



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, June 14, 2021 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 Orange County Transportation Authority (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 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.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above referenced Executive Orders.



BOARD AGENDA

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

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to ClerkOffice@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Invocation

Director Hennessey

Pledge of Allegiance

Director Sarmiento



BOARD AGENDA

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Public Hearing on Orange County Transportation Authority's Fiscal Year 2021-22 Budget and Personnel and Salary Resolution

Victor Velasquez/Andrew Oftelie

Overview

The Orange County Transportation Authority Fiscal Year 2021-22 Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The Board of Directors may approve the fiscal year 2021-22 budget following the public hearing to be held at the Board of Directors' meeting on June 14, 2021, at the following Board of Directors' meeting on June 28, 2021, or in a special meeting convened at their discretion, on or before June 30, 2021. The Board of Directors are also asked to approve changes to the Personnel and Salary Resolution as part of the budget approval process.

Recommendations

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2021-22 Budget.
- B. Approve the Personnel and Salary Resolution for fiscal year 2021-22.
- C. Authorize the Chief Executive Officer or his designee to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements.
- D. Approve fiscal year 2021-22 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority, operating subsidy, in an amount up to \$39,152,549, including authorization of federal supplemental funding, in an amount up to \$39,152,549, to be drawn down directly by the Southern California Regional Rail Authority. In addition, approve the capital and rehabilitation expenditure budget contingent upon all member agencies approval of their respective capital and rehabilitation budgets. Orange County Transportation Authority portion of the costs for capital is \$118,800 and \$15,047,906, for rehabilitation.



BOARD AGENDA**Consent Calendar (Items 2 through 26)**

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**2. Approval of Minutes**

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of May 24, 2021.

3. Communications by Independent Financial Statement Auditor
Janet Sutter**Overview**

Crowe LLP, the independent financial statement auditor of the Orange County Transportation Authority, is in the process of conducting the fiscal year 2020-21 audit. In connection with the audit, Crowe LLP is communicating the planned scope and timing of the audit, as well as soliciting input on any matters of which the Board of Directors or the Finance and Administration Committee has knowledge of that may have a material bearing on the Orange County Transportation Authority's financial statements for the year ended June 30, 2021.

Recommendation

Receive and file as an information item.



BOARD AGENDA

4. Coronavirus Update Darrell E. Johnson

Overview

The Orange County Transportation Authority continues to take proactive measures in response to the impacts of the coronavirus pandemic in relation to transportation services, programs, and projects. The response efforts are centered around agency core values, helping to ensure the health and safety of the public and employees while continuing to provide essential transportation services and deliver critical infrastructure improvements. An overview and update on these efforts is presented.

Recommendation

Receive and file as an information item.

5. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department Katrina L. Faulkner/Jennifer L. Bergener

Overview

The Orange County Transportation Authority contracts with the County of Orange, Orange County Sheriff's Department to provide Transit Police Services. On July 13, 2020, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide these services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2021-22.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$11,133,059, for Transit Police Services, effective July 1, 2021 through June 30, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$21,739,395.



BOARD AGENDA

6. Agreement for System Security Program Review and Update

Katrina L. Faulkner/Jennifer L. Bergener

Overview

Consultant support services are necessary to provide subject matter expertise and technical support for the review and update of the Security Program for the Orange County Transportation Authority. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

- A. Approve the selection of ADS System Safety Consulting, LLC, as the firm to provide consulting services to review and update the Security Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2729 between the Orange County Transportation Authority and ADS System Safety Consulting, LLC in the amount of \$345,692 to provide consulting services to review and update the current security program.

7. 91 Express Lanes Update for the Period Ending - March 31, 2021

Kirk Avila

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since that time, traffic volumes and toll revenues have fluctuated with the changes in the economy, additional capacity added to the State Route 91 corridor, and the recent coronavirus pandemic. Over the last quarter, there were approximately 3.6 million trips taken on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending March 31, 2021.

Recommendation

Receive and file as an information item.



BOARD AGENDA

8. Orange County Transportation Authority Investment and Debt Programs Report - April 2021

Robert Davis/Andrew Oftelie

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending April 30, 2021.

Recommendation

Receive and file as an information item.

9. Annual Update to Investment Policy

Robert Davis/Andrew Oftelie

Overview

The Treasurer is presenting the Orange County Transportation Authority's Proposed Fiscal Year 2021-22 Investment Policy. As recommended under California Government Code Section 53646(a)(2), the Orange County Transportation Authority is submitting its proposed investment policy to be reviewed at a public meeting. Furthermore, the governing body of a local agency is required to annually renew the delegation of authority for the Treasurer to invest, reinvest, purchase, exchange, sell, or manage public funds for a period of one year.

Recommendations

- A. Adopt the Fiscal Year 2021-22 Investment Policy July 1, 2021.
- B. Authorize the Treasurer, Chief Financial Officer Andrew Oftelie, to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2021-22.



BOARD AGENDA

10. Federal Transit Administration Program of Projects for Federal Fiscal Year 2020-21, Federal Coronavirus, Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Transit Funding

Heidi Busslinger/Kia Mortazavi

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2020-21 program, including amendments to prior programs, is presented for Board of Directors' review and approval. Also included are recommendations for the use of federal transit funding being provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and the American Rescue Plan Act of 2021.

Recommendations

- A. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Program of projects, including federal and local funds, and the use of match credit for projects included in this report.
- B. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
- C. Authorize the acceptance and use of \$1.207 million in Federal Transit Administration Section 5339 Bus and Bus Facilities Competitive Program funds and \$0.386 million of local match funds for rehabilitation and renovation projects at the Orange County Transportation Authority bus facilities.
- D. Authorize the use of \$43.489 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Public Law 116-260) funds and \$186.658 million in American Rescue Plan Act of 2021 (Public Law 117-2) funds for bus and rail operating expenses.



BOARD AGENDA

10. (Continued)

- E. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- F. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications required for the recommendations above to the Federal Transit Administration.
- G. 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.

11. Draft 2021 State Route 91 Implementation Plan

Alison Army/Kia Mortazavi

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2021 State Route 91 Implementation Plan is provided for information purposes.

Recommendation

Receive and file as an information item.



BOARD AGENDA

12. Consultant Selection for the Freeway Chokepoint Improvement Study
Stephanie Chhan/Kia Mortazavi

Overview

The Orange County Transportation Authority is retaining a consultant to conduct an 18-month study to identify freeway chokepoints remaining in Orange County after the implementation of the Measure M2 Freeway Program and to develop improvement strategies. Board of Directors' approval for the selection of a firm to perform the required work is requested.

Recommendations

- A. Approve the selection of Kittelson and Associates, Inc., as the firm to provide consulting services to conduct the Freeway Chokepoint Improvement Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3346 between the Orange County Transportation Authority and Kittelson and Associates, Inc., in the amount of \$297,337, to provide consulting services to conduct the Freeway Chokepoint Improvement Study.

13. Programming Recommendations for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and Mid-Cycle State Transportation Improvement Program
Ben Ku/Kia Mortazavi

Overview

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021, signed into law on December 27, 2020, appropriated funding for transportation infrastructure and programs to mitigate revenue loss due to the coronavirus pandemic. Based on state guidelines, these funds will flow through the mid-cycle process for the State Transportation Improvement Program. Programming recommendations are presented for the Board of Directors' consideration and approval.



BOARD AGENDA**13. (Continued)****Recommendations**

- A. Approve the 2021 mid-cycle State Transportation Improvement Program submittal to program Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for the following:
- \$800,000 for the State Route 74 Ortega Highway Improvement Project, and
 - \$588,506 for planning, programming, and monitoring.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

14. Active Transportation Program Biannual Update

Peter Sotherland/Kia Mortazavi

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

Recommendation

Receive and file as an information item.



BOARD AGENDA

15. Transportation Control Measures - Substitute Program of Projects
Anup Kulkarni/Kia Mortazavi

Overview

The Orange County Transportation Authority, the Transportation Corridor Agencies, and the County of Orange have made project delivery commitments to specific projects that fulfill short-term air quality conformity requirements. Based on air quality regulations, these previously planned projects, known as transportation control measures, must be implemented by December 2022 and December 2023. If not, substitute projects with an equivalent air quality benefit must be delivered in a similar timeframe. Due to project delays, a substitute program of projects is recommended to move forward for implementation. Recommendations are presented to initiate the substitution process with the Southern California Association of Governments, and authorization to negotiate and execute a cooperative agreement with the Transportation Corridor Agencies for toll road improvements within the existing toll facility rights-of-way.

Recommendations

- A. Direct staff to work with the Southern California Association of Governments to replace the previously planned projects in the Federal Transportation Improvement Program with the substitute program of projects included in this report.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a cooperative agreement with the Transportation Corridor Agencies for improvements on existing toll facilities.



BOARD AGENDA

Orange County Transit District Consent Calendar Matters

16. Department of Motor Vehicles Employer Pull Notice Program Serena Ng/Janet Sutter

Overview

The Internal Audit Department of the Orange County Transportation Authority has completed an audit of the Department of Motor Vehicles Employer Pull Notice Program. Based on the audit, controls are in place to ensure compliance with regulatory requirements and policies and procedures; however, recommendations are being made to enhance review controls and documentation, to update policy and job descriptions to reflect current requirements, and to consistently and timely perform monitoring activities.

Recommendation

Direct staff to implement three recommendations provided in Department of Motor Vehicles Employer Pull Notice Program, Internal Audit Report No. 21-508.

17. Award of Agreement for the Purchase of Battery Chargers for 40-Foot Plug-In Battery-Electric Buses Dayle Withers/Jennifer L. Bergener

Overview

The Orange County Transportation Authority Board of Directors approved the purchase of ten battery-electric buses for use as a pilot for operation of OC Bus fixed-route service. Charging the buses will require a combination of electrical infrastructure provided by Southern California Edison through the Charge Ready Transport Program and battery chargers secured through a separate procurement. Staff is requesting Board of Directors' approval to award an agreement for battery chargers necessary to support the battery-electric bus pilot.



BOARD AGENDA

17. (Continued)

Recommendations

- A. Find La Marche Manufacturing Co. and Siemens Industry Inc., the apparent low bidders, as non-responsive for failure to bid on approved equipment that meets the technical specifications as identified in the invitations for bid.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2731 between the Orange County Transportation Authority and One Source Distributors, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in battery-electric buses.

18. Amendment to Agreement for 40-Foot Compressed Natural Gas-Powered Buses

Dayle Withers/Jennifer L. Bergener

Overview

On October 12, 2020, the Orange County Transportation Authority Board of Directors approved the selection of GILLIG LLC, as the firm to provide up to 165, 40-foot compressed natural gas-powered buses, with an option to purchase up to 134 additional buses. Bus configuration changes have been identified through the ongoing design review process and an amendment is necessary to incorporate these changes.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.



BOARD AGENDA

19. Amendment to the Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service

Eileen Bruggeman/Jennifer L. Bergener

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route, Stationlink, and express bus services. The initial term of the agreement expired on May 31, 2019. The first option term was exercised in 2019 and expired May 31, 2021. To ensure continuity of these services, until this item could be finalized and brought before the Board of Directors, an administrative amendment was executed to extend the agreement through June 30, 2021. At this time, staff seeks Board of Directors' approval to exercise the second and final, two-year option term and apply revised rates for the option term through June 10, 2023.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$69,714,520, to exercise the second two-year option term to provide contracted fixed-route services through May 31, 2023, with adjustment of the end date to June 10, 2023, and permit reimbursement of First Transit, Inc. expenses related to maintaining a state of readiness and eligible for federal funding at amounts not to exceed \$5,000,000 for the first and \$3,000,000 for the second year of the option term, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.



BOARD AGENDA

- 20. Joint Agreement with the County of Orange for the Operation, Maintenance, and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System**
Timothy W. Beseau/Jennifer L. Bergener

Overview

On December 13, 2004, the Board of Directors approved a joint agreement with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System. The Orange County Transportation Authority utilizes both the Countywide Coordinated Communications System and its own Intelligent Transit Management System to provide an integrated, robust, and redundant communication network with interoperable connectivity to the Orange County Sheriff's Department, Transit Police Services, and other County emergency management agencies. The Countywide Coordinated Communications System Governance Committee and County of Orange have developed a new agreement for continued membership.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3535 between the Orange County Transportation Authority and the County of Orange, in the amount of \$90,315, to share in the cost of the operation, maintenance, and repair of the Orange County Transportation Authority equipment used on the system, equipment replacement, and financial management of the Countywide Coordinated Communications System for fiscal year 2021-22. Amendments for each subsequent fiscal year budget will be brought forth to the Board of Directors for consideration on an annual basis.



BOARD AGENDA**21. Amendments to Cooperative Agreements with Special Agencies for the Provision of Transportation Services**

Joanne Jacobsen/Jennifer L. Bergener

Overview

The Orange County Transportation Authority contracts with six special agencies to assist in providing and managing the demand for OC ACCESS service. On October 22, 2018, the Board of Directors approved five-year cooperative agreements with six special agencies to provide this service. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations. Board of Directors' approval is requested to amend the cooperative agreements with five special agencies for the provision of transportation services.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No C-8-1917 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,302,621 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1918 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,343,599 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.



BOARD AGENDA**21. (Continued)**

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1919 between the Orange County Transportation Authority and Alzheimer's Orange County for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$566,323, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1920 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,362,793, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1921 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services and to adjust the per trip rate to \$16.18, and the Regional Center of Orange County pass-through per trip rate to \$6.18, for continued services effective July 1, 2021 through June 30, 2022. This increase in rate will not change the contract maximum obligation of \$3,111,668, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.



BOARD AGENDA

Orange County Local Transportation Authority Consent Calendar Matters

22. Measure M2 Quarterly Progress Report for the Period of January 2021 Through March 2021

Francesca Ching/Kia Mortazavi

Overview

Staff has prepared the Measure M2 quarterly progress report for the third quarter of fiscal year 2020-21, covering January 2021 through March 2021, as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

23. Measure M2 Environmental Mitigation Program Update

Lesley Hill/Kia Mortazavi

Overview

Measure M2 includes a program to deliver comprehensive mitigation for specific environmental impacts of 13 freeway projects in exchange for streamlined project approvals from the state and federal Resource Agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A biannual status report of the Environmental Mitigation Program is presented.

Recommendation

Receive and file as an information item.



BOARD AGENDA**24. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2021**

Charvalen Alacar/Kia Mortazavi

Overview

The Orange County Transportation Authority recently completed the March 2021 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments and a proposed Comprehensive Transportation Funding Programs Guidelines exception are presented for review and approval.

Recommendations

- A. Approve requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share, and Senior Mobility Program funds.
- B. Due to the impacts of the coronavirus, approve an exception to the Comprehensive Transportation Funding Programs Guidelines for Environmental Cleanup Program Tier I projects in order for project award delays to be granted.

25. Measure M2 Eligibility Review Recommendations for Fiscal Year 2019-20 Expenditure Reports

Kelsey Imler/Kia Mortazavi

Overview

The Measure M2 Ordinance requires that all Orange County local jurisdictions annually satisfy eligibility requirements to receive Measure M2 net revenues. As part of this requirement, fiscal year 2019-20 expenditure reports and resolutions were submitted by the local jurisdictions. In April 2020, the Taxpayer Oversight Committee affirmed that all expenditure reports were received and reviewed consistent with Measure M2 requirements. Board of Directors' approval is requested to find all Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.



BOARD AGENDA

25. (Continued)

Recommendation

Approve all 35 Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

26. Regional Traffic Signal Synchronization Program Update

Alicia Yang/Kia Mortazavi

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

27. Authorize the Issuance of Bond Anticipation Notes as a Short-Term Interim Financing to Support the Construction of the Interstate 405 Improvement Project and Selection of Underwriting Team

Robert Davis/Andrew Oftelie

Overview

This item requests authorizations required for the issuance of Bond Anticipation Notes to support the construction of the Interstate 405 Improvement Project and achieve interest cost savings. If a financing is approved, the selection of an underwriting team is recommended.



BOARD AGENDA

27. (Continued)

Recommendations

- A. Authorize the issuance of Bond Anticipation Notes as a short-term interim financing to support the construction of the Interstate 405 Improvement Project.
- B. Authorize staff to utilize a third-party bridge loan pending issuance of the Bond Anticipation Notes if to do so will generate additional savings over using cash to repay the 2017 Transportation Infrastructure Finance and Innovation Act Loan.
- C. Authorize the selection of Bank of America Securities, Barclays Capital, Inc., Citigroup Global Markets, Inc., and Wells Fargo Securities, from the Orange County Transportation Authority's underwriting pool, to assist with the issuance.
- D. Authorize the selection of Bank of America Securities and Barclays Capital, Inc., from the Orange County Transportation Authority's underwriting pool, to serve as the senior manager and co-senior manager, respectively, for the issuance.
- E. Direct staff to return to the Board of Directors for approval of the financing documents required to execute the closing of the transaction.

