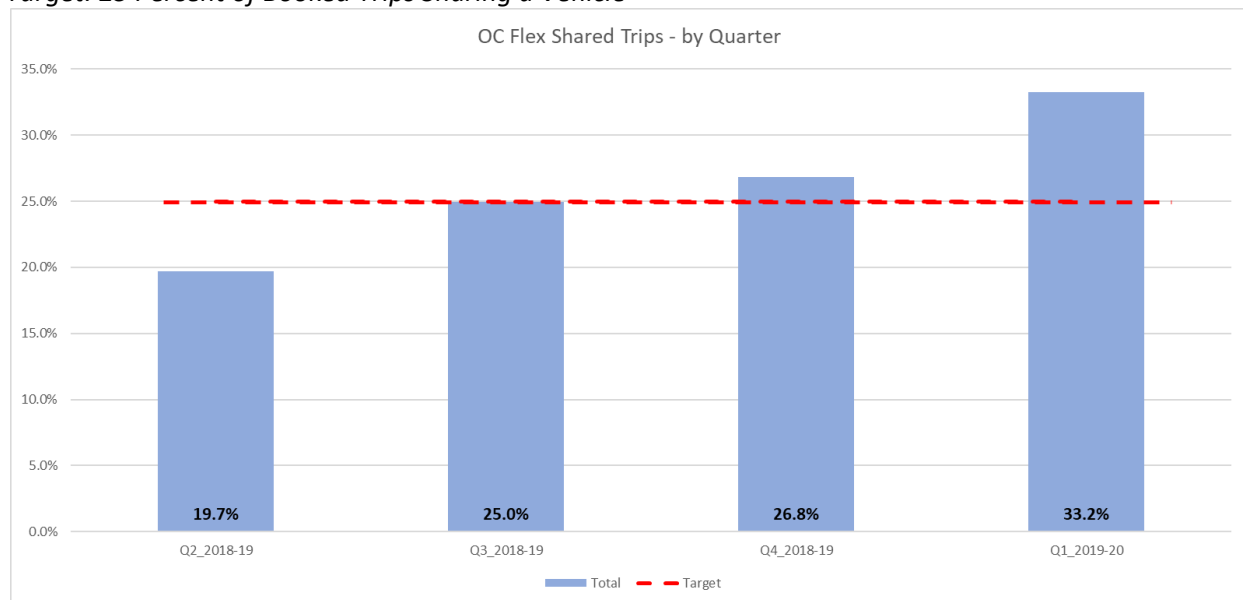
OC Flex Productivity (B/RVH) and Direct Subsidy per Boarding – Through Q1-FY 2019-20

Targets: Productivity – Six B/RVH; Direct Subsidy per Boarding - \$9 per Boarding



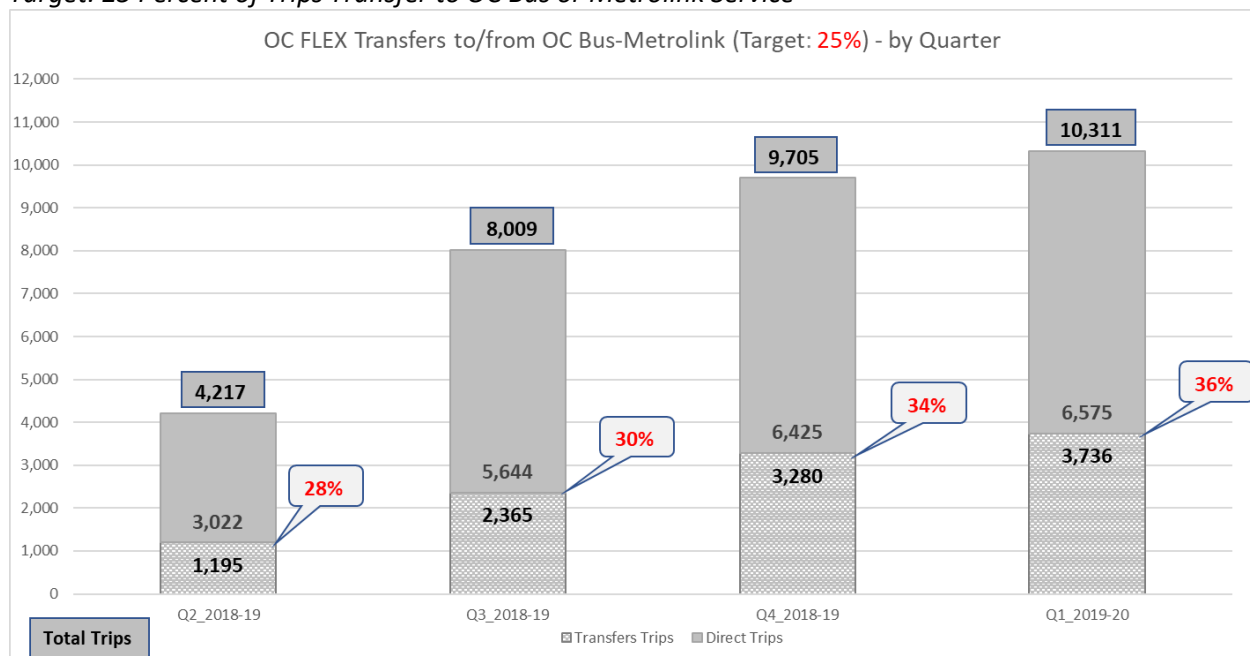
OC Flex Shared Trips – Through Q1-FY 2019-20

Target: 25 Percent of Booked Trips Sharing a Vehicle



OC Flex Connecting Trips (Transfers) – Through Q1-FY 2019-20

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



College Pass Program

The College Pass Program started in August 2017 with students from Santa Ana College and continuing education students from Santa Ana College and Santiago Canyon College. In August 2018, the program expanded to include all students from Santiago Canyon College.

In Fall 2019, both Goldenwest and Fullerton Colleges joined the College Pass Program. Since starting on August 26, 2019 to the end of the September 2019 reporting period, Fullerton College reported 33,834 boardings and Goldenwest College reported 16,894 boardings. Both colleges saw rapid adoption by students, with the number of unique student riders at Fullerton College increasing by 64 percent (from 1,163 in August 2019 to 1,913 by the end of September 2019) and number of unique student riders at Goldenwest College increasing by 88 percent (from 415 in August 2019 to 782 by the end of September 2019).

As of September 30, 2019, a little over two years since starting, the overall College Pass Program has reported 2.48 million boardings with 16,480 unique students among participating colleges since August 2017. Compared to the same period in 2018 (and including the newly added colleges), ridership in the third quarter increased by 11.68 percent, from 186,882 boardings to 208,706 boardings.

The College Pass Program has been very successful and popular among students and colleges. OCTA continues to work with other interested colleges to expand the College Pass Program with college-provided funding or student fees and available Low Carbon Transit Operations Program and Mobile Source Air Pollution Reduction grant funds.



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board
Subject: Agreement for Lease and Full Service of Bus Tires

Transit Committee Meeting of January 9, 2020

Present: Directors Do, Davies, Jones, Pulido, and Shaw
Absent: Director Winterbottom

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1354 between the Orange County Transportation Authority and Bridgestone Americas Tire Operations, LLC, in the amount of \$10,245,764, for the lease and full service of bus tires for a five-year term.



January 9, 2020

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer *[Signature]*
Subject: Agreement for Lease and Full Service of Bus Tires

Overview

The Orange County Transportation Authority contracts for the lease and service of tires at all operating bases, including contractor-operated bases for all revenue vehicles. Bids were received in accordance with the Orange County Transportation Authority procurement procedures for competitive sealed bids. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1354 between the Orange County Transportation Authority and Bridgestone Americas Tire Operations, LLC, in the amount of \$10,245,764, for the lease and full service of bus tires for a five-year term.

Discussion

The Orange County Transportation Authority (OCTA) contracts for the lease and service of bus tires at all bus bases. The contractor provides trained service personnel at all five operating bases to mount and dismount the tires from wheels, balance wheels, keep tires inflated to the recommended pressure, make repairs to tires to ensure tires are in proper operating condition, and paint or powder coat steel wheels as requested by OCTA. OCTA pays a fixed cost per mile to the contractor for each tire that is used, for service personnel, for damaged tires based on remaining useful life, and per wheel for painting the steel wheels. Additionally, OCTA pays for the remaining useful life of the tires when buses are retired and the title is transferred to another entity.

The leasing of tires and the provision of tire service by a contractor is a common industry practice, and OCTA has engaged these services for its revenue vehicles since 1973. This has proven to be cost effective in terms of material and labor

resources. Tire leasing and full service is provided for more than 800 OCTA-owned revenue vehicles.

The current agreement for these services will expire on April 30, 2020.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures for materials and equipment greater than \$50,000. These procedures, which conform to both federal and state requirements, are used when minimum requirements can be clearly specified and, therefore, the lowest price is the only criterion for choosing among the bidders who are responsive and responsible after a sealed bid process.

On September 9, 2019, the Board authorized the release of Invitation for Bids (IFB) 9-1354 through OCTA's CAMM NET system. The project was advertised on September 10 and 17, 2019, in a newspaper of general circulation. A pre-bid conference and job walk were held on September 19, 2019, and was attended by two firms. Two addenda were issued to post the pre-bid conference registration sheets, respond to questions received, and handle administrative issues related to the IFB. On October 29, 2019, three bids were received and publicly opened.

All bids were reviewed by staff from both Contracts Administration and Materials Management and Maintenance departments to ensure compliance with the contract terms and conditions, and technical specifications. The list of bidders and bid amounts, which include mileage charges, tire service, estimated damaged tire charges, and sales tax are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Bridgestone Americas Tire Operations, LLC Nashville, Tennessee	\$10,245,764
The Goodyear Tire & Rubber Company Akron, Ohio	\$10,781,258
Michelin North America, Inc. Greenville, South Carolina	\$11,312,456

The OCTA project manager's estimate for this project was \$12,000,000. The recommended firm's bid is about 14.6 percent below the project manager's estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Bridgestone Americas Tire Operations, LLC, the lowest responsive, responsible bidder, in the amount of \$10,245,764, for lease and full service of bus tires.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Operations Division, various accounts, and is funded through the Local Transportation Fund.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1354, between the OCTA and Bridgestone Americas Tire Operations, LLC, in the amount of \$10,245,764, for the lease and full service of bus tires for a five-year period.

Attachment

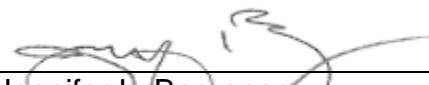
None.

Prepared by:

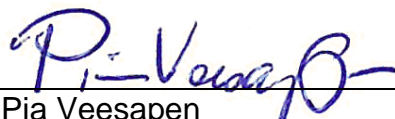


Cliff Thorne
Director, Maintenance and Motorist
Services
714-560-5975

Approved by:



Jennifer L. Bergener
Chief Operating Officer, Operations
714-560-5462



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



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board
Subject: February 2020 Bus Service Change

Transit Committee Meeting of January 9, 2020

Present: Directors Do, Davies, Jones, Pulido, and Shaw
Absent: Director Winterbottom

Committee Vote

The item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



January 9, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: February 2020 Bus Service Change

Overview

The February 2020 bus service change consists of both major and minor schedule changes to bus routes. The changes address construction delay, coach operator input, customer requests, and implement changes approved by the Board of Directors in July 2019.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) implements schedule and route revisions to selected bus routes three times a year, in February, June, and October. The next bus service change is scheduled for implementation on February 9, 2020. The primary focus of the fiscal year (FY) 2019-20 Bus Service Plan is to respond to customer requests, increase productivity, and implement routing changes in preparation for the OC Streetcar construction. Three community meetings were held at various locations throughout Orange County in May 2019, and a public hearing was conducted at the OCTA Board of Directors' (Board) meeting on June 10, 2019. The Board approved the final service change recommendations on July 22, 2019, following public open houses and a public hearing. In addition to the changes included in the Bus Service Plan, there are minor modifications to routes based on road construction and additional coach operator and customer feedback.

Discussion

Major changes to bus service will be implemented in FY 2019-20, with the October 2019 and February 2020 service changes as part of the comprehensive OC Bus 360° Program. The October 2019 service changes were successfully implemented on October 13, 2019. The February 2020 bus service change,

which is scheduled to go into effect on February 9, 2020, includes adjustments to 24 OCTA bus routes designed to address seasonal demand, as well as improve connections, on-time performance, and system productivity.

A summary of the changes planned for the routes included in the February 2020 bus service change is provided in Attachment A, and a map of affected routes is included as Attachment B. Overall the changes will increase total annual revenue hours by 8,924 and decrease one peak vehicle.

Service Change Highlights

- Eliminate routes 21 and 24 and replace with new Route 123, covering most of the discontinued routes with service from the Goldenwest Transportation Center to Anaheim Canyon Metrolink Station via the Buena Park Metrolink Station (weekdays),
- Extend all peak trips on Route 54 to the start of the route at Chapman Avenue and Valley View Street (weekdays),
- Improve frequencies on routes 56 and 72 (weekends),
- Improve frequency on Route 143 (weekdays),
- Make minor schedule adjustments to improve on-time performance on routes 25, 37, 38, 42, 59, and 177,
- Make temporary schedule adjustments to improve on-time performance on routes 43, 47, and 57 because of street and freeway construction delay, and
- Make minor schedule adjustments to improve on-time performance on routes 83, 213, and 862, which had major alignment adjustments in October 2019.

Title VI and Environmental Justice Analyses

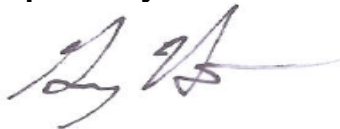
As part of the FY 2019-20 Bus Service Plan, Title VI and environmental justice analyses were performed for the February 2020 bus service change because some changes were considered major per OCTA policy. The analysis assessed the impacts to minority and low-income communities by comparing the transit service levels before and after the route changes. Based on this analysis, it was determined that the final FY 2019-20 Bus Service Plan recommendations, taken in their entirety, did not have a disparate impact on minority persons nor a disproportionate burden on low-income persons.

Summary

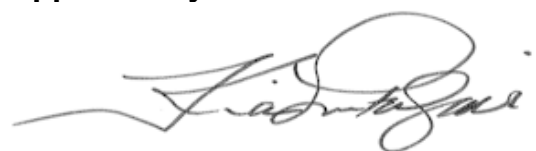
The February 2020 bus service change consists of both major and minor schedule changes to bus routes which address road construction, coach operator input, customer requests, and implement changes approved by the Board in July 2019. The changes are intended to increase productivity and ridership by reallocating resources. Notification of the changes to customers is expected three weeks prior to implementation of the service change.

Attachments

- A. February 2020 Bus Service Change Summary
- B. February 2020 Bus Service Change System Map, Schedule and Route Adjustments

Prepared by:

Gary Hewitt
Section Manager, Transit Planning
(714) 560-5715

Approved by:

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

February 2020 Bus Service Change Summary

Route	Changes	Change in Annual RVH			Total	Peak Buses
		WKD	SAT	SUN		
21	Delete segment south of Graham Street and McFadden Avenue; terminate route at Goldenwest Transportation Center; combine with Route 24 on 65-minute frequency by creating new Route 123	(17,476.0)	-	-	(17,476.0)	(6)
24	Delete segment south of Tustin Avenue and La Palma Avenue; terminate route at Anaheim Canyon Metrolink; combine with Route 21 on a 65-minute frequency by creating new Route 123					
25	Schedule adjustment all days of the week	14.2	41.6	46.4	102.2	
37	Schedule adjustment on weekdays	308.8	-	-	308.8	
38	Schedule adjustment all days of the week	212.5	2.6	1.9	217.0	
42	Schedule adjustment on weekdays	17.0	-	-	17.0	
43	Schedule adjustment on weekdays	323.0	-	-	323.0	
47	Schedule adjustment on weekdays	(378.3)	-	-	(378.3)	
54	Eliminate peak hour short turn terminal on west end of the route and start all trips at Chapman Avenue and Valley View Street	637.5	-	-	637.5	
56	Improve frequency from 70 to 45 minutes on weekends	-	864.9	982.1	1,847.1	
57	Schedule adjustment all days of the week	(153.0)	142.1	121.8	110.9	
59	Schedule adjustment on weekdays	161.5	-	-	161.5	
72	Schedule adjustment on weekdays; improve frequency from 65 to 45 minutes on weekends	(131.8)	625.7	720.2	1,214.2	
83	Schedule adjustment all days of the week	824.5	89.3	9.7	923.4	
123	Implement new route on 65-minute frequency from combined portions of routes 21 and 24	16,545.3	-	-	16,545.3	4
143	Improve frequency from 75 to 50 minutes on weekdays	4,122.5	-	-	4,122.5	1
177	Schedule adjustment on weekdays	4.3	-	-	4.3	
213	Schedule adjustment on weekdays	386.8	-	-	386.8	
862	Schedule adjustment all days of the week	(42.5)	(47.7)	(53.2)	(143.3)	
Total		5,390.4	1,718.6	1,828.9	8,923.8	(1)

RVH - Revenue vehicle hours

WKD - Weekday

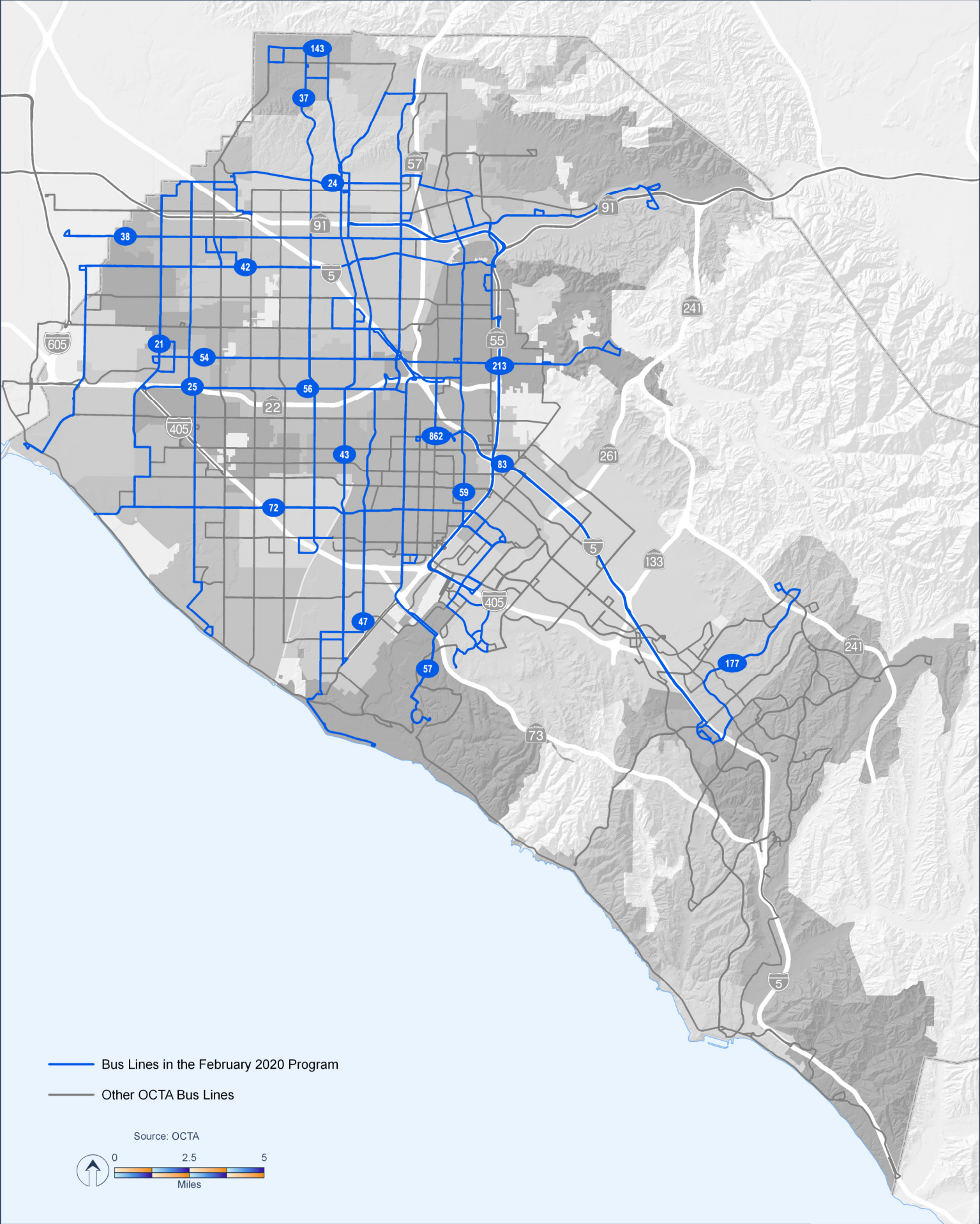
SAT - Saturday

SUN - Sunday

February 2020 Bus Service Change System Map

Schedule and Route Adjustments


ATTACHMENT B





COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert,  Clerk of the Board
Subject: Measure M2 Performance Assessment Report Update

Regional Planning and Highways Committee Meeting of January 6, 2020

Present: Directors Bartlett, Chaffee, Delgleize, Muller, M. Murphy, R. Murphy,
and Pulido
Absent: None

Committee Vote

This item was passed by the Members present.

Directors Muller and Pulido were not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

J. Kenneth Papp for

Subject: Measure M2 Performance Assessment Report Update

Overview

Measure M2 includes a requirement for a performance assessment to be conducted every three years to evaluate the efficiency, effectiveness, economy, and program results of the Orange County Transportation Authority in delivering Measure M2. The fourth of these performance assessments, covering the period of July 1, 2015 through June 30, 2018, was completed and presented to the Board of Directors on March 11, 2019. This report is the final update on the action items from the recommendations for enhancements identified in the performance assessment.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, the voters of Orange County approved the Measure M2 (M2) Transportation Investment Plan (Plan) with a 69.7 percent vote. The Plan provides a revenue stream, from April 1, 2011 through March 31, 2041, to fund a broad range of transportation improvements. The M2 Ordinance specifies specific safeguards and requirements that are to be followed.

Ordinance No. 3 states: "A performance assessment shall be conducted at least once every three years to evaluate the efficiency, effectiveness, economy, and program results of the Authority in satisfying the provisions and requirements of the investment summary of the Plan, the Plan, and the ordinance."

The fourth triennial performance assessment, covering the time period of July 1, 2015 through June 30, 2018, was presented to the Orange County Transportation Authority (OCTA) Board of Directors (Board) on March 11, 2019, as well as to the Taxpayers Oversight Committee (TOC) on April 9, 2019.

The performance assessment included eight recommendations for enhancements, and staff provided the Board with an action plan in response to the recommendations, with a commitment to report implementation progress to the Board in the M2 quarterly reports.

Discussion

The key objectives of the fourth assessment were as follows: to evaluate the status of findings from the prior M2 performance assessment and the effectiveness of changes implemented, assess the performance of OCTA on the efficient delivery of M2 projects and programs, and identify and evaluate any potential barriers to success, including opportunities for process improvements. In addition to reviewing the prior assessment findings and OCTA-related actions, five main areas of focus were identified for the assessment:

- Project delivery
- Program management/responsiveness
- Compliance
- Fiscal responsibility
- Transparency and accountability

Overall, the fiscal year (FY) 2015-16 through FY 2017-18 assessment commended OCTA's commitment to the effective and efficient management and delivery of the M2 Program. In general, the assessment report found that OCTA is either where it should be or has accomplished more than what would be assumed in the seven-year period across all M2 program areas.

As part of the report, there were eight recommendations for enhancements related to the execution of the elements outlined in the scope of work. There were no major recommendations that suggested there should be a change in the direction of OCTA's actions.

Below are the key areas the recommendations focused on, along with a summary of the action that staff has implemented.

- To continue to increase awareness of M2, staff has restructured the M website to highlight the balanced Plan of multi-modal transportation improvements. In addition, a section was added to the M website that provides progress updates towards the six key M2 Ordinance goals of relieving congestion, fixing potholes and resurfacing streets, reducing air and water pollution, synchronizing traffic lights, expanding Metrolink, and providing transit at reduced rates to seniors and persons with disabilities.