Orange County Local Transportation Authority Regular Calendar Matters

28. Establishment of Interstate 405 Improvement Project Custody Subaccounts

Robert Davis/Andrew Oftelie

Overview

The 2017 Transportation Infrastructure Finance and Innovation Act loan for the Interstate 405 Improvement Project required the Orange County Local Transportation Authority to secure a line of credit to show committed local funds to the project. Rather than continuing the use of a line of credit to show committed local funds to the project, staff is proposing to set aside \$500 million of Measure M2 funds to show committed local funds, which could save the agency approximately \$3.4 million over the next two years.



BOARD AGENDA**28. (Continued)****Recommendations**

- A. Approve by resolution authorizing the establishment of a subaccount to be used solely to pay for the Interstate 405 Improvement Project.
- B. Approve the establishment of one or more Interstate 405 Improvement Project custody subaccounts.
- C. Approve the use of \$500 million of Measure M2 funds to fund the Interstate 405 Improvement Project custody subaccounts no later than June 28, 2021.
- D. Restrict withdrawals from the Interstate 405 Improvement Project custody subaccounts to be made solely for Interstate 405 Improvement Project construction costs.

29. Amendment to Agreement for the Design of the OC Streetcar Project
Ross Lew/James G. Beil**Overview**

On September 14, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with HNTB Corporation for preparation of plans, specifications, and estimates for the OC Streetcar project. An amendment to the agreement is necessary for additional design support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,500,000, and extend the agreement term through September 30, 2022, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$26,083,841.



BOARD AGENDA

Discussion Items

30. California Transportation Plan 2050

Kia Mortazavi

Jeanie Ward-Waller, Deputy Director for Planning & Modal Programs at the California Department of Transportation will give a presentation on the California Transportation Plan 2050.

31. Public Comments

32. Chief Executive Officer's Report

33. Directors' Reports

34. Closed Session


There are no Closed Sessions scheduled.

35. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, June 28, 2021**, at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.



June 14, 2021

To: Members of the Board of Directors
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Public Hearing on Orange County Transportation Authority's Fiscal Year 2021-22 Budget and Personnel and Salary Resolution

Overview

The Orange County Transportation Authority Fiscal Year 2021-22 Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The Board of Directors may approve the fiscal year 2021-22 budget following the public hearing to be held at the Board of Directors' meeting on June 14, 2021, at the following Board of Directors' meeting on June 28, 2021, or in a special meeting convened at their discretion, on or before June 30, 2021. The Board of Directors are also asked to approve changes to the Personnel and Salary Resolution as part of the budget approval process.

Recommendations

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2021-22 Budget.
- B. Approve the Personnel and Salary Resolution for fiscal year 2021-22.
- C. Authorize the Chief Executive Officer or his designee to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements.
- D. Approve fiscal year 2021-22 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority, operating subsidy, in an amount up to \$39,152,549, including authorization of federal supplemental funding, in an amount up to \$39,152,549, to be drawn down directly by the Southern California Regional Rail Authority. In addition, approve the capital and rehabilitation expenditure budget contingent upon all member agencies approval of their respective capital and rehabilitation budgets. Orange County

Transportation Authority portion of the costs for capital is \$118,800 and \$15,047,906, for rehabilitation.

Background

The preparation of the Orange County Transportation Authority's (OCTA) annual budget began in December 2020 with the development of initial revenue projections, a service plan, and program goals and objectives for the upcoming fiscal year (FY). Through sound financial planning, OCTA is in a strong position to propose a budget that has the flexibility to adapt to increased demand for services and programs. The service plan, program goals, and objectives included in the budget are in accordance with those of the Board of Directors (Board) and Chief Executive Officer (CEO).

Each division developed and submitted its budget requests in January, which were subject to successive internal reviews. The proposed budget was reviewed by a CEO-appointed internal budget review committee, consisting of the Deputy CEO, Chief Financial Officer, and Executive Director of Human Resources and Organizational Development, to ensure a balanced and fiscally responsible budget is delivered consistent with the Board's goals, CEO's goals, OCTA Strategic Plan, the Comprehensive Business Plan, and the 2020 Next 10 Delivery Plan.

The development of the FY 2021-22 proposed budget was based on a series of programmatic assumptions that were presented to the Finance and Administration (F&A) Committee on March 24, 2021, and the OCTA Board on April 12, 2021. The presentation covered the guiding principles and assumptions used to develop the budget for OCTA's major programs including: Measure M2 (M2), transit, motorist services, and the 91 Express Lanes.

Staff presented the FY 2021-22 budget in an informal workshop setting on May 10, 2021. The presentation included a discussion of program goals and objectives, proposed staffing plan, and the sources and uses of funds planned to meet specified program goals. The presentation was solely informational for the Board. No public hearing was held at the meeting, nor was the Board asked to vote on the budget at the meeting. A public hearing for the budget is scheduled to occur at the June 14, 2021, Board meeting, after which staff anticipates seeking Board approval of the budget.

Discussion

The FY 2021-22 proposed budget represents a balanced plan of sources and uses of funds. Sources of funds include new revenues received within the year, as well as planned uses of prior year designations. Planned uses of prior year designations are funds set aside (designated) in prior FYs to be utilized in the current FY. The uses of these funds are planned and do not represent a utilization of funds as a result of deficit spending. Expenditures include current year expenditures, as well as funds designated in the current FY to be used in a future FY.

The combination of estimated revenues and planned uses of prior year designations produces available funding of \$1,267.1 million, while proposed expenditures and designations yield a total use of funds of \$1,267.1 million. On a year-over-year comparison to the amended FY 2020-21 budget, the FY 2021-22 proposed budget is 18.2 percent, or \$282 million, less than the FY 2020-21 amended budget.

Under the M2 Program, sales tax revenues are anticipated to begin recovering from the impacts of the coronavirus (COVID-19) and there is financial capacity within the program to continue to improve freeways, streets and roads throughout Orange County, as well as fund multiple transit programs. Included in the proposed budget is \$398 million to help fund freeway improvement projects on State Route 55, Interstate 405, Interstate 5, State Route 57, and State Route 91. Approximately \$141.5 million is budgeted to improve streets and roads, including \$54 million to fund the Local Fair Share Program, \$44.1 million for the Regional Capacity Program, and \$43.4 million for regional traffic signal synchronization. In addition, the budget also includes \$63.7 million for M2 transit, including \$35.5 million for ongoing construction of the OC Streetcar.

The FY 2021-22 budget supports up to 1.45 million fixed-route service hours, which is an increase of approximately 250,000 service hours from current service levels and brings service to approximately 90 percent of pre-pandemic levels. The additional service will be added based on demand and public health considerations and is largely enabled by federal supplemental funding. Service hours budgeted assume approximately 60 percent of the hours will be directly operated by OCTA and approximately 40 percent of the hours will be provided by OCTA's contractor. Paratransit service trips are anticipated to increase from current levels of 447,000 to 980,000. The large increase in paratransit trips is the result of anticipated demand following the dramatic trip declines of 80 percent

due to the COVID-19 pandemic. In addition, OC Flex service will continue at 58,000 service hours.

The federal supplemental funding will also provide OCTA with the ability to continue OCTA's Metrolink subsidy contribution to accommodate current service levels. The budget assumes a total of 41 weekday trips and 16 weekend trips for Metrolink service within Orange County. The 91 Express Lanes is recovering from traffic declines due to COVID-19 and anticipates traffic volumes will increase by over 28 percent when compared to the FY 2020-21 budget.

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

Committee	Date
Finance and Administration	May 12
Transit Committee	May 13
Legislative and Communications	May 20
Executive Committee	June 7
Regional Planning and Highways	June 7
Finance and Administration (Preview of Public Hearing)	June 9
Transit Committee	June 10

Personnel and Salary Resolution

The FY 2021-22 Personnel and Salary Resolution (PSR) (Attachment C) governs administrative employees and is approved annually as part of the budget. Changes have been made to the PSR to include minor clarifications, where necessary.

The PSR includes a four percent merit pool and three percent special performance award (bonus pool). The PSR also includes an adjustment of three percent to the maximum salary for each salary grade. Salary grade adjustments do not automatically increase employee salaries unless they are below the minimum of the new range. Currently, there are seven OCTA employees that fall below the proposed minimum grade range, which would require an automatic salary increase totaling \$5,886.

Information Systems Licensing and Maintenance Agreements

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

The Carahsoft vendor listed on the sole source list provides security licenses for our active monitoring, detection, and response platform, which includes incident management response services. Though other firms offer this service, OCTA included them on the sole source list based on the criticality of their services and prior knowledge and experience with OCTA, as well as their standing in the industry regarding cyber security remediation. On a cumulative basis, the software and hardware licensing, maintenance, and emergency support agreements will not exceed \$8.2 million. A list of the agreements is included as Attachment D.

Southern California Regional Rail Authority (SCRRA) Budget

Under the Joint Powers Agreement that governs the SCRRA, each member agency must approve its financial contribution to the SCRRA budget. The FY 2020-21 SCRRA budget estimates the OCTA operating funding allocation of \$39,152,549, including authorization of federal supplemental funding in an amount up to \$39,152,549, to be drawn down directly by SCRRA.

In addition to the annual operating funding allocation, OCTA is also responsible for a portion of the costs for capital and rehabilitation projects. These projects are typically led by the SCRRA, and the grant funds to pay for them are drawn down directly by the SCRRA. As a result, these projects are not typically included in OCTA's budget. The SCRRA budget (Attachment E) provides a detailed list of projects and the associated costs by member agency. OCTA's portion of the costs for capital is \$118,800 and \$15,047,906, for rehabilitation.

Summary

The Orange County Transportation Authority Fiscal Year 2021-22 Budget was reviewed by the Board of Directors in a workshop setting on May 10, 2021. The Board of Directors may approve the fiscal year 2021-22 budget following the public hearing on June 14, 2021, at the regularly scheduled meeting on June 28, 2021, or in a special meeting convened at their discretion, on or before June 30, 2021.

Attachments

- A. Resolution of the Board of Directors for the Orange County Transportation Authority Approving an Operating and Capital Budget Fiscal Year 2021-22, OCTA Resolution No. 2021-037
- B. Orange County Transportation Authority Budget Summary Fiscal Year 2021-22
- C. Proposed Changes for the Personnel and Salary Resolution (PSR) FY21-22
- D. Orange County Transportation Authority Licensing and Maintenance Agreements Sole Source List - Fiscal Year 2021/2022
- E. Transmittal of the Metrolink Southern California Regional Rail Authority Proposed FY 2021-22 Budget

Prepared by:



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Approved by:



Andrew Oftelie
Chief Financial Officer,
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**RESOLUTION OF THE BOARD OF DIRECTORS FOR
THE ORANGE COUNTY TRANSPORTATION AUTHORITY
APPROVING AN OPERATING AND CAPITAL BUDGET
FISCAL YEAR 2021-22**

WHEREAS, the Chief Executive Officer and staff have prepared and presented to the Board of Directors a proposed operating and capital budget in the amount of \$1,267.1 million for fiscal year 2021-22;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 10, 2021, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 14, 2021, at which the public was invited to express its views and objections to said budget; and;

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

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

1. The operating and capital budget of the Orange County Transportation Authority and all affiliated agencies for the fiscal year July 1, 2021 through June 30, 2022, is hereby approved, a copy of which is on file with the Clerk of the Board.
2. The Clerk of the Board shall certify to the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 14th day of June 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Andrea West
Interim Clerk of the Board

Andrew Do, Chairman
Orange County Transportation Authority



**Orange County Transportation Authority
Budget Summary
Fiscal Year 2021-22**

\$ in millions

Estimated Revenues	\$ 971.1
Use of Prior Year Designations	296.0
	<hr/>
Total Sources of Funds	\$ 1,267.1

Appropriate Funds to:

Salaries & Benefits	\$ 177.9
Services & Supplies	368.9
Contributions to Other Agencies	171.0
Debt Service	65.7
Capital / Fixed Assets	416.1
	<hr/>
Total Expenses	\$ 1,199.6
Designation of Funds	\$ 67.5
	<hr/>
Total Uses of Funds	\$ 1,267.1

**Proposed Changes for the
Personnel and Salary Resolution (PSR) FY21-22**

Subject	Page	Section	Proposed Change	Reason
Various formatting and language changes				Throughout document, substituted language to improve clarity of document.
Compensation	p.8	2.3	Change language	Reworded sentence to improve clarity and meaning.
Exempt Employees	p. 11	3.1	Removed Language	Removed unnecessary language.
Sick Leave	p. 24	4.8F	Removed Language	Removed the word “and” because it was not correct.
Merit Adjustments	p.30	5.6	Change Language	For fiscal year 2021-2022, a merit pool may be established based upon the availability of financial resources, as approved by the Board of Directors.
Special Performance Awards	p.30	5.7	Change Language	For fiscal year 2021-2022, a special performance award pool may be established based upon the availability of financial resources, as approved by the Board of Directors.
Salary Grade Structure	p. 32 – p. 41		Structure and Title Changes	Recommended 3% salary structure change. Recommended title changes.

PERSONNEL AND SALARY RESOLUTION

FISCAL YEAR 202~~10~~-202~~21~~

Effective: June 20~~1~~, 202~~10~~

This document provides information on general policies regarding employment practices, employee benefits, compensation and salary structure for administrative employees at the Orange County Transportation Authority and was approved by the Orange County Transportation Authority Board of Directors on June ~~148~~, 202~~10~~.

Prepared by:

Human Resources and Organizational Development Division



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SECTION 1 PURPOSE AND PROCEDURES

1.1 PURPOSE OF PERSONNEL AND SALARY RESOLUTION

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

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

1.2 HUMAN RESOURCES POLICIES AND PROCEDURES

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

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

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

Please refer to specific policies and procedures for additional information.

SECTION 2 EMPLOYMENT

2.1 AT-WILL EMPLOYMENT

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

2.2 APPROVAL AUTHORITY FOR EMPLOYEE ACTIONS

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

2.3 COMPENSATION

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

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

Commented [A1]: This is a suggestion to change the wording because the other wording was awkward.

2.4 INTERNSHIPS

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

2.5 OUTSIDE EMPLOYMENT ACTIVITIES

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

2.6 PERFORMANCE PLANNING AND REVIEW PROGRAM

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

2.7 RELOCATION EXPENSES

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

2.8 ELIMINATION OF POSITIONS AND WORKFORCE REDUCTIONS

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

2.8A LAYOFF BENEFITS

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

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

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

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

If employment is recalled within six months, health insurance coverage will take effect on the first day of the following month from the rehire date. However, if the granted paid health insurance is still in effect, then coverage will be effective the first day of the month from the return to work date.

2.8B LAYOFF SEVERANCE PAY

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

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

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

SECTION 3

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

3.1 EXEMPT EMPLOYEES

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

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

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

Commented [A2]: We already stated that exempt employees are not eligible for overtime.

3.2 NON-EXEMPT EMPLOYEES

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

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

3.3 WORKWEEK

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

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

3.4 ALTERNATIVE WORK SCHEDULES

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

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

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

3.5 OVERTIME

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

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

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

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

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

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

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

3.6 MAKE-UP TIME

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

SECTION 4 EMPLOYEE BENEFITS

4.1 BOARD MEMBER BENEFITS

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

4.1A BENEFITS ELIGIBILITY

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

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

4.1B DEFERRED COMPENSATION

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

4.1C RETIREMENT PLAN

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

4.1D LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

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

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

4.1E REIMBURSEMENT OF EXPENSES

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

4.1F COMPENSATION

Board Members and former Board Members, who are serving on regional boards at the direction and request of the Board of Directors, are authorized to receive compensation in the amount of one hundred dollars (\$100) per day, not to exceed five hundred dollars (\$500) in any calendar month, for attending any of the activities outlined in section III of the Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors.

4.2 GRANDFATHERED BENEFITS

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

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

4.2A GRANDFATHERED LEAVE

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

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

4.2B GRANDFATHERED RETIREMENT

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

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

4.3 HEALTH, LIFE, AND DISABILITY INSURANCE BENEFITS

4.3A HEALTH INSURANCE

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

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

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

4.3B LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

Life insurance will be provided by OCTA to full-time and part-time employees in the amount of two times the annual salary, for a maximum benefit of \$500,000. Voluntary employee-paid supplemental life insurance may be offered by OCTA for employees and/or eligible dependents (IRS).

4.3C DISABILITY INSURANCE

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

4.3D SURVIVOR BENEFIT

When OCTA is notified of the death of an employee, his/her dependents who were previously enrolled dependents, may be eligible for coverage in accordance with the provisions of the Consolidated Omnibus Budget Reconciliation Act (COBRA). If eligible for

COBRA, OCTA will reimburse the cost of the OCTA-sponsored health benefit plan premium to the dependent(s) for a maximum of three months.

4.3E COBRA AND CONTINUED COVERAGE

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

4.3F CONTINUATION OF HEALTH BENEFITS FOR RETIREES

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

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

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

4.4 MISCELLANEOUS BENEFITS

4.4A EMPLOYEE RECREATION ASSOCIATION

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

4.4B EMPLOYEE USE OF TRANSPORTATION SYSTEM

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

4.4C MILEAGE REIMBURSEMENT

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

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

4.4D OUT-OF-POCKET EXPENSES

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

4.4E PROFESSIONAL LICENSES AND CERTIFICATES

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

4.4F RECOGNITION AND AWARD PROGRAMS

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

4.5 LEAVES OF ABSENCE

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

4.5A PERSONAL LEAVE

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

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

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

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

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

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

4.6 REIMBURSEMENTS AND ALLOWANCES

4.6A AUTOMOBILE ALLOWANCE AND ASSIGNMENT OF AUTOMOBILES

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

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

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

4.6B EDUCATIONAL REIMBURSEMENT PROGRAM

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

As authorized by the “Educational Reimbursement Plan Policy”, a full-time employee who satisfactorily completed approved, work-related educational courses as defined in the Educational Reimbursement Program Policy, will be reimbursed in full for eligible expenses up to a maximum of \$3,675 per calendar year. Increases to the tuition reimbursement amount will be indexed to California State University system tuition rates not to exceed the IRS tax-free amount (currently \$5250). If an employee separates employment or gives notice of separation prior to completion of the course, no reimbursement will be made. Newly hired employees may be eligible for educational reimbursement after six months of employment.

4.6C TABLET PURCHASE REIMBURSEMENT PROGRAM

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

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

4.6D UNIFORMS

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

4.6E SAFETY SHOES

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

4.7 RETIREMENT AND DEFERRED COMPENSATION

4.7A DEFERRED COMPENSATION

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

The Deferred Compensation Program is overseen by the Deferred Compensation Plan Committee. The Charter of the Deferred Compensation Plan Committee for the OCTA Retirement Plan Program constitutes the articles governing the operation of the committee. The Authority has delegated to the CEO the responsibility of determining the committee members which comprise the Deferred Compensation Plan Committee, as well as the duties and responsibilities of the committee members.

Enrollment in this program will be offered to employees on a voluntary basis, unless mandated by state or federal law. Employee contributions to the program will be made by a payroll deduction. The CEO may authorize OCTA to pay all or part of the employee contribution for designated classes of employees.

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

Years of Service	Percent of Base Pay
New Hire but less than 5	1%
5 but less than 10	2%
10 or more	3%

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

4.7B RETIREMENT

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

4.7C ADDITIONAL RETIREE BENEFIT ACCOUNT PLAN

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

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

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

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

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

4.8 TIME OFF BENEFITS

4.8A TIME OFF ACCRUALS

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

4.8B BEREAVEMENT LEAVE

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

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

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

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

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

4.8C CATASTROPHIC LEAVE DONATIONS

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

4.8D HOLIDAYS AND PERSONAL PAID HOLIDAYS

OCTA will observe 12 paid holidays consisting of designated holidays and Personal Paid Holidays (PPH) as determined by the CEO. Annually, the listing of holidays observed for the year will be posted on the OCTA Intranet.

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

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

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

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

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

PPHs are taken at an employee's discretion following supervisory approval. An employee will be paid for any unused PPHs for the current calendar year in the event of separation or retirement. The maximum number of PPHs that an employee may accrue will be two days over the current calendar year's entitlement. For new hires, the PPH accrual schedule for their first year will be posted on the OCTA Intranet and given to them during orientation.

4.8E JURY DUTY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Extra-Help Employees and Interns

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

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

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

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

Accrual Rate	Approximate Accrual
.0334 Hours	3 days per year

4.8G SICK LEAVE SELLBACK

An employee who has accumulated sick leave in excess of 120 hours, as of the close of the first pay period ending in November, may choose to retain all unused accumulated sick leave and continue to accrue sick leave or to receive a single payment at his/her current rate of pay for any amount in excess of 120 hours. If the employee elects to receive payment, it will be paid no later than the pay date of the final payroll of that year.

4.8H VACATION

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

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

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

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

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

The maximum allowable accrued vacation leave at any time for full-time or part-time employees is listed below.

At the Beginning of Year:	The Employee Shall Earn:	To a Maximum Per Year of:	Maximum Accrued Vacation Leave
0 through year 2	.0577 hours	120 hours	240 hours
3 through year 4	.0577 hours	120 hours	300 hours
5 through year 9	.0770 hours	160 hours	300 hours
10 through year 14	.0962 hours	200 hours	390 hours
15 through year 18	.1039 hours	216 hours	390 hours
19 or more	.1154 hours	240 hours	440 hours

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

4.8I VACATION SELLBACK

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

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

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

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

SECTION 5 COMPENSATION

5.1 COMPENSATION PHILOSOPHY

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

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

5.1A SALARY RESOLUTION

The purpose of the Salary Resolution is to:

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

5.1B SALARY STRUCTURE

The Salary Structure is designed to provide:

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

5.2 ADMINISTRATION OF COMPENSATION

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

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

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

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

5.3 NEWLY HIRED/PROMOTED EMPLOYEES

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

For new hires, after six months of employment, the employee's performance will be evaluated.

The performance of promoted employees may be evaluated after six months, as determined by the hiring manager prior to the job offer. The six-month review date is calculated from the beginning of the pay period in which they were promoted.

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

5.4 RECLASSIFICATIONS

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

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

5.5 CLASSIFICATION TITLES

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

5.6 MERIT ADJUSTMENTS

For fiscal year 202~~10-22~~1, a pool for merit-based salary increases ~~up to of 4% has~~ may be established for administrative positions, based on the availability of financial resources, as approved by the Board of Directors.

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

Individual merit increases may vary in amount depending on performance.

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

5.7 SPECIAL PERFORMANCE AWARDS

For fiscal year 202~~10-22~~1, a special performance award pool ~~of 3% has been~~ may be established for administrative positions based on the availability of financial resources, as approved by the Board of Directors.

Should a special performance award pool be established, the AA may authorize special performance awards for full-time and part-time employees based on individual employee performance. Each award will be a single lump sum payment and will not increase an employee’s base salary. Employees who have not completed six months of employment are not eligible to receive a Special Performance Award.

5.8 TEMPORARY ASSIGNMENTS

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

5.9 EQUITY ADJUSTMENTS

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

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

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

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

Equity adjustments may only be approved by the CEO.

SALARY GRADE STRUCTURE

Grade	Period	Minimum	Midpoint	Maximum
C	Hourly	15.00 <u>17.00</u>	16.00 <u>18.00</u>	18.00 <u>20.00</u>
	Intern			

Grade	Period	Minimum	Midpoint	Maximum
F	Hourly	17.97 <u>18.73</u>	21.59 <u>22.35</u>	25.20 <u>25.96</u>
	Monthly	3,114.80 <u>3,246.54</u>	3,741.40 <u>3,874.00</u>	4,368.00 <u>4,499.74</u>
	Annual	37,377.60 <u>38,958.40</u>	44,896.80 <u>46,488.00</u>	52,416.00 <u>53,996.80</u>
	General Services Specialist, Assistant Office Specialist, Assistant On-Board Evaluator			

Grade	Period	Minimum	Midpoint	Maximum
G	Hourly	19.00 <u>19.81</u>	22.92 <u>23.73</u>	26.84 <u>27.65</u>
	Monthly	3,293.34 <u>3,433.74</u>	3,972.81 <u>4,113.20</u>	4,652.27 <u>4,792.67</u>
	Annual	39,520.00 <u>41,204.80</u>	47,673.60 <u>49,358.40</u>	55,827.20 <u>57,512.00</u>
	Customer Relations Representative			

Grade	Period	Minimum	Midpoint	Maximum
H	Hourly	20.22 <u>21.09</u>	24.46 <u>25.33</u>	28.69 <u>29.56</u>
	Monthly	3,504.80 <u>3,655.60</u>	4,238.87 <u>4,390.54</u>	4,972.94 <u>5,123.74</u>
	Annual	42,057.60 <u>43,867.20</u>	50,866.40 <u>52,686.40</u>	59,675.20 <u>61,484.80</u>
	Accounting Specialist, Associate General Services Specialist Office Specialist Schedule Checker			

Grade	Period	Minimum	Midpoint	Maximum
J	Hourly	21.43 <u>22.35</u>	26.03 <u>26.95</u>	30.63 <u>31.55</u>
	Monthly	3,714.54 <u>3,874.00</u>	4,511.87 <u>4,671.34</u>	5,309.20 <u>5,468.67</u>
	Annual	44,574.40 <u>46,488.00</u>	54,142.40 <u>56,056.00</u>	63,710.40 <u>65,624.00</u>
	Customer Relations Representative, Senior Digital/Reprographic Specialist General Services Specialist, Senior Marketing Specialist, Assistant Office Specialist, Senior Schedule Checker, Senior Warranty Coordinator, Associate			

Grade	Period	Minimum	Midpoint	Maximum
K	Hourly	22.84 <u>23.83</u>	27.85 <u>28.84</u>	32.86 <u>33.85</u>
	Monthly	3,958.94 <u>4,130.54</u>	4,827.34 <u>4,998.94</u>	5,695.74 <u>5,867.34</u>
	Annual	47,507.20 <u>49,566.40</u>	57,928.00 <u>59,987.20</u>	68,348.80 <u>70,408.00</u>
	Accounting Specialist Asset Management Administrator Buyer, Associate Digital/Reprographic Specialist, Senior Grants Technician Help Desk Technician, Associate HR Assistant			

Grade	Period	Minimum	Midpoint	Maximum
L	Hourly	24.7025.78	30.2831.36	35.8536.93
	Monthly	4,281.344,468.54	5,247.675,435.74	6,214.006,401.20
	Annual	51,376.0053,622.40	62,972.0065,228.80	74,568.0076,814.40
	Accounting Specialist, Senior			
	Administrative Specialist			
	Benefits Analyst, Associate			
	Clerk of the Board Specialist, Assistant			
	Business Unit Analyst, Associate			
	Claims Representative, Associate			
	Code Administrator			
	Communications Specialist, Associate			
	Community Relations Specialist, Associate			
	Contract Administrator, Associate			
	Creative Services Specialist, Associate			
	Customer Relations Specialist, Associate			
	DBE Specialist, Associate			
	Executive Assistant I			
	Fleet Analyst, Associate			
	Health, Safety & Compliance Specialist, Associate			
	Help Desk Technician			
	Human Resources Representative, Associate			
	Intranet/Multimedia Specialist, Associate			
	LOSSAN Marketing Specialist, Associate			
	Marketing Specialist, Associate			
	Public Records Administrator, Associate			
	Pass Sales Coordinator			
	Records Administrator			
	Schedule Analyst, Associate			
	Service Planning Analyst, Associate			
	Stops and Zones Analyst, Associate			
	Stops and Zones Planner, Associate			
	Section Supervisor I			
	Talent Acquisition Specialist, Associate			
	Transportation Funding Specialist			
	Warranty Coordinator			
	Web Data Analyst, Associate			

Grade	Period	Minimum	Midpoint	Maximum
M	Hourly	27.13 28.32	33.26 34.45	39.38 40.57
	Monthly	4,702.54 4,908.80	5,764.21 5,971.34	6,825.87 7,032.14
	Annual	56,430.40 58,905.60	69,170.40 71,656.00	81,910.40 84,385.60
	Accountant, Associate			
	Business Systems Analyst, Associate			
	Business Unit Analyst			
	Buyer			
	Claims Representative			
	Clerk of the Board Specialist			
	Code Administrator, Senior			
	Communications Specialist, Associate			
	Community Relations Specialist			
	Compensation Analyst, Associate			
	Creative Services Specialist			
	Customer Relations Specialist			
	DBE Specialist			
	Desktop Support Technician, Associate			
	Employee Programs Specialist			
	Executive Assistant II			
	Financial Analyst, Associate			
	Help Desk Technician, Senior			
	Internal Auditor, Associate			
	Intranet/Multimedia Specialist			
	Learning and Development Administrator, Associate			
	LOSSAN Accounting Analyst, Associate			
	LOSSAN Marketing Specialist			
	Marketing Specialist			
	Payroll Administrator			
	Program Management Analyst, Associate			
	Programmer Analyst, Associate			
	Public Records Administrator			
	Rail Maintenance-of-Way Administrator			
	Revenue Administrator, Associate			
	Records Administrator, Senior			
	Section Supervisor II			
	Security Systems Administrator, Associate			
	Stops and Zones Analyst			
	Stops and Zones Planner			
	Warranty Coordinator, Senior			
	Web Data Analyst			

Grade	Period	Minimum	Midpoint	Maximum
N	Hourly	<u>29,853.16</u>	<u>36,603.79</u>	<u>43,344.65</u>
	Monthly	<u>5,174,005,401.07</u>	<u>6,343,146,571.07</u>	<u>7,512,277,739.34</u>
	Annual	<u>62,088,006,812.80</u>	<u>76,117,607,852.80</u>	<u>90,147,209,872.00</u>
	Accountant			
	Benefits Analyst			
	Bus Operations Supervisor			
	Business Relations Administrator			
	Business Unit Analyst, Senior			
	Clerk of the Board <u>Assistant Specialist, Senior</u>			
	Compensation Analyst			
	Contract Administrator			
	Creative Services Specialist, Senior			
	<u>DBE Specialist, Senior</u>			
	Desktop Support Technician			
	Employee Relations Representative, Associate			
	Executive Assistant III			
	Field Administrator			
	Fleet Analyst			
	GIS Analyst, Associate			
	Government Relations Representative, Associate			
	HR Business Partner, Associate			
	Human Resources Representative			
	Internal Auditor, <u>Associate</u>			
	<u>Intranet/Multimedia Specialist, Senior</u>			
	IS Security Analyst, Associate			
	Learning and Development Administrator			
	LOSSAN Accounting Analyst			
	LOSSAN Executive Administrative Assistant			
	<u>Network Administrator, Associate</u>			
	Network Analyst, Associate			
	<u>Program Management Analyst, Associate</u>			
	Programmer Analyst			
	Project Controls Analyst			
	Rail Maintenance-of-Way Administrator, Senior			
	Real Property Agent, Associate			
	Schedule Analyst			
	Section Supervisor III			
	Service Planning Analyst			
	Stops and Zones Analyst, Senior			
	Stops and Zones Planner, Senior			
	Talent Acquisition Specialist			
	Transportation Analyst, Associate			
	Transportation Funding Analyst, Associate			
	Transportation Modeling Analyst, Associate			
	Web Data Analyst, Senior			

Grade	Period	Minimum	Midpoint	Maximum
P	Hourly	<u>33,0934.53</u>	<u>40,4241.86</u>	<u>47,7449.18</u>
	Monthly	<u>5,735.605,985.20</u>	<u>7,005.277,255.74</u>	<u>8,274.948,524.54</u>
	Annual	<u>68,827.2071,822.40</u>	<u>84,063.2087,068.80</u>	<u>99,299.20102,294.40</u>
	Business Computing Solutions Specialist, Associate Business Intelligence Analyst, Associate Business Systems Analyst Business Unit Analyst, Principal Buyer, Senior Civil Engineer Claims Representative, Senior <u>Clerk of the Board Specialist, Principal</u> Communications Specialist, Senior Community Relations Specialist, Senior Community Transportation Coordinator Creative Services Specialist, Principal Customer Relations Specialist, Senior Data Warehouse Architect, Associate Desktop Support Technician, Senior Employee Programs Administrator Employee Relations Representative Executive Assistant IV Field Administrator, Senior Financial Analyst GIS Analyst Government Relations Representative Health, Safety & Environmental Compliance Specialist Human Resources Business Partner Human Resources Representative, Senior Learning & Development Administrator, Senior LOSSAN Marketing Specialist, Senior Maintenance Field Administrator Maintenance Resource Analyst Maintenance Instructor Marketing Specialist, Senior Program Management Analyst Real Property Agent <u>Revenue Administrator</u> Schedule Analyst, Senior Section Supervisor IV Security Systems Administrator Stops and Zones Analyst, Principal Systems Software Analyst, Associate Talent Acquisition Specialist, Senior Telecommunications Administrator Telecommunications Technician Transportation Analyst Transportation Funding Analyst Transportation Modeling Analyst Web Developer Wellness Coordinator Worker's Compensation Program Specialist			

Grade	Period	Minimum	Midpoint	Maximum
R	Hourly	<u>36,683.28</u>	<u>45,004.40</u>	<u>53,325.92</u>
	Monthly	<u>6,357.87</u>	<u>7,800.01</u>	<u>9,242.14</u>
	Annual	<u>76,294.40</u>	<u>93,600.00</u>	<u>110,905.60</u>
	Accountant, Senior			
	Benefits Analyst, Senior			
	Business Computing Solutions Specialist			
	Business Intelligence Analyst			
	Business Systems Analyst, Senior			
	Communications Specialist, Principal Senior			
	Community Relations Specialist, Principal			
	Community Transportation Coordinator, Senior			
	Compensation Analyst, Senior			
	Contract Administrator, Senior			
	Database Administrator			
	Employee Relations Representative, Senior			
	Executive Assistant V			
	Facilities Maintenance Supervisor			
	Financial Analyst, Senior			
	Fleet Analyst, Senior			
	GIS Analyst, Senior			
	Government Relations Representative, Senior			
	Health, Safety & Environmental Compliance Specialist, Senior			
	Human Resources Business Partner, Senior			
	Internal Auditor			
	Inventory Analyst			
	IS Project Manager I			
	IS Security Analyst			
	LOSSAN Accounting Analyst, Senior			
	LOSSAN Marketing Specialist, Principal			
	LOSSAN Transportation Analyst, Senior			
	LOSSAN Transportation Funding Analyst, Senior			
	Maintenance Field Administrator, Senior			
	Maintenance Instructor, Senior			
	Maintenance Planner			
	Maintenance Resource Analyst, Senior			
	Maintenance Supervisor			
	Marketing Specialist, Principal			
	Materials Management Planner			
	Network Administrator ?			
	Network Analyst			
	OCTAP Administrator			
	Operations Analyst, Principal			
	Program Management Analyst, Senior			
	Project Controls Analyst, Senior			
	Project Manager I			
	Revenue Administrator, Senior			
	Section Manager I			
	Security Systems Administrator, Senior			
	Service Planning Analyst, Senior			
	Social Media Manager			
	Talent Acquisition Specialist, Principal			