- To enhance quantitatively tracking data in all programs, staff collaborated to create a methodology that is currently being implemented as appropriate to capture project outputs and accomplishments against the Plan.
- The assessment also recommended that a stronger link between capital project selection and implementation be formally memorialized. The updated 2019 Next 10 Delivery Plan referenced the guiding principles when recommending advancement of select projects from the environmental phase into design and construction.
- To enhance transparency with the public, staff has incorporated more M2 information in social media to bring more awareness to the program and added short biographies for the TOC members to highlight experience and expertise of those providing oversight.

A table outlining the overall M2 Performance Assessment findings, as well as the completed action, can be found in Attachment A.

Summary

The fourth M2 Performance Assessment, as required by Ordinance No. 3, was completed and presented to the Board on March 11, 2019. Eight recommendations for enhancements were made to which staff responded and developed an action plan. Since then, all eight findings have been addressed. A summary of all findings and action items is included in Attachment A.

Attachment

- A. July 2015 – June 2018 M2 Performance Assessment, Recommendations and Action Plan

Prepared by:



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Approved by:



Kia Mortazavi
Executive Director, Planning
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**July 2015 - June 2018 M2 Performance Assessment
Recommendations and Action Plan**

Consultant Recommendation		OCTA Action
Chapter 1: Program Goals Have Been Met Thus Far		
1.	Consider identifying measures to capture progress towards the six key M2 Ordinance goals and report on how results achieved correlate to those goals - relieving congestion, fixing potholes and resurfacing streets, reducing air and water pollution, synchronizing traffic lights, expanding Metrolink and providing transit at reduced rates to seniors/persons with disabilities.	Complete - In addition to OCTA's regular reports on progress towards delivery of individual projects and programs, staff has incorporated the six key M2 Ordinance goals on the OC Go website and will update progress on the goals throughout the life of M2.
Chapter 2: OCTA Demonstrated Strong Program Management		
2.	Implement in-progress plans to update cyber security training policy and require annual training as well as establish a timeline for implementation.	Complete - OCTA has updated the security training policy and includes mandatory training requirements.
3.	Regularly monitor the training status of all employees to ensure cybersecurity training is complete within the required timeframe including defining specific roles and responsibilities, timelines and frequency of monitoring, verification methods, and documentation of status.	Complete - Information Systems is responsible for updating the content of the cybersecurity training annually. In coordination with Learning and Development, annual mandatory cybersecurity training is required of all staff and tied to annual performance reviews and merit increases.
Chapter 3: While Still Early in the M2 Life Cycle, Substantial Progress was Made Across All Program Areas		
4	Create a methodology to gather quantitative accomplishment data and track project accomplishments against Transportation Investment Plan (Plan) anticipated goals.	Complete - Staff created a methodology to capture project outputs and accomplishments against the Plan goals.
5.	Demonstrate a stronger link between capital project selection guiding principles and the actual implementation order for capital projects by formally memorializing discussions and decisions made.	Complete - As part of the 2019 Next 10 Delivery Plan, staff memorialized the application of the guiding principles and decisions made for advancing projects.
Chapter 4: OCTA Approaches Ensured Compliance with M2 Ordinance		
6.	Include additional links, where appropriate, to underlying support documentation to validate compliance efforts in the Program Management Office's Compliance Matrix.	Complete - Staff has incorporated additional links to supporting documentation in the annual Ordinance Compliance Matrix as appropriate.
Chapter 5: OCTA's Sound Fiscal Practices Helped Mitigate Risks Associated with Rising Costs and Decreased Sales Tax Revenue – No Recommendation		
Chapter 6: OCTA was Transparent and Accountable to The Public		
7.	Enhance awareness of the M2/OC Go Program, M2 funded projects, and related M2 accomplishments on social media through posts on currently existing OCTA social media pages or through using separate social media dedicated to M2.	Ongoing - In May 2019, OCTA ran a six-week social media campaign. Staff will incorporate more M2 related information in social media to enhance awareness as appropriate.
8.	Add a short biography on the OCTA website highlighting TOC members' experience and expertise to enhance transparency of those providing oversight.	Complete - Staff has incorporated short biographies on the OCTA website.

Acronyms

M2 – Measure M2

OCTA – Orange County Transportation Authority


TOC – Taxpayers Oversight Committee



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

Regional Planning and Highways Committee Meeting of January 6, 2020

Present: Directors Bartlett, Chaffee, Delgleize, Muller, M. Murphy, R. Murphy, and Pulido

Absent: None

Committee Vote

This item was passed by the Members present.

Directors Muller and Pulido were not present to vote on this item.

Committee Recommendations

- A. Approve the selection of DKS Associates, Albert Grover & Associates, Inc., KOA Corporation, and Iteris, Inc., as the firms to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1513 between the Orange County Transportation Authority and DKS Associates to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1810 between the Orange County Transportation Authority and Albert Grover & Associates, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.



Committee Recommendations (Continued)

- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1811 between the Orange County Transportation Authority and KOA Corporation to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1812 between the Orange County Transportation Authority and Iteris, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

Overview

On August 26, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects. Board of Directors' approval is requested for the selection of the firms to perform the required work.

Recommendations

- A. Approve the selection of DKS Associates, Albert Grover & Associates, Inc., KOA Corporation, and Iteris, Inc., as the firms to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1513 between the Orange County Transportation Authority and DKS Associates to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1810 between the Orange County Transportation Authority and Albert Grover & Associates, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1811 between the Orange County Transportation Authority and KOA Corporation to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.

- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1812 between the Orange County Transportation Authority and Iteris, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.

Discussion

This on-call consultant bench of contracts will support the traffic engineering and intelligent transportation system services for the Orange County Transportation Authority (OCTA) as part of the Measure M2 (M2) Project P and implement multiple Regional Traffic Signal Synchronization Program (RTSSP) projects over a five-year period. Projects are determined through the competitive call for projects (call) process.

As part of the application to request funding for RTSSP projects through the call, an applicant agency (cities and the County of Orange) can designate OCTA as the lead agency. OCTA then administers the project using consultants from the on-call bench. Historically, OCTA has led 36 out of 88 of the RTSSP projects that were awarded from the last eight calls. The table below shows the three corridors where OCTA will act as lead agency as part of the call, approved by the OCTA Board of Directors (Board) on June 10, 2019.

Table 1 – Project P Corridors – Fiscal Year 2019

Arterials	Project Intersections	Project Miles	Participating Agencies	Applicant Lead Agency
Aliso Creek Road	21	5.0	3	City of Aliso Viejo
Lake Forest Drive	24	7.5	4	City of Lake Forest
Red Hill Boulevard	28	6.7	4	City of Irvine

These three signal synchronization projects will optimize 73 signalized intersections along three regionally significant corridors, spanning a total of 19.2 miles throughout Orange County.

It is anticipated that local agencies will continue to request OCTA to lead additional traffic signal synchronization projects as part of upcoming calls. The selected traffic engineering consultants, as part of this procurement, will allow OCTA to manage these three projects, as well as projects from future calls.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted on the basis of overall qualifications to develop a competitive range of offerors. The recommended firms are requested to submit cost proposals, and the final agreements are negotiated. The awarded contracts will have a five-year initial term with two, one-year extension options. Specific work assignments will be awarded by contract task orders (CTOs) on a rotational basis.

The Board authorized the release of Request for Proposal (RFP) 9-1513 on September 9, 2019, which was electronically issued on CAMM NET. The project was advertised on September 9 and 16, 2019, in a newspaper of general circulation. A pre-proposal conference was held on September 17, 2019, with 13 attendees representing ten firms. Two addenda were issued to provide pre-proposal conference information, responses to questions received, and handle administrative issues related to the RFP.

On October 10, 2019, seven proposals were received. An evaluation committee consisting of members from Strategic Planning departments, and external representatives from the cities of Irvine, Laguna Niguel, and Orange met to review all submitted proposals.

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

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 40 percent |
| • Staffing and Project Organization | 40 percent |
| • Work Plan | 20 percent |

In developing these weightings, several factors were considered, giving equal importance to qualifications of the firm, and staffing and project organization. Qualifications of the firm was weighted 40 percent because a firm's experience in traffic engineering and signal synchronization is vital to effective performance of services on the project. Similarly, equal importance was given to staffing and project organization as the qualifications of the project manager and other key personnel, and experience in performing work of similar scope, size, and availability of staff resources are critical to the timely delivery of the project.

The work plan criterion emphasizes the importance of the team's understanding of Project P, its challenges, and the team's approach to implementing the various elements of the scope of work. The work plan criterion is weighted lower as the CTOs issued will define a specific project's required scope of work.

The evaluation committee reviewed all proposals based on the evaluation criteria and found four firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firm and Location

Albert Grover & Associates, Inc. (AGA)
Fullerton, California

DKS Associates (DKS)
Orange, California

Iteris, Inc. (Iteris)
Santa Ana, California

KOA Corporation (KOA)
Orange, California

On November 14, 2019, the evaluation committee interviewed the short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm was asked some general questions related to their qualifications, relevant experience, project organization, and approach to the work plan. Firms also highlighted their staffing plans, availability of resources, work plans, and perceived project issues. Each team was asked general questions regarding its approach to the requirements of the scope of work, management of the projects, coordination with various agencies, experience with similar projects, and the team's solutions in achieving the project's goals.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends AGA, DKS, Iteris, and KOA as the firms to provide on-call traffic engineering and intelligent transportation systems (ITS) services. The firms ranked highest amongst the proposing firms based on the teams' relevant experience in traffic engineering and ITS. The proposed teams are comprised of highly-qualified key personnel with relevant and recent experience in RTSSP and ITS projects.

Each firm demonstrated an understanding of the project requirements and presented a comprehensive work plan addressing key issues that are critical to the success of the project. The following is a summary of the proposal evaluation results.

Qualifications of Firm

All short-listed firms are highly-qualified and have relevant experience in the type of services required by the scope of work. Each firm has identified experience providing signal timing and traffic coordination, along with related ITS experience.

AGA was founded in 1993 and has relevant experience with traffic engineering, traffic signal synchronization, transportation planning, and ITS-related services. The firm has an office in the City of Fullerton with 21 employees. AGA has provided services to local agencies in Southern California for traffic engineering and ITS projects. Recent and relevant projects include: Orange County Traffic Signal Coordination Program; Euclid Street Demonstration Project, Orange County; Chapman Avenue Proposition 1B (Prop 1B)/Traffic Light Signal Project (TLSP), Orange County; Tustin Avenue/Rose Drive RTSSP projects, City of Placentia; Adams Avenue, La Paz Road, and Antonio Parkway RTSSP projects. AGA was instrumental in the design and consensus building between the City of Rancho Santa Margarita, County of Orange, and the California Department of Transportation, providing new and future ITS communications infrastructure.

DKS has provided transportation planning and engineering services to public agencies across the country since 1979. The firm has 143 professionals in seven offices nationally, and ten staff locally in Anaheim. DKS has experience and expertise in traffic operational analysis, traffic signal synchronization, traffic signal design, systems engineering, and integration services in ITS and transportation communications networks. The majority of DKS' signal timing projects involve multiple jurisdictions and require consensus building amongst multiple agencies. DKS' recent and relevant projects in Orange County include: OCTA State College Boulevard RTSSP, Westminster Avenue/17th Street RTSSP, Anaheim Boulevard RTSSP, Olympiad Road – Felipe Road RTSSP, Los Alisos Boulevard Corridor RTSSP in the City of Mission Viejo, and the Magnolia Street corridor RTSSP, Orange County.

Iteris specializes in transportation planning, engineering, and technology services since 1987. The firm has 433 employees and 13 offices, including an office in the City of Santa Ana. Iteris has demonstrated experience in traffic engineering, ITS, transportation planning, initial impact studies, transportation modeling, planning systems engineering, and other transportation technologies

both nationally and internationally. The firm is experienced in performing services of similar scope and magnitude. Recent projects successfully completed include: various OCTA RTSSP Project P corridors, Southern California Association of Governments Transportation Control Measure on Harbor Boulevard, City of Anaheim, Westminster Avenue/17th Street/State College Boulevard RTSSP projects, Orange County, Beach Boulevard TLSP Program (Prop 1B/TLSP), City of Anaheim, Edinger Avenue/Irvine Center Drive/Moulton Parkway/Golden Lantern TLSP, Orange County, and Katella Avenue TLSP, Orange County.

KOA was founded in 1987 and provides traffic engineering, civil engineering, and transportation planning services. KOA has a project office in Orange County and various other locations in California, with more than 120 skilled staff members. KOA specializes in traffic engineering projects, and recent and similar projects in signal timing optimization and related services include: Harbor Boulevard, MacArthur Boulevard/Talbert Road, and Santa Margarita Parkway. KOA has successfully completed five RTSSP projects for the Los Angeles County Department of Public Works, which include Bellflower Boulevard, Artesia Boulevard, Fair Oaks Avenue, Garvey Avenue, Foothill Boulevard, and Beverly Boulevard.

Staffing and Project Organization

The short-listed firms proposed qualified project managers, key personnel, and subconsultants with extensive knowledge in traffic engineering and intelligent transportation system services.

AGA's proposed team is experienced in traffic engineering operational contracts for traffic signal timing and coordination utilizing the firm's in-house traffic management systems. The proposed project manager has over 25 years of experience in traffic and transportation, and has managed over 11 different traffic engineering, traffic signal synchronization, and ITS projects for OCTA since 1998. AGA proposed an experienced quality assurance/quality control manager as an integral part of the project management process. These two individuals founded AGA in 1993 and collectively have vast experience in the traffic engineering and ITS profession. AGA's key personnel and support staff have proven experience in the areas deemed critical to this project.

DKS' proposed team is skilled in signal timing and synchronization projects, and has experience in traffic operations and transportation engineering, including traffic signal timing, operational analysis, and systems engineering for ITS. DKS' proposed project manager has over thirty years of experience managing corridor studies, arterial signal systems projects, ITS planning, and development projects. The principal-in-charge for DKS has 25 years of experience and has been involved with several hundred traffic signal design and coordination

projects, 150 of which involved light rail, streetcar, or bus transit signal priority. DKS' key personnel and support staff successfully worked on recent relevant projects and have experience in traffic operations and transportation engineering including traffic signal timing, operational analysis, traffic signal, and communication design and systems engineering for ITS.

Iteris proposed an experienced project team with demonstrated relevance in transportation planning, RTSSP, ITS, traffic engineering and design, and traffic operations and analysis. The project team consists of specialists in transportation planning, civil and traffic engineering, and signal synchronization. Iteris' project manager has 29 years of experience in the field of transportation and ITS planning, traffic systems engineering, transportation planning, transportation systems and analysis, and development and integration of real-time traffic systems. Iteris' proposed principal-in-charge has 31 years of experience in transportation systems and traffic engineering, and experience managing and designing traffic engineering and ITS projects. Iteris' other key personnel include task leaders experienced in ITS, traffic engineering, operations, maintenance and monitoring, systems communications, traffic collection, traffic management centers, and signal Improvement.

KOA's proposed project team has experienced and qualified personnel. The proposed project manager and task leaders have over 30 years of experience working together on signal timing optimization, traffic signal master plans, and various signal and ITS projects. KOA's principal-in-charge has more than 28 years of experience in transportation and planning, roadway design, traffic design, and transportation modeling and studies. Members of the proposed team have worked together on similar projects, have been involved on projects with OCTA and other local agencies, and are experienced in signal system design and implementation, and ITS.

Work Plan

All short-listed firms met the scope requirements of the RFP, and each firm effectively discussed its approach to the projects.

The work plan for AGA demonstrated a thorough understanding of each project's requirements and project issues. AGA discussed their project approach performing operations and timing analysis to develop a good coordination of signal timing. AGA made recommendations to new or modified traffic signal equipment to improve synchronization and traffic enhancement solutions. AGA's work plan addressed high-traffic volumes at certain intersections, split phase operations and heavy traffic volumes, and pedestrian traffic challenges. AGA provided solutions for traffic signal optimization and signal timing analysis implementation.

The work plan for DKS demonstrated a clear understanding of each project's key requirements, project challenges, and practical recommendations and solutions. The work plan addressed traffic volumes and synchronization performance, and proposed recommendations and solutions. DKS addressed how timing would be performed and presented traffic enhancement solutions. Main project goals presented were operation and timing analysis to develop and implement timing plans at signalized intersections, and determination and recommendations to improve synchronization. The interview demonstrated understanding of project issues and identified proposed solutions.

Iteris' project approach conveyed a clear project understanding, project management approach, quality assurance and quality control methods, adherence to schedule and budget, and discussed traffic signal equipment upgrades to enhance operations. The firm demonstrated a thorough understanding of traffic conditions and signal synchronization timing and delays. The firm proposed enhancements, such as reviewing existing transportation infrastructures along the corridor, using data sources to determine origin/destination patterns and seasonality, and conducting case studies at certain locations along the corridors to assess the effects of proposed improvements on actual operations of the streets. The interview demonstrated an understanding of possible corridor issues and proposed solutions.

KOA's proposed work plan demonstrated their understanding of the project requirements. The firm discussed specifics on the tasks to be performed and completed a detailed work plan of the corridor and addressed identified issues. KOA's work plan proposed examples of signal equipment upgrades, modification of signal phasing, vehicle detection improvements, and compliant curb ramps. During the interview, the project team demonstrated its knowledge related to RTSSP and specifics of various project corridors.

Procurement Summary

Based on the evaluation of the written proposals, the teams' qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of Albert Grover & Associates, Inc., DKS Associates, Iteris, Inc. and KOA Corporation as the firms to provide on-call traffic engineering and ITS services for RTSSP. All firms have relevant experience, submitted a comprehensive and responsive proposal, proposed highly-skilled staff and presented a thorough interview highlighting the firm's relevant experience and understanding of the Project.

Fiscal Impact

The funding for this project is included in OCTA's Fiscal Year 2019 – 20 Budget, Planning Division Account No. 0017-7519-SPF27/28/29-P57. The program is funded through the Orange County Local Transportation Authority, M2.

Summary

Staff recommends Board approval for the Chief Executive Officer to negotiate and execute agreements with Albert Grover & Associates, Inc., DKS Associates, Iteris, Inc., and KOA Corporation as the firms to provide on-call traffic engineering and intelligent transportation systems services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.

Attachments

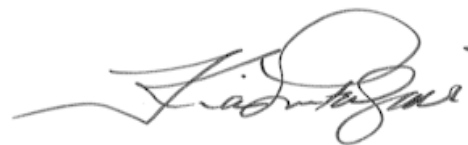
- A. Review of Proposals, RFP 9-1513, Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services for Regional Traffic Signal Synchronization Projects
- B. Proposal Evaluation Criteria Matrix - Short-Listed Firms, RFP 9-1513 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services
- C. Contract History for the Past Two Years, RFP 9-1513, Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

Prepared by:




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Review of Proposals
RFP 9-1513 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services for Regional Traffic Signal Synchronization Projects

Presented to Regional Planning and Highways Committee - January 6, 2020
 Four firms proposed. Four firms were interviewed. Four firms are being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	86	DKS Associates Anaheim, California	Crosstown Electrical and Data, Inc. National Data & Survey Services	Experienced firm in traffic operational analysis, traffic synchronization, traffic signal design, and intelligent transportation systems. Proposed project team has experience in transportation engineering, transportation planning, and traffic engineering. Proposed project manager has 30 years of experience with transportation corridor and traffic engineering projects. Proposed team has successfully worked on relevant signal timing and synchronization projects. Work plan demonstrated a clear understanding of each project's key requirements, project challenges, and practical recommendations and solutions. Interview demonstrates understanding of project issues and proposed solutions.
2	84	Albert Grover & Associates, Inc. Fullerton, California	National Data & Survey Services Crosstown Electrical and Data, Inc. Siemens Industry, Inc.	Experienced firm in traffic engineering and transportation planning. Proposed project team has traffic signal synchronization experience and knowledge. Project manager has over 25 years of experience in traffic and transportation. Proposed project manager and team have experience in working together on numerous signal and traffic synchronization projects. Demonstrated understanding of the project requirements and proposed solutions. Presented approach and answered questions in detail during the interview.
3	80	KOA Corporation Fullerton, California	Kinley-Horn and Associates, Inc. Aim Traffic Data LLC Crosstown Electrical and Data, Inc. National Data & Survey Services	Experienced firm in traffic engineering and transportation planning. Good qualifications with traffic signal synchronization experience and knowledge. Project manager has over 25 years of experience in traffic and transportation. Proposed project manager and team have experience in working together on numerous signal and traffic synchronization projects. Demonstrated understanding of the project requirements and proposed solutions. Demonstrated knowledge during the interview with specific project solutions.
4	78	Iteris, Inc. Santa Ana, California	Crosstown Electrical and Data, Inc. Michael Baker International IDAX Data Solutions LLC	Experienced firm specializing in transportation planning, engineering, and technology services. Qualified firm with experience in traffic engineering, intelligent transportation services, transportation planning, impact studies, and transportation modeling. Proposed project manager has over 27 years of experience in intelligent transportation systems and traffic engineering projects. Proposed team demonstrated successful experience working on projects of similar size and scope. Demonstrated thorough understanding of the project constraints, solutions, and enhancements. The interview demonstrated understanding of possible corridor issues and proposed solutions.