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

Grade	Period	Minimum	Midpoint	Maximum
S	Hourly	41,204 3.00	50,535 2.33	59,856 1.65
	Monthly	7,141.34 7,453.34	8,757.67 9,070.54	10,374.00 10,686.00
	Annual	85,696.00 89,440.00	105,092.00 108,846.40	124,488.00 128,232.00

Accountant Principal
 Assistant Base Manager
 Benefits Analyst, Principal
 Business Computing Solutions Specialist, Senior
 Business Intelligence Analyst, Senior
 Business Systems Analyst, Principal
 Civil Engineer, Senior
 Claims Manager
[Communications Specialist, Principal](#)
 Community Transportation Coordinator, Principal
 Compensation Analyst, Principal
 Construction Safety Specialist, Principal
 Data Warehouse Architect
 Database Administrator, Senior
 Emergency Management Specialist
 Employee Relations Representative, Principal
 Financial Analyst, Principal
 Government Relations Representative, Principal
 GIS Analyst, Principal
 Health, Safety & Environmental Compliance Specialist, Principal
 Internal Auditor, Senior
 IS Project Manager II
 Learning & Development Administrator, Principal
 LOSSAN Marketing and Communications Manager
 LOSSAN Transportation Analyst, Principal
 Maintenance Field Administrator, Principal
[Network Administrator, Senior](#)
 Network Analyst, Senior
 Program Management Analyst, Principal
 Programmer Analyst, Senior
 Project Controls Analyst, Principal
 Project Manager II
 Real Property Agent, Senior
[Revenue Administrator, Principal](#)
 Section Manager II
 SharePoint System Architect
 Systems Software Analyst
 Transit Project Manager II
 Transportation Analyst, Principal
 Transportation Funding Analyst, Principal
 Transportation Modeling Analyst, Principal
 Web Developer, Principal

Grade	Period	Minimum	Midpoint	Maximum
T	Hourly	<u>46,294.31</u>	<u>56,665.68</u>	<u>67,026.04</u>
	Monthly	<u>8,023,603,373.74</u>	<u>9,820,201,171.20</u>	<u>11,616,801,966.94</u>
	Annual	<u>96,283,201,004,84.80</u>	<u>117,842,401,22,054.40</u>	<u>139,401,601,43,603.20</u>
	Analysis Project Manager Base Manager Business Computing Solutions Specialist, Lead Civil Engineer, Principal Construction Safety Section Manager Contract Administrator, Principal Data Warehouse Architect, Senior Database Administrator, Principal Deputy Treasurer Internal Auditor, Principal IS Business Strategist IS Enterprise Architect IS Project Manager III IS Security Analyst, Senior LOSSAN Equipment and Mechanical Manager Operations Project Manager Project Manager III Rail Systems Safety Specialist, Principal Real Property Agent, Principal Section Manager III Service Planning Analyst, Principal SMS Program Manager Streetcar Program Manager Systems Software Analyst, Senior Transit Project Manager III			

Grade	Period	Minimum	Midpoint	Maximum
U	Hourly	<u>53,095.42</u>	<u>65,306.63</u>	<u>77,517.84</u>
	Monthly	<u>9,202,279,606.14</u>	<u>11,318,671,722.54</u>	<u>13,435,071,838.94</u>
	Annual	<u>110,427,201,15,273.60</u>	<u>135,824,001,40,670.40</u>	<u>161,220,801,66,067.20</u>
	Data Warehouse Architect, Principal Internal Audit, Senior Manager IS Project Manager, Senior LOSSAN Planning and Analysis Manager LOSSAN Project Manager, Senior Project Manager, Senior Section Manager, Senior Strategic Plan Administrator			

Grade	Period	Minimum	Midpoint	Maximum
V	Hourly	61,596 4.23	74,797 7.43	87,999 0.63
	Monthly	10,675.60 11,133.20	12,963.60 13,421.20	15,251.60 15,709.20
	Annual	128,107.20 133,598.40	155,563.20 161,054.40	183,019.20 188,510.40
Communications Manager Department Manager LOSSAN Deputy Managing Director LOSSAN Finance and Administration Manager LOSSAN Operations Compliance and Safety Manager LOSSAN Planning & Communication Manager LOSSAN Program Manager LOSSAN Programming & Grants Manager Program Manager				

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Grade	Period	Minimum	Midpoint	Maximum
W	Hourly	66,836 9.83	83,358 6.35	99,861 02.86
	Monthly	11,583.87 12,103.87	14,446.47 14,967.34	17,309.07 17,829.07
	Annual	139,006.40 145,246.40	173,357.60 179,608.00	207,708.80 213,948.80
Communications Manager Department Manager, Senior LOSSAN Chief Financial Officer Senior Manager, Finance & Administration Program Manager, Senior				

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GLOSSARY OF TERMS

ADMINISTRATIVE EMPLOYEE	Any employee of OCTA not covered by a collective bargaining agreement.
APPOINTING AUTHORITY	The CEO; he/she may delegate this responsibility.
AT-WILL EMPLOYMENT	An employee's employment status may be changed, including, but not limited to, separation of employment, by OCTA or the employee, at any time for any reason.
BOARD	The Board of Directors of OCTA.
CATASTROPHIC LEAVE	An extended leave due to an employee's own serious illness or medical condition, or that of an immediate family member where the employee is the primary caregiver, that incapacitates the employee and where the employee is expected to use up his/her entire accrued leave.
CLASSIFICATION OR CLASSIFICATION TITLE	The title that identifies the type of work being performed by one or more incumbents in a position.
DOMESTIC PARTNER	A domestic partnership is established in California when both persons file a Declaration of Domestic Partnership with the Secretary of State. A domestic partner is further defined by California's Family Code, Section 297-297.5.
ELIGIBLE DEPENDENT	Spouse, registered domestic partner, and dependent children up to the age 26.
EQUITY INCREASE	An adjustment to an employee's base salary to resolve a significant salary disparity manifested by internal salary compression, external market pressure(s), or both, whereby the individual is no longer appropriately compensated and a base salary adjustment is appropriate.

EXECUTIVE EMPLOYEE	An employee classified as CEO, Deputy CEO, COO, CFO, Executive Director, Director, and General Manager.
EXEMPT EMPLOYEE	An employee in a position that is not covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and recordkeeping.
EXTRA-HELP EMPLOYEE	An employee hired to serve as part-time augmentation of staff in which the duty or task defined generally requires less than 20 hours of work per week and no more than 1,000 work hours within a continuous 12-month period. An extra-help employee is not eligible for employee benefits.
FULL-TIME EMPLOYEE	An administrative employee in a position with a normal workweek that totals at least 40 hours.
INTERN	An employee enrolled as a full-time student at a two- or four-year college or university pursuing a course of study that will lead to an undergraduate or graduate degree, or a recent graduate, in a field of study applicable to the hiring department's specialty. The intern provides assistance to departments by performing a variety of duties related to the intern's career field. Guidelines for extra-help employees also apply to interns.
NON-EXEMPT EMPLOYEE	An employee in a position that is covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and record keeping.
PART-TIME EMPLOYEE	An administrative employee in a position with a normal workweek that totals at least 20 hours but not more than 39 hours, and not more than 1040 hours annually.
POSITION	Full-time and part-time positions in the Board-approved fiscal year budget.
PROMOTION	Movement of an employee from one position to a different position in a higher salary grade through the recruitment process.
PROMOTION – "IN-FAMILY"	Movement of an employee through recruitment to a similar position within the same specialty or "family" series. The duties performed are similar in nature and they continue to be reviewed during the Annual Performance Review Cycle.

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

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**ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING
AND MAINTENANCE AGREEMENTS
SOLE SOURCE LIST - FISCAL YEAR 2021/2022**

The Standard Contracts

Vendor Name	Software / Hardware Product	Sole Source Amount	Budgeted FY 21/22	Owner
1st Run Computer Services	ECM Scanner Maintenance	\$ 30,000	\$ 28,000	Lloyd Sullivan
Anderson Howard	AV Maintenance and Support	\$ 30,000	\$ 10,000	Ron Wolf
AvePoint	Cloud BackUp	\$ 50,000	\$ 45,000	Barry Reynolds
Bytemark	License and Maintenance for the Bytemark mobile ticketing solution.	\$ 80,000	\$ 77,600	Isaac Herrera
Carahsoft Multi-year	Secureworks Detection and Response Services	\$ 750,000	\$ 750,000	Michael Cardoza
Carahsoft Single-year	UI Path Licenses, UIPATH Advanced Robotics Process Automation (RPA)	\$ 129,000	\$ 129,000	Lloyd Sullivan
Citrix	XenDesktop, XenApp, Access Gateway, Citrix Repeater Plug-in, Premier Support	\$ 60,000	\$ 57,252	Michael Beerer
Clever Devices	Ridecheck Plus, Replaced PCR	\$ 65,000	\$ 56,000	Tom Young
Computer SOS	Point of Sale Web Site Hosting	\$ 40,000	\$ 40,000	Tom Young
Dun & Bradstreet, Inc.	Business Credit Reporting	\$ 68,000	\$ 66,000	Laura Foster
Ecointeractive	OCfundTracker Subscription Service	\$ 190,000	\$ 190,000	Ben Ku
Everbridge	Transit NOTO	\$ 60,000	\$ 50,000	Tom Young
Giro	Map / HASTUS / Vehicle/ Crew/ Crew Opt/ Roster/ Minbus/ ATP/ Interface Program/ Geo Hastus Map/ Hastinfo/ Hastinfo - Web/DailyVehicle/DailyCrew/Bid/BidWeb/ SelfService/EPM/Bing/ plus annual hosting fees.	\$ 400,000	\$ 270,000	Tom Young
Granicus	Hosting Services for Granicus Board and Committee meeting webcasts for OCTA and LOSSAN, eForms	\$ 100,000	\$ 68,000	Tom Young
GovQA/WebQA	Hosting and Maintenance for Public Records Request and Subpoena apps	\$ 100,000	\$ 75,000	Tom Young
Halogen	Performance Management Application	\$ 125,000	\$ 125,000	Karen DeCrescenzo
Harris Insite Telecom	ITMS Fixed Radio Components	\$ 60,000	\$ 50,000	Michael Beerer
Informatica	PowerCenter SE (4-7) & Partitioning Option (4-7)	\$ 120,000	\$ 120,000	Lloyd Sullivan
Init	Second Option Term - Extended Warranty and Annual Maintenance	\$ 155,000	\$ 152,250	Isaac Herrera
ICIMS	Applicant Tracking Application	\$ 125,000	\$ 125,000	Karen DeCrescenzo
Intellitime	Electronic Timesheet, Annual Hosting, Maintenance and Support	\$ 97,000	\$ 55,000	Tom Young
Kronos	Workforce Connect Software & Hardware; Annual Hosting, V8 On-Prem upgrade, Migration to Saas, Training Maintenance and Support.	\$ 100,000	\$ 75,000	Tom Young
March Networks	OBVSS Maintenance and Administration Contract	\$ 1,300,000	\$ 1,100,000	Michael Beerer
McLean	Employee engagement, pulse, and exit surveys	\$ 30,000	\$ 30,000	Karen DeCrescenzo

The Standard Contracts

Vendor Name	Software / Hardware Product	Sole Source Amount	Budgeted FY 21/22	Owner
MHC Software, Inc. AKA Safeguard	Check Printing Software, W2 and 1099 Printing, ACA Reporting, electronic W2/Paystubs, Document Express 1099-NEC and MHC DSS mhckBA	\$ 50,000	\$ 40,000	Cherie Finona and Karen DeCresenzo
Moovel	Transit Mobile Ticketing Application	\$ 160,000	\$ 150,000	Isaac Herrera
Oracle	Oracle Annual Software Support and Maintenance & Training	\$ 300,000	\$ 300,000	Michael Beerer
Origami Risk LLC	Origami Risk Software	\$ 100,000	\$ -	Tom Young
Payscale	HR contracted salary research service	\$ 35,000	\$ 35,000	Lynn Huson
Salesforce AKA ExactTarget	Proprietary Platform for Email and Text Messaging Services and Customer Relations Case Management	\$ 225,000	\$ 180,000	Jennifer O'Connor & Ryan Armstrong
Santa Catalina Conservancy	Catalina radio frequency site, and service	\$ 50,000	\$ 50,000	Barry Reynolds
SAP America, Inc. (Previously Business Objects)	Annual Maint & Support for Crystal and BO WEBI	\$ 60,000	\$ 50,000	Lloyd Sullivan
Sprinklr	Social media management system for advertising, tracking and reporting marketing programs	\$ 60,000	\$ 53,000	Ryan Armstrong
SPX Corp.	Annual support services for GFI Genfare.	\$ 74,000	\$ 70,000	Tom Young
Swiftly	Insights (GPS Playback & On-Time Performance) Transitime (Real Time Passenger Info, Rider Alerts, SMS Text4Next)	\$ 470,000	\$ 465,999	Lloyd Sullivan/Tim Beseau
Talentwise	Hosted Onboarding Solution	\$ 35,000	\$ 35,000	Karen DeCresenzo
Trackit	Training assignment and evaluator software	\$ 30,000	\$ 26,000	Tom Young
Trapeze AKA Vontas	Trapeze EZ Wallet, Drivemate, Trapeze Pass 4, IVR Confirm/Cancel & Real-time & Call back & Trip booking & Gateway & Viewpoint & Map Maker & Eligibility Suite(Pass-Cert) & Srv Infractions(Pass-SUS) & 2 MDT-MON/MDC Software & Hardware with Map Maker and VoiceGenie, PASS-MON-SPV up to 12 Paratransit vehicles, Trapeze 14 ODB & DCC 14 Units, ViewPoint for PASS, SUS -Trip Broker Trip Licensing; PASS-MON Vehicle (MDT); PASS Trapeze User Licenses - Work Stations; Maps & Service Area Polygons; Trapeze Web - Online Booking; Trapeze Viewpoint – Dashboard; IPA Module	\$ 630,000	\$ 597,000	Tom Young
Trinet	CAMMNET Support	\$ 80,000	\$ 80,000	Marcus Estrada
TripSpark	Vanpool: RidePro, RidePro Mobile App	\$ 30,000	\$ 24,000	Tom Young
Vertosoft LLC	Comprehensive Annual Financial Report Preparation Software	\$ 58,000	\$ 55,500	Changsu Lee
Virtual Consulting	Crystal, Business Objects, and Java support for DataWarehouse and OTS systems. Annual maintenance and support for Qlikview licenses.	\$ 150,000	\$ 120,000	Lloyd Sullivan
Conduent (aka Xerox Corporation)	Annual Maint & Support for ITMS	\$ 575,000	\$ 575,000	Michael Beerer
XenaTech Software Integration Service LLC	Motorist Services Hosting and maintenance for Freeway Service Patrol's LATATrax / InteliTraxx system	\$ 38,000	\$ 38,000	Patrick Sampson
Xerox Corporation	Xerox maintenance, printing equipment, software, parts and supplies	\$ 375,000	\$ 335,000	Sara Belovsky

Subtotal \$ 7,849,000 \$ 7,023,601

The Standard Contracts

With Emergency Support

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

Vendor Name	Software / Hardware Product	Sole Source Amount	Budgeted FY 21/22	Owner
Infor (US), Ciber	Annual certified support:	\$ 55,000	\$ 50,000	Tom Young
	Lawson Custom Interfaces & Modifications			
	Certified on-call support	\$ 5,000	\$ 5,000	
	Lawson HR/Payroll software & Lawson Business Intelligence	\$ 180,000	\$ 140,000	
ABB/Ventyx	Educational Services - Lawson Learning Suite subscription (CloudSuite)	\$ 7,000	\$ 5,000	Tom Young
	Ellipse Software Hosting	\$ 400,000	\$ 275,000	
	Maintenance	\$ 150,000	\$ -	
	Ellipse Interface and Emergency Support	\$ 50,000	\$ -	
IFAS/Superion/One Solution/ Central Square/ Finance Enterprise	ONESolution Enterprise Core SQL-SQL-IFAS Maintenance One Solution / CentralSquare Contract Management module			Tom Young
	MKS SQL Annual Maintenance Fee TEST: IFAS - MKS Connectivity Suite Maintenance			
	MicroFocus Server Express Runtime Annual Maintenance Fee OS and TEST: QS - MicroFocus Runtime COBOL NetExpress 3.1			
	Annual maintenance and support for IFAS application			
Hewlett Packard Enterprise	Emergency support on an as-needed basis with no guaranteed usage	\$ 225,000	\$ 200,000	Michael Beerer
	Ellipse Interface Support	\$ 25,000	\$ 20,000	
	Hewlett-Packard Computers Maintenance	\$ 120,000	\$ 97,400	
	Emergency Support	\$ 20,000	\$ 20,000	
Konica Minolta	Nintex, Kofax, Valo & Adobe Esign maintenance	\$ 175,000	\$ 150,000	Lloyd Sullivan
	Emergency Support	\$ 185,000	\$ 185,000	
	Business Process Outsourcing (BPO)	\$ 50,000	\$ -	

Subtotal	\$ 1,647,000	\$ 1,147,400
Grand Total of Contracts	\$ 9,496,000	\$ 8,171,001



METROLINK®

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting**ITEM 12.B**

ITEM ID: 2020-326-0

TRANSMITTAL DATE: April 2, 2021

MEETING DATE: April 23, 2021

TO: Board of Directors

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Request for Approval to Transmit Proposed FY2021-22 (FY22) Operating and Capital Budget to Member Agencies

Issue

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

Recommendation

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board transmit the Proposed Fiscal Year 2021- 22 (FY22) Budget to its Member Agencies no later than May 1 for their consideration and adoption as required in the Joint Powers Agreement.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.
- **Customers Are Our Business :** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless,

sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY22 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The FY22 budget development process began in January 2021 with a virtual Budget Kick-off Meeting attended by over 50 employees and included budgetary guidance. Budget requests were compiled and submitted by those assigned by Chiefs to process the cost centers under their remit. Budget division staff subsequently analyzed and reviewed the requests. The interim CFO then held meetings with each Chief, and, subsequently, the Chief Executive Officer. The primary purpose of the meetings was to consider the necessity for each budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Overarching goal of safety, fiscal sustainability and operational efficiency; and
- Consideration of the COVID-19 pandemic impact on activities and funding.

This series of internal meetings was concluded in March.

The FY22 Proposed Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on March 9th, March 26th, and April 1st.

An overview of the FY22 Proposed Budget for Operations and the Capital Program detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agencies' Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of March and April 2021. During these individual meetings, substantive agreement was reached on concurrence with the Operating and Capital Program portions of the FY22 Budget as proposed.

Discussion

Foundation for FY22 Proposed Budget

The FY22 Proposed Budget provides funding to achieve the following:

- Recovery of ridership and revenue
 - Returning Commuters
 - Assistance for Low Income Riders
 - Expansion of ridership base to include ridership for entertainment, day trips, shopping.
- Continued emphasis on safe operations, with updates and maintenance of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts
- Grant funded efforts to reduce the number of trespasser injuries.
- Additional New Service on the Ventura Line
 - Service was added to provide an additional round trip each Saturday
- Investment in existing assets to maintain a state of good repair by:
 - Funding critical rehabilitation projects,
 - Improving processes to accelerate project delivery

Budget Assumptions:

Service

- Maintain 30% Service Reduction – any change would be based on load factors. If service does increase due to load factors/unplanned ridership demand, the financial impact would be addressed during the Mid-Year Budget review. Only
- added service Ventura Line Saturday round trip

• **Revenue**

- Ridership Recovery Forecast Scenario 2B (see Attachment A)

• **Expense**

- 3% Merit Pool for FY22
- No COLA for FY22
- Contractor Increases Only as Mandated by Agreements 1
- New FTE headcount (Manager II - Cybersecurity)

• **Funding**

- Continued Dependency on use of COVID-19 pandemic Relief Funds

• **Reporting**

- Monthly
- Formal Mid-Year Budget Review

• **Arrow Service**

- Will be presented as part of the Mid-Year Budget Adjustment

Operating Budget

The Operating Revenues are \$59.4M and reflect a projected net increase of \$15.9M or 36.5% from FY21. The year over year changes are detailed below in the Operating Revenues section. The Expenditures are \$253.0M and reflect a decrease of \$7.5M or 2.9% lower than FY21. Details of the year over year change are explained below in the Operating Expenditures section. The required Operating Subsidy is \$193.7M and is a decrease of \$23.3M from the FY21 Adopted Budget (see Attachment B).

The FY22 Proposed Budget Operating Statement by detailed categories compared to FY21 adopted budget, by Member Agency, by Line and historically over the last five years are included as Attachments C, D, E and F.

Discussion of FY22 Proposed Budget Operating

Statement Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$59.4M for FY22, an increase of \$15.9M or 36.5% compared to the FY21 Adopted Budget.

Farebox Revenues which are the largest component of the operating revenue, are projected at \$45.2M, an increase \$18.0M or 66.5% compared to the FY21 Adopted Budget. This increase reflects the steady recovery of ridership which was so negatively impacted by the COVID-19 pandemic for all of FY21.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The service reductions by Amtrak passenger rail in response to the COVID-19 pandemic have negatively affected the Revenues for both Dispatching and MOW. The budget of \$2.1M for Dispatching Revenue and \$11.6M for MOW Revenue reflect decreases of \$0.3M and \$1.4M respectively as compared to the FY21 Budget. Lack of advertising, and reduced filming revenues have contributed to the \$0.5 reduction in Other Revenues.

Operating Expenditures

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

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes

the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY21 Proposed Budget for expenditures related to Train Operations includes contingency and is \$141.3M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY22 proposed budgeted amount for expenditures related to MOW is \$47.1M.

Administration and Services include internal expenditures related to Train Operations. The FY22 Proposed Budget for expenditures related to Administration & Services is \$47.8M.

The Category of Insurance and Legal is \$16.8M for the FY22 Proposed Budget.

Overall, the total FY22 Proposed Budget for expenditures is \$253.0M, and has decreased from the FY21 Adopted Budget by \$7.5M or 2.9%. The components of this change are as described below.

- Total Train Operations have decreased by \$10.1M or 6.7%. The primary drivers of this decrease are:
 - Train Operations Services have decreased \$2.3M as the result of a new contract;
 - Equipment Maintenance decreased by \$1.1M due to efficiencies in maintenance, and reduced material for Rolling Stock repairs;
 - Fuel expense decreased by \$0.8M due to the 30% service reduction;
 - Operating Facilities Maintenance decreased by \$0.7M created by efficiencies in operation;
 - TVD Maintenance/Revenue Collection decreased by \$1.6M due to reduced ridership, lower credit card fees;
 - Amtrak Transfers decreased by \$1.0M as a function of reduced service;
 - Rail Agreements decreased by \$2.1M caused by the 30% service reduction; and
 - Special Train costs have decreased by \$0.4M as an impact of the pandemic.
- MOW has decreased by \$0.8M or 1.6% from the FY21 Adjusted Budget primarily as a result of a new Track and Signals Contract.
- Administration and Services have increased from FY21 Adjusted Budget by \$1.6M or 3.5%, The primary drivers of this increase are:
 - An increase of Labor distribution to Operations Salaries for \$2.2M, in conjunction with an increase in medical insurance benefit costs;
 - Offset by a decrease of \$0.6M in charges to Indirect Administrative costs (overhead).
 - It is noteworthy that overall total Salaries in the Operations budget have increased by only 1.1%.

- Total Insurance expense has increased by \$1.9M or 12.5% from the FY21 budget, primarily as a result of the Rail insurance market shrinking and becoming increasingly costly.
 - Property and Liability Insurance premiums are higher by \$1.8M.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The FY22 Proposed Budget estimates total Member Agency subsidies to equal \$193.7M, a decrease of \$23.3M, or 10.8% less than the FY21 Budget.
- The Budget Summary Comparison (Attachment B) includes a year over year comparison of net operating subsidy by Member Agency. In response to Member Agency requests, this schedule reflects the FY22 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

Capital Program Budget

Rehabilitation

The FY22 Proposed Rehabilitation Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's State of Good Repair (SOGR) needs. The MRP addresses two critical elements:

Backlog or total cost of renovating assets to achieve a current

SOGR **SOGR** - Annual cost of keeping assets in a SOGR.

In light of the financial stress created by the COVID -19 pandemic, the FY22 budget request addresses only the SOGR or annual cost of keeping assets in a SOGR. The FY22 Proposed Budget does not address the current backlog which is estimated to be over \$500M.

The Rehabilitation authorization request for FY22 was identified as necessary investments to maintain a SOGR. These projects total \$90.4M and are presented by Member Agency and by Line in Attachment G. Grants paid directly to Metrolink cover \$26.1M of this request. The total amount requested from Member Agencies will therefore be \$64.3M.

A listing of the individual projects, their location and description are provided in Attachment H.

New Capital

The New Capital authorization request for FY22 was identified as necessary for safe and efficient rail operations. These projects total \$8.6M and are shown by Member Agency and by Line in Attachment I. Grants paid directly to Metrolink cover \$ 8.0M of this request. The total amount requested from Member Agencies will therefore be \$0.6M. The Authority is also endeavoring to secure a Grant to cover this \$0.6M.

A listing of the individual projects, their location and description are provided in Attachment J.

The FY22 Proposed Capital Program Budget request is \$99.0M by asset type as shown below:

CAPITAL PROGRAM	FY2021-22
Facilities	\$2,946
Grade Crossing	\$8,000
Rolling Stock	\$3,000
Structures	\$20,787
Track	\$42,440
Train Control	\$18,610
Vehicles	\$3,250
Total Capital Investment	<u>\$99,033</u>
Annual Cash Flow	\$4,952

Completion of the FY22 Proposed Capital Program projects are multi-year in nature. As such, the funding for the FY22 Budget requests may be viewed as each having a four-year funding commitment which would have the estimated cashflow impact over the subsequent fiscal years as shown in Attachment K.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Operating as described:

- **Attachment A - Ridership Recovery Forecast Scenarios**
- **Attachment B - Budget Summary Comparison FY21 vs FY22**
- **Attachment C - Comparative Detailed Operating Statement** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages
- **Attachment D - Budget by Member Agency**
- **Attachment E - Budget by Line**
- **Attachment F - Historical Actual and Budgeted Operating Statements** . Actual Operating expense for FY17, FY18, FY19, FY20 and Adopted Operating Budget for FY21 and Proposed Operating Budget for FY22, with a variance comparison between FY21 Adopted Budget and FY22 Proposed Budget

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Capital Program as described:

- **Attachment G - FY22 Proposed Rehabilitation by Member Agency and Line**
- **Attachment H - FY22 Proposed Rehabilitation Projects Detail list** – Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I - FY22 Proposed New Capital by Member Agency and Line**
- **Attachment J - FY22 Proposed New Capital Projects Detail list** - Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment K - FY22 Proposed Capital Program Cashflow**

Budget Impact

This report and the transmittal of the Proposed FY22 Budget has no impact on the Budget.

Alternatives Considered

The Committee may recommend the transmission of the FY22 Budget with specific modifications. Staff does not recommend this approach as the Member Agency CEO's have provided general concurrence with the proposed subsidy amounts.

Next Steps

April – June, 2021 Staff present at Member Agencies' Committee and Board meetings as may be requested

June 11, 2021 FY22 Proposed Budget to AFCOM for recommendation to Adopt

June 25, 2021 FY22 Proposed Budget to Metrolink Board for Adoption

Prepared by: Christine J. Wilson, Senior Manager, Finance

Approved by: Arnold Hackett, Interim Chief Financial Officer

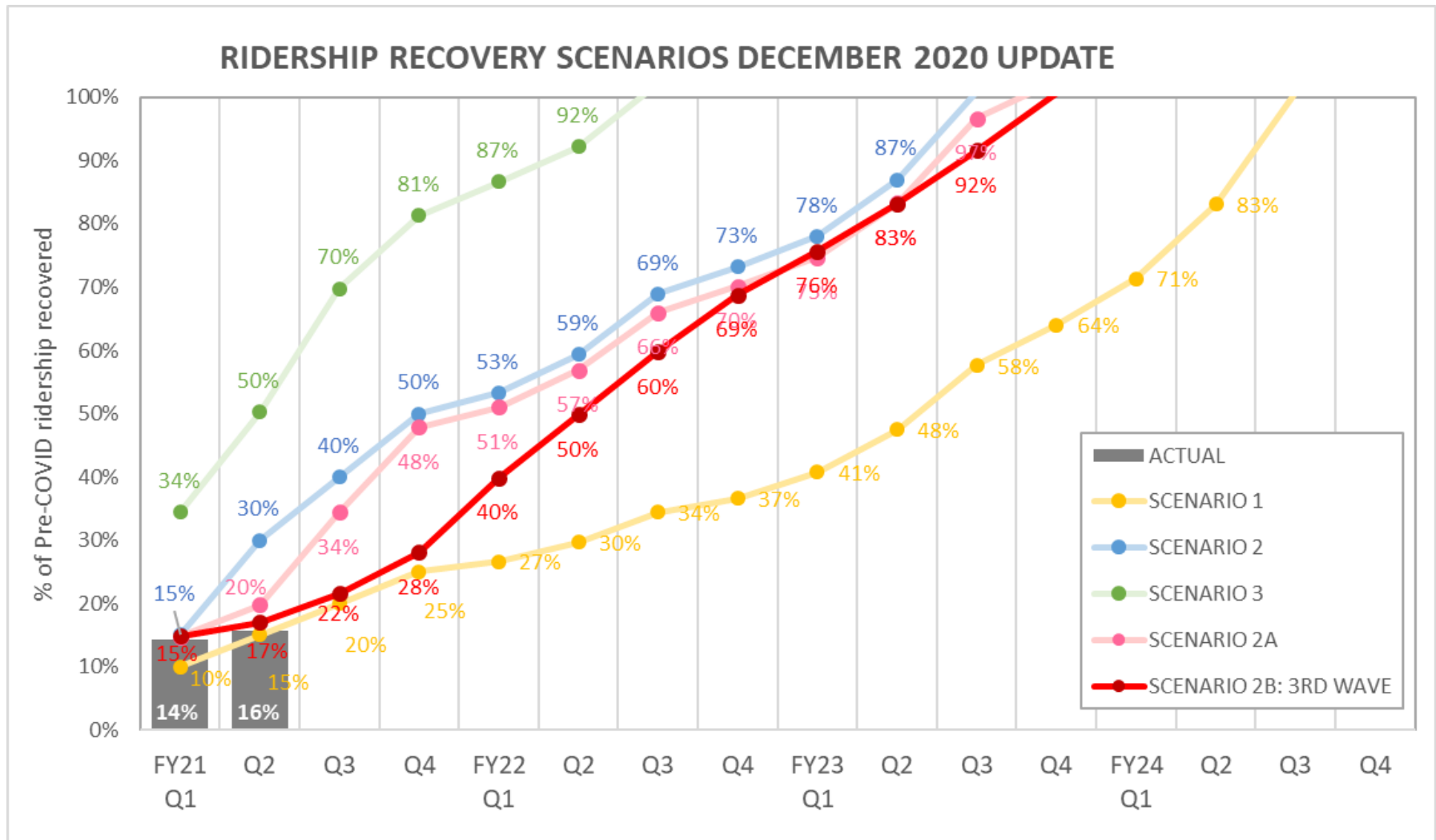
Attachment(s)

Attachment A - Ridership Recovery Forecast Scenarios
Attachment B - Budget Summary Comparison FY21 vs FY22
Attachment C - Comparative Detailed Operating Statement FY21 vs FY22
Attachment D - Budget by Member Agency
Attachment E - Budget by Line
Attachment F - Historical Budget Comparison
Attachment G - FY22 Proposed Rehab by MA & Line
Attachment H - FY22 Proposed Rehabilitation Project list
Attachment I - FY22 Proposed New Capital by MA & Line
Attachment J - FY22 Proposed New Capital Project list
Attachment K - FY22 Proposed Capital Program Cashflow

Ridership Recovery Forecast Scenarios

Planning Scenarios:

- 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3.
- 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3.
- 2A - Surge (Adjusted Medium Case): Surge in infections delays ridership recovery to FY23 Q4.
- 2B – 3rd Wave (Adjusted Medium 2A Case): Surge in infections delays ridership recovery to FY23 Q4.**
- 3 - No Recession (Best Case): Ridership recovery by FY22 Q3.