Evaluation Panel:

Internal:
 Strategic Planning (2)
 External:
 City of Irvine (1)
 City of Laguna Niguel (1)
 City of Orange (1)

Proposal Criteria

Qualifications of the Firm
 Staffing and Project Organization
 Work Plan

Weight Factors

40%
 40%
 20%

Proposal Evaluation Criteria Matrix - Short-Listed Firms
RFP 9-1513 Consultant Services for On-Call Traffic Engineering and
Intelligent Transportation Systems Services

Firm: DKS Associates						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.5	4.5	4.5	8.00	35.2
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.0	8.00	35.2
Work Plan	4.0	4.0	4.0	4.0	4.0	4.00	16.0
Overall Score	84.0	88.0	88.0	88.0	84.0		86

Firm: Albert Grover & Associates, Inc.						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.0	4.5	4.0	8.00	33.6
Staffing/Project Organization	4.0	4.5	4.0	4.5	4.0	8.00	33.6
Work Plan	4.5	4.5	4.0	4.0	3.5	4.00	16.4
Overall Score	82.0	90.0	80.0	88.0	78.0		84

Firm: KOA Corporation						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	4.0	3.5	4.0	4.0	8.00	30.4
Staffing/Project Organization	4.0	4.5	4.0	4.0	4.5	8.00	33.6
Work Plan	4.0	4.0	3.5	4.0	4.0	4.00	15.6
Overall Score	76.0	84.0	74.0	80.0	84.0		80

Firm: Iteris, Inc.						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	8.00	32.0
Staffing/Project Organization	4.0	4.0	4.0	3.5	3.5	8.00	30.4
Work Plan	4.0	4.0	4.0	4.0	4.0	4.00	16.0
Overall Score	80.0	80.0	80.0	76.0	76.0		78

The range of scores for non short-listed firms is 62 to 71

CONTRACT HISTORY FOR THE PAST TWO YEARS**RFP 9-15/13 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
DKS Associates						
Contract Type: Contract Task Order	C-2-1421	Goldenwest Street Project P Traffic Engineering	June 15, 2012	December 31, 2018		\$ 432,338
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-2-1421	Traffic Engineering Services Los Alisos Boulevard	May 20, 2013	December 31, 2018		\$ 371,409
Subconsultants:						
None						
Contract Type: Contract Task Order	C-4-1320	Traffic Engineering Services State College Boulevard Regional Traffic Signal Synchronization Project	May 23, 2014	June 30, 2019		\$ 940,870
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1805	Westminster Avenue/17th Street Regional Traffic Signal Synchronization Project	June 29, 2016	May 31, 2020		\$ 3,405,611
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Sub Total						\$4,717,890
Albert Grover and Associates, Inc.						
Contract Type: Contract Task Order	C-2-1416	Adams Avenue Regional Traffic Signal Synchronization Project	May 15, 2014	May 31, 2019		\$ 1,144,786
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-1-2634	Antonio Parkway Regional Traffic Signal Synchronization Project	June 23, 2014	June 30, 2019		\$ 1,317,499
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1804	Alicia Parkway Regional Traffic Signal Synchronization Project	June 15, 2016	June 30, 2019		\$ 2,135,540
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1804	La Paz Avenue Regional Traffic Signal Synchronization Project	June 29, 2015	June 30, 2018		\$ 380,550
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Sub Total						\$4,978,375
KOA Corporation						
Contract Type: Contract Task Order	C-3-1521	On-Call Transportation Planning and Support Services	September 2, 2013	June 30, 2018		\$ 600,000
Subconsultants:						
CH2M Hill						
KTU+A						
Ave Solutions LLC						
Sub Total						\$600,000

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 9-1513 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services


Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Iteris, Inc.						\$ 3,610,264
Contract Type: Firm Fixed Price	C-9-1066	Main Street Regional Traffic Signal Synchronization Project	December 30, 2019	June 30, 2023		
Subconsultants:						
Innovative Data Acquisitions LLC					\$ 49,368	
Michael Baker International					\$ 19,912	
Crosstown Electric & Data, Inc.					\$ 1,049,686	
Contract Type: Firm Fixed Price	C-8-2038	Katella Avenue Regional Traffic Signal Synchronization Project	January 30, 2020	June 30, 2023		\$ 4,703,465
Subconsultants:						
National Data & Surveying Services					\$ 37,649	
Michael Baker International					\$ 88,077	
Crosstown Electric & Data, Inc.					\$ 1,037,506	
Contract Type: Contract Task Order	C-1-3057	Traffic Engineering Services Trabuco Road	April 8, 2014	April 30, 2019		\$ 319,861
Subconsultants:						
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-1-3057	Newport Boulevard South Regional Traffic Signal Synchronization Project	June 26, 2014	June 30, 2019		\$ 1,406,267
Subconsultants:						
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-4-1316	Bristol Street Regional Traffic Signal Synchronization Project	June 29, 2015	March 31, 2020		\$ 2,252,469
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1316	Pacific Coast Highway Regional Traffic Signal Synchronization Project	June 23, 2016	June 30, 2019		\$ 2,122,346
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1316	Brookhurst Street Regional Traffic Signal Synchronization Project	June 26, 2018	May 31, 2020		\$ 3,534,110
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type:	C-6-1553	Beach Boulevard Transit Signal Implementation	April 10, 2017	February 28, 2019		\$ 99,877
Subconsultants: Firm Fixed Price						
Eiger Techsystems Inc.						
Sub Total						\$18,648,659
RFP - Request for Proposals						



COMMITTEE TRANSMITTAL

January 13, 2020

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 January 6, 2020

Present: Directors Bartlett, Chaffee, Delgleize, Muller, M. Murphy, R. Murphy, and Pulido

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:
- State Route 91 Improvement Project from State Route 57 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
 - State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).
- B. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$16.096 million in Measure M2 for the design phase of the following projects:
- Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
 - State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
 - State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).



Committee Recommendations (Continued)

- C. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality Improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.



January 6, 2020

To: 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. Recommended adjustments are presented for approval.

Recommendations

- A. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:
 - State Route 91 Improvement Project from State Route 57 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
 - State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).
- B. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$16.096 million in Measure M2 for the design phase of the following projects:
 - Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
 - State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
 - State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).
- C. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality Improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.

- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) programs federal, state, and local funds based on the Board of Directors (Board)-approved Capital Programming Policies (CPP {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.

The Measure M2 (M2) Next 10 Delivery Plan was approved by the OCTA Board on November 14, 2016, and incorporated the 2016 revenue forecast with a plan for continued acceleration of the delivery of M2 freeway, streets and roads, transit, and environmental projects through the year 2026. Included in the M2 Next 10 Delivery Plan was Board approval to allocate net excess 91 Express Lanes revenue to the M2 Freeway Program, in an amount not to exceed the project costs of the State Route 91 (SR-91), Project I and Project J. On October 23, 2017, the Board approved the establishment of a 91 Express Lanes Capital Reserve that will fund future SR-91, Project I and Project J expenditures, estimated to total \$748.73 million. On November 11, 2019, an update to the M2 sales tax revenue forecasts and Next 10 Delivery Plan was presented and approved by the OCTA Board. The plan designated Project M and Project G, both segments of B, and Project F for advancement through construction.

OCTA and the Riverside County Transportation Commission (RCTC) annually prepare an implementation plan for potential improvements along the SR-91 corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The implementation plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

Discussion

The CAP lists highway, grade separation, rail and facility projects, and includes the funding at completion estimate and the schedule for key milestones. In coordination with project managers, programming staff refer to the CAP and quarterly reports for the Operations Division to make funding adjustments for projects that have met key milestones, such as the 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 maximize the use of any funding programs, which may have limitations or deadlines that put the funds at risk.

Based on updates from the Next 10 Delivery Plan, the SR-91 Implementation Plan, and the CAP, staff is recommending the following changes.

SR-91 Implementation Plan Projects

SR-91 Improvement Project between SR-57 and State Route 55 (SR-55) is currently funded through the environmental phase, which is expected to be approved mid-2020. Consistent with the SR-91 Implementation Plan and advancement of projects approved through the Next 10 Delivery Plan, staff is seeking approval for the next phase of work, the design or plans, specifications, and estimates (PS&E) phase. Additionally, \$31.592 million in 91 Express Lane (EL) excess revenue funds for the project will be divided into the following three segments:

- Project I – SR-91 from SR-55 to Lakeview Avenue (Segment 1) in fiscal year (FY) 2019-20 for \$8.053 million,
- Project I – SR-91 from La Palma Avenue to SR-55 (Segment 2) in FY 2019-20 for \$14.648 million,
- Project I – SR-91 from Acacia Avenue to La Palma Avenue (Segment 3) in FY 2020-21 for \$8.891 million.

Staff is also recommending the use of up to \$15 million in 91 EL excess revenue funds in FY 2020-21 for the westbound Orange County portion of Project J, SR-91 between State Route 241 (SR-241) and I-15. The Orange County portion is on the SR-91 between Green River Road and the SR-241 toll road. This request is consistent with the SR-91 Implementation Plan and advancement of projects approved through the Next 10 Delivery Plan. The funding is OCTA's contribution towards the RCTC's \$41.8 million-dollar project, and a cooperative agreement detailing additional information will be presented to the OCTA Board at a future meeting.

The 91 EL excess revenue funds for Project I and Project J will come from the Board-approved 91 Express Lanes Capital Reserve fund. Project I and Project J are consistent with the SR-91 Implementation Plan to reinvest net revenues on the SR-91 corridor to improve regional mobility. The CPP currently does not have a policy regarding 91 EL Excess Revenue funds and an update to reflect the usage of these funds will be presented to the Board at a later date. Meanwhile, these projects will be added into the CFP, which is provided as Attachment B.

Next 10 Delivery Plan Updates

On November 11, 2019 the OCTA Board adopted the 2019 M2 Next 10 Delivery Plan. The plan identifies five projects recommended for advancement through construction. Two of those projects, Interstate 605 Katella Avenue Interchange (Project M) and Interstate 5 (I-5) between Interstate 405 and Yale Avenue (Project B) have been proposed for State Transportation Improvement Program funding, which was approved for submittal on September 23, 2019, by the Board. The remaining three projects are proposed for the planning, specifications, and engineering (PS&E) phase funding for the following amounts:

- Project B - I-5 Improvement Project between Yale Avenue and SR-55 (Segment 2) in FY 2020-21 for \$11.500 million in Surface Transportation Block Grant funds (STBG) and \$2.398 million in M2 funds,
- Project F - SR-55 Improvement Project between I-5 and SR-91 in FY 2021-22 for \$8.921 million in M2 funds,
- Project G - SR-57 Improvement Project between Orangewood Avenue to Katella Avenue in FY 2021-22 for \$4.777 million in M2 funds.

The federal STBG funding program provides flexible funding that may be used by states and local agencies for projects to preserve and improve the conditions and performance on any federal-aid highway, public road, bridge, and improve pedestrian and bicycle infrastructure, support transit capital, and under certain conditions, transit operations. The use of federal STBG funds and local M2 funds for the PS&E phase on these projects is consistent with the Board-approved CPP regarding the use of local M2 and STBG funds for M2 Freeway Program projects.

CAP Update

According to the first quarter FY 2019-20 CAP Performance Metrics Report, the forecast for the I-5 (SR-55 to SR-57) varies from the existing funding programmed as noted in the latest approved CFP. Staff is proposing \$2.448 million in CMAQ funds to meet the forecasted need for the project as noted in the CAP. The I-5 (SR-55 to SR-57) programming is being updated to adjust contingency funding based on the contract award. These contingency funds are allocated for risks that may be encountered during the construction phase. The project will add a high-occupancy vehicle (HOV) lane and is currently funded with CMAQ.

The CMAQ Program supports surface transportation projects and other related efforts that contribute air quality improvements and congestion relief consistent with the Clean Air Act. This is consistent with the CPP to program CMAQ funds because it is for an M2 HOV lane improvement.

Project descriptions and additional information for each of the projects listed in the staff report is included in Attachment C. A list of Board actions, which directed capital funds towards OCTA capital projects over the last six months, is provided in Attachment D.

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 utilize various 91 EL excess revenue funds, CMAQ, STBG, and M2 funds for highway projects.

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, June 2019 – December 2019

Prepared by:

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Approved by:

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Executive Director, Planning
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**Existing Capital Programming Policies by Fund Source
February 2019**

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.

Existing Capital Programming Policies by Fund Source

February 2019

Funding Source	Measure M2 (M2) Programming Policies
Project X (Environmental Cleanup)	<p>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.</p> <p>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.</p>
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources	<p>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 (OCTA) 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.</p>
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	<p>Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.</p> <p>*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.</p>
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	<p>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.</p>
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.

**Existing Capital Programming Policies by Fund Source
February 2019**

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 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.

Existing Capital Programming Policies by Fund Source February 2019

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • 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). <p>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.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>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.</p>
FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	<p>Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.</p>
FTA Section 5310 Formula Funds/FTA	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>
FTA Section 5337 Formula Funds/FTA	<p>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.</p>

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies
FTA Section 5339 Formula Funds/FTA	<p>Use funds for:</p> <ul style="list-style-type: none"> • 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.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 13, 2020

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction ³	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to SR-55 (Env. Phase)	B	\$8,000	\$8,000								
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$215,430	\$47,884			\$95,338	\$44,791			\$27,417	
I-5 widening, Yale Avenue to SR-55 (Segment 2) ²	B	\$13,898	\$11,500							\$2,398	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,245				\$6,000				\$6,245	
I-5 at Los Alisos / El Toro: add ramps	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91) ²	F	\$13,921	\$5,000							\$8,921	
SR-55 OC Central Corridor improvements from I-405 to I-5 ⁴	F	\$410,932	\$103,805		\$46,800	\$80,000	\$70,000			\$110,327	
SR-57 Orangewood Avenue to Katella Avenue ²	G	\$7,277	\$2,500							\$4,777	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) ¹	I	\$10,691	\$1,770							\$30	\$8,891
SR-91, La Palma Avenue to SR-55 (Segment 2) ¹	I	\$18,148	\$3,460							\$40	\$14,648
SR-91, SR-55 to Lakeview Avenue (Segment 1) ¹	I	\$9,853	\$1,770							\$30	\$8,053
SR-91, SR-241 to I-15 ^{1,5}	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$1,900,000	\$35,000		\$10,648	\$82,000		\$7,771		\$1,135,651	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328					
I-605/ Katella Avenue interchange	M	\$4,824				\$3,000				\$1,824	
241/91 Express Lanes (HOT) connector		\$33,728									\$33,728
SR-74 widening, Calle Entradero-City/County line		\$16,653				\$14,303				\$1,950	\$400
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$3,414,822	\$400,305		\$76,530	\$384,946	\$124,179	\$37,603		\$1,629,189	\$762,070
Federal Funding Total		\$476,835									
State Funding Total		\$546,728									
Local Funding Total		\$2,391,259									
Total Funding (000's)		\$3,414,822									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$71,558	\$11,796					\$20,789		\$38,973	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$71,100	\$13,472			\$46,779				\$10,849	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$90,441	\$31,741		\$1,600	\$43,735				\$13,365	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 13, 2020

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	M1/G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	M1/G	\$52,871						\$41,250		\$11,621	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$999,455	\$140,771		\$97,888	\$180,786		\$380,452	\$20,578	\$162,378	\$16,602
Federal Funding Total		\$238,659									
State Funding Total		\$561,238									
Local Funding Total		\$199,558									
Total Funding (000's)		\$999,455									



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 13, 2020

Board Actions:

1. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:

- State Route 91 Improvement Project from State Route 5 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
- State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).

2. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$169 million in Measure M2 for the design phase of the following projects:

- Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
- State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
- State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).

3. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.

Project Notes:

4. Project has unfunded need of \$70 million. Staff will return to the Board with a funding plan at a later date.

5. This project includes Riverside County Transportation Commission funding.

Acronyms:

Aux - Auxilliary

CMAQ - Congestion Mitigation Air Quality Improvement Program

FTA - Federal Transit Administration

FY - Fiscal Year

HOT - High-Occupancy Toll

HOV - High-Occupancy Vehicle

Hwy - Highway

I-405 - Interstate 405

I-5 - Interstate 5

I-605 - Interstate 605

LA - Los Angeles

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

N/B - Northbound

OC - Orange County

OCTA - Orange County Transportation Authority

PCH - Pacific Coast Highway

RSTP - Regional Surface Transportation Program

S/B - Southbound

S/O - South of

SR-133 - State Route 133

SR-241 - State Route 241

SR-55 - State Route 55

SR-57 - State Route 57

SR-71 - State Route 71

SR-73 - State Route 73

SR-90 - State Route 90

SR-91 - State Route 91

SS - Southside

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

W/B - Westbound

Capital Programming Update Project Descriptions

State Route 91 (SR-91) Improvement Project between State Route 57 (SR-57) and State Route 55 (SR-55)

Known as Project I in the OC Go Next 10 Delivery Plan, this project will improve traffic flow and operations along the SR-91 corridor within the cities of Fullerton and Anaheim and will look to add one general purpose lane eastbound between SR-57 and SR-55 and one general purpose lane westbound from the Northbound SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges, and auxiliary lanes will be added in some segments and reestablished in others within the project limits. The project area currently experiences traffic demands that exceed capacity within the project limits in addition to congestion due to merging and weaving from successive ramps at several interchanges.

The environmental phase of this project is funded with \$9.000 million of federal Surface Transportation Block Grant (STBG) funds (\$7.000 million) and Measure M2 (M2) funds (\$2.000 million). The Orange County Transportation Authority (OCTA) is requesting approval for the use of \$31.592 million in 91 Express Lane (EL) excess revenue funds for the design phase of Segments 1, 2, and 3, for a total project cost of \$40.592 million.

SR-91 between State Route 241 (SR-241) and Interstate 15 (I-15) (Orange County Portion)

This project will add one general purpose lane on SR-91 between SR-241 and I-15. The portion of the project between SR-241 and the Orange County/Riverside County line is part of OCTA's OC Go Project J, while the matching segment between the county line and State Route 71 is part of Riverside County Transportation Commission's (RCTC) Measure A. This is a joint OCTA/RCTC project.

Proposed funding levels are depicted below.

Proposed Funding (\$000s)	RCTC Funds	91 EL Excess Revenue	TOTAL
Environmental	\$ 5,500		\$ 5,500
Design			
Right-of-Way	\$ 300		\$ 300
Construction	\$ 21,000	\$ 15,000	\$ 36,000
Total	\$ 26,800	\$ 15,000	\$ 41,800

Interstate 5 (I-5) from Yale Avenue to SR-55

This project will add one mixed flow lane in both the northbound and southbound directions from the truck bypass on-ramp from SR-55 to Yale Avenue in the City of Irvine. The additional lanes will reduce corridor traffic congestion, reduce hours of travel, improve traffic operations and improve access to high occupancy vehicle lanes.

Capital Programming Update Project Descriptions

This is Segment 2 of Project B in the M2 Ordinance. Segment 1, the I-5 improvements from Interstate 405 to Yale Avenue, was submitted for State Transportation Improvement Program (STIP) funding in December 2019.

The environmental phase for both segments of Project B is funded with \$8.000 million in federal STBG. OCTA is proposing \$11.500 million in STBG funds and \$2.398 million in M2 funds for the design phase of Segment 2, resulting in a total of \$13.898 million of programmed funding.

SR-55 from I-5 to SR-91

This is OCTA's OC Go Project F, which will add one general purpose lane in each direction between State Route 22 (SR-22) and I-5 and provide operational improvement between SR-22 and SR-91. The objective of the proposed project is to reduce traffic congestion, improve mobility, and improve traffic operations in the study area.

The environmental phase of this project is funded with \$5.000 million in federal STBG funds. OCTA is proposing \$8.921 million in M2 funds for the design phase, which results in a total project cost of \$13.921 million.

SR-57 Northbound from Orangewood Avenue to Katella Avenue

This is Project G in the M2 Ordinance, which will widen the SR-57 freeway between Orangewood Avenue and Katella Avenue. The purpose of the project is to improve mainline mobility and throughput, improve lane continuity, and facilitate regional circulation and flow of goods and services by increasing freeway speeds and improving merge/diverge operations. The project area currently experiences congestion and operational deficiencies due to increased traffic volumes and limited capacity.

The project currently has \$2.500 million in STBG funds programmed for the environmental phase. The proposed funding of \$4.777 million in M2 for the design phase will increase the total project funding to \$7.277 million.

I-5 (SR-55 to SR-57)

This is OCTA's OC Go Project A, and will increase high-occupancy vehicle (HOV) lane capacity by adding a second HOV lane in both directions along the I-5 between SR-55 and SR-57 in the City of Santa Ana. Construction began on February 20, 2019, and is expected to be completed in early 2021.

Capital Programming Update Project Descriptions

Existing and proposed funding levels are depicted below.

Existing Funding (\$000s)	CMAQ	M2	STBG	TOTAL
Environmental		\$ 1,685		\$ 1,685
Design	\$ 2,800	\$ 1,492		\$ 4,292
Right-of-Way		\$ 232		\$ 232
Construction	\$ 29,603	\$ 1,900	\$ 1,340	\$ 32,843
Total	\$ 32,403	\$ 5,309	\$ 1,340	\$ 39,052

Proposed Funding (\$000s)	CMAQ	M2	STBG	TOTAL
Environmental		\$ 1,685		\$ 1,685
Design	\$ 2,800	\$ 1,492		\$ 4,292
Right-of-Way		\$ 232		\$ 232
Construction	\$ 32,051	\$ 1,900	\$ 1,340	
Total	\$ 34,851	\$ 5,309	\$ 1,340	\$ 41,500
Change	\$ 2,448	-	-	\$ 2,448

CMAQ – Congestion Mitigation and Air Quality

**List of Board of Directors Reports with Programming Actions
June 2019 – December 2019**

Date	Report Title	Fund Source(s) Affected
6/10/19	Funding Recommendations for the 2019 Bicycle Corridor Improvement Program	CMAQ
6/10/19	Capital Programming Update	Prop 1B TSSSDRA and Prop 1B PTMISEA
6/10/19	Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations	CMAQ
8/12/19	SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2019-20 Funds	SB 1 SGR
9/23/19	2020 State Transportation Improvement Program	STBG, M2, and LPP
10/14/19	Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2019-20	FTA 5307, 5310, 5337, 5339, and CMAQ
10/28/19	Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project	CMAQ
11/11/19	Cooperative Agreement with California Department of Transportation for the Interstate 5 Widening from Alicia Parkway to El Toro Road	HIP
12/9/19	Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between Pacific Coast Highway and San Juan Creek Road	M2
12/9/19	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2019	M2, Projects X and O

Acronyms:

CMAQ – Congestion Mitigation and Air Quality Improvement Program

FTA – Federal Transit Administration

HIP – Highway Improvement Program

LPP – Local Partnership Program

M2 – Measure M2

Prop 1B – Proposition 1B

SB 1 SGR – Senate Bill 1 State of Good Repair

STBG – Surface Transportation Block Grant

TSSSDRA – Transit System Safety, Security & Disaster Response Account

PTMISEA – Public Transportation Modernization, Improvement and Service Enhancement Account



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert, ^{MW} Clerk of the Board
Subject: Measure M2 Community-Based Transit Circulators Program
Project V Ridership Report

Transit Committee Meeting of January 9, 2020

Present: Directors Do, Davies, Jones, Pulido, and Shaw
Absent: Director Winterbottom

Committee Vote

The item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendations

- A. Receive and file Project V Ridership Report as an information item.
- B. Authorize amendments to the City of Irvine's iShuttle Project V-funded services to enhance route productivity, and also authorize a six-month delay in achieving minimum required performance standard for year one of service.



January 9, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

Measure M2 establishes a competitive program through Project V to fund community-based local transit circulators, designed to complement regional transit services. A ridership report on 20 active Project V services operating through the fourth quarter of fiscal year 2018-19 and first quarter of 2019-20 is provided for Board of Director's information.

Recommendations

- A. Receive and file Project V Ridership Report as an information item.
- B. Authorize amendments to the City of Irvine's iShuttle Project V-funded services to enhance route productivity, and also authorize a six-month delay in achieving minimum required performance standard for year one of service.

Background

The Community-Based Transit Circulators Program (Project V) is a competitive program under Measure M2 (M2), which provides funding to develop, implement, and operate local transit services. Services eligible under the program include community-based circulators, shuttles, trolleys, and demand-responsive services intended to complement regional transit, while also better suiting local needs in areas not adequately served by regional transit.

M2 Project V services are required to adhere to performance standards. If services are not meeting standards, or are trending toward not meeting minimum standards, Orange County Transportation Authority (OCTA) staff will

meet with the local agency and suggest adjustments, with an overall goal of attempting to improve ridership (i.e. boardings per revenue vehicle hour [B/RVH]). If a service continues to perform below minimum performance standards, M2 Project V funds will be cancelled, consistent with Board of Directors (Board)-approved program guidelines. If M2 Project V funds are cancelled, local agencies can still participate in future funding cycles with new service concepts that are anticipated to be more productive.

Project V-funded service performance is reported to the OCTA Board semi-annually. This reporting period includes ridership information for the fourth quarter of fiscal year 2018-19 and first quarter of fiscal year 2019-20, (i.e. April 1, 2019 through September 30, 2019), and reports on 20 active services.

Discussion

Current Project V services include a combination of seasonal, special event, commuter, fixed-route, and demand-response projects, which meet a variety of community needs. The prior ridership report reflected 19 services in operation. Since that time, the City of Dana Point initiated its Continuity and Expansion and Weekend Service, which was approved by the Board during the 2018 Project V call for projects (call). As such, this ridership report reflects 20 active services.

All active services must achieve or exceed six B/RVH by the end of year one of service and ten B/RVH by the end of year two of service. After the second year of service, ten B/RVH must be maintained (or exceeded) through the remainder of the Project V grant period.

Active Project V services are identified below. Ridership details and performance standards are provided in Attachment A.

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

Services meeting or exceeding their respective minimum performance standards included the following:

- County of Orange - Local Circulator and Special Event Service (OC Ranch Ride),
- Dana Point - Summer Trolley and Seasonal Shuttle,
- Dana Point - Pacific Coast Highway and Special Event Trolley,
- Huntington Beach - Holiday and Event Shuttle,
- Laguna Beach - Summer/Weekend Trolley and Seasonal Service,
- Laguna Beach - Summer Breeze Bus Service,

- Lake Forest - Commuter Vanpool Service Irvine Station and Ossur,
- Lake Forest - Commuter Shuttle Service Irvine Station and Panasonic,
- Newport Beach - Balboa Peninsula Seasonal Trolley,
- Newport Beach - Balboa Peninsula Seasonal Trolley Expansion,
- San Clemente - Summer Weekend Trolley and Seasonal Service,
- San Clemente - Summer Weekday Trolley and Seasonal Service Expansion,
- San Juan Capistrano - Special Event and Weekend Summer Trolley, and
- San Clemente - Demand-Response Service¹.

Services not at their respective minimum performance standard requirement included the following:

- Laguna Beach – Weekend Residential Trolley Service, and
- Mission Viejo - Local Community Circulator.

The Laguna Beach Weekend Residential Trolley Service² did not meet the minimum performance target in the timeframe required. OCTA notified the City of Laguna Beach (Laguna Beach) of this finding on July 31, 2019, and Laguna Beach cancelled the service effective September 30, 2019. It should be noted that as part of the 2020 Project V call, Laguna Beach is exploring implementation of other service concepts and options for some of its other more productive routes.

The City of Mission Viejo's (Mission Viejo) service began in October 2016, and is currently reporting seven B/RVH, which is below the ten B/RVH performance threshold required for year two (and the subsequent remaining years) of the grant. However, on May 13, 2019, the Board, in recognition of several complex issues and challenges confronting this service, authorized a policy exception to the minimum performance standard in order to give Mission Viejo an additional year to modify the service and meet minimum performance targets. The Board's action was conditioned upon Mission Viejo taking over responsibility to operate the service. Mission Viejo began operating the service in October, and has until the end of June 2020, to achieve ten B/RVH. If by that time, the performance

¹ The City of San Clemente's minimum performance standard was modified in early 2019 in order to better reflect the dynamics of this unique program. As such, its performance standard is reported as boardings per hour of service (no minimum), so long as the cost per boarding remains under OCTA's specified \$9.00 per boarding. Based upon the last invoicing received from 2018, the service's cost was approximately \$5.73 per boarding.

² This service's performance difficulties were reported to the Board in the last three M2 Community-Based Transit Circulators Program Project V ridership reports, which were presented in July 2018, April 2019, and August 2019.

requirement (of ten B/RVH) has not been met, Project V funding for the service will be discontinued.

Services in Start-Up Period:

- Dana Point - Trolley Continuity and Expansion and Weekend Service,
- Irvine - Irvine iShuttle Route E - Irvine Metrolink Station Service - East, and
- Irvine - Irvine iShuttle Route F - Tustin Metrolink Station/Irvine Business Complex West.

During this reporting period, the City of Dana Point initiated its Continuity and Expansion and Weekend Service, which was authorized by the Board during the 2018 Project V call. In its initial month of service, the first-year minimum performance requirement of six B/RVH was achieved.

The City of Irvine's (Irvine) two new iShuttle routes (listed above) were launched in February 2019, and are still in the initial start-up period. During this reporting period, the Irvine iShuttle Route E performed at three B/RVH and the Irvine iShuttle Route F performed at five B/RVH. Irvine has until January 2020 to achieve its six B/RVH requirement for the first year of service. Irvine is also currently working with OCTA on a route modification concept(s), which may improve productivity. However, given the amount of time it may take to implement the requested route modifications, a six-month delay in achieving the year one minimum performance standard for iShuttle services is requested.

OCTA staff will continue to closely monitor services that are at or below minimum performance standards and will meet with local agency staff on ideas and concepts to improve service productivity and ridership, when appropriate. Staff will also continue to provide twice yearly updates to the Board on overall Project V status and performance.

Summary

A status report on Project V services is provided for information purposes. Staff will continue to work with local agencies and monitor these services. The next M2 Community-Based Transit Circulators Program Project V Ridership Report is scheduled for July 2020.

Attachment

- A. Project V Services – Ridership Report

Prepared by:

A handwritten signature in black ink, appearing to read 'Alfonso Hernandez', with a stylized, somewhat abstract form.

Alfonso Hernandez
Senior Transportation Funding Analyst,
Local Programs
(714) 560-5363

Approved by:

A handwritten signature in black ink, appearing to read 'Kia Mortazavi', with a stylized, somewhat abstract form.

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

Project V Services - Ridership Report

Reporting Period: Q4 of FY 2018-19 and Q1 of FY 2019-20

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Revenue Vehicle Hour (B/RVH) ¹	Notes
County of Orange	Local Circulator and Special Event Service	\$ 2,041,547	Fixed-Route and Special Event	June 2017	11	
Dana Point	Summer Trolley and Seasonal Shuttle	\$ 2,456,511	Seasonal Fixed-Route and Special Event	June 2015	14	
Dana Point	Pacific Coast Highway and Special Event Trolley	\$ 905,968	Seasonal Fixed-Route	June 2017	13	
Huntington Beach	Holiday and Event Shuttle	\$ 93,287	Special Event	July 2015	22	
Irvine	Irvine iShuttle Route E - Irvine Station - East	\$ 2,705,984	Fixed-Route	February 2019	3	Service recently initiated and productivity is expected to increase.
Irvine	Irvine iShuttle Route F - Tustin Station - Irvine Business Complex	\$ 2,712,258	Fixed-Route	February 2019	5	Service recently initiated and productivity is expected to increase.
La Habra	Special Event Service	\$ 96,810	Special Event	November 2016	N/A ²	No special event service provided during reporting period.
Laguna Beach	Summer/Weekend Trolley and Seasonal Service	\$ 3,559,860	Fixed-Route and Special Event	March 2015	23	
Laguna Beach	Weekend Residential Trolley Service	\$ 1,967,400	Fixed-Route	July 2017	6	City canceled service on September 30, 2019.
Laguna Beach	Summer Breeze Bus Service	\$ 634,357	Seasonal Fixed-Route	July 2018	29	
Lake Forest	Commuter Vanpool Service Irvine Station and Ossur	\$ 148,855	Vanpool/Commuter	July 2015	24	
Lake Forest	Commuter Shuttle Service Irvine Station and Panasonic	\$ 1,226,862	Vanpool/Commuter	June 2017	10	Advisory letter issued to City regarding maintaining the minimum performance standard for service (10 B/RVH).
Mission Viejo	Local Community Circulator	\$ 3,332,879	Fixed-Route	October 2016	7	The Board of Directors authorized a one year extension to June 2020 to allow Mission Viejo time to achieve the Project V minimum performance standard of ten B/RVH, subject to Mission Viejo taking over administration of the service. As of October 14, 2019, Mission Viejo has taken over administration of the service.
Newport Beach	Balboa Peninsula Seasonal Trolley	\$ 685,454	Seasonal Fixed-Route and Special Event	June 2017	14	
Newport Beach	Balboa Peninsula Seasonal Trolley Expansion	\$ 278,400	Seasonal Fixed-Route	July 2018	20	
San Clemente	Summer Weekend Trolley and Seasonal Service	\$ 1,181,393	Seasonal Fixed-Route and Special Event	May 2017	41	
San Clemente	Summer Weekday Trolley and Seasonal Service Expansion	\$ 1,537,200	Seasonal Fixed-Route	July 2018	13	
San Juan Capistrano	Special Event and Weekend Summer Trolley Service	\$ 958,642	Seasonal Fixed-Route and Special Event	July 2018	26	
Dana Point	Dana Point Trolley Continuity and Expansion and Weekend Service	\$ 1,745,065	Seasonal Fixed-Route	September 2019	10	Service recently initiated
Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Hour of Service (B/HOS) ¹	Notes
San Clemente	On-Demand	\$ 914,400	Ride Hailing	October 2016	8	-

1. Rounded to the next whole number.

2. N/A - No service hours during reporting period (seasonal services).

ACRONYMS

Q4 - Quarter 4 (April - June)

Q1 - Quarter 1 (July - September)

FY - Fiscal year

N/A - Not applicable

NOTE: Services below the minimum performance standard are shaded

Minimum Performance Standards for B/RVH

- Six passenger B/RVH by end of year one (12 months from the first day of operating the service).
- Maintain six B/RVH and meet or exceed ten B/RVH by end of year two.
- Ten B/RVH must then be maintained every year thereafter.


Minimum Performance Standards for B/HOS

- Staff will continue to monitor and measure service performance and assess appropriate next steps for this program which will include evaluation of all project related efforts and existing policies in order to determine how best to support and administer this emerging transit delivery model.



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors
From: Laurena Weinert,  Clerk of the Board
Subject: Motorist Services Update for Fiscal Year 2018-19

Regional Planning and Highways Committee Meeting of January 6, 2020

Present: Directors Bartlett, Chaffee, Delgleize, Muller, M. Murphy, R. Murphy,
and Pulido
Absent: None

Committee Vote

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

Staff Recommendation

Receive and file as an information item.



January 6, 2020

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer *Darrell E. Johnson for*
Subject: Motorist Services Update for Fiscal Year 2018-19

Overview

The Orange County Transportation Authority Motorist Services Program includes the call box system, Freeway Service Patrol, Southern California 511 travelers' information system, and the Orange County Taxi Administration Program. Collectively, the scope of these programs focuses on assisting motorists; mitigating traffic congestion; providing information on highway conditions, transit services, and other traveler information; and managing the taxicab permitting process and enforcement activities on behalf of Orange County and its 33 participating cities. This report provides a summary on program activities for fiscal year 2018-19.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) serves as the Service Authority for Freeway Emergencies (SAFE) and manages the Orange County Taxi Administration Program (OCTAP). SAFE and OCTAP are managed by the Motorist Services Department in the Operations Division. The SAFE operates both the call box system and the Freeway Service Patrol (FSP) program; and also participates as a partner with the California Department of Transportation, the California Highway Patrol, Los Angeles County SAFE (LA SAFE), and Ventura County Transportation Commission in the development and operation of the Southern California 511 travelers' information system (511). OCTAP permits taxicab companies, vehicles, and drivers on behalf of local jurisdictions in Orange County.

Discussion

This report provides an update of major activities that occurred in Motorist Services during fiscal year (FY) 2018-19.

The OCTA SAFE call box network and the 511 system together received more than 5,300 motorist aid calls in FY 2018-19. An average of 2.9 daily calls were received through the call box network versus 11.8 calls received through the 511 program. SAFE will be required to upgrade call box radios in FY 2020-21 and, at that time, OCTA staff will develop a plan for call box reductions which will include strategies to increase the use of the 511 program to request motorist assistance.

For traveler information, the 511 interactive voice response system received an average of 49,000 calls per month in FY 2018-19; seven percent of the calls originated in Orange County. In addition, the Go511.com website received an average of 28,203 hits each month. In FY 2016-17, LA SAFE and OCTA jointly procured a vendor to further develop the 511 system. In addition to making 511 content more relevant to users, the project includes establishing cooperative agreements with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority to bring Riverside County and San Bernardino County into the 511 network and rebrand the system to "So Cal 511." LA SAFE staff hopes to have these agreements in place by the third quarter of FY 2019-20.

FSP tow truck operators provided 52,673 unique assists to motorists who had disabled vehicles during FY 2018-19. This is a three percent decrease over FY 2017-18. FSP implemented new expanded service on State Route 91 and on State Route 57 in December 2018 using Road Repair and Accountability Act of 2017 funds.

At the close of FY 2018-19, OCTAP oversaw the regulation of 15 taxicab companies, 464 taxicab vehicles, and 492 taxicab drivers. This is a decrease from FY 2017-18. Reasons for the decline likely include taxicab drivers migrating to transportation network companies and increases in commercial liability insurance costs. OCTAP staff enforced taxicab regulations by verifying eligibility prior to issuing an OCTAP permit and monitoring taxicab companies, drivers, and vehicles for continued compliance.

The current permit fees no longer provide sufficient revenue to sustain the OCTAP program. OCTA worked with participating agencies to continue to fund the program through December 31, 2020. OCTA is currently working with the

OCTAP Steering Committee to determine OCTA's potential role beyond December 31, 2020.

Additional information for each of these program areas can be found in Attachment A.

Summary

The Motorist Services Update has been prepared to highlight program activities and accomplishments in FY 2018-19.

Attachment

A. Motorist Services Update, Fiscal Year 2018-19

Prepared by:

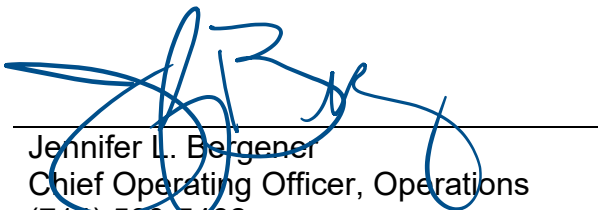


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Approved by:



Cliff Thorne
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MOTORIST SERVICES UPDATE

Fiscal Year 2018-19

Introduction

The Orange County Transportation Authority (OCTA) serves as the Service Authority for Freeway Emergencies (SAFE) and the management agency for the Orange County Taxi Administration Program (OCTAP). SAFE and OCTAP are both managed by the Motorist Services Department of the Operations Division. SAFE operates the call box system, the Freeway Service Patrol (FSP) program and also participates as a partner with the California Department of Transportation (Caltrans), California Highway Patrol (CHP), Los Angeles County SAFE (LA SAFE), and Ventura County Transportation Commission (VCTC), in the development and operation of the Southern California 511 Motorist Aid and Traffic Information System (511).

OCTAP permits taxicab companies, taxicab vehicles, and taxicab drivers on behalf of Orange County (County) and its 33 participating cities, ensuring that program permit requirements are met prior to issuing an operating permit. OCTAP performs permitting functions and monitors for continued permit eligibility. Local law enforcement agencies enforce OCTAP regulations in the field, through the adoption of OCTAP regulations into their local municipal codes.

This report provides a summary of activities that occurred during fiscal year (FY) 2018-19.

Service Authority for Freeway Emergencies

Call Box System

The OCTA SAFE operates a network of call boxes located on freeways, toll roads, select state highways, and select transit centers. Funding to operate the call box system comes from a \$1 registration fee on vehicles registered in the County, which generated approximately \$2,993,529 in FY 2018-19. Revenue from the \$1 registration fee pays for the cost of contracted maintenance, call-answering services, call box cellular phone service, the proportional share of the actual wage for one-half of the CHP SAFE Coordinator position, and the proportional share of the wages and benefits of Motorist Services staff. Remaining revenue support the 511 and Freeway Service Patrol (FSP) motorist aid programs.

Highway call box numbers include call boxes temporarily removed for construction. There are currently 384 call boxes located on freeways and toll roads, and 26 call boxes located on Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road.

SAFE will be required to implement a radio upgrade in FY 2020-21, as cellular service providers abandon their 4G cellular networks for newer cellular technologies. To address this technology change, staff will prepare a replacement plan that may include additional call box reductions and placing more emphasis on mobile call box functionality within the 511 system.

Motorist Services Update

Fiscal Year 2018-19

Call box cellular service is provided on the AT&T Global System for Mobiles network, through an agreement available under the National Association of State Procurement Officers (NASPO). OCTA realizes significant savings under the NASPO rate structure.

Forty-one call boxes were knocked down or damaged because of vehicle collisions in FY 2018-19, resulting in repair costs of \$137,828. Staff worked with CHP accident investigators and OCTA Risk Management to recover costs associated with repairing call boxes when possible. The maintenance and service contract includes a provision for the replacement of 10 percent (or 41 callboxes) per year. Due to this provision, OCTA incurred no additional costs for repair. Repair costs recovered through loss claims are used to help offset the cost of the maintenance and service contract. During FY 2018-19, \$25,942 was recovered for call box knockdowns. This includes \$13,511 for knockdowns occurring during FY 2018-19 and \$12,431 recovered from claims made during previous FYs. An additional \$20,571 is pending investigation and subrogation.

Table 1 provides a summary of knockdown and recovery efforts for FY 2018-19. Table 2 provides a summary of funds recovered from previous year knockdowns.

Tables 1 and 2 – Call Box Knockdown Loss Recovery

FY 2018-19 Knockdowns			
34	Unrecoverable - No Accident Report Available	\$103,744	75%
4	Submitted to Risk Management for Recovery (Pending)	\$20,572	15%
3	Recovered by Risk Management During Same FY	\$13,511	10%
41	Total FY 2018 Knockdowns	\$137,828	

Risk Management Previous Year Recovery Progress	
Recovered in FY 2018-19 from Previous Fiscal Years	\$12,431
Pending from Previous Fiscal Years	\$4,993

Mobile Call Box (MCB) – 511 service was deployed as part of the 511 system on July 26, 2012. MCB service allows motorists to reach assistance using a personal cell phone, rather than using a freeway call box, by calling 511. The calls are routed to the OCTA call box call-answering center, similar to utilizing a freeway call box. During FY 2018-19, the contracted call-answering center answered 1,049 calls for assistance through the call box system, which is 16 percent lower than calls received in FY 2017-18, and 4,298 calls for motorist aid through the MCB system, which was 11 percent higher

Motorist Services Update

Fiscal Year 2018-19

than FY 2017-18. Overall, Orange County calls for motorist assistance increased four percent in FY 2018-19.

Seventy-nine percent of the FY 2018-19 calls were for disabled vehicles or requests for FSP service. These calls included vehicles with flat tires, vehicles out of gas, vehicles overheated, or vehicles that were not operable due to a mechanical problem. When calls are received on roadways where and when FSP is deployed, a truck is dispatched to the caller's location to provide assistance. Calls received for road hazards, accidents, medical incidents, crimes, and fires are dispatched to the appropriate first responder. When a call is received from a call box on a roadway where and/or when FSP does not operate, such as on the toll roads, Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road, the call-answering center assists the caller by offering to send a CHP rotation tow truck (at the caller's expense), by calling a road side assistance provider subscribed to by the caller, or by calling a family member or friend. Figure 1 depicts FY 2018-19 combined call box and 511 motorist aid calls by type. Figure 2 shows call box and 511 call volumes for the last ten years.

Figure 1 - FY 2018-19 Combined Call Box and 511 Motorist Aid Calls by Type

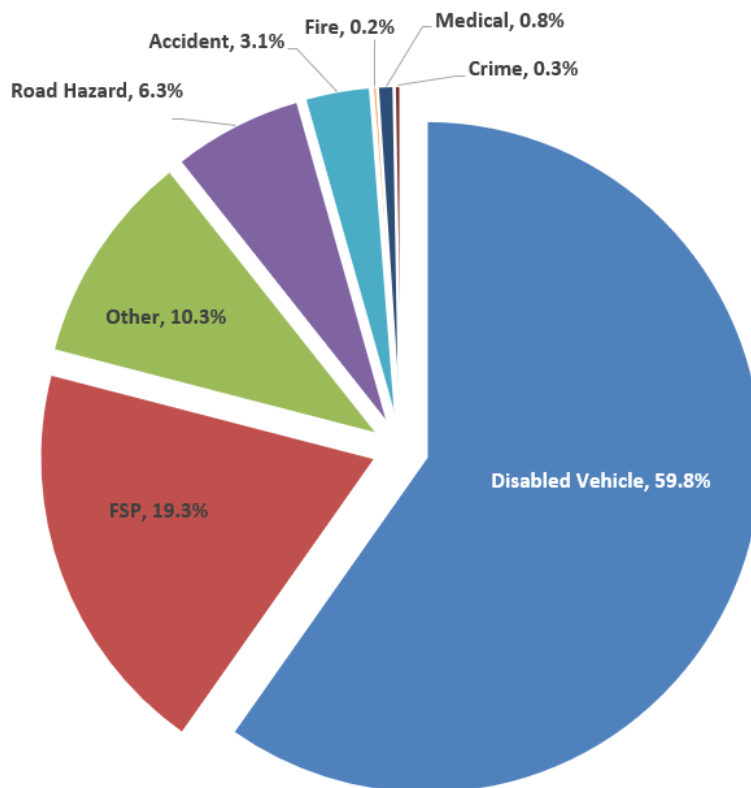
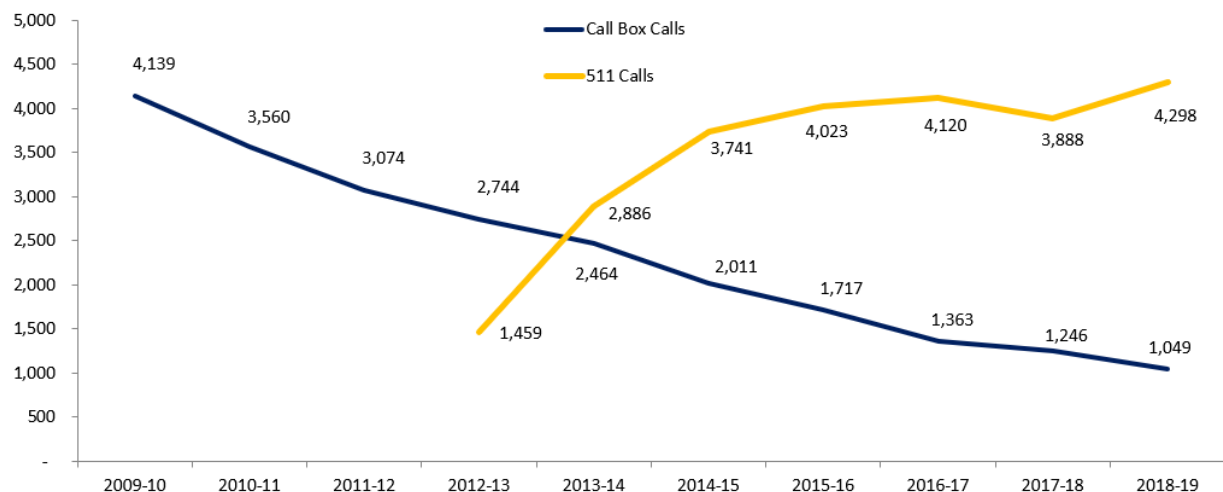


Figure 2 - Annual Call Box and 511 Call Volumes



Reasons for the decline in freeway call box calls likely include the expanded availability and use of cell phones, increased awareness of MBC functionality, increased awareness of the availability of roving FSP service during peak commute hours as well as expanded midday and weekend FSP service.

Freeway Service Patrol

FSP is a traffic congestion management program designed for the rapid removal of disabled vehicles from traffic lanes and shoulders, as well as timely response to accidents or incidents that require the removal of vehicles and/or debris from freeway traffic lanes. The FSP program is a partnership among Caltrans, CHP, and OCTA. OCTA contracts with private tow companies to provide this service. Each tow truck operator patrols an assigned freeway segment during service hours, stopping to assist stranded motorists. The tow truck operator offers assistance, such as changing a flat tire, providing a free gallon of gas, or taping a coolant hose. If assistance cannot be completed to restore the vehicle to driving condition within ten minutes, the tow truck operator will tow the vehicle off the freeway to a designated drop zone.

FSP began providing peak-hour service along county freeways in November 1992. FSP service during peak hours (6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.) is divided into ten areas (excluding construction zones), called service areas. Service areas are further divided into 34 peak hour beats. Five midday beats (10:30 a.m. to 2:30 p.m.) were added in 2007 and are now funded by Measure M2 (M2). Two additional midday beats were added in 2012 using M2 funds to cover congested areas of the freeway and major interchanges. Weekend service is operated on Interstate 5 (I-5) in South County, on State Route 91 (SR-91) through Anaheim Canyon, and on State Route 22 through the I-5 and State Route 57 (SR-57) interchanges using M2 funds. FSP service is also provided during non-peak hours (10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 10:00 p.m.) in certain construction zone areas. In 2018, the Road Repair and Accountability Act, also

Motorist Services Update

Fiscal Year 2018-19

known as SB1, provided additional funding for new or expanded service. Additionally, FSP was deployed on SR-91 and SR-57 using SB1 funds.

The FSP program is funded through a combination of state and local funds including funds from the State Highway Account (SHA), SB1, through a \$1 fee on vehicle registration that supports the call box program and other motorist aid services, and through Measure M2 (M2). These funds pay for contracted towing services, CHP overtime attributable to the FSP program, one CHP dispatcher position, radio maintenance and operation, computer equipment maintenance and operation, field equipment and supplies, mandatory quarterly training, and the proportional share of the wages and benefits of Motorist Services staff.