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY21 and FY22 BUDGET SUMMARY COMPARISON**

FY22 Proposed Budget	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenues	29,213,825	15,604,054	5,044,779	7,252,509	2,244,130	59,359,297
Total Expenses	127,593,263	54,756,602	26,519,363	29,770,267	14,394,215	253,033,710
Net Loss	(98,379,438)	(39,152,549)	(21,474,584)	(22,517,758)	(12,150,085)	(193,674,413)

FY21 Adopted Budget	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenues	22,184,541	10,860,507	3,453,373	5,205,265	1,796,594	43,500,280
Total Expenses	132,107,013	56,793,223	27,233,210	30,272,432	14,101,906	260,507,784
Net Loss	(109,922,472)	(45,932,716)	(23,779,837)	(25,067,166)	(12,305,312)	(217,007,504)

Comparison: FY22 to FY21	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL	Variance (%)
Total Revenues	7,029,284	4,743,547	1,591,406	2,047,243	447,536	15,859,016	36.46%
Total Expenses	(4,513,750)	(2,036,621)	(713,847)	(502,165)	292,308	(7,474,075)	(2.87%)
Net Loss	11,543,035	6,780,168	2,305,253	2,549,408	155,227	23,333,091	(10.75%)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY FY21 and FY22 BUDGET COMPARISON							
	<u>FY21 ADOPTED BUDGET</u>	<u>FY21 ADJUSTED BUDGET</u>	<u>FY22 PROPOSED BUDGET</u>	<u>VARIANCE FROM FY21 ADOPTED BUDGET OVER/(UNDER)</u>		<u>VARIANCE FROM FY21 ADJUSTED BUDGET OVER/(UNDER)</u>	
				<u>AMOUNT</u>	<u>%</u>	<u>AMOUNT</u>	<u>%</u>
Operating Revenue							
Farebox Revenue	26,218,749	26,218,749	41,547,178	15,328,429	58.46%	15,328,429	58.46%
Farebox Reduction Subsidy	700,000	700,000	1,125,608	425,608	60.80%	425,608	60.80%
Other Train Subsidies	0	0	2,351,912	2,351,912	0.00%	2,351,912	0.00%
Special Trains	218,887	218,887	150,000	(68,887)	(31.47%)	(68,887)	(31.47%)
Subtotal Pro Forma Farebox	27,137,636	27,137,636	45,174,698	18,037,061	66.47%	18,037,061	66.47%
Dispatching	2,327,307	2,327,307	2,053,871	(273,436)	(11.75%)	(273,436)	(11.75%)
Other Revenues	1,075,000	1,075,000	575,000	(500,000)	(46.51%)	(500,000)	(46.51%)
MOW Revenues	12,960,337	12,960,337	11,555,728	(1,404,609)	(10.84%)	(1,404,609)	(10.84%)
Total Operating Revenues	43,500,280	43,500,280	59,359,297	15,859,017	36.46%	15,859,017	36.46%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	49,978,200	47,448,200	45,095,901	(4,882,299)	(9.77%)	(2,352,299)	(4.96%)
Equipment Maintenance	39,202,056	38,728,622	37,594,367	(1,607,689)	(4.10%)	(1,134,255)	(2.93%)
Fuel	20,538,530	20,212,070	19,416,673	(1,121,857)	(5.46%)	(795,397)	(3.94%)
Non-Sched Rolling Stock Repairs	140,000	140,000	100,000	(40,000)	(28.57%)	(40,000)	(28.57%)
Operating Facilities Maintenance	1,745,225	2,303,649	1,654,008	(91,217)	(5.23%)	(649,641)	(28.20%)
Other Operating Train Services	983,682	989,081	916,115	(67,567)	(6.87%)	(72,966)	(7.38%)
Rolling Stock Lease	230,000	230,460	0	(230,000)	(100.00%)	(230,460)	(100.00%)
Security	10,762,704	13,762,704	13,533,013	2,770,309	25.74%	(229,691)	(1.67%)
Public Safety Program	105,404	102,151	102,194	(3,210)	(3.05%)	43	0.04%
Passenger Relations	1,811,841	1,811,841	1,869,975	58,134	3.21%	58,134	3.21%
TVM Maint/Revenue Collection	6,827,191	6,178,669	4,613,646	(2,213,545)	(32.42%)	(1,565,023)	(25.33%)
Marketing	2,408,141	2,408,141	2,867,500	459,359	19.08%	459,359	19.08%
Media & External Communications	480,775	495,775	361,900	(118,875)	(24.73%)	(133,875)	(27.00%)
Utilities / Leases	3,066,332	3,057,812	2,965,010	(101,322)	(3.30%)	(92,802)	(3.03%)
Transfers to Other Operators	2,982,650	2,880,900	3,276,436	293,786	9.85%	395,536	13.73%
Amtrak Transfers	1,853,998	1,853,998	823,581	(1,030,417)	(55.58%)	(1,030,417)	(55.58%)
Station Maintenance	2,297,810	2,281,933	2,065,000	(232,810)	(10.13%)	(216,933)	(9.51%)
Rail Agreements	5,804,314	5,715,314	3,640,851	(2,163,463)	(37.27%)	(2,074,463)	(36.30%)
Holiday Trains	255,000	255,000	265,000	10,000	3.92%	10,000	3.92%
Special Trains	524,100	524,100	92,000	(432,100)	(82.45%)	(432,100)	(82.45%)
Subtotal Operations & Services	151,997,953	151,380,420	141,253,170	(10,744,783)	(7.07%)	(10,127,250)	(6.69%)
<u>Maintenance-of-Way</u>							
MoW - Line Segments	46,611,431	46,826,045	46,395,469	(215,961)	(0.46%)	(430,575)	(0.92%)
MoW - Extraordinary Maintenance	1,050,207	1,050,207	697,300	(352,907)	(33.60%)	(352,907)	(33.60%)
Subtotal Maintenance-of-Way	47,661,638	47,876,252	47,092,769	(568,868)	(1.19%)	(783,482)	(1.64%)
<u>Administration & Services</u>							
Ops Salaries & Fringe Benefits	14,626,597	14,626,597	16,816,671	2,190,074	14.97%	2,190,074	14.97%
Ops Non-Labor Expenses	7,518,370	8,820,333	8,653,705	1,135,335	15.10%	(166,628)	(1.89%)
Indirect Administrative Expenses	20,977,819	20,519,263	19,889,450	(1,088,370)	(5.19%)	(629,813)	(3.07%)
Ops Professional Services	2,558,508	2,163,021	2,398,236	(160,272)	(6.26%)	235,215	10.87%
Subtotal Administration & Services	45,681,294	46,129,214	47,758,061	2,076,767	4.55%	1,628,848	3.53%
Contingency	200,000	154,999	90,000	(110,000)	(55.00%)	(64,999)	(41.94%)
Total Operating Expenses	245,540,885	245,540,884	236,194,001	(9,346,884)	(3.81%)	(9,346,884)	(3.81%)
<u>Insurance Expense (Recoveries)</u>							
Liability/Property/Auto/Misc	12,864,528	12,864,528	14,677,210	1,812,682	14.09%	1,812,682	14.09%
Net Claims / SI	1,000,000	1,000,000	990,000	(10,000)	(1.00%)	(10,000)	(1.00%)
Claims Administration	1,102,371	1,102,371	1,172,499	70,128	6.36%	70,128	6.36%
Subtotal Insurance Expense (Recoveries)	14,966,899	14,966,899	16,839,709	1,872,810	12.51%	1,872,810	12.51%
Total Expenses	260,507,784	260,507,784	253,033,710	(7,474,074)	(2.87%)	(7,474,075)	(2.87%)
Net Loss - Subsidy	(217,007,504)	(217,007,504)	(193,674,413)	23,333,091	(10.75%)	23,333,091	(10.75%)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2021-22 PROPOSED BUDGET
Annual Operating Budget Distribution by Cost Component

Attachment D

	Proposed FY2021-22 Budget					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 18,685	\$ 12,159	\$ 4,264	\$ 4,963	\$ 1,477	\$ 41,547
Fare Reduction Subsidy	673	-	-	452	-	\$ 1,126
Other Train Subsidies	2,352	-	-	-	-	\$ 2,352
Special Trains	53	50	9	8	30	\$ 150
Subtotal-Pro Forma FareBox	21,763	12,209	4,273	5,423	1,507	\$ 45,175
Dispatching	1,060	647	14	96	237	\$ 2,054
Other Revenues	288	142	51	72	21	\$ 575
MOW Revenues	6,103	2,606	706	1,661	479	\$ 11,556
Total Operating Revenue	29,214	15,604	5,045	7,253	2,244	\$ 59,359
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	23,859	9,933	3,952	5,401	1,951	\$ 45,096
Equipment Maintenance	18,434	8,720	4,346	4,453	1,641	\$ 37,594
Fuel	9,830	4,606	1,701	2,450	829	\$ 19,417
Non-Scheduled Rolling Stock Repairs	51	24	10	12	3	\$ 100
Operating Facilities Maintenance	846	398	167	191	51	\$ 1,654
Other Operating Train Services	455	127	110	152	73	\$ 916
Rolling Stock Lease	-	-	-	-	-	-
Security	7,101	2,812	1,434	1,518	668	\$ 13,533
Public Safety Program	48	18	15	11	10	\$ 102
Passenger Relations	920	498	157	234	60	\$ 1,870
TVM Maintenance/Revenue Collection	1,919	1,070	812	517	295	\$ 4,614
Marketing	1,441	722	245	360	99	\$ 2,868
Media & External Communications	172	62	54	38	36	\$ 362
Utilities/Leases	1,407	511	441	311	295	\$ 2,965
Transfers to Other Operators	1,743	850	235	343	106	\$ 3,276
Amtrak Transfers	253	519	-	-	51	\$ 824
Station Maintenance	1,199	331	142	294	98	\$ 2,065
Rail Agreements	1,359	955	876	197	254	\$ 3,641
Holiday Trains	77	87	-	21	81	\$ 265
Special Trains	44	32	16	-	-	\$ 92
Subtotal Operations & Services	71,159	32,275	14,715	16,501	6,604	\$ 141,253
<u>Maintenance-of-Way</u>						
MoW - Line Segments	24,566	9,543	3,231	6,146	2,910	\$ 46,395
MoW - Extraordinary Maintenance	408	100	66	74	48	\$ 697
Subtotal Maintenance-of-Way	24,974	9,643	3,298	6,220	2,958	\$ 47,093
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,978	2,910	2,494	1,767	1,667	\$ 16,817
Ops Non-Labor Expenses	4,253	2,017	980	989	415	\$ 8,654
Indirect Administrative Expenses	9,436	3,427	2,960	2,088	1,979	\$ 19,889
Ops Professional Services	1,138	413	357	252	239	\$ 2,398
Subtotal Admin & Services	22,804	8,768	6,791	5,097	4,300	\$ 47,758
<u>Contingency</u>	43	16	13	9	9	\$ 90
Total Operating Expenses	118,979	50,701	24,816	27,828	13,870	\$ 236,194
<u>Insurance and Legal</u>						
Liability/Property/Auto	7,508	3,535	1,484	1,693	457	\$ 14,677
Net Claims / SI	506	238	100	114	31	\$ 990
Claims Administration	600	282	119	135	36	\$ 1,172
Total Net Insurance and Legal	8,614	4,056	1,703	1,943	524	\$ 16,840
Total Expense	127,593	54,757	26,519	29,770	14,394	\$ 253,034
Loss / Member Subsidy	(98,379)	(39,153)	(21,475)	(22,518)	(12,150)	(193,674)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2021-22 PROPOSED BUDGET
Annual Operating Budget Distribution by Cost Component

Attachment E

	Proposed FY2021-22 Budget - Line Allocation								
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	TOTAL
Operating Revenue									
Farebox Revenue	\$ 8,836	\$ 3,745	\$ 5,438	\$ 3,824	\$ 11,054	\$ 120	\$ 4,839	\$ 3,689	\$ 41,547
Fare Reduction Subsidy	1,126	-	-	-	-	-	-	-	\$ 1,126
Other Train Subsidies	750	93	912	299	183	-	-	115	\$ 2,352
Special Trains	46	18	36	-	33	-	-	18	\$ 150
Subtotal-Pro Forma FareBox	10,758	3,856	6,386	4,124	11,270	120	4,839	3,822	\$ 45,175
Dispatching	331	467	307	2	915	5	6	22	\$ 2,054
Other Revenues	145	55	94	46	124	4	64	44	\$ 575
MOW Revenues	3,486	1,407	2,907	183	1,540	7	1,281	745	\$ 11,556
Total Operating Revenue	14,719	5,784	9,693	4,355	13,849	137	6,190	4,633	\$ 59,359
Operating Expenses									
Operations & Services									
Train Operations	11,335	4,570	9,833	2,597	5,803	764	6,116	4,078	\$ 45,096
Equipment Maintenance	8,464	3,851	7,335	2,621	5,492	1,136	4,466	4,229	\$ 37,594
Fuel	4,788	1,828	3,716	1,209	2,875	207	3,025	1,769	\$ 19,417
Non-Scheduled Rolling Stock Repairs	23	8	21	7	16	2	12	11	\$ 100
Operating Facilities Maintenance	388	136	341	108	267	38	199	176	\$ 1,654
Other Operating Train Services	287	122	133	110	57	20	83	103	\$ 916
Rolling Stock Lease	-	-	-	-	-	-	-	-	\$ -
Security	2,840	1,328	3,246	1,144	1,746	276	1,587	1,366	\$ 13,533
Public Safety Program	15	17	18	15	8	3	12	14	\$ 102
Passenger Relations	475	158	315	135	422	10	227	129	\$ 1,870
TVM Maintenance/Revenue Collection	818	670	744	363	511	209	677	621	\$ 4,614
Marketing	733	262	460	226	646	15	311	215	\$ 2,868
Media & External Communications	53	60	65	54	28	10	41	51	\$ 362
Utilities/Leases	433	493	535	444	228	81	336	415	\$ 2,965
Transfers to Other Operators	704	272	678	243	952	-	166	262	\$ 3,276
Amtrak Transfers	-	123	-	-	700	-	-	-	\$ 824
Station Maintenance	646	278	392	136	373	5	14	222	\$ 2,065
Rail Agreements	-	596	-	1,149	472	-	669	755	\$ 3,641
Holiday Trains	81	-	51	-	87	-	-	47	\$ 265
Special Trains	28	32	31	-	-	-	-	-	\$ 92
Subtotal Operations & Services	32,111	14,806	27,914	10,562	20,681	2,778	17,941	14,462	\$ 141,253
Maintenance-of-Way									
MoW - Line Segments	13,327	7,254	10,231	1,192	6,207	26	4,977	3,181	\$ 46,395
MoW - Extraordinary Maintenance	153	105	111	97	117	-	94	21	\$ 697
Subtotal Maintenance-of-Way	13,480	7,359	10,342	1,288	6,325	26	5,071	3,201	\$ 47,093
Administration & Services									
Ops Salaries & Fringe Benefits	2,463	2,784	3,045	2,509	1,309	459	1,904	2,344	\$ 16,817
Ops Non-Labor Expenses	1,897	905	1,635	634	1,409	55	1,184	934	\$ 8,654
Indirect Administrative Expenses	2,902	3,306	3,592	2,979	1,531	545	2,251	2,783	\$ 19,889
Ops Professional Services	350	399	433	359	185	66	271	336	\$ 2,398
Subtotal Admin & Services	7,612	7,394	8,705	6,482	4,434	1,125	5,610	6,396	\$ 47,758
Contingency	13	15	16	13	7	2	10	13	\$ 90
Total Operating Expenses	53,216	29,574	46,977	18,346	31,447	3,931	28,632	24,071	\$ 236,194
Insurance and Legal									
Liability/Property/Auto	3,443	1,209	3,025	960	2,371	337	1,770	1,563	\$ 14,677
Net Claims / SI	232	82	204	65	160	23	119	105	\$ 990
Claims Administration	275	97	242	77	189	27	141	125	\$ 1,172
Total Net Insurance and Legal	3,951	1,387	3,470	1,101	2,720	386	2,031	1,793	\$ 16,840
Total Expense	57,167	30,961	50,447	19,448	34,167	4,317	30,663	25,864	\$ 253,034
Loss / Member Subsidy	(42,448)	(25,177)	(40,754)	(15,093)	(20,318)	(4,181)	(24,473)	(21,231)	(193,674)

Annual Operating Budget by Cost Component by Fiscal Year
(\$000s)