Funds from M2 became available to support the FSP program in FY 2010-11. Guidelines for the use of M2 FSP funds were approved by the OCTA Board of Directors on February 13, 2012, and outlined as Project N of the M2 guidelines.

In April 2017, the Governor of California signed SB1 into law. The SB1 legislative package includes \$25 million dollars annually for California FSP programs. Caltrans has divided SB1 funding into two specific categories, namely, for inflation relief and new or expanded service.

SHA and SB1 funding is distributed to SAFE agencies based on freeway congestion levels, urban freeway lane miles, population in each county where FSP is operated, and local agency ability to provide required matching funds.

At least every three years, Caltrans contracts with a consultant to prepare a statewide benefit cost (B/C) analysis of the FSP program. The model used for the B/C analysis was developed by the Institute of Transportation Studies at the University of California, Berkeley, following extensive field measurements before and after FSP deployment. The model estimates delay-saving benefits based on the FSP beats' geometric and traffic characteristics, as well as the frequency and type of FSP-assisted freeway incidents. The estimated benefits include reductions in incident-induced vehicular delays, fuel consumption, and air pollution emissions.

A B/C analysis for FY 2017-18 was completed in FY 2018-19. Results of the analysis for the OCTA FSP beats indicate that OCTA FSP maintains the highest B/C ratio in the state, providing an average of \$9.00 of congestion relief benefit for each dollar spent during weekday peak operating hours and \$7.00 of congestion relief benefit for each dollar spent during weekend operating hours. The combined program average is estimated to be \$9.00 of congestion relief benefit for each dollar spent on the program. Because the program provides significantly more service on weekdays than on weekends, the weekend service has little impact on the blended B/C average. While the OCTA FSP program has the one of the highest B/C ratios statewide, this represents a \$4.00 per hour decrease in B/C compared to FY 2016-17. Increased program and tow service costs, a reduction in the number of assists completed because of increased time required to complete documentation, and reductions in traffic congestion are believed to be the

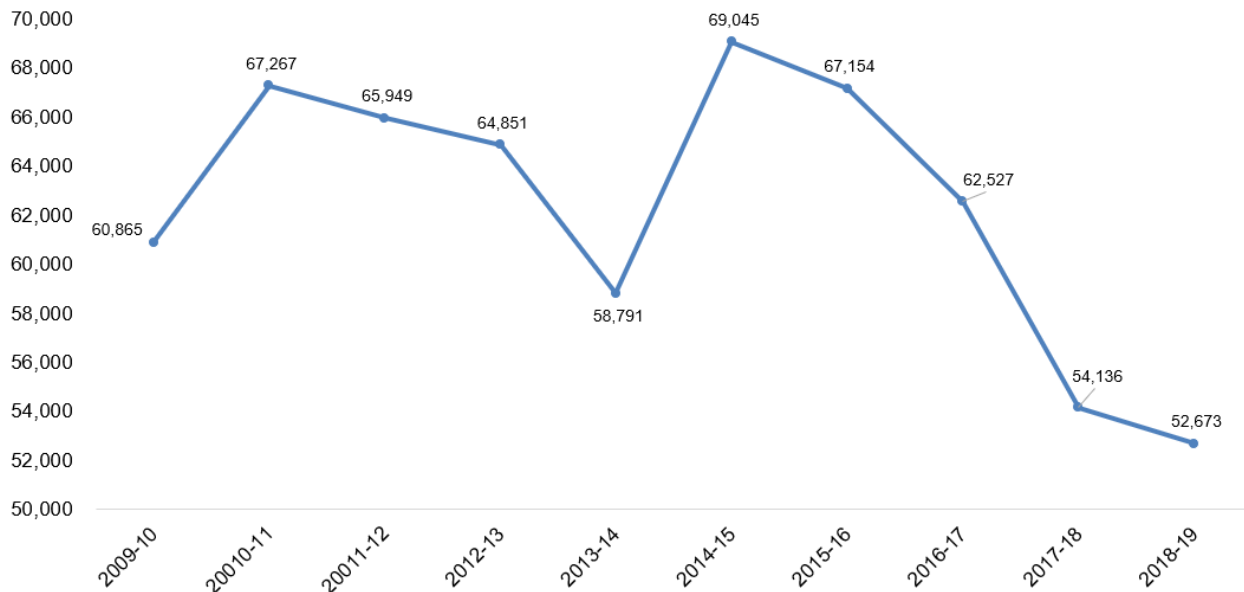
Motorist Services Update

Fiscal Year 2018-19

primary contributors to the decrease in B/C. Caltrans plans to have a FY 2018-19 B/C analysis completed by the fourth quarter of FY 2019-20.

FSP tow truck operators provided 52,673 unique assists to motorists whose vehicles had become disabled in FY 2018-19, a 3 percent decrease from FY 2017-18. Reasons for the decrease in the number of assists include changes to CHP requirements that operators complete all assist paperwork and logbooks off the freeway, and more frequent assists requiring a tow off the freeway. Program supervisors have also been required to move some FSP drop zones further from the freeway due to changes in city parking regulations, which has increased the length of time required to complete an assist when a vehicle is towed off the freeway. These changes to the program operation all result in a reduction of the time that an FSP vehicle is available for service. Figure 3 shows total services provided annually for the last ten years.

Figure 3 - Total Annual FSP Services

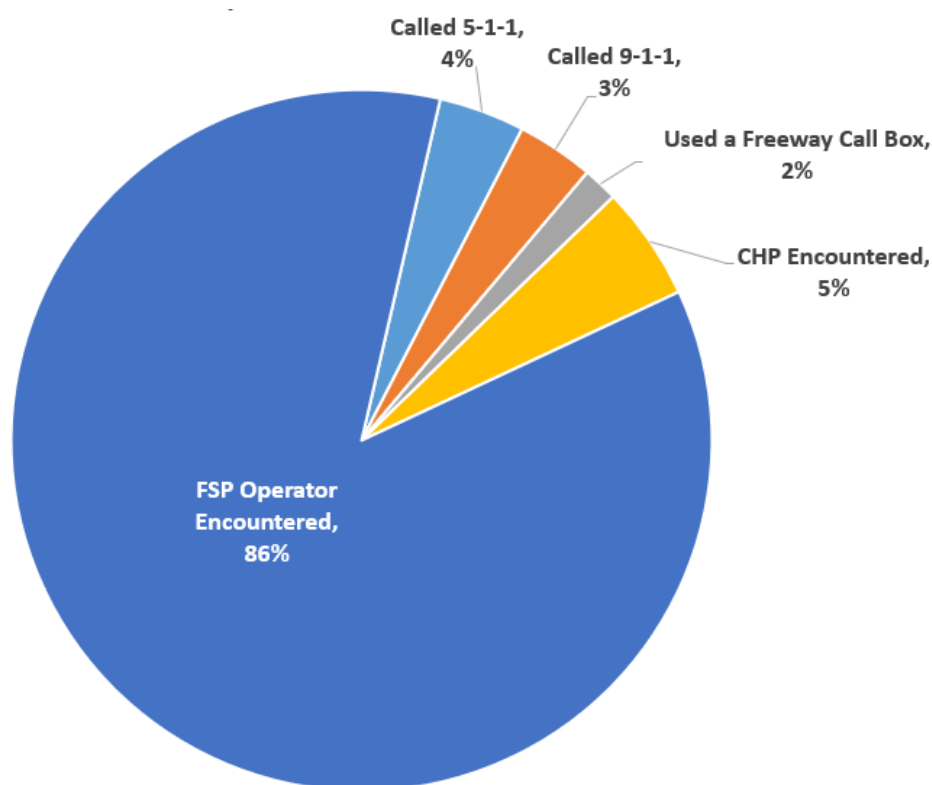


In January 2013, staff deployed a new vehicle tracking and data collection system that utilizes OCTA-provided in-vehicle cradle point routers for vehicle tracking and tow contractor-provided iPad tablet devices for data collection. System functionality includes geo-fencing, schedule adherence, system alerts, and advanced reporting features designed to enhance program tracking. The data collection system includes a customer survey module that allows customers to complete an online survey. Most disabled vehicles are discovered by FSP operators while patrolling their service beats; however, CHP may also dispatch calls for service through the system from requests that come in through the call box, 511 and 911 systems, or through a CHP officer request. During FY 2013-14, FSP drivers were not entering assists that were dispatched by CHP through the mobile data terminal. Staff addressed the issue of inconsistent data collection for dispatched calls with FSP contractors and implemented procedures for manual data collection should a driver be unable to enter assist data into the automated system.

This has led to better data collection practices, an increase in data capture, a better understanding of the assist data, and more accurate overall performance reporting. Recent trends of more vehicles requiring tows off the freeway and increased time spent on each assist associated with CHP requirements to pull off the freeway to enter assist data have led to reductions in the overall number of assists provided.

Customers receive FSP assistance through a variety of methods. Survey responses from customers who received FSP assistance indicate that 86 percent of FSP assists are initiated through FSP operator discovery of the vehicle. Figure 4 shows how survey respondents received FSP service in FY 2018-19.

Figure 4 – How FSP Customers Received Service – FY 2018-19



When an FSP operator stops to provide assistance, the operator initiates an incident using the tablet device. After completing the assist, the operator enters basic vehicle and location information, type of service provided, and closes the assist transaction. The system then returns the operator to an “On Patrol” status. The customer, at their convenience, may complete a web-based customer survey to provide feedback about their experience.

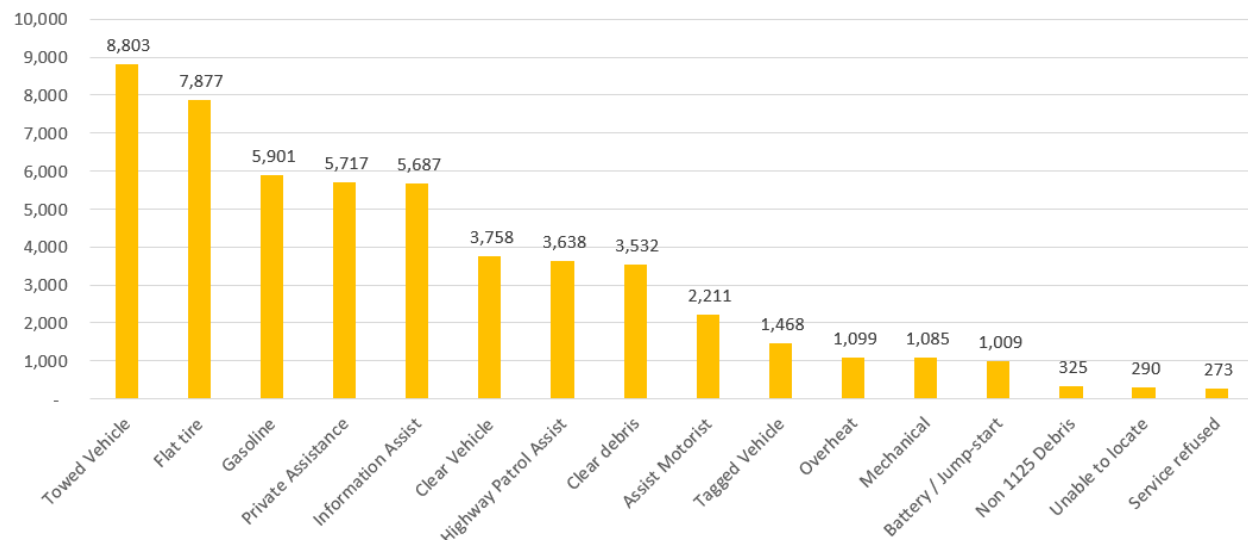
Figure 5 shows the distribution of assists by type for FY 2018-19. The highest number of recorded assists required that the vehicle be towed, followed by the changing of a flat tire and providing a gallon of gasoline. Information Assist generally refers to incidents where tow operators discover a motorist stopped on the side of the road whose vehicle is not

Motorist Services Update

Fiscal Year 2018-19

disabled. Reasons motorists are stopped on the side of the freeway often include navigation, telephone calls, texting, emailing, and resting.

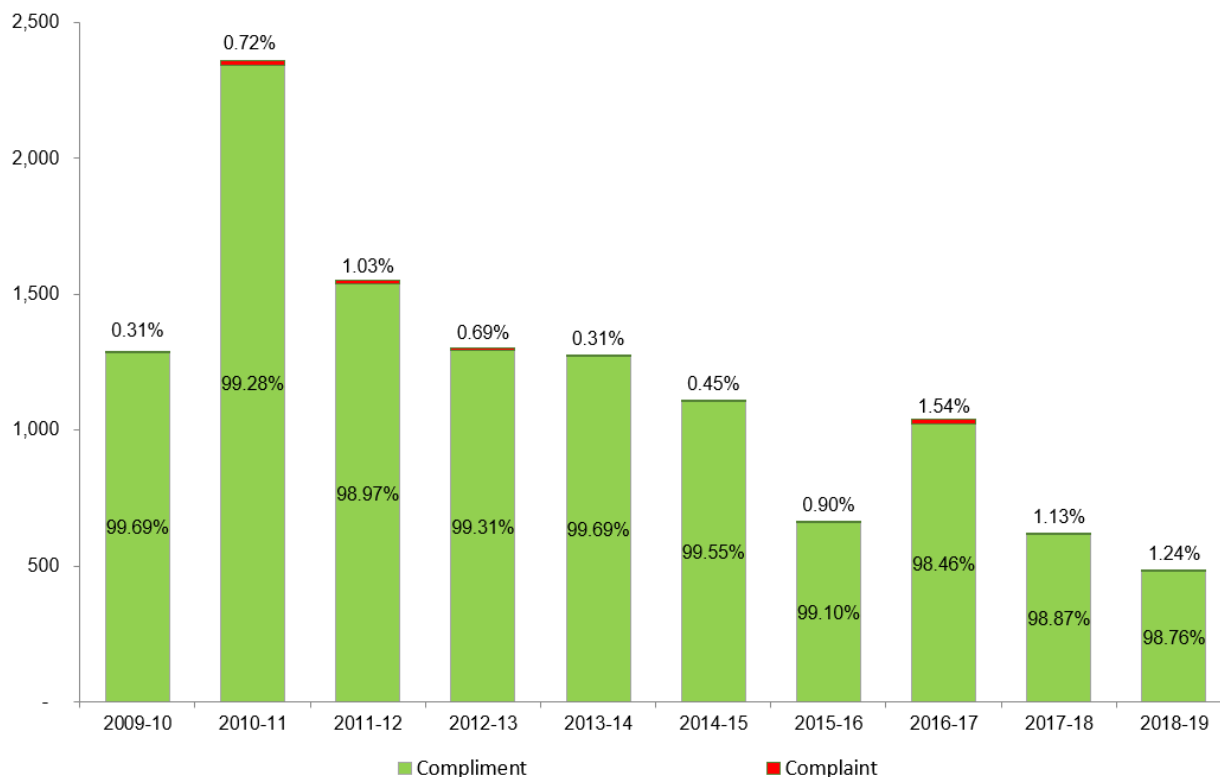
Figure 5 - FSP Assists by Type – FY 2018-19



Primary assist types include changing a flat tire, information assist, providing a gallon of gasoline, waiting for private assistance, towing a vehicle to a designated drop zone if unable to remedy the issue within program guidelines, and assisting CHP officers. Other assist types include clearing disabled vehicles or debris from the freeway traffic lanes, tagging unattended vehicles for CHP attention, or assisting motorists with overheated vehicles or with minor mechanical defects.

The FSP program recorded 485 customer comments through the Customer Relations call center and FSP online customer survey in FY 2018-19. Callers who were happy with the service comprise 99 percent of the total comments with approximately one percent not satisfied with the service. Complaints included dissatisfaction with the service provided, operator driving technique, and claims for damage. A CHP Program Supervisor investigates each customer complaint and provides a response to the complaining party. CHP Program Supervisors also follow-up with FSP contractors and tow operators as appropriate to address customer concerns and to prevent future occurrences. Claims for damage range from stripped or broken wheel studs to damage caused as the result of a collision. OCTA is shielded from claims for damage by contract language that requires FSP contractors to name OCTA as additional insured and to indemnify and hold OCTA harmless against any claims for loss or damage. Figure 6 charts compliments and complaints received for the last ten years.

Figure 6 - FSP Customer Comments



In FY 2012-13, staff implemented a new web-based survey as part of the new LATATrax system, which was later transitioned to the Survey Monkey platform. The survey allows staff to gear survey questions toward specific performance areas such as time waited before assist, FSP operator courtesy, FSP operator knowledge, overall experience, and overall satisfaction with the service. The web-based survey also helps reduce OCTA costs associated with calls received by the Customer Relations Call Center for FSP program customer comments. Tables 3, 4, and 5 show that 97 percent of the respondents reported that they agreed or strongly agreed with three key service statements, with approximately one percent indicating that they did not agree. Customers who reported dissatisfaction (disagree) with the survey area and provided contact information were contacted for follow-up.

Table 3 - Safety

The FSP Operator was concerned for my safety				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	3	4	31	237
2015	2	2	44	264
2016	2	3	14	155
2017	5	8	34	223
2018	1	6	11	128
2019	0	6	3	60
Percentage	1.20%	2.32%	10.98%	85.50%

Table 4 – Professionalism

The FSP Operator was knowledgeable and professional				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	1	2	8	265
2015	0	2	16	292
2016	2	2	10	159
2017	4	9	24	232
2018	3	2	10	131
2019	0	2	2	64
Percentage	0.96%	1.53%	5.63%	91.88%

Table 5 – Courtesy

The FSP Operator treated me with courtesy and respect				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	2	1	8	264
2015	1	1	13	298
2016	3	3	3	164
2017	9	2	22	233
2018	3	3	3	137
2019	0	0	2	66
Percentage	1.45%	0.81%	4.11%	93.63%

Southern California 511 Motorist Aid and Traffic Information System

The 511 system is a partnership between Caltrans, CHP, LA SAFE, OCTA, and VCTC, to provide a motorist aid and traveler information system for Orange, Los Angeles, and Ventura counties. The official launch of the 511 system occurred in January 2011. The Go511 mobile application was launched in May 2014. The 511 system allows travelers and commuters to access up-to-the minute information on highway conditions, traffic speeds, transit, and commuter services via the Go511 mobile application, the same information that they receive by dialing 511 from their telephone. Also, by visiting Go511.com, users can obtain similar information compared to calling 511. Driving directions and information on bicycling, airports, and taxis are also available.

In FY 2016-17, LA SAFE, with participation from OCTA staff, procured a vendor for the further development of the 511 system. Known to the project partners as the Next Gen 511, the project provides a more robust interactive voice response system for callers, a less governmental looking interface for web users, and improved mobile content for application users. The Next Gen 511 project also aims to establish cooperative agreements with the Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (SBCTA), to bring Riverside and San Bernardino into the 511 system and rebrand the system from “Go511” to “SoCal511.” LA SAFE and OCTA staff are still working with staff from RCTC and SBCTA to develop the necessary cooperative agreements to implement this part of the project and hope to have RCTC and SBCTA integrated into the SoCall511 system in the third quarter of FY 2019-20.

Southern California 511 Interactive Voice Response (IVR) system services were transitioned to a new vendor as part of 511 system next-generation development. The IVR received an average of 49,000 calls per month during FY 2018-19, with seven percent of the calls originating in Orange County. Although the total number of 511 calls are down when compared to FY 2017-18, the percentage of calls originating from Orange County increased from five percent to seven percent. Figure 7 displays the number of IVR calls received during FY 2018-19, along with the percentage of calls that originated from Orange County.

Figure 7 - 511 IVR Calls Received, Calls with Orange County Percentages

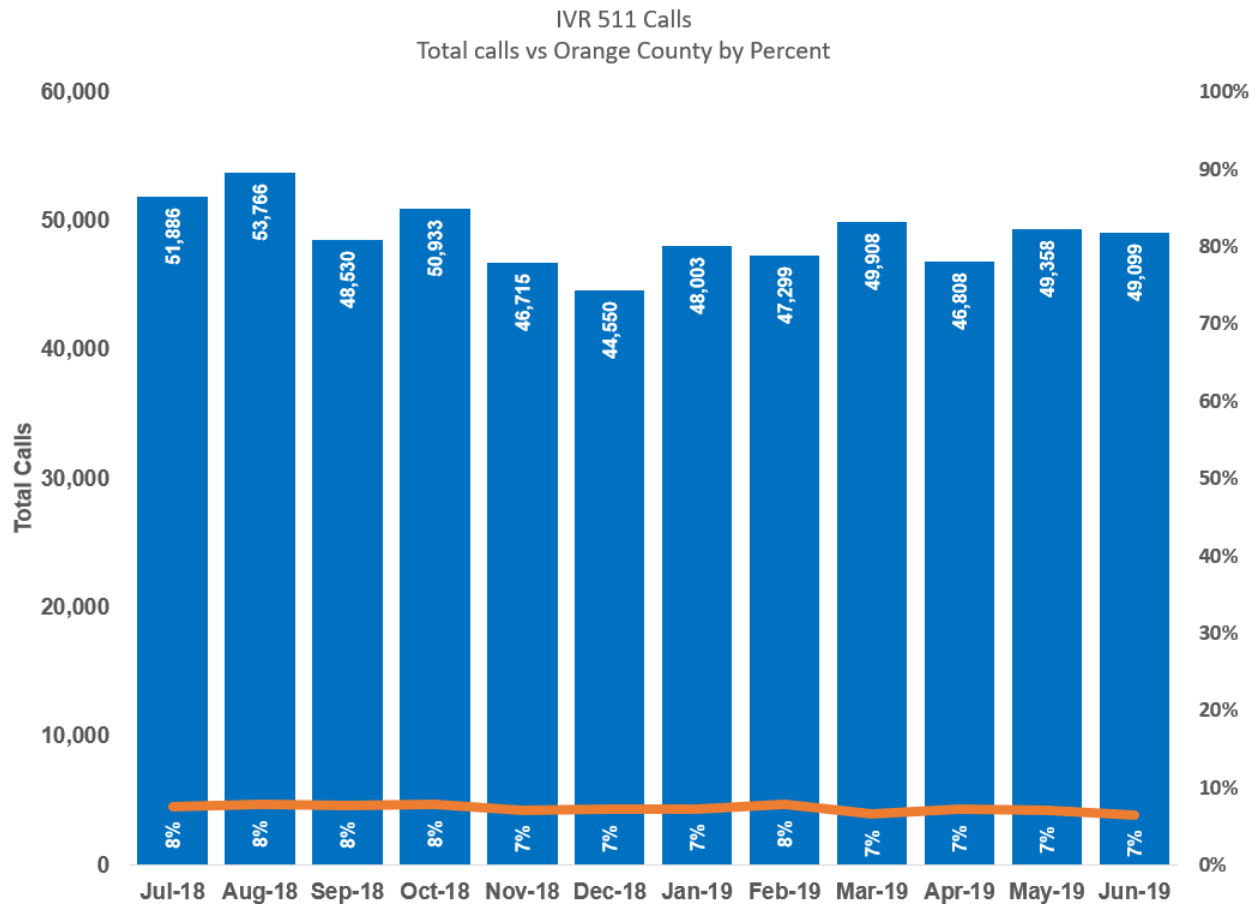


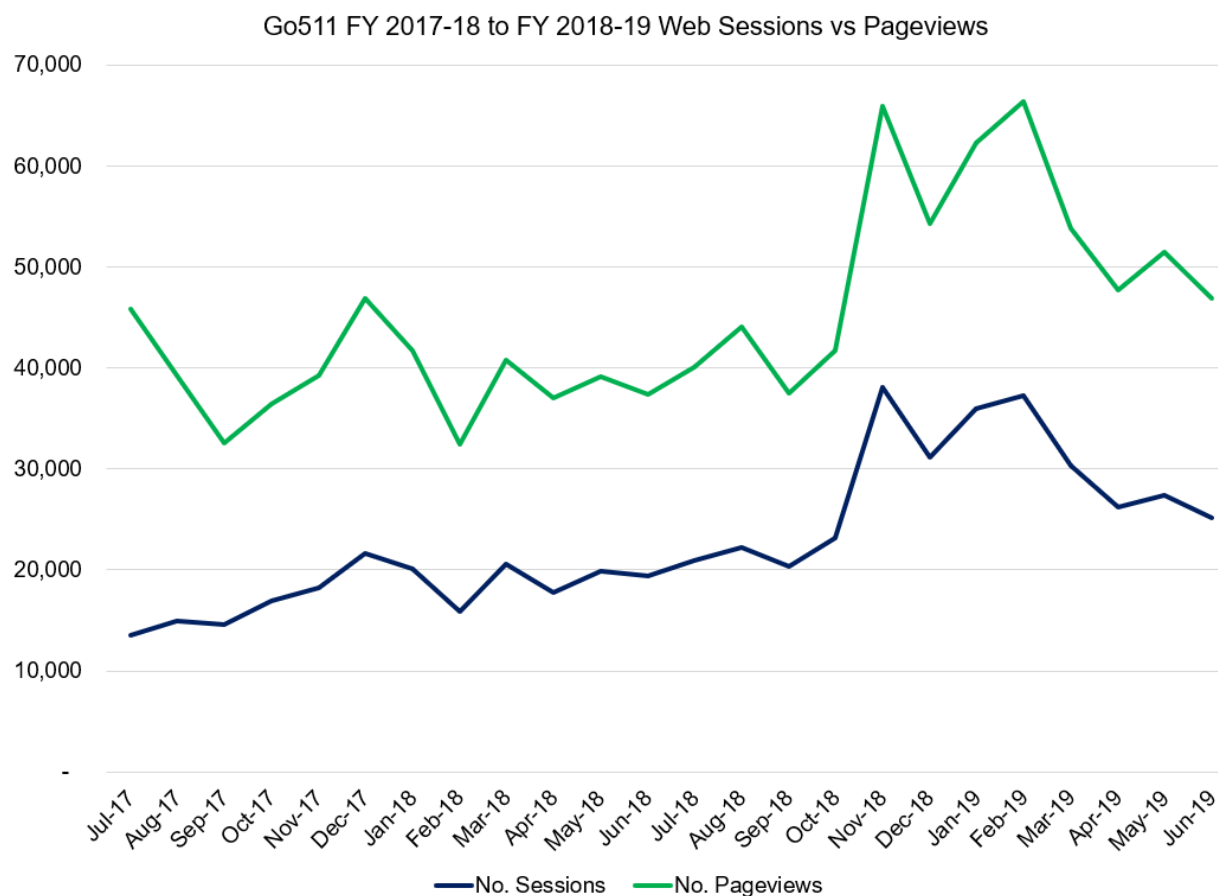
Table 6 displays the number of Go511.com website visits and page views during FY 2018-19 for Los Angeles and Orange counties. The Go511.com website received an average of 28,204 hits per month, up 7.5 percent from an average 24,489 hits per month in FY 2017-18. The decline in website visits may be due to the previous vendor reporting each page that was viewed in addition to website hits (essentially double counting). To ensure reporting consistency, LA SAFE and OCTA staff are now using data available through Google Analytics to track website sessions and page views. This data is more reliable and will be consistent, regardless of the vendor contracted to provide support and web content development for the Go511 website. Figure 8 shows the number of website visits and page views for FY 2017-18.

Motorist Services Update
Fiscal Year 2018-19

Table 6 - Southern California 511 Usage by Quarter – FY 2017-18

	1st Quarter Jul-Sep 2018	2nd Quarter Oct-Dec 2018	3rd Quarter Jan-Mar 2019	4th Quarter Apr-Jun 2019	Total
Number of Website Sessions	63,622	92,449	103,619	78,751	338,441
Number of Website Pageviews	121,721	162,005	182,529	146,105	612,360
IVR Calls Received					
Total IVR Calls	154,182	142,198	145,210	145,265	586,855
Orange County	11,932	10,540	10,517	10,063	43,052

Figure 8 – Go511 Web Sessions versus Pageviews



To increase motorist awareness of the 511 program in Orange County, staff initiated an awareness campaign distributing 511 logo promotional materials to the public through FSP operators assisting motorists, through the OCTA store and reception area at OCTA's 600 building, through distribution to bus patrons using OC Fair Express, at the KABC Holiday Stuff-A-Bus event, and at other events as appropriate. In FY 2017-18, staff

Motorist Services Update

Fiscal Year 2018-19

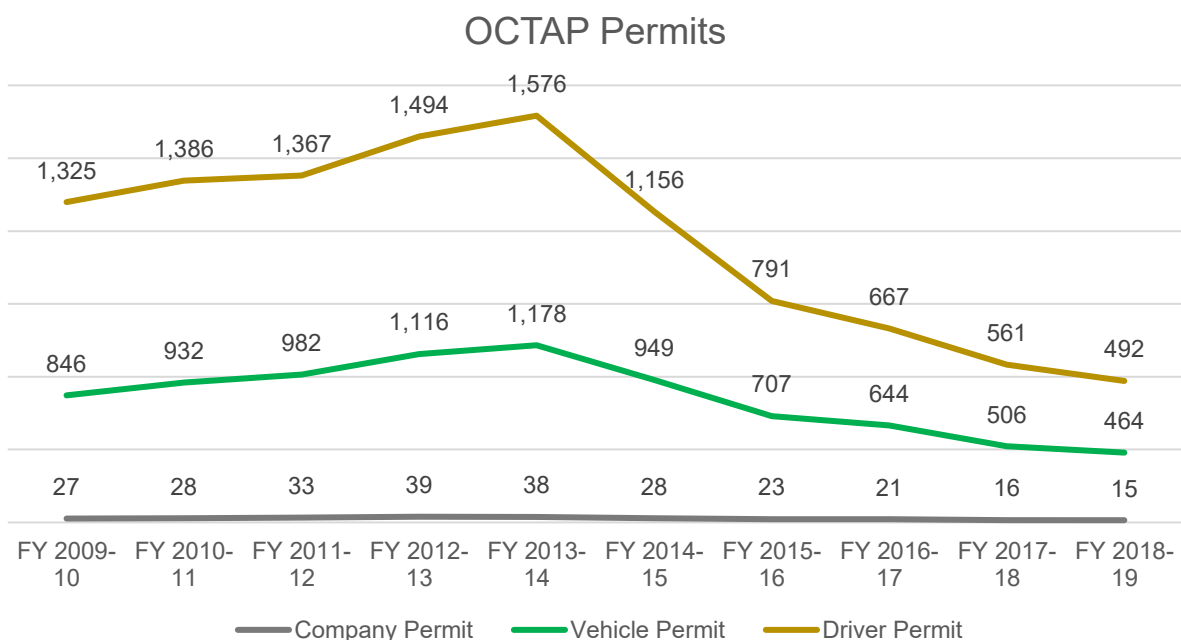
applied 511 Motorist Aid decals on all Orange County Freeway call boxes to help increase awareness of mobile call box functionality within the 511 program. Users dialing 511 and selecting Motorist Assistance from an Orange County, Ventura County, or Los Angeles County freeway will reach the call box call center and may obtain roadside assistance as if calling from a freeway call box. Staff will continue to market the 511 program to increase public awareness of the program and has initiated the marketing of the changeover to “SoCal511” which will eventually include Riverside and San Bernardino Counties.

OCTAP

The OCTAP staff manages taxi permitting processes, performs vehicle inspections, administers OCTAP regulations, and oversees compliance by taxicab companies and drivers on behalf of Orange County and its 33 participating cities. These activities are funded through annual permit fees and fines paid by permit holders, and by participating agency contributions.

At the close of FY 2018-19, OCTAP issued permits to 15 taxicab companies, 464 taxicab vehicles, and 492 taxicab drivers to operate in Orange County. A continuing decline in the number of taxi permits issued in FY 2018-19 can be attributed to the strong competition in the taxi industry from Transportation Network Companies like Uber and Lyft. Figure 9 shows the history of OCTAP permitted taxicab companies, vehicles, and drivers for the last ten years.

Figure 9 – OCTAP Operating Permits – On June 30 each year.



Motorist Services Update
Fiscal Year 2018-19

Although not mandated by OCTAP regulations, more than 57 percent of permitted taxicabs are clean-fuel vehicles. Thirty-four percent of permitted taxicabs have the capacity to carry five or more passengers, with approximately 20 percent of the vehicles being wheelchair accessible.

In addition to permitting taxicab companies, drivers, and vehicles, OCTAP staff performs regulation compliance checks, issues warnings, assesses fines, suspends permits, revokes permits, and performs other administrative functions on behalf of the member agencies. Permit holders who are issued a fine, have their permit suspended or revoked, along with new applicants who are denied a permit, have the right to appeal the action. Representatives of the OCTAP member agencies hear the appeals and render a decision on the action.



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right of Way and Other Project Areas for the OC Streetcar Project

Transit Committee Meeting of January 9, 2020

Present: Directors Do, Davies, Jones, Pulido, and Shaw
Absent: Director Winterbottom

Committee Vote

The item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$7,278,795, for the removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right of Way and other project areas for the construction of the OC Streetcar project.



January 9, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right of Way and Other Project Areas for the OC Streetcar Project

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the continued removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right of Way as well as other project areas.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$7,278,795, for the removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right of Way and other project areas for the construction of the OC Streetcar project.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) awarded the contract for construction of the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The notice to proceed with construction was issued to Walsh on March 4, 2019.

Construction activities are underway, with the focus on construction of the maintenance and storage facility, storm drain, sewer, and water system relocations within City of Santa Ana (City) streets. Installation of foundations

and retained approaches for the new 350-foot-long bridge across the Santa Ana River and the bridge over Westminster Avenue is also underway.

The Project utilizes approximately two miles of the Pacific Electric Right of Way (PEROW) between Raitt Street northwest to Harbor Boulevard. Historically, rail operations have been known to use weed control substances and experience spills and leaks that could cause environmental impacts. The construction contract requires Walsh to remove the top one foot of soil in the PEROW, stockpile the materials, and test the soil against regulatory limits. The soil testing results revealed that some soil exceeds the California hazardous waste criteria for arsenic and petroleum hydrocarbons, and some soil was deemed contaminated non-hazardous. Other soil was determined to be uncontaminated and can be reused on the Project or transported to a local landfill. Concentrations of the contaminants are somewhat irregular.

On August 27, 2019, the OCTA Board of Directors (Board) approved Contract Change Order (CCO) No. 3, in the amount of \$1,600,000, for the removal and disposal of contaminated materials from the top one foot of soil within the PEROW. The work has been proceeding, with the soil transported to disposal facilities based upon the soil testing and profile results. Walsh is being paid on a time-and-materials basis.

In addition to the top one foot of soil, deeper excavations are required in the PEROW for several Project elements, including retaining walls, bridge abutments, storm drains and ditches, utility duct banks, overhead catenary foundations, and the track bed. In preparation for this work, Walsh advised that due to the quantities of contaminated soil being generated by the Project, disposal facilities are requiring soil testing for soil profiling to minimize liability.

Soil testing was conducted in these excavation areas this fall. The results revealed that while some soil can be reused on the Project, soil in several segments exceeded the California and federal hazardous waste criteria for arsenic and petroleum hydrocarbons, and some soil was determined to be contaminated non-hazardous. Similar to the top one foot of soil, this level of contamination and the subsequent requirements for removal was unanticipated based on the results of the 2017 Limited Phase II Environmental Site Assessment conducted during the Project design.

Excavations are also occurring within City streets for the relocation of storm drains and sewer and water lines, with the track bed scheduled to be excavated in early 2020. Most of this soil must be hauled off as it must be replaced by crushed rock bedding and material with a high sand content, per requirements of City technical specifications. Testing of the soil excavated from several utility relocations revealed that some of the soil exceeded California hazardous waste

criteria for arsenic and some soil was determined to be contaminated non-hazardous. Soil that exceeds the California and federal hazardous waste criteria must be transported off-site to approved disposal facilities. Contaminated non-hazardous soil which cannot be reused on the Project must be transported to approved disposal facilities because contamination levels exceed local landfill waste acceptance criteria. The facilities accepting the hazardous soil and contaminated non-hazardous soil are a substantial distance from the Project, resulting in higher transportation and disposal costs.

Walsh has also been encountering a significant amount of buried railroad ties during the excavations. The ties were part of the Pacific Electric 'Redcar' that operated until 1950. The ties are treated with chemicals that are potentially hazardous to human health. State regulations require the ties be taken to designated disposal facilities.

The cost of the work to address the contamination is expected to significantly exceed the approved CCO No. 3 budget. Staff is recommending that a supplemental CCO be approved for the additional removal and disposal of the contaminated and hazardous soil that cannot be reused on the Project, as well as the disposal of the treated wood waste. An independent cost estimate, which provides an order of magnitude cost for the additional anticipated work, has been prepared by the construction management team. The cost of the additional work is estimated at \$7,278,795.

The contractor will be paid on a time-and-materials basis. Before payment is made to the contractor, quantities will be confirmed through surveys and disposal facility records, and the soil classification and disposition checked against the final testing results. Deductive change orders will be issued for any work included in the original contract that was not performed.

The cost of the work will be funded from the Project contingency because the extent of contaminated soil that requires removal was not discovered nor evident when the Project cost estimate was prepared. This will not increase the Project cost of \$407,759,966, as defined in the Full Funding Grant Agreement.

Procurement Approach

The initial procurement was handled in accordance with OCTA's 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 September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,638,549, for construction of the Project.

Proposed CCO No. 3.1, in the amount up to \$7,278,795, will increase the cumulative value of the contract to \$231,124,377, as shown in Attachment A. Board approval is required for CCO No. 3.1, pursuant to the State of California Public Contracting Code Section 20142.

Fiscal Impact

The additional work described in CCO No. 3.1 is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0051-9017-TS010-Z40, and is funded with Federal 5309 New Starts and local Measure M2 funds.

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 3.1 to Agreement No. C-7-1904 with Walsh, in the amount of \$7,278,795, for the additional removal and disposal of contaminated materials on the PEROW for the Project.

**Contract Change Order for Removal and Disposal of
Contaminated Materials Within the Orange County Transit
District-Owned Pacific Electric Right-of-Way and Other
Project Areas for the OC Streetcar Project**

Page 5

Attachment

- A. Walsh Construction Company II, LLC, Agreement No. C-7-1904,
Contract Change Order (CCO) Log

Prepared by:



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Approved by:



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Executive Director, Capital Programs
(714) 560-5646

Walsh Construction Company II, LLC
Agreement No. C-7-1904
Contract Change Order (CCO) Log

CCO No.	Title	Status	Date Executed	Cost	Remarks
1	Demolition, Removals, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	6-20-19	\$199,749	
1.1	Demolition, Removals, and Disposal at the MSF Property Additional Funding	Approved	6-25-19	\$113,884	
2	Removal and Disposal of Contaminated Materials at the MSF Property	Approved	6-25-19	\$200,000	
2.1	Removal and Disposal of Contaminated Materials at the MSF Property Additional Funding	Approved	8-15-19	\$160,000	
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way	Approved	9-12-19	\$1,600,000	
3.1	Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right of Way and Other Project Areas for the OC Streetcar Project	Pending		\$7,278,795	
4	Required Work to Address Utility Conflicts	Approved	8-27-19	\$200,000	
4.1	Required Work to Address Utility Conflicts Additional Funding	Approved	Pending	\$833,300	

Subtotal Executed CCOs	\$2,473,633
Subtotal Pending CCOs	\$8,112,095
TOTAL CCOs	\$10,585,728
ORIGINAL VALUE	\$220,538,649
PROPOSED REVISED VALUE	\$231,124,377



COMMITTEE TRANSMITTAL

January 13, 2020

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Interstate 405 Improvement Project Update

Regional Planning and Highways Committee Meeting of January 6, 2020

Present: Directors Bartlett, Chaffee, Delgleize, Muller, M. Murphy, R. Murphy,
and Pulido

Absent: None

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.



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Interstate 405 Improvement Project Update

Overview

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation, and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, 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 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 26, 2017, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement was executed between OCTA and the United States Department of Transportation (USDOT). On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

Discussion

A number of activities are ongoing as the final design, right-of-way (ROW) acquisition, utility relocations, and construction activities continue to advance. The following provides a more detailed status of Project activities.

Financing and TIFIA Loan

On July 26, 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to \$628.93 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau and Federal Highway Administration. OCTA has received two TIFIA loan disbursements to date and anticipates receiving the third disbursement in September 2020.

Tolling Contracts

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and is working closely with the design-builder to deliver fully functional express lanes upon opening in 2023.

Staff has initiated the development of a request for proposals for the back office support and customer service center contract for the 405 Express Lanes, and plans to seek Board approval for its release in the spring of 2020.

Design

The final design is approximately 95 percent complete overall. The roadway and bridge design is substantially complete at this time. The design of retaining walls, which is the last component of the Project design, is anticipated to be complete in the summer of 2020.

ROW Acquisition

Construction of the Project impacts 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions and one property identified as a full acquisition at the owner's request. The real property requirements for the partial acquisitions are comprised of a combination of fee acquisitions, permanent easements, temporary construction

easements (TCE), permanent and temporary ground lease reductions, and access control rights needed to construct the proposed highway and express lane improvements for the Project. The full-fee acquisition, partial-fee acquisitions, permanent easements, and TCEs are required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is currently on schedule. Of the 288 total parcels impacted, the following summarizes the status of the ROW acquisition:

- 288 offers presented,
- 281 parcels in OCTA's possession for construction,
- 60 resolutions of necessity (RONs) approved.

No additional RONs are anticipated at this time.

Utility Relocations

There are currently 107 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility companies to identify and resolve conflicts and relocation issues. To date, OCTA has executed utility agreements for 75 percent of the utilities requiring relocation, and is in the process of finalizing the remaining utility agreements. There are several utility relocation risks, including Frontier Communication, Southern California Gas, Chevron oil lines, and Southern California Edison facilities for which staff continues to develop and implement mitigation plans, as utilities are a shared risk between OCTA and OC405.

Construction

OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities have advanced in the last quarter.

Significant roadway construction activities, including installation of drainage systems, retaining and soundwalls, and paving operations began in earnest in 2019 and will continue through 2020. Construction at Oceanview Channel and East Valley Channel, two major drainage facilities that cross under the freeway is well underway. Additionally, over 40 walls are under construction at this time as well.

After the opening of the Slater Avenue overcrossing bridge in late August 2019, demolition and construction activities commenced on the Talbert Avenue and Bushard Street overcrossing bridges. The Talbert Avenue and Bushard Street overcrossing bridges are anticipated to be open to traffic in early 2021. Construction on the McFadden Avenue overcrossing bridge also continues, and the bridge is anticipated to be open to traffic in late summer of 2020. Talbert Avenue, Bushard Street, and McFadden Avenue are all one-stage bridges, which means the bridges are closed to traffic on both sides of I-405 during demolition and reconstruction.

Also in late 2019, the widening of three existing freeway bridges began over Beach Boulevard, Bolsa Chica Road overhead railroad crossing, and an old Navy railroad crossing.

Significant bridge construction also continued at Fairview Road, Magnolia Street, Goldenwest Street, Westminster Boulevard, and Bolsa Chica Road overcrossings. These 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. The opening of the first half of the new bridges at all of these locations is anticipated in 2020.

Construction continues to progress on the Santa Ana River bridge and the Harbor Boulevard undercrossing bridge. Construction at Santa Ana River and Harbor Boulevard consists of widening the existing freeway bridge over both of those facilities.

Looking ahead, the remainder of 2020 will remain busy related to bridge, wall, and pavement construction.

Project Challenges

As would be expected on a project of this magnitude, certain challenges have been encountered, including the following:

- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Project schedule impacts and mitigations

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Schedule mitigations implemented to date include building the Slater Avenue and Edwards Street overcrossing bridges in

one stage instead of two stages, improvements to the construction staging at Oceanview Channel, and the long-term closure of one of the two off-ramps from northbound I-405 to Westminster Boulevard. More recent schedule mitigations that have been incorporated include longer ramp closure durations and extended nightly lane closure durations in order to increase the productivity of the contractor. The objectives of the schedule mitigations are to maintain the original Project completion date while balancing the minimization of traffic impacts.

Additionally, in September 2019, there was a discovery of archeological resources within the Project site. OCTA is following established state procedures for this type of discovery and is working with the appropriate parties to ensure appropriate and respectful procedures are followed. This discovery has impacted construction at a specific location; however, mitigations are being explored to minimize the impacts to the overall Project schedule.

Project Cost/Contingency

The overall Project cost remains \$1.9 billion, and the Project contingencies have been approximately 31 percent expended to date. This is in line with the percent complete for the Project from both a time and earned value standpoint.

Public Outreach

In the next 12 months, the Outreach team anticipates conducting more than a dozen neighborhood meetings to prepare the community for major activities throughout the Project corridor. These Saturday morning meetings have been a highly effective method of communicating about construction while sharing the benefits of the Project with residents and business owners.

With work ongoing or expected to begin on more than 50 retaining walls and soundwalls, the Outreach team will also continue to coordinate with affected residents with backyard walls being rebuilt as part of the Project. This coordination, frequently conducted in multiple languages, requires face-to-face communication with hundreds of residents to ensure safety during the initial stages of work, and ongoing communication for construction updates. In addition, the team expects to facilitate several hundred pre- and post-construction surveys of properties adjacent to these walls, as well as properties near bridges.

Completion of the first phase of several bridges is projected to be in 2020, and the Outreach team anticipates coordinating events to mark some of these milestones. The events are an opportunity to thank the community for its continued patience with the Project and to highlight OCTA's partnerships with the corridor cities and the California Department of Transportation.

Multiple briefings with key stakeholders are planned, as well as participation in more than a dozen community events throughout the Project corridor. The Outreach team will also be engaging with diverse communities, in part by tailoring collateral to reflect cultural relevance, hosting exclusive insider tours for key stakeholders and social media influencers in ethnic communities, and meeting with faith leaders throughout the Project area.

Meanwhile, the Outreach team will continue to respond to constituents' comments and questions, which average about 140 per month, and utilize cost-effective methods to get the word out about Project activities, closures, and detours. In 2019, on average each month, that meant canvassing approximately 16,000 flyers in English, Vietnamese, and Spanish; reaching more than 150,000 people on social media; and emailing about ten construction updates to 10,600 recipients. OCTA also continues to direct motorists to the Project's interactive map of closures and detours that is integrated with Waze, and to the Project mobile app, which has seen a surge in users.

Next Steps

Staff will continue to work closely with the design-builder to complete the design and continue construction. This involves completing the wall design, obtaining permits, utility relocation coordination, and coordinating construction activities. Additionally, the ROW acquisition program will continue as planned.

Summary

Final design and construction continue to advance. Currently, final design, ROW acquisition, public outreach, and other activities are in process to continue the construction phase of the Project.

Attachment

None.