	FY2016-17 Actual	FY2017-18 Actual	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Adopted Budget	FY2021-22 Proposed Budget	FY2021-22 Proposed Budget vs FY2020-21 Adopted Budget	
							\$ Variance	% Variance
Operating Revenue								
Farebox Revenue	82,883	82,542	79,007	61,843	26,219	41,547	15,328	58.5%
Fare Reduction Subsidy	490	157	3,147	1,090	700	1,126	426	60.8%
Other Train Subsidies	-	-	-	-	-	2,352	2,352	n/a
Special Trains	-	-	-	171	219	150	(69)	-31.5%
Subtotal-Pro Forma FareBox	83,373	82,699	82,154	63,104	27,138	45,175	18,037	66.5%
Dispatching	2,016	2,133	2,136	2,300	2,327	2,054	(273)	-11.7%
Other Revenues	762	463	790	254	1,075	575	(500)	-46.5%
MOW Revenues	12,384	12,789	13,017	13,301	12,960	11,556	(1,405)	-10.8%
Total Operating Revenue	98,535	98,084	98,097	78,958	43,500	59,359	15,859	36.5%
Operating Expenses								
<u>Operations & Services</u>								
Train Operations	41,616	42,116	43,093	45,701	49,978	45,096	(4,882)	-9.8%
Equipment Maintenance	35,422	34,242	36,642	36,861	39,202	37,594	(1,608)	-4.1%
Fuel	18,207	17,577	23,582	21,150	20,539	19,417	(1,122)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	92	140	100	(40)	-28.6%
Operating Facilities Maintenance	1,475	1,493	1,683	1,569	1,745	1,654	(91)	-5.2%
Other Operating Train Services	449	722	1,069	863	984	916	(68)	-6.9%
Rolling Stock Lease	230	11	230	231	230	-	(230)	-100.0%
Security	7,315	7,821	8,715	9,367	10,763	13,533	2,770	25.7%
Public Safety Program	203	193	209	55	105	102	(3)	-3.0%
Passenger Relations	1,868	1,723	1,769	1,786	1,812	1,870	58	3.2%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	7,594	6,827	4,614	(2,214)	-32.4%
Marketing	716	1,307	4,304	1,359	2,408	2,868	459	19.1%
Media & External Communications	249	320	348	410	481	362	(119)	-24.7%
Utilities/Leases	2,614	2,804	2,775	2,762	3,066	2,965	(101)	-3.3%
Transfers to Other Operators	6,003	3,818	5,608	5,394	2,983	3,276	294	9.8%
Amtrak Transfers	1,307	1,678	1,497	1,166	1,854	824	(1,030)	-55.6%
Station Maintenance	1,196	1,575	1,847	1,980	2,298	2,065	(233)	-10.1%
Rail Agreements	5,155	4,938	5,696	5,159	5,804	3,641	(2,163)	-37.3%
Holiday Trains	-	-	-	57	255	265	10	3.9%
Special Trains	-	-	-	524	524	92	(432)	-82.4%
Subtotal Operations & Services	131,960	130,582	147,026	144,081	151,998	141,253	(10,745)	-7.1%
<u>Maintenance-of-Way</u>								
MoW - Line Segments	37,355	42,411	43,112	43,375	46,611	46,395	(216)	-0.5%
MoW - Extraordinary Maintenance	1,260	594	801	864	1,050	697	(353)	-33.6%
Subtotal Maintenance-of-Way	38,615	43,005	43,913	44,239	47,662	47,093	(569)	-1.2%
<u>Administration & Services</u>								
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	15,497	14,627	16,817	2,190	15.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	7,645	7,518	8,654	1,135	15.1%
Indirect Administrative Expenses	14,090	19,333	16,151	18,254	20,978	19,889	(1,088)	-5.2%
Ops Professional Services	1,963	2,687	2,423	3,019	2,559	2,398	(160)	-6.3%
Subtotal Admin & Services	34,907	40,417	38,784	44,415	45,681	47,758	2,077	4.5%
Contingency (Non-Train Ops)	2	15	-	11	200	90	(110)	-55.0%
Total Operating Expenses	205,484	214,019	229,723	232,745	245,541	236,194	(9,347)	-3.8%
Insurance and Legal								
Liability/Property/Auto	11,061	9,748	9,429	9,870	12,865	14,677	1,813	14.1%
Net Claims / SI	5,116	8,551	1,212	2,303	1,000	990	(10)	-1.0%
Claims Administration	704	585	682	367	1,102	1,172	70	6.4%
Net Insurance and Legal	16,880	18,883	11,324	12,540	14,967	16,840	1,873	12.5%
Total BNSF Lease Expenses	5,669	-	-	-	-	-	-	n/a
TOTAL EXPENSES	228,033	232,902	241,046	245,285	260,508	253,034	(7,474)	-2.9%
Net Loss	(129,498)	(134,818)	(142,949)	(166,327)	(217,008)	(193,674)	23,333	-10.8%
All Member Subsidies	141,989	142,399	150,550	156,578	217,008	193,674	(23,333)	-10.8%
Surplus / (Deficit)	12,491	7,581	7,600	(9,748)	-	-	-	n/a

Numbers may not foot due to rounding.

NOTE: All Historical Comparisons are to the Adopted Budget

FY22 PROPOSED REHABILITATION BY MEMBER AGENCY & LINE

By Member Agency

FY2022 PROPOSED REHABILITATION REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER¹</u>
	\$90,433,000	\$33,064,794	\$15,047,906	\$4,226,859	\$7,279,641	\$4,711,300	\$26,102,500

By Line

FY2022 PROPOSED REHABILITATION REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$90,433,000	\$16,890,000	\$12,112,000	\$31,005,000	\$16,376,000	\$0	\$11,700,000	\$0	\$2,350,000

¹“Other” are Grants directly to Metrolink



REHABILITATION PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2380	Rehab	All	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2403	Rehab	All	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
3	2404	Rehab	All	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. 1) Front loader 2) Freightliner 108SD 3) Various MOW equipment (light towers, air compressors, portable generators) 4) Dynamic Rail rider/Excavator 5) All terrain Fork Lift 6) HY rail SUV 7) Five (5) SUV's 8) Three (3) signal maintainers 9) Two (2) Brush trucks Ford F-350 4X4	2,650,000	1,258,750	524,700	294,150	381,600	190,800	-
4	2405	Rehab	All	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Building storage facility for new locomotive battery storage - Phase 1: MOW health and welfare facilities installation, rehab and utility connections - Phase 1: Facilities equipment purchase and replacement - Pilot a design to automotive and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operations	1,000,000	475,000	198,000	111,000	144,000	72,000	-
5	2406	Rehab	All	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.	3,000,000	1,425,000	594,000	333,000	432,000	216,000	-
ALL SHARE PROJECT PROPOSAL REQUEST											16,650,000	7,908,750	3,296,700	1,848,150	2,397,600	1,198,800	-
6	2376	Rehab	SB Shortway	All	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	240,000	122,844	51,206	28,709	37,241	-	-
SHORTWAY PROJECT PROPOSAL REQUEST											240,000	122,844	51,206	28,709	37,241	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
7	2357	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	5,350,000	3,210,000	-	-	2,140,000	-	-
8	2382	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure.	2,762,000	1,657,200	-	-	1,104,800	-	-
9	2397	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Train Control	SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) Amar Road MP 16.43 2) Hamburger Lane MP 16.90 3) Merced Avenue MP 18.03 4) Macdevitt Street MP18.36 5) Vincent Avenue MP 20.90 6) Lark Ellen Avenue MP 21.40 7) Azusa Avenue MP 21.91 8) Hollenbeck Avenue MP 22.41	4,000,000	2,400,000	-	-	1,600,000	-	-
										SAN GABRIEL PROJECTS REQUEST	12,112,000	7,267,200	-	-	4,844,800	-	-
10	2356	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.	8,000,000	8,000,000	-	-	-	-	-
11	2381	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.	3,180,000	3,180,000	-	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
12	2396	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) Head Out Signal MP 5.4 (Terry Lumber Spur) - Replace EC4 Unit with New EC5 Controller 2) Rainbow Glen Drive MP 36.33 - Replace crossing house and internal control equipment 3) CP Portal MP 28.0 - Replace CP House, internal control equipment, & power switch machine 4) CP Hood MP 30.20 - Replace CP House, internal control equipment, & power switch machine 5) CP Canyon MP 33.4 - Replace CP House, internal control equipment, & power switch machine 6) CP Honby MP 38.6 - Replace CP House, internal control equipment, & power switch machine 7) HBD / DED MP 7.7 - Replace wayside detector	3,250,000	3,250,000	-	-	-	-	-
13	2407	Rehab	Valley	Antelope Valley Line	76.4 - 76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.	1,946,000	1,946,000	-	-	-	-	-
14	2398	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)	1,390,000	1,390,000	-	-	-	-	-
										METRO PROJECT PROPOSAL REQUEST	17,766,000	17,766,000	-	-	-	-	-
15	2359	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	6,460,000	-	6,460,000	-	-	-	-
16	2384	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Construction funding for Calafia culverts.	2,240,000	-	2,240,000	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
17	2399	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines 2) CP College MP 169.8 - Rehab Signal House and internal control equipment 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations	3,000,000	-	3,000,000	-	-	-	-
										OCTA PROJECT PROPOSAL REQUEST	11,700,000	-	11,700,000	-	-	-	-
18	2377	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR. Construction Phase for Citrus Retaining Wall & Drainage; Box Springs Drainage Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60” RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution. The FY22 request for \$1.58M will complete funding of the construction phase for remaining drainage and culvert projects for this area. This is an estimated cost for construction and could change upon completion of final design.	1,580,000	-	-	1,580,000	-	-	-
19	2400	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Train Control	PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS SIGNALS: 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations	770,000	-	-	770,000	-	-	-
										RCTC PROJECT PROPOSAL REQUEST	2,350,000	-	-	2,350,000	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
20	2401	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms. 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.	1,200,000	-	-	-	-	1,200,000	-
21	2385	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION - PARTIAL FUNDED VIA FRA GRANT	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.	4,625,000	-	-	-	-	2,312,500	2,312,500
										VCTC PROJECT PROPSAL REQUEST	5,825,000	-	-	-	-	3,512,500	2,312,500
22	2358	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.	3,000,000	-	-	-	-	-	3,000,000
23	2378	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Track	VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.	14,390,000	-	-	-	-	-	14,390,000
24	2383	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Structures	VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.	6,400,000	-	-	-	-	-	6,400,000
										OTHER FUNDING PROJECT PROPSAL REQUEST	23,790,000	-	-	-	-	-	23,790,000
										FY2022 PROPOSED REHABILITATION REQUEST	90,433,000	33,064,794	15,047,906	4,226,859	7,279,641	4,711,300	26,102,500



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2380.00

PROJECT : SYSTEMWIDE TRACK REHABILITATION

SCOPE				TYPE: REHAB MRP					
Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments									
Mile Posts: n/a				Division: All County: ALL Asset Type: Track					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.									
Current Age: 120 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2023	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ROW ACQUISITION	\$0								
MATERIAL	\$0			2024	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
CONSTRUCTION	\$4,500,000								
SPECIAL RAIL EQUIP				2025	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
FLAGGING									
BUS BRIDGES				2026	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2027	\$0	\$0	\$0	\$0	\$0
* SCRRA STAFF	\$325,000								
* PROCUREMENT STAFF	\$175,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$5,000,000								



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2403.00

PROJECT : SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE			TYPE: REHAB MRP					
Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars								
Mile Posts: n/a			Division: All County: ALL Asset Type: Train Control					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
JUSTIFICATION			RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards. Some of the PTC hardware is already 10 years old and some of the design was 5 years earlier than that. The office element consists mainly of computers (servers, field laptops, etc.) that date back to 2011, 2012. Mission critical computers are usually rehabbed every 5 years. Our onboard and wayside cellular systems that were implemented back in 2012 were state of the art 3G systems that will be unsupported and completely sun-setted by the Telco companies at the end of last year.			1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION								
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.								
Current Age: 11 Year(s) Standard Lifespan: 5 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0							
DESIGN	\$0		2022	\$0	\$0	\$0	\$250,000	\$250,000
ENVIRONMENTAL	\$0							
ROW ACQUISITION	\$0		2023	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
MATERIAL	\$0							
CONSTRUCTION	\$4,500,000		2024	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
SPECIAL RAIL EQUIP								
FLAGGING			2025	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
BUS BRIDGES								
CLOSE OUT	\$0		2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT								
* SCRRA STAFF	\$325,000							
* PROCUREMENT STAFF	\$175,000		2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0							
CONTINGENCY	\$0							

TOTAL	\$5,000,000	Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%
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PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2405.00

PROJECT : FACILITIES REHABILITATION

SCOPE				TYPE: REHAB MRP					
Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Build storage facility for new locomotive battery storage - Phase 1: MOW health and welfare facilities installation, rehab and utility connections. - Phase 1: Facilities equipment purchase and replacement - Pilot a design to automate and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operation									
Mile Posts: NA				Division: All County: ALL Asset Type: Facilities					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Facilities rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes components and subcomponents in use at maintenance facilities, layover facilities, and the Pomona campus. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff, industry standards and regulations.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular assets and components vary within each facility, with a range of conditions that include marginal and poor ratings.									
Current Age: 31 Year(s) Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$50,000	\$50,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$87,500	\$87,500	\$87,500	\$87,500	\$350,000
MATERIAL	\$0								
CONSTRUCTION	\$900,000			2024	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRA STAFF	\$65,000			2027	\$0	\$0	\$0	\$0	\$0
* PROCUREMENT STAFF	\$35,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$1,000,000								



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2406.00

PROJECT : ROLLING STOCK REHABILITATION

SCOPE				TYPE: REHAB MRP					
Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars.									
Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.									
Mile Posts: NA				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Rolling Stock rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Locomotives, Rail Cars and Cab Cars. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The useful life for rolling stock is 30 years inclusive of a mid-life overhaul. Many rolling stock assets are past due for their mid-life overhaul.				1. Condition of Asset..... Worn					
				2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular fleets, and components within fleets, vary within the rolling stock asset category, with a range of conditions that include marginal and poor ratings.									
Current Age: 30 Year(s) Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
DESIGN	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ENVIRONMENTAL	\$0			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
ROW ACQUISITION	\$0			2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,700,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$3,000,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2357.00

PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: REHAB MRP					
<div>San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</div> <div><div>- Rail</div><div>- Ties</div><div>- Crossings</div><div>- Special Trackwork</div><div>- Ballast</div></div> <div>Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.</div> <div>Mile Posts: 1.08 - 56.52</div> <div>Division: San GabrielCounty: LA / SBAsset Type: Track</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
<div>Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</div>				<div>1. Condition of Asset..... Worn</div> <div>2. System Impact..... High</div>					
RISK CREATED BY NON-IMPLEMENTATION									
<div>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.</div>									
<div>Current Age: 121 Year(s)Standard Lifespan: 65 Year(s)</div>									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$267,500	\$267,500
DESIGN	\$0			2023	\$468,125	\$468,125	\$468,125	\$468,125	\$1,872,500
ENVIRONMENTAL	\$0			2024	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000
ROW ACQUISITION	\$0			2025	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$4,815,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$185,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$5,350,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2382.00

PROJECT : SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: REHAB MRP											
San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure. Mile Posts: 1.08 - 56.52 Division: San Gabriel County: LA / SB Asset Type: Structures															
OBJECTIVES				RISKS CAUSING PROJECT DELAY											
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High											
JUSTIFICATION										RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.															
RISK CREATED BY NON-IMPLEMENTATION															
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)															
BUDGET				CASH FLOW											
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING		\$0		2022	\$0	\$0	\$0	\$138,100	\$138,100						
DESIGN		\$0		2023	\$241,675	\$241,675	\$241,675	\$241,675	\$966,700						
ENVIRONMENTAL		\$0		2024	\$207,150	\$207,150	\$207,150	\$207,150	\$828,600						
ROW ACQUISITION		\$0		2025	\$207,150	\$207,150	\$207,150	\$207,150	\$828,600						
MATERIAL		\$0		2026	\$0	\$0	\$0	\$0	\$0						
CONSTRUCTION		\$2,511,000		2027	\$0	\$0	\$0	\$0	\$0						
SPECIAL RAIL EQUIP				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%											
FLAGGING															
BUS BRIDGES															
CLOSE OUT		\$0													
PROJECT MANAGEMENT															
* SCRRRA STAFF		\$175,000													
* PROCUREMENT STAFF		\$76,000													
* CONSULTANT		\$0													
CONTINGENCY		\$0													
TOTAL		\$2,762,000													



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2397.00

PROJECT : SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB MRP					
San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems									
COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB									
SIGNALS: 1) Amar Road MP 16.43 2) Hamburger Lane MP 16.90 3) Merced Avenue MP 18.03 4) Macdevitt Street MP18.36 5) Vincent Avenue MP 20.90 6) Lark Ellen Avenue MP 21.40 7) Azusa Avenue MP 21.91 8) Hollenbeck Avenue MP 22.41									
Mile Posts: 1.08 - 56.52				Division: San Gabriel County: LA / SB Asset Type: Train Control					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0							
DESIGN		\$0		2022	\$0	\$0	\$0	\$200,000	\$200,000
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2023	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000
MATERIAL		\$0							
CONSTRUCTION		\$3,600,000		2024	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
BUS BRIDGES									
CLOSE OUT		\$0							
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF		\$315,000							
* PROCUREMENT STAFF		\$85,000							

* CONSULTANT	\$0	2027	\$0	\$0	\$0	\$0	\$0
CONTINGENCY	\$0						
TOTAL	\$4,000,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%				



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2356.00

PROJECT : VALLEY SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: REHAB MRP					
Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards. Mile Posts: 3.67 - 76.63 <div>Division: Valley County: LA Asset Type: Track</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service. Current Age: 121 Year(s) Standard Lifespan: 65 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
MATERIAL	\$0								
CONSTRUCTION	\$7,200,000			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$450,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$8,000,000								



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2381.00

PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: REHAB MRP					
Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's. Mile Posts: 3.67 - 76.63									
				Division: Valley County: LA Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$159,000	\$159,000
DESIGN	\$0			2023	\$278,250	\$278,250	\$278,250	\$278,250	\$1,113,000
ENVIRONMENTAL	\$0			2024	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
ROW ACQUISITION	\$0			2025	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,862,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$143,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$3,180,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2396.00