Prepared by:



Jeff Mills, P.E.
Program Manager
(714) 560-5925

Approved by:



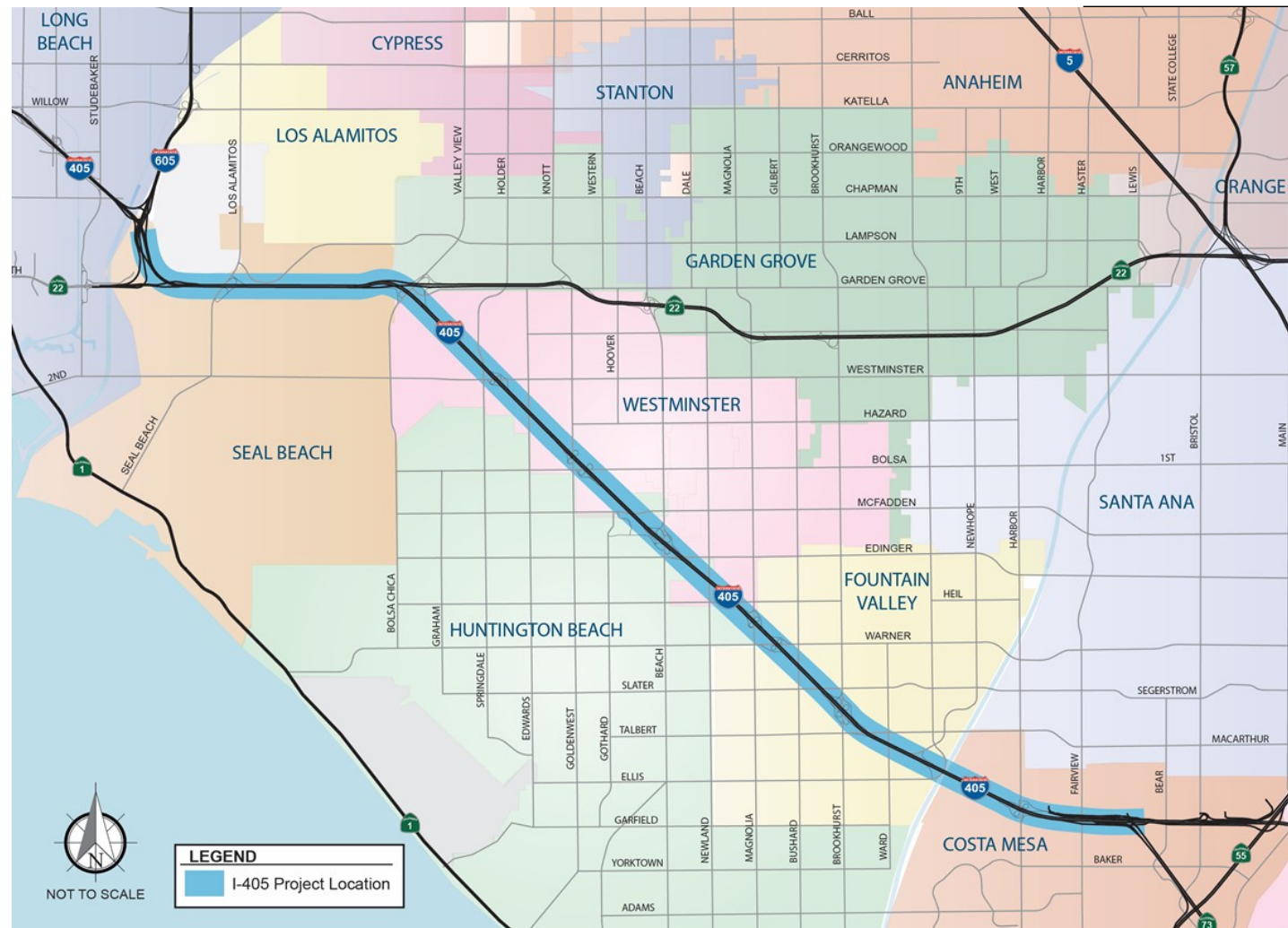
James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Interstate 405 Improvement Project Update



Project Location and Key Features



Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority Board of Directors (Board) awards design-build contract to OC 405 Partners	November 2016
Notice to Proceed (NTP) No. 1 issued	January 2017
TIFIA* loan executed	July 2017
NTP No. 2 issued	July 2017
Construction began	March 2018

* Transportation Infrastructure Finance and Innovation Act

Project Update



Design

- Project design approximately 95 percent complete
- Roadway and bridge design complete
- Wall design to be complete in 2020

Right-of-Way

- 288 parcels impacted – on schedule overall
- 288 offers presented
- 281 parcels in possession (98 percent of total parcels needed)
- 60 resolutions of necessity adopted by the Board

Construction

- Construction approximately 25 percent complete
- Design-builder has approximately 700 workers involved in Project

Construction Update



Concrete paving operations

Construction Update



Retaining wall and soundwall construction

Construction Update



Fairview Road bridge and ramp construction

Construction Update



Santa Ana River bridge construction

Construction Update



Bushard Street bridge demolition and construction

Construction Update



Magnolia Street bridge construction

Construction Update



Westminster Boulevard bridge construction

Construction Update



Bolsa Chica Road bridge construction

Look Ahead for Bridge Construction



January – June 2020

- Bolsa Chica Road bridge (first half) opens to traffic
- Magnolia Street bridge (first half) opens to traffic

July – December 2020

- McFadden Avenue bridge fully opens to traffic
- Start Heil Avenue pedestrian overcrossing
- Westminster Boulevard bridge (first half) opens to traffic
- Goldenwest Street bridge (first half) opens to traffic
- Fairview Road bridge (first half) opens to traffic
- Freeway bridge widening over Harbor Boulevard complete

Bridge Construction Map



Project Challenges



- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Change management
- Minimizing impacts and disruptions to the public
- Schedule impacts and mitigations

Schedule Mitigations Implemented



Previously Implemented		Recently Implemented
Slater Avenue bridge from two-stage to one-stage construction	Edwards Street bridge from two-stage to one-stage construction	Longer ramp closure durations
Improvements to staging of Oceanview Channel construction	Long-term closure of one of two northbound off-ramps to Westminster Boulevard	Extended and/or multiple night closures

- Mitigations for archeological discovery within Project site being explored
- Mitigations intended to maintain Project completion date
- To be balanced with minimizing traffic impacts

Community Engagement

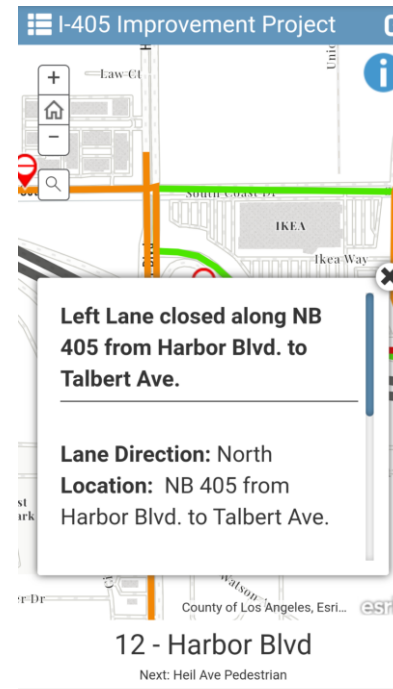


Category	Average per month
Public comments and questions	140 constituents
Flyers	16,000 addresses
Social media reach	150,000 users
Construction emails	8 (10,600 recipients)
Interactive map	1,965 users
Mobile app	1,636 users
Website closures list	504 downloads

Upcoming Outreach



- Phase 2 bridge neighborhood meetings
 - Bolsa Chica Road
 - Magnolia Street
- Milestone events
 - Bolsa Chica Road bridge
 - McFadden Avenue bridge
- City council updates
- Key stakeholder briefings
- Exclusive insider tours
- Culturally relevant outreach
- Community event participation



CONSTRUCTION ALERT

Sound Wall Pile Driving Activities

WHAT

Pile driving for the foundation of a new sound wall along SB I-405. Approximately 300 piles will be installed.

WHERE

Along SB I-405, between Talbert and Ward, adjacent to the Tiburon community.

WHEN

Beginning as early as Monday, Oct. 14, 7 a.m. to 4 p.m. weekdays for approximately two months. Crews may also conduct pile installation activities at night.

Dates and times are subject to change due to unforeseen operational factors or inclement weather.

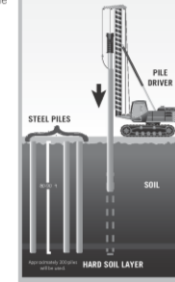
WHY

To construct the foundation of the new sound wall.

Please be advised that this work may be loud.

WHAT IS PILE DRIVING?

Pile driving is a common method of constructing structure foundations. To support the structure, steel or concrete beams or "piles" are driven into the soil until reaching a hard layer of earth beneath the structure foundation.



FOR MORE INFORMATION

PROJECT HELP LINE: 888-400-8894
PROJECT EMAIL: 405@caltrans.ca.gov
WEBSITE: 405.ca.gov/405improvement
FOLLOW US: @405improvement
TWITTER: @405improvement
INSTAGRAM: @405improvement
INTERACTIVE MAP: 405.ca.gov/405map

Si prefiere recibir información en español, por favor llame este número 888-400-8894.
Nếu quý vị muốn nhận được thông tin này bằng tiếng Việt, xin vui lòng liên lạc với cơ
Lý Gia 888-400-8894



THỜI GIẠN:

Bắt đầu sớm nhất là vào thứ Hai, ngày 14 tháng 10, từ 7 giờ sáng đến 4 giờ chiều vào các ngày trong tuần trong khoảng hai tháng. Đội ngũ xây dựng cũng có thể tiến hành các hoạt động lắp đặt cọc vào ban đêm.

Ngày và giờ có thể thay đổi do các yếu tố hoạt động không lường trước hoặc do thời tiết khác thường.

LÝ DO:

Để xây dựng nền móng cho bức tường âm môi.

Xin thông báo công việc này có thể gây tiếng động ồn ào.





January 13, 2020

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2019 Chief Executive Officer's Initiatives and Action Plan – End-of-Year Report

The 2019 Chief Executive Officer's (CEO) Initiatives and Action Plan (Attachment A) were presented to the Orange County Transportation Authority's (OCTA) Board of Directors (Board) on February 11, 2019. Updates on the Action Plan are provided quarterly, and this year-end report for 2019 consists of ten initiatives, implemented through 73 programs, and monitored through 88 milestones. The Action Plan supports the 2019 OCTA Board Strategic Initiatives (Attachment B) and OCTA's Strategic Plan goal areas of mobility, public service, fiscal sustainability, stewardship, and organizational excellence.

OCTA is committed to the delivery of a balanced and sustainable transportation system, which includes Orange County's Measure M2 (M2) Program. The CEO Initiatives and Action Plan provides alignment with delivery of M2, as well as broader organizational goals. While milestones identified under Initiative 2 are M2 freeway specific, M2 transit, arterial, and environmental projects and programs are captured throughout other initiatives.

End-of-Year Status and Highlights

By the end of 2019, 79 of 88 milestones were completed. Attachment B provides a summary of all 88 milestones and highlights the nine milestones (in orange) that will be carried over into 2020. Milestones were carried over due to dependency on coordination with outside agencies, a need for internal schedule adjustments, and resource availability.

Major accomplishments in 2019 are highlighted below.

CEO Initiative 1: Cultivate Organizational Excellence

- Collective Bargaining Agreement: On October 14, 2019, the Board approved the Teamsters Union maintenance unit agreement. Approval of the agreement provides for three years of labor certainty and ensures continued maintenance for OCTA vehicles.

- 2018 Employee Engagement Survey: In an effort to enhance the employee experience and maintain OCTA as a workplace of choice, an action plan from the 2018 Employee Engagement Survey was developed and implemented to provide more cross-divisional information sharing and opportunities with a focus on strengthening department relationships.

CEO Initiative 2: Deliver on the Promises of Measure M

- M2 Interstate 5 (I-5) between State Route 55 and State Route 57 (SR-57): On February 20, 2019, construction commenced to increase high-occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions for approximately three miles. Major construction activity occurred with the demolition of the HOV ramp bridge at Main Street.
- M2 SR-57 Northbound from Orangewood Avenue to Katella Avenue: The final environmental document and final project report for a new one-mile northbound general-purpose lane were approved on March 29, 2019. As part of the updated Next 10 Delivery Plan presented to the Board on November 11, 2019, this project will be advanced into design and construction before 2026.
- M2 I-5 between State Route 73 and El Toro Road: On June 6, 2019, a groundbreaking ceremony took place in the City of Mission Viejo. The project will be built in three segments and will add a general-purpose lane in both directions, extend the second HOV lane from El Toro Road to Alicia Parkway, and reconstruct the Avery Parkway and La Paz Road interchanges.
- M2 Interstate 405 Improvement Project: With a total of 12 bridges under construction during the year, the first bridge on Slater Avenue was completed and opened to traffic on August 30, 2019.

CEO Initiative 3: Enhance Safety and Security Measures

- Transit Security Operations Center (TSOC): On November 25, 2019, the Board awarded the consultant contract for the design of the TSOC. The TSOC will address the future needs and requirements of OCTA's transit security, operations, and emergency response coordination with the goal of supporting public safety and operational efficiency, functionality, and communications.
- Crisis Communication Plan: On December 12, 2019, staff conducted a tabletop exercise for the Crisis Communications Team. OCTA hosts these exercises periodically to ensure that OCTA's response to an emergency remains up-to-date and that all team members are aware of their roles and

responsibilities. The most recent exercise demonstrated and confirmed that OCTA is prepared and proactive in crisis management.

CEO Initiative 4: Expand Transit Opportunities

- 529 Bravo! Service: On February 11, 2019, 529 Bravo! service was launched on Beach Boulevard. This service provides a new, faster ride from the City of Fullerton to the City of Huntington Beach, with riders saving on average ten minutes per trip.
- Micro-Transit Demonstration Project (OC Flex): On May 24, 2019, the Board received a six-month update on the OC Flex demo. With the one-year pilot program completing on October 20, 2019, staff is evaluating the program against established performance measures. Results are anticipated to be presented on January 27, 2020.
- Hydrogen Fuel Cell Buses Delivery: In June 2019, OCTA received the remaining nine hydrogen fuel cell buses. OCTA is testing hydrogen fuel cell bus technology as part of an effort to meet the Air Resources Board Zero Emission Path goal to transition to 100 percent zero-emission bus fleet by 2040.

CEO Initiative 5: Implement Major Capital Projects

- M2 Laguna Niguel to San Juan Capistrano Rail Passing Siding Project: On January 14, 2019, the Board awarded the construction contract. With the Notice to Proceed issued on March 12, 2019, construction is underway to add approximately 1.8 miles of new passing siding railroad adjacent to the existing mainline track. This will enhance operational efficiency of passenger services within the Los Angeles – San Diego – San Luis Obispo Rail Corridor.
- M2 Orange Transportation Center Metrolink Parking Structure: Construction was completed and celebrated with a dedication ceremony on February 19, 2019. The new structure houses 608 parking spaces, which more than triples the parking capacity of the lot it replaced. On December 5, 2019, OCTA received the Innovative Transportation Solutions Award at the Women's Transportation Seminar gala for the blending of historic architectural design and modern features in the new five-level, shared-use parking structure.

- Hydrogen Fueling Station at the Santa Ana Base: The hydrogen fueling station was commissioned in December 2019, with operations and maintenance to start on January 1, 2020. This onsite fueling station enables OCTA to fuel and operate the ten-hydrogen fuel cell electric buses received as part of a pilot project grant to gain experience with zero-emission technology. If determined to be a technology suited for OCTA operations, the new station can provide OCTA capacity to expand the hydrogen fuel cell electric bus fleet to 50 buses with an option to scale up to 100 buses.

CEO Initiative 6: Maintain Open Communication with Stakeholders

- College Pass Program: The program, designed to introduce new riders to transit, was expanded to include Goldenwest College and Fullerton College in 2019, providing free OC Bus passes to all students.
- Transportation Needs Assessment: On October 28, 2019, the Board approved the selection of the firm to assess the transportation needs of the residents of Orange County with a focus on its ethnic and diverse communities. This will provide OCTA with an all-inclusive view of Orange County communities for future transportation planning.

CEO Initiative 7: Optimize Express and Managed Lanes

- 91 Express Lanes – Customer Service Center Relocation: On March 11, 2019, the 91 Express Lanes Customer Service Center operations began at the new location. With the expansion of the 91 Express Lanes into Riverside County, the number of calls and demand for customer walk-in services increased. The new location provides a larger footprint and greater customer service experience at a lower lease cost to OCTA.
- OC Managed Lanes Study: On May 6, 2019, the consultant contract was awarded to analyze the operational benefits and financial feasibility of phasing express lanes in Orange County.

CEO Initiative 8: Plan for Future Growth

- South Orange County Multimodal Study: On August 12, 2019, the consultant contract was awarded to initiate work on the two-year multimodal transportation study to identify solutions for southern Orange County's current and future mobility needs.

- OC to LA Transit Connections Study: On June 14, 2019, a consultant contract was executed to develop recommendations on how to better connect transit between Orange County and Los Angeles County.
- M2 Streets and Roads Funding: On June 10, 2019, the Board approved grant funding allocations for six projects totaling \$8.5 million for regional roadway capacity and signal synchronization projects countywide.

CEO Initiative 9: Preserve Fiscal Sustainability through Prudent Financial Planning

- State Triennial Review: On May 24, 2019, the State Triennial Review was presented to the Board. The audit results concluded that both OCTA and the Orange County Transit District operate in compliance with applicable California Public Utilities Code and that OCTA effectively accomplishes its Transportation Development Act responsibilities.
- Comprehensive Annual Financial Report: On November 25, 2019, the Board received the fiscal year 2018-19 Comprehensive Annual Financial Report. The annual audit of OCTA's financial records and systems concluded that OCTA presents statements fairly, in all material respects, the financial position of OCTA.

CEO Initiative 10: Promote Environmental Stewardship and Alternative Transportation

- Safe Routes to School Action Plan: On March 11, 2019, the Board approved the firm to develop the Safe Routes to School Action Plan, which aims to improve safety for youth walking and bicycling to school.
- M2 Environmental Programs, Tier 1 Water Quality Program: On September 9, 2019, the Board approved grant funding allocations for 11 Tier 1 water quality projects totaling \$2 million to improve overall water quality in Orange County from transportation-generated pollution.

DEJ:fc
Attachments

2019

CEO INITIATIVES AND ACTION PLAN



CEO INITIATIVES & ACTION PLAN 2019

1

CULTIVATE ORGANIZATIONAL EXCELLENCE

- Board approval of the maintenance CBA between OCTA and Teamsters Union
- Develop and implement the action plan from the 2018 Employee Engagement Survey

2

DELIVER ON THE PROMISES OF MEASURE M

- Continue progressing freeway projects throughout the county
- Initiate bridge construction on the I-405 Improvement Project

3

ENHANCE SAFETY & SECURITY MEASURES

- Conduct a pilot program to evaluate if the use of safety awareness monitors and operator barriers improve coach operator safety
- Conduct training on the OCTA Crisis Communications Plan and revise as necessary

4

EXPAND TRANSIT OPPORTUNITIES

- Put into service Hydrogen Fuel Cell Buses
- Award the contract for the Operations and Maintenance of the OC Streetcar

5

IMPLEMENT MAJOR CAPITAL PROJECTS

- Award construction contract for the Anaheim Canyon Metrolink Station Improvements
- Report on status of construction to meet scheduled service start of the OC Streetcar

6

MAINTAIN OPEN COMMUNICATION WITH STAKEHOLDERS

- Develop priorities for upcoming Transportation Act consistent with legislative platforms
- Conduct and present results of the Bus Customer Survey

7

OPTIMIZE EXPRESS & MANAGED LANES

- Begin operations of the new customer service center for the 91 Express Lanes
- Release the RFP for back-office system, customer service and traffic operations staffing

8

PLAN FOR FUTURE GROWTH

- Award consultant contract for the OC to LA Transit Connections Study
- Award contract to study multi-modal transportation needs in South Orange County

9

PRESERVE FISCAL SUSTAINABILITY THROUGH PRUDENT FINANCIAL PLANNING

- Administer reimbursements from the Federal Full Funding Grant Agreement for the OC Streetcar
- Successfully draw from the TIFIA loan and from M2 Sales Tax revenue bonds

10

PROMOTE ENVIRONMENTAL STEWARDSHIP & ALTERNATIVE TRANSPORTATION

- Award consultant contract for Safe Routes to School Action Plan
- Approve grant funding allocations for M2, Tier 1 Water Quality program



2019 CEO Initiatives and Action Plan

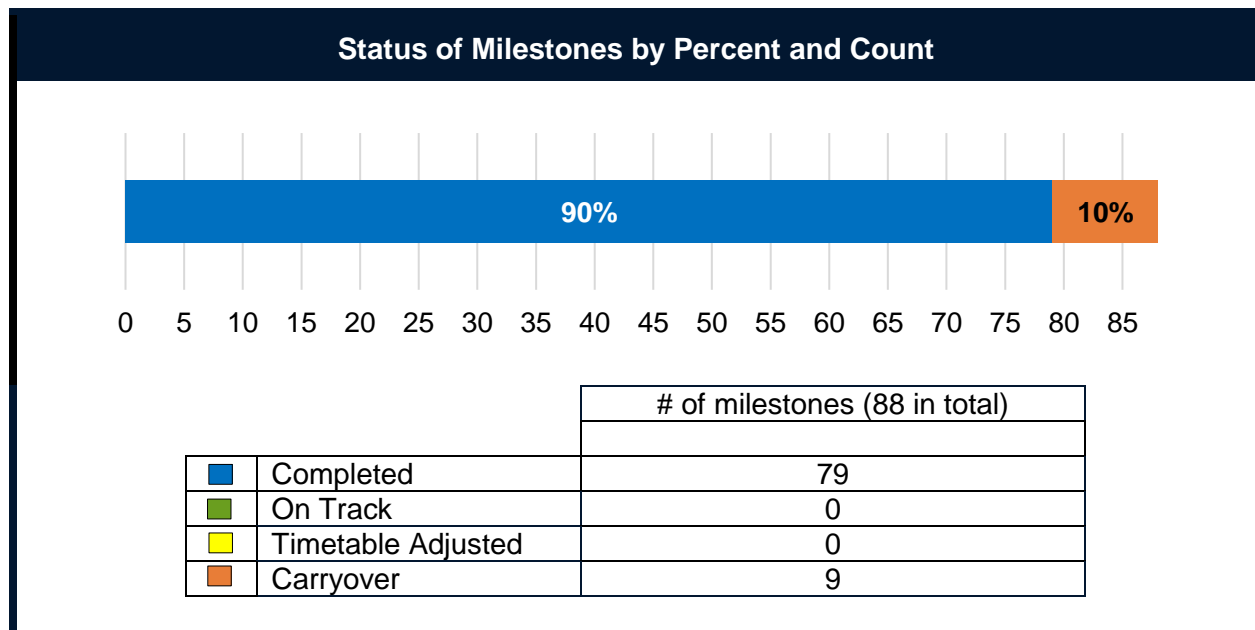
Ten CEO Initiatives

1. Cultivate Organizational Excellence (9 Milestones)
2. Deliver on the Promises of Measure M (12 Milestones)
3. Enhance Safety and Security Measures (7 Milestones)
4. Expand Transit Opportunities (14 Milestones)
5. Implement Major Capital Projects (9 Milestones)
6. Maintain Open Communications with Stakeholders (7 Milestones)
7. Optimize Express and Managed Lanes (4 Milestones)
8. Plan for Future Growth (11 Milestones)
9. Preserve Fiscal Sustainability Through Prudent Financial Planning (9 Milestones)
10. Promote Environmental Stewardship and Alternative Transportation (6 milestones)

2019 CEO Milestone Summary

73 Projects, 88 Milestones

Number of Milestones by Quarter	
Quarter Due	Number
First Quarter	17
Second Quarter	22
Third Quarter	10
Fourth Quarter	39



FIRST QUARTER

17 of 17 completed – 100%

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. 529 Bravo! Service	Milestone: Launch Bravo! service on Beach Boulevard - Q1. Note: 529 Bravo! Service was launched on February 11, 2019 with the February service change.	OPS				
2. 91 Express Lanes. 6C transition	Milestone: Upgrade back-office system to accommodate 6C protocol and rollout new account structure. Provide new 6C transponders to customers - Q1. Note: Lane system installations have been completed for both OCTA and RCTC. Back-office system changes has been completed and new account structure has been rolled out. Notices were sent to customers on December 23, 2019, making 6C transponders available to customers once their account information is updated.	EXEC				
3. Fullerton Transportation Center Revitalization	Milestone: Board award of contract to revitalize the facility - Q1. Note: Contract awarded on May 13, 2019 (timetable adjusted to Q2).	CAP				
4. Bicycle Safety Training Program	Milestone: Award contract for the Bicycle Safety Training Program – Q1. Note: Contract awarded on April 25, 2019. (timetable adjusted to Q2).	PLN				
5. Bus Fleet Outlook Plan	Milestone: Update Outlook Plan and present to ESC – Q1. Note: On March 18, 2019, the plan was presented to ESC.	PLN				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

FIRST QUARTER (Q1) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
6. Hydrogen Fueling Station at Santa Ana Base (Carryover 2017)	Milestone: Commission the hydrogen fueling station - Q1. Note: On December 31, 2019, the hydrogen fueling station was commissioned with operations and maintenance starting on January 1, 2020.	CAP				
7. San Juan Capistrano Rail Passing Siding Project (Carryover 2017)	Milestone: Begin construction - Q1. Note: On January 14, 2019, the Board approved the firm for construction of this project. On March 12, 2019, the Notice to Proceed with construction was issued.	CAP				
8. EZ Wallet Demonstration (Carryover 2018)	Milestone: Initiate a demonstration project of EZ Wallet – Q1. Note: The EZ Wallet demonstration project began on January 14, 2019.	OPS				
9. Emergency Management Functional Exercise	Milestone: Exercise the Emergency Operation Plan and report results to ESC in Q1. Note: On January 30, 2019, Security and Emergency Preparedness conducted an enhanced table-top exercise. The exercise was a success and the after-action report was delivered to ESC in March 2019.	EXEC				
10. Employee Rotation Pilot Program	Milestone: Launch the Employee Rotation Pilot Program - Q1. Note: The Employee Rotation Program was launched in Q1. ESC has been updated twice and the program is in its second rotation.	HROD				
11. Facility Security Camera System	Milestone: Complete security camera installation at Santa Ana and Garden Grove Bus Bases - Q1. Note: Installation of the security cameras have been completed. Inspection and closeout are being completed.	CAP				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

FIRST QUARTER (Q1) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
12. Federal Obligation Authority Plan	Milestone: Present to the Board the Federal Obligation Authority Plan – Q1. Note: On January 14, 2019, the Board received the federal fiscal year 2018-19 Obligation Authority Plan.	PLN				
13. I-5, SR-55 to SR-57	Milestone: Begin construction - Q1, 2019. Note: In February 2019, construction of this project began. On April 8, 2019, the Board received an update on the project.	CAP				
14. OC Streetcar	Milestone: Administer reimbursement from Federal Full Funding Grant Agreement grant funding - Q1. Note: In Q1, 2019, OCTA administered reimbursement of \$8.3 million from the Federal Full Funding Grant Agreement for the OC Streetcar, which represents the first draws on the FFGA for the project.	F&A				
15. Orange Transportation Center Metrolink Parking Structure	Milestone: Complete construction (addition of 608 parking spaces) - Q1. Note: Project construction is complete and open to the public. Closeout efforts are underway.	CAP				
16. Safe Routes to School Action Plan	Milestone: Board approval of consultant selection for Safe Routes to School Action Plan – Q1. Note: On March 11, 2019, the Board approved the consultant selection for this project.	PLN				
17. SR-57 NB – Orangewood to Katella	Milestone: Complete environmental - Q1. Note: On March 29, 2019, the federal environmental approval and the project report for the NB SR-57 improvements from Orangewood Avenue to Katella Avenue were signed by Caltrans.	CAP				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

SECOND QUARTER (Q2)

22 of 22 completed – 100%

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. 2019 – 20 Budget Adoption	Milestone: Board adoption of the OCTA FY 2019 - 20 Budget - Q2. Note: June 10, 2019 – approved by the Board.	F&A				
2. 91 Express Lanes. Customer Service Center Relocation	Milestone: Begin operations of new customer service center - Q2. Note: January 14, 2019 - Board authorized additional funding for the 91 Express Lanes customer service center. March 11, 2019 - 91 Express Lanes customer service center relocation (completed in Q1) grand opening.	EXEC				
3. BCIP (OC)	Milestone: Board approval of projects from the 2019 call for projects - Q2. Note: June 10, 2019 – approved by the Board.	PLN				
4. 91 Express Lanes. Back-Office System (Carryover 2017)	Milestone: Board approval to release the RFP for back-office system, customer service and traffic operations staffing in Q2. Note: April 22, 2019 - Board approved the release of RFP for back-office system and customer service center operations services.	EXEC				
5. Hydrogen Fuel Cell Buses (Carryover 2018)	Milestone: Final receipt of 9 Hydrogen Fuel Cell Buses - Q2. Note: June 2019 - All nine H2 buses have been delivered.	OPS				
6. I-5, SR-73 to El Toro Road (Carryover 2018)	Milestone: Complete 100% Design (Segment 3 - Alicia Parkway to El Toro Road) - Q2. Note: 100% design completed in Q2. September 9, 2019 – release of CM RFP scheduled to Board.	CAP				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

SECOND QUARTER (Q2) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
7. I-5, I-405 to SR-55 (Carryover 2018)	Milestone: Submit final environmental document to Caltrans for approval - Q2. Note: May 13, 2019 - draft final environmental document submitted to Caltrans. Final approval anticipated in late 2019.	CAP				
8. I-5, SR-73 to El Toro Road (Carryover 2018)	Milestone: Caltrans award of construction contract (Segment 1 – SR-73 to Oso Parkway) - Q2. Note: July 30, 2019 - advertise project. December 20, 2019 – Construction contract awarded.	CAP				
9. Coach Operator Recruitment (COrE)	Milestone: Increase the number of new certified coach operators by 10% from 36 in FY 2018-19 to 40 in FY 2019-20. Report to ESC - Q2. Note: April 29, 2019 - COrE was delivered to ESC.	HROD				
10. Emergency Call Towers	Milestone: Install ten emergency call towers at selected transit centers – complete work - Q2. Note: Install of emergency call towers completed in Q1.	OPS	Early Complete			
11. Fare Collection Study	Milestone: Complete Phase I of the Fare Collection Study and present the results to Executive Management for consideration of moving to Phase II of the study - Q2. Note: Phase I completed in March. Consideration of moving to Phase II of study presented in July 2019.	F&A				
12. I-5, SR-73 to El Toro Road	Milestone: Begin construction of the I-5, Oso Parkway to Alicia Parkway (Segment 2) - Q2. Note: April 5, 2019 - Construction contract approved by Caltrans. May 29, 2019 - construction began (first working day).	CAP				
13. M2 Triennial Performance Assessment	Milestone: Present to Board the results of the M2 Triennial Performance Assessment – Q2. Note: March 11, 2019 - Board received the results of M2 Triennial performance assessment and directed staff to implement an action plan in response to findings (staff will track and follow-up with the Board by end of calendar year).	PLN	Early Complete			
14. Near-Zero-Emission Engines	Milestone: Install near-zero-emission engines on prototype articulated buses – complete install - Q2. Note: Installation of near zero emissions has been completed.	OPS				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

SECOND QUARTER (Q2) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
15. OC Flex	Milestone: Update Board on the OC Flex demo - Q2. Note: The Board approved one-year pilot and directed staff to report back. May 24, 2019 - Presented Micro-Transit Pilot Program six-month review.	OPS				
16. OC to LA Transit Connections Study	Milestone: Award consultant contract for the OC to LA Transit Connections Study – Q2. Note: Procurement was completed in June.	PLN				
17. Personnel and Salary Resolution	Milestone: Board approval of the personnel and salary resolution - Q2. Note: June 10, 2019 - approved by the Board.	HROD				
18. Safe Transit Stops, Project W	Milestone: Board approval of funding recommendations for the Project W Safe Transit Stops Program – Q2. Note: June 24, 2019 - Project W Safe Transit Stops - 2019 Programming Recommendations.	PLN				
19. SR-55, I-405 to I-5	Milestone: Start ROW acquisition - Q2. Note: March 11, 2019 - Board received an update on this project. June 2019 – ROW acquisition process has begun.	CAP				
20. SR-91 Implementation Plan	Milestone: Present for Board approval the SR-91 Implementation Plan – Q2. Note: July 8, 2019 - SR-91 Implementation Plan to Board (timetable adjusted to Q3 to allow time for coordination).	PLN				
21. State Triennial Review	Milestone: Obtain required State Triennial Review of OCTA, as the regional transportation planning entity, and OCTD, as the transit operator. Present results to the Board – Q2. Note: May 24, 2019 - presented to Board.	EXEC				
22. Streets and Roads	Milestone: Board approval of RCP (Project O) and RTSSP (Project P) funds for projects – Q2. Note: June 10, 2019 - Project O and Project P call for programming recommendations approved by the Board.	PLN				

ON TRACK	COMPLETED	TIMETABLE ADJUSTED	CARRYOVER	AT RISK	BOARD INITIATIVE
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THIRD QUARTER (Q3)

7 of 10 completed – 70%

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Beach Blvd Corridor Study	Milestone: Develop conceptual alternatives with the corridor cities. Present alternatives to the Board in Q3. Note: September 9, 2019 – presented to Board.	PLN				
2. Credit Ratings	Milestone: Conduct annual rating agency trip - Q3. Note: September 18-20, 2019 – annual rating agency trip occurred.	F&A				
3. Facility Security Camera System	Milestone: Complete security camera installation at contracted bases and OCTA administration building - Q3. Note: June 18, 2019 – executed agreement was issued to the firm to perform video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building. January 31, 2020 – anticipated completion date (carryover to 2020 Q1). Due to additional requests for site walks and coordination with administrative staff, base staff, and the security team, the procurement schedule was modified to accommodate proposers.	CAP				
4. Federal Transportation Act	Milestone: Develop priorities for upcoming Transportation Act consistent with legislative platforms. Present to ESC - Q3. Note: September 30, 2019 – presented to ESC.	EA				
5. Fullerton Park & Ride	Milestone: Present to ESC the final report with recommendations for joint development - Q3. Note: September 24, 2019 – presented to joint development concepts to ESC. This is timetable adjusted to Q4 due to financial analyses that were more complex than anticipated. December 13, 2019 – final report presented at Development Workshop with ESC members.	PLN				
6. iShuttle	Milestone: Complete procurement of iShuttle replacement vehicles - Q3. Note: October 14, 2019 – Board authorized negotiation and purchase of iShuttle replacement vehicles.	OPS				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

THIRD QUARTER (Q3) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
7. OC Managed Lanes Study	Milestone: Award Managed Lanes consultant contract - Q3. Note: May 2019 - contract awarded (early completion).	PLN		Early Complete		
8. SR-91, SR-55 to SR-57	Milestone: Submit final environmental document to Caltrans for approval - Q3. Note: April/May 2020 – anticipated completion and submittal for final environmental document (carryover to 2020 Q2). Delay due to environmental testing required to address ROW issues.	CAP				
9. Transit Security Operations Center	Milestone: Board award of consultant contract for the design of the Transit Security Operations Center - Q3. Note: November 25, 2019 – Board awarded consultant contract Due to difficulty coordinating schedules for internal and external procurement committee members, the evaluation process took additional time that delayed the procurement.	CAP				
10. Treasury Functional Review	Milestone: Complete external review of Treasury functions - Q3. Note: Delay due to Treasury and Public Finance Manager vacancy. Position was filled in Q2. Not enough time to procure a consultant to complete the review this calendar year (carryover to 2020).	F&A				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

FOURTH QUARTER (Q4)

33 of 39 completed – 85%

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Bristol Street Transit Corridor Study	Milestone: Present draft alternatives to Transit Committee – Q4. Note: April 22, 2019 – Board received an update on this study along with an update on the purpose and need. October 10, 2019 – draft alternatives presented to Transit Committee.	PLN				
2. 2019 Employee Engagement Survey	Milestone: Develop and implement the action plan from the 2018 Employee Engagement Survey. Provide ESC with quarterly updates - Q1 - Q4. Note: March 18, 2019, June 17, 2019, September 24, 2019 and December 2, 2019 – presented update to ESC.	HROD				
3. 2020 State Transportation Improvement Program	Milestone: Board approval of the 2020 STIP proposal – Q4. Note: September 23, 2019 – Board approved proposal.	PLN			Early Complete	
4. Anaheim Canyon Metrolink Station Improvements	Milestone: Board award of the construction contract - Q4. Note: Advertisement pushed out to December 2019 due to temporary construction easement needed from adjacent property owner. Q2 2020 – anticipated board award of construction (carryover to 2020).	CAP				
5. Transportation Needs Assessment	Milestone: Present progress report to Board - Q4. Note: December 3, 2019 – progress report was provided as part of the Diversity Outreach Report to the Board.	EA				
6. Placentia Metrolink Rail Station (Carryover 2018)	Milestone: Begin construction in Q4. Note: Construction and Maintenance agreement between BNSF and SCRRA need to be in place prior to advertisement. Q1 2020 – anticipated advertisement. Q2 2020 – anticipated award of construction contract and start of construction (carryover to 2020).	CAP				
7. Coach Operator Safety	Milestone: Conduct a pilot program to evaluate if the use of safety awareness monitors and operator barriers improve coach operator safety. Report results to ESC - Q4. Note: Monitors and barriers have been installed on buses; testing continues. December 16, 2019 – presented to ESC.	OPS				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

FOURTH QUARTER (Q4) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
8. Collective Bargaining Agreement	Milestone: Board approval of the maintenance collective bargaining agreement between OCTA and Teamsters Union - Q4. Note: Board approved agreement on October 14, 2019.	HROD				
9. College Pass Program	Milestone: Expand the college pass partnership program through outreach with local colleges/universities. Q1 – Q4. Note: College Pass Program expanded to include Goldenwest College and Fullerton College.	EA				
10. Communications and Public Outreach	Milestone: Conduct ongoing outreach programs to support capital projects and planning studies. Q1-Q4. Note: Ongoing outreach efforts for Beach Boulevard Corridor Study, Bristol Street Corridor Study, I-5 (SR-73 to El Toro Road), I-5 (SR-55 to SR-57) and I-405 (SR-73 to I-605).	EA				
11. Comprehensive Annual Financial Report	Milestone: Present to the Board an unmodified opinion from the external auditors and present the annual financial statements - Q4. Note: November 25, 2019 - presented to Board.	F&A				
12. Congestion Management Program	Milestone: Board adoption of the 2019 Congestion Management Program Report – Q4. Note: November 25, 2019 – Board adopted the OC Congestion Management Program.	PLN				
13. Crisis Communication Training	Milestone: Conduct a tabletop exercise for the Crisis Communications team and make any necessary updates or revisions to the Crisis Communications Plan – Q4. Note: December 12, 2019 – exercise conducted.	EXEC				
14. Data Center Relocation	Milestone: Relocate the data center out of state - Q4. Note: December 2019 – the data center is out of state and is up and running.	F&A				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

FOURTH QUARTER (Q4) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
15. Environmental Programs, Project X	Milestone: Board approval of grant funding allocations for M2, Tier 1 Water Quality Program – Q4. Note: March 11, 2019 - the Board authorized the issuance of the 2019 Environmental Cleanup Program Tier 1 call. September 9, 2019 – Board approval of programming recommendation.	PLN			Early Complete	
16. I-405 Improvement Project	Milestone: Initiate bridge reconstruction • Harbor Boulevard undercrossing widening - Q1 • Fairview Road - Q1 • Harbor On-Ramp Bridge - Q1 • Bolsa Avenue OC - Q1 • Heil Avenue pedestrian overcrossing - Q2 • Talbert Avenue - Q3 • Bushard Street - Q3 • Westminster - Q3 Note: Slater Bridge was the first bridge to open on August 29, 2019.	CAP				
17. I-405 Improvement Project	Milestone: Successfully draw on the TIFIA loan, M2 sales tax revenue bonds - Q4. Note: OCTA has successfully received two TIFIA loan disbursements to date and issued M2 sales tax revenue bonds on February 26, 2019 ensuring OCTA has the financial capacity in place to successfully deliver the I-405 Improvement Project as scheduled.	F&A				
18. I-405 Improvement Project	Milestone: Completion of ROW phase. (Report possession of property by quarter). Completion - Q4. Note: March 25, 2019 – Resolutions of Necessity April 8, 2019 – Project Update May 13, 2019 – Resolutions of Necessity June 10, 2019 – Resolutions of Necessity September 9, 2019 – Project Update A resolution of necessity for the final remaining property (of 288 properties) is planned to go to the Board on December 9, 2019. Possession of 287 properties is anticipated by the end of the calendar year.	CAP				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

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BOARD
INITIATIVE

FOURTH QUARTER (Q4) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
19. I-5, El Toro Interchange	Milestone: Support Caltrans' efforts to complete environmental - Q4. Note: OCTA has and continues to support Caltrans' efforts to complete environmental.	CAP				
20. I-5, SR-73 to El Toro Road	Milestone: Begin construction of the I-5, SR-73 to Oso Parkway (Segment 1) - Q4. Note: Project advertised in August 2019. Bid opening is scheduled for October 15, 2019, with construction contract award anticipated in December, and beginning of construction to start in Q1 2020.	CAP				
21. Legislative Forums	Milestone: Conduct local legislative forums quarterly and present results to ESC. Q1- Q4. Note: October 21, 2019 – presented to ESC.	EA				
22. Legislative Platforms	Milestone: Board approval of 2020 State and Federal Legislative Platforms – Q4. Note: November 25, 2019 – Board adopted the 2020 State and Federal Legislative Platforms.	EA				
23. Light Duty Program	Milestone: Implement a light duty pilot program by Q4. Present program policies to ESC - Q4. Note: October 21, 2019 – presented Transitional Work Program pilot to ESC.	HROD				
24. M2 Environmental Programs	Milestone: Present to the Board biannual progress reports. Q2 - Q4. Note: August 12, 2019 and December 9, 2019 – presented to the Board.	PLN				
25. Management Development Academy	Milestone: Conduct the Management Development Academy and present the participants to the Board - Q4. Note: November 11, 2019 – presented graduates to Board.	HROD				
26. Marketing	Milestone: Conduct ongoing campaigns to promote bus, rail, OC Flex, rideshare, and vanpool services and support bus service changes. Q1-Q4. Note: Q1 - launched a multifaceted, multilingual marketing campaign to promote ridership on the new Bravo! 529. Promoted weekend group ridership for OC Flex. May 24, 2019 - I-5 south agreement for public outreach services.	EA				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

FOURTH QUARTER (Q4) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
27. OC Bus 360° Biannual Progress Reports	Milestone: OC Bus 360° biannual progress reports. Q2 - Q4. Note: Board received OC Bus 360° update on April 22, 2019 and October 14, 2019.	PLN				
28. OC Flex	Milestone: Upon completion of the one-year micro-transit pilot program, evaluate the program against established performance measures and report results to ESC - Q4. Note: Currently tracking Performance Metrics (month-to-month). October 2019 – pilot period ends. December 16, 2019 – presented to ESC.	OPS				
29. OC Streetcar	Milestone: Board award of Operations and Maintenance contract – Q4. Note: March 2020 – anticipated Board award of operations and maintenance (carryover to 2020). Award of operations and maintenance contract adjusted to be consistent with construction schedule and NTP for when the contractor is needed.	OPS				
30. OC Streetcar	Milestone: Siemens to initiate production of first S-70 vehicle - Q4. Note: September 2019 – Siemens initiated production of first S-70 vehicle.	OPS			Early Complete	
31. OC Streetcar	Milestone: Report on status of construction to meet March 2022 service startup date. Q1 - Q4. Note: March 25, 2019, July 22, 2019 and November 25, 2019 – OC Streetcar quarterly update provided to the Board.	CAP				
32. OCTA Innovation	Milestone: Biannual reports to the Board. Q2 and Q4. Note: May 24, 2019 and November 25, 2019 – Innovation Board updates provided.	PLN				
33. Orange County Rail Maintenance Facility	Milestone: Begin environmental and preliminary design - Q4. Note: May 13, 2019 – RFP released. The cost proposal came in much higher than anticipated. Also, the selected consultant is new to OCTA contracting so is having a difficult time complying with our cost proposal requirements. Q1 2020 – anticipated start of environmental and preliminary design.	CAP				
ON TRACK	COMPLETED	TIMETABLE ADJUSTED	CARRYOVER	AT RISK	BOARD INITIATIVE	

FOURTH QUARTER (Q4) CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
34. Planning Activities	Milestone: Present to the Board biannual reports on regional planning activities, including the 2020 Regional Transportation Plan. Q2 - Q4. Note: Regional planning update provided on March 11, 2019 and September 23, 2019.	PLN			Early Complete	
35. Safety Management System	Milestone: Update the Board on the SMS and to ESC on the related Public Transportation Agency Safety Plan. Note: November 11, 2019 – presented an update the Board.	HROD				
36. San Juan Creek Bridge	Milestone: Develop funding plan - Q4. Note: FTA Program of Projects approved by the Board on October 14, 2019.	CAP				
37. South Orange County Multimodal Study	Milestone: Board award contract to study multimodal transportation needs in southern Orange County - Q4. Note: August 12, 2019 – contract awarded.	PLN			Early Complete	
38. SR-91 Corridor Projects	Milestone: Develop SOW of short, medium- and long-term work for the SR-91 mainline improvements in conjunction with RCTC – Q4. Note: September 13, 2019 - Draft SOW completed and reviewed by RCTC.	PLN			Early Complete	
39. Succession Planning	Milestone: Complete a talent assessment of all administrative employees to guide the employee's career path, next role, and the employee's development plan and present to ESC - Q2 - Q4. Note: June 17, 2019 and December 2, 2019 – presented update to ESC.	HROD				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

Acronyms

BCIP – Bicycle Corridor Improvement Program	OPS - Operations
BNSF – Burlington Northern Santa Fe	OCTA – Orange County Transportation Authority
Board – Board of Directors	OCTD – Orange County Transit District
Caltrans – California Department of Transportation	PLN – Planning
CAP – Capital Programs	Q1 – First Quarter
CEO – Chief Executive Officer	Q2 – Second Quarter
CM – Construction Management	Q3 – Third Quarter
Call – Call for projects	Q4 – Fourth Quarter
EA – External Affairs	RCTC – Riverside County Transportation Commission
ESC – Executive Steering Committee	RCP – Regional Capacity Program
EXEC – Executive Office	RFP – Request for Proposals
F&A – Finance and Administration	ROW – Right-of-Way
H2 - Hydrogen	RTSSP – Regional Transportation Signal Synchronization Program
HROD – Human Resources and Organizational Development	SCRRA – Southern California Regional Rail Authority
FTA – Federal Transit Administration	SMS – Safety Management System
FY – Fiscal Year	SR-55 – State Route 55
I-5 – Interstate 5	SR-57 – State Route 57
I-405 – Interstate 405	SR-73 – State Route 73
I-605 – Interstate 605	SR-91 – State Route 91
L&C – Legislative & Communication Committee	SOW – Scope of Work
M2 – Measure M2	STIP – State Transportation Improvement Program
NB - Northbound	TIFIA – Transportation Infrastructure Finance and Innovation Act
NTP – Notice to Proceed	

BOARD STRATEGIC INITIATIVES 2019

1

DELIVER CAPITAL PROJECTS

- Continue reconstruction of I-405 bridges
- Begin I-5 construction between El Toro Road and SR-73
- Improve Anaheim Canyon Station

2

CHAMPION FISCAL RESPONSIBILITY

- Set priorities for 2020 State Transportation Improvement Program funds
- Award Measure M grants to improve local streets, synchronize signals and enhance water quality
- Support State and Federal Legislation in support of funding for transportation

3

DEVELOP STATE-OF-THE-ART REGIONAL TRANSPORTATION PLANS

- Prepare initial set of transit alternatives along the Bristol Street Corridor
- Initiate work on the South Orange County multimodal transportation plan
- Deliver Board updates on Measure M environmental programs, and innovative transportation strategies and technologies

4

STRENGTHEN REGIONAL PARTNERSHIPS

- Update the SR- 91 Implementation Plan with Riverside County Transportation Commission
- Work with LA Metro on intercounty transit connections study
- Collaborate with Caltrans on freeway improvements

5

IMPLEMENT OC BUS 360° VISION AND OFFER MODERN TRANSIT SOLUTIONS

- Launch Bravo! 529 service
- Award the OC Streetcar operations and maintenance contract
- Deploy hydrogen fuel cell buses

6

REINFORCE A CULTURE OF SAFETY

- Monitor pilot programs to enhance coach operator safety
- Ensure safety of the traveling public and employees through development of the Safety Management System
- Reinforce Safety value with ongoing employee training