PROJECT : VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB MRP					
Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems									
COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB									
SIGNALS: 1) Head Out Signal MP 5.4 (Terry Lumber Spur) - Replace EC4 Unit with New EC5 Controller 2) Rainbow Glen Drive MP 36.33 - Replace crossing house and internalk control equipment 3) CP Portal MP 28.0 - Replace CP House, internal control equipment, and power switch machine 4) CP Hood MP 30.20 - Replace CP House, internal control equipment, and power switch machine 5) CP Canyon MP 33.4 - Replace CP House, internal control equipment, and power switch machine 6) CP Honby MP 38.6 - Replace CP House, internal control equipment, and power switch machine 7) HBD / DED MP 7.7 - Replace wayside detector									
Mile Posts: 3.67 - 76.63				Division: Valley County: LA Asset Type: Train Control					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION									
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION				1. Condition of Asset..... Worn 2. System Impact..... High					
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2022	\$0	\$0	\$0	\$162,500	\$162,500
DESIGN		\$0							
ENVIRONMENTAL		\$0		2023	\$284,375	\$284,375	\$284,375	\$284,375	\$1,137,500
ROW ACQUISITION		\$0							
MATERIAL		\$0		2024	\$243,750	\$243,750	\$243,750	\$243,750	\$975,000
CONSTRUCTION		\$2,925,000							
SPECIAL RAIL EQUIP				2025	\$243,750	\$243,750	\$243,750	\$243,750	\$975,000
FLAGGING									
BUS BRIDGES				2026	\$0	\$0	\$0	\$0	\$0
CLOSE OUT		\$0							
PROJECT MANAGEMENT				2027	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF		\$175,000							
* PROCUREMENT STAFF		\$150,000							
* CONSULTANT		\$0							
CONTINGENCY		\$0							

TOTAL	\$3,250,000	Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%
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PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2407.00

PROJECT : LANCASTER CREW BASE REPLACEMENT

SCOPE				TYPE: REHAB MRP					
The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.									
Mile Posts: 76.4 - 76.5				Division: Valley County: LA Asset Type: Facilities					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 3: Invest in People and Assets) Reduce employee turnover 5. (Goal 4: Retain and Grow Ridership) Increase system utilization				1. Condition of Asset..... Worn 2. System Impact..... High Acquisition of property or lease agreement can start immediately after funding is available.					
JUSTIFICATION									
Building will be purchased. Budget includes furniture. IT equipment will be requested the year property will be ready for occupancy. Old rental trailer will be demobilized. The small permanent office space can serve as a security office. This is an interim solution for next 7-15 years until such time as a new Lancaster terminal is developed. Project has been identified because the asset has fallen below a State of Good Repair and is in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The existing Lancaster Crew Base currently has 18 crew members reporting daily. The facility is only large enough to comfortably seat 2 people.									
RISK CREATED BY NON-IMPLEMENTATION									
If the project is not implemented in full, the remaining projects that are beyond the rehabilitation limits will be added to the backlog in future years. This situation has to be addressed before it escalates into a safety issue. We are required to provide reasonable accommodations for Conductors and Engineers to break and fill out paperwork. Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$3,000			2022	\$0	\$0	\$0	\$97,300	\$97,300
DESIGN	\$200,000								
ENVIRONMENTAL	\$0			2023	\$170,275	\$170,275	\$170,275	\$170,275	\$681,100
ROW ACQUISITION	\$0								
MATERIAL	\$0			2024	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
CONSTRUCTION	\$1,365,000								
SPECIAL RAIL EQUIP				2025	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
FLAGGING									
BUS BRIDGES				2026	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$1,000								
PROJECT MANAGEMENT				2027	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$112,000								
* PROCUREMENT STAFF	\$88,000								
* CONSULTANT	\$0								
CONTINGENCY	\$177,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$1,946,000								



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2398.00

PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE	TYPE: REHAB MRP
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Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment
- 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment
- 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none">1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair2. (Goal 4: Retain and Grow Ridership) Improve service reliability3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

JUSTIFICATION	RANKING // PROJECT READINESS
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none">1. Condition of Asset..... Worn2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$69,500	\$69,500
DESIGN	\$0			2023	\$121,625	\$121,625	\$121,625	\$121,625	\$486,500
ENVIRONMENTAL	\$0			2024	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
ROW ACQUISITION	\$0			2025	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,251,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$70,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$1,390,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2384.00

PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: REHAB MRP					
Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Construction funding for Calafia culverts. Mile Posts: 165.08 - 207.4									
				Division: Orange County: OC Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$112,000	\$112,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2023	\$196,000	\$196,000	\$196,000	\$196,000	\$784,000
ROW ACQUISITION	\$0								
MATERIAL	\$0			2024	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
CONSTRUCTION	\$2,016,000								
SPECIAL RAIL EQUIP				2025	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
FLAGGING									
BUS BRIDGES				2026	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2027	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$49,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$2,240,000								



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2399.00

PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE	TYPE: REHAB MRP
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Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines
- 2) CP College MP 169.8 - Rehab Signal House and internal control equipment
- 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines
- 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none">1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair2. (Goal 4: Retain and Grow Ridership) Improve service reliability3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

JUSTIFICATION	RANKING // PROJECT READINESS
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none">1. Condition of Asset..... Worn2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
DESIGN	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ENVIRONMENTAL	\$0			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
ROW ACQUISITION	\$0			2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,700,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$3,000,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2377.00

PROJECT : PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES

SCOPE				TYPE: REHAB MRP					
Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR.									
Construction Phase for Citrus Retaining Wall & Drainage; Box Springs Drainage									
Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution.									
The FY22 request for \$1.58M will complete funding of the construction phase for remaining drainage and culvert projects for this area. This is an estimated cost for construction and could change upon completion of final design.									
Mile Posts: 65 - 85.4				Division: San Jacinto (PVL) County: RV Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION									
Due to drainage conditions in the surrounding area surrounding the Box Springs areas of the Perris Valley Line, the newly constructed Perris Valley line is experiencing flooding and erosion issues in specific areas. There is a wall and existing wall at Citrus Avenue that is currently experiencing undermining and the slope is eroding away from the wall which could become a safety issue in the future. The wall will be extended, and grading and drainage improvements will be made to repair the existing erosion and prevent future erosion. During FY19 SCRRA conducted a Hydrology and Hydraulics analysis, and the study identified a need for approximately 15 new or larger culverts through the box springs area. This project will address one of the highest priority areas by installing 4-60" RCP culverts, and performing regrading.									
RISK CREATED BY NON-IMPLEMENTATION				1. Condition of Asset..... Worn 2. System Impact..... High Design and partial Construction funded in FY21 budget.					
If project is not completed the drainage issues along the PVL will continue into the future and possibly cause issues that could result in the need for emergency maintenance and effect Metrolink service.									
Current Age: 6 Year(s) Standard Lifespan: 50 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$79,000	\$79,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2023	\$138,250	\$138,250	\$138,250	\$138,250	\$553,000
ROW ACQUISITION	\$0								
MATERIAL	\$0			2024	\$118,500	\$118,500	\$118,500	\$118,500	\$474,000
CONSTRUCTION	\$1,422,000								
SPECIAL RAIL EQUIP				2025	\$118,500	\$118,500	\$118,500	\$118,500	\$474,000
FLAGGING									
BUS BRIDGES				2026	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRA STAFF	\$105,000								

* PROCUREMENT STAFF	\$53,000	2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0						
CONTINGENCY	\$0	Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$1,580,000						



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2400.00

PROJECT : PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB MRP					
<p>Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none">- Positive Train Control (PTC) systems- Signal systems- Crossing systems- Communication systems- Centralized train control systems <p>COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS</p> <p>SIGNALS:</p> <p>1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations</p> <p>2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations</p> <p>Mile Posts: 65 - 85.4</p> <p>Division: San Jacinto (PVL) County: RV Asset Type: Train Control</p>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<p>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</p> <p>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</p> <p>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</p> <p>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</p>									
JUSTIFICATION				RANKING // PROJECT READINESS					
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>				<p>1. Condition of Asset..... Worn</p> <p>2. System Impact..... High</p>					
RISK CREATED BY NON-IMPLEMENTATION									
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p>									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2022	\$0	\$0	\$0	\$38,500	\$38,500
DESIGN		\$0		2023	\$67,375	\$67,375	\$67,375	\$67,375	\$269,500
ENVIRONMENTAL		\$0		2024	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000
ROW ACQUISITION		\$0		2025	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000
MATERIAL		\$0		2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$693,000		2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT		\$0							
PROJECT MANAGEMENT									
* SCRRRA STAFF		\$63,000							
* PROCUREMENT STAFF		\$14,000							
* CONSULTANT		\$0							
CONTINGENCY		\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%				
TOTAL		\$770,000							



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2401.00

PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB MRP					
Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms. 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms. Mile Posts: 426.4 - 441.24 <div>Division: Ventura - VC County County: VN Asset Type: Train Control</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2022	\$0	\$0	\$0	\$60,000	\$60,000
DESIGN		\$0							
ENVIRONMENTAL		\$0		2023	\$105,000	\$105,000	\$105,000	\$105,000	\$420,000
ROW ACQUISITION		\$0							
MATERIAL		\$0		2024	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
CONSTRUCTION		\$1,008,000							
SPECIAL RAIL EQUIP				2025	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
FLAGGING									
BUS BRIDGES				2026	\$0	\$0	\$0	\$0	\$0
CLOSE OUT		\$0							
PROJECT MANAGEMENT				2027	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF		\$123,000							
* PROCUREMENT STAFF		\$69,000							
* CONSULTANT		\$0							
CONTINGENCY		\$0		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$1,200,000							



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2385.00

PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: REHAB MRP					
Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project. Mile Posts: 426.4 - 441.24 <div>Division: Ventura - VC County County: VN Asset Type: Structures</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$231,250	\$231,250
DESIGN	\$0			2023	\$404,688	\$404,688	\$404,688	\$404,686	\$1,618,750
ENVIRONMENTAL	\$0			2024	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
ROW ACQUISITION	\$0			2025	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$4,163,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$112,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$4,625,000				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%				



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2358.00

PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT

SCOPE				TYPE: REHAB MRP					
Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.									
Mile Posts: 441.24 - 462.39				Division: Ventura - LA County County: LA Asset Type: Track					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.									
Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
<div>AMOUNTSTARTEND</div>				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING\$0				2022	\$0	\$0	\$0	\$150,000	\$150,000
DESIGN\$0				2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ENVIRONMENTAL\$0									
ROW ACQUISITION\$0				2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL\$0									
CONSTRUCTION\$2,702,000				2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
SPECIAL RAIL EQUIP									
FLAGGING				2026	\$0	\$0	\$0	\$0	\$0
BUS BRIDGES									
CLOSE OUT\$0				2027	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF\$175,000				2027	\$0	\$0	\$0	\$0	\$0
* PROCUREMENT STAFF\$123,000									
* CONSULTANT\$0									
CONTINGENCY\$0				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL\$3,000,000									



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2378.00

PROJECT : VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT

SCOPE				TYPE: REHAB MRP					
Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards. Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Track									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.									
Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2022	\$0	\$0	\$0	\$719,500	\$719,500
DESIGN		\$0		2023	\$1,259,125	\$1,259,125	\$1,259,125	\$1,259,125	\$5,036,500
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2024	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
MATERIAL		\$0							
CONSTRUCTION		\$13,340,000		2025	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
SPECIAL RAIL EQUIP									
FLAGGING				2026	\$0	\$0	\$0	\$0	\$0
BUS BRIDGES									
CLOSE OUT		\$0		2027	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRA STAFF		\$700,000		2027	\$0	\$0	\$0	\$0	\$0
* PROCUREMENT STAFF		\$350,000							
* CONSULTANT		\$0							
CONTINGENCY		\$0		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$14,390,000							



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2383.00

PROJECT : VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT

SCOPE				TYPE: REHAB MRP					
Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves rehabilitation of eight (8) culverts on the Ventura Line. Mile Posts: 426.4 - 462.39									
				Division: Ventura (LA & VC) County: LA / VC Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$320,000	\$320,000
DESIGN	\$0			2023	\$560,000	\$560,000	\$560,000	\$560,000	\$2,240,000
ENVIRONMENTAL	\$0			2024	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
ROW ACQUISITION	\$0			2025	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$6,000,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$280,000								
* PROCUREMENT STAFF	\$120,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$6,400,000								

FY22 PROPOSED NEW CAPITAL BY MEMBER AGENCY & LINE

By Member Agency

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER¹</u>
	\$8,600,000	\$ 285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$8,000,000

By Line

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$8,600,000	\$600,000 ²	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0

¹ "Other" are Grants directly to Metrolink

² Applied for Carl Moyer Grant – Grant Award in Oct/Nov



NEW CAPITAL PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2201	Capital	All	All	NA	NA	NA	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER	The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.	600,000	285,000	118,800	66,600	86,400	43,200	-
2	2516	Capital	Ventura - LA County	Ventura County Line	NA	NA	NA	Grade Crossing	DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT	Funded through the FRA SGR Grant with matching funded provided through TIRCP, this FY22 capital project required zero member agencies contribution.	8,000,000	-	-	-	-	-	8,000,000
FY2022 PROPOSED NEW CAPITAL REQUEST											8,600,000	285,000	118,800	66,600	86,400	43,200	8,000,000



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2201.00

PROJECT : SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER

SCOPE				TYPE: CAPITAL NON-MRP					
The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.									
Mile Posts: NA				Division: All County: ALL Asset Type: Non-Revenue Fleet					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders									
JUSTIFICATION				RANKING // PROJECT READINESS					
Capital purchase of MOW specialized support equipment to support the railroad. Benefits will address issues at CMF to provide less noise (electric engine is silent), zero emissions, and fuel conservation.				1. System Reliability..... High 2. Ridership Increase..... Low 3. Capacity Improvements..... Low 4. Safety & Security..... Low 5. Environmental..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Risks include maintaining a status quo with regard to the current state of emissions and noise production in the CMF location.									
Current Age: New Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$30,000	\$30,000
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$52,500	\$52,500	\$52,500	\$52,500	\$210,000
MATERIAL	\$0								
CONSTRUCTION	\$540,000			2024	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$20,000			2027	\$0	\$0	\$0	\$0	\$0
* PROCUREMENT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$29,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$600,000								



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2516.00

PROJECT : DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT

SCOPE				TYPE: CAPITAL NON-MRP					
Funded through the FRA SGR Grant with matching funds provided through TIRCP, this FY22 capital project required zero member agencies contribution. The project will provide for new safety upgrades to the Devonshire Street at-grade crossing.									
Mile Posts: 441.24 - 462.39				Division: Ventura - LA County County: LA Asset Type: Grade Crossing					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
To improve the safety of vehicles and passengers and to ensure operating safety and efficiencies.				1. System Reliability..... Moderate 2. Ridership Increase..... Moderate 3. Capacity Improvements..... Moderate 4. Safety & Security..... Moderate 5. Environmental..... Low					
RISK CREATED BY NON-IMPLEMENTATION									
This project if funded by the Federal Railroad Administration under their 2020 Federal-State Partnership for State of Good Repair (Partnership Program) Grant Program. Failing to implement this project would risk losing the funds and risk the safety of the crossing. Current Age: New Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
DESIGN	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
ENVIRONMENTAL	\$0			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
ROW ACQUISITION	\$0			2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$7,200,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$381,000								
TOTAL	\$8,000,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					

FY22 PROPOSED CAPITAL PROGRAM CASHFLOW

Rehabilitation

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY22 Rehabilitation	\$33.1M	\$15.0M	\$4.2M	\$7.3M	\$4.7M	\$26.1M	\$90.4M
	CASH OUTLAY						
2021-22	\$1.7M	\$0.8M	\$0.2M	\$0.4M	\$0.2M	\$1.3M	\$4.5M
2022-23	\$11.6M	\$5.3M	\$1.5M	\$2.5M	\$1.6M	\$9.1M	\$31.7M
2023-24	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
2024-25	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
Totals	\$33.1M	\$15.0M	\$4.2M	\$7.3M	\$4.7M	\$26.1M	\$90.4M

New Capital

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY22 New Capital	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$8.0M	\$8.6M
	CASH OUTLAY						
2021-22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.4M	\$0.4M
2022-23	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.8M	\$3.0M
2023-24	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
2024-25	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
Totals	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$8.0M	\$8.6M

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY23 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

	FY23 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 31,667	\$ 19,300	\$ 6,996	\$ 7,941	\$ 2,236	\$ 68,140
Fare Reduction Subsidy	286	-	-	192	-	\$ 479
Other Train Subsidies	2,446	-	-	-	-	\$ 2,446
Special Trains	78	60	33	16	27	\$ 214
Subtotal-Pro Forma FareBox	34,477	19,360	7,029	8,149	2,264	\$ 71,279
Dispatching	1,253	849	15	98	305	\$ 2,519
Other Revenues	367	182	65	92	27	\$ 733
MOW Revenues	6,362	2,834	720	1,695	518	\$ 12,128
Total Operating Revenue	42,459	23,225	7,828	10,034	3,113	\$ 86,659
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,722	9,710	4,419	5,384	1,770	\$ 47,005
Equipment Maintenance	19,775	9,361	4,554	4,755	1,756	\$ 40,201
Fuel	10,522	4,792	1,925	2,287	667	\$ 20,193
Non-Scheduled Rolling Stock Repairs	53	25	11	12	3	\$ 104
Operating Facilities Maintenance	880	414	174	198	54	\$ 1,720
Other Operating Train Services	473	132	114	158	76	\$ 953
Rolling Stock Lease	-	-	-	-	-	-
Security	7,305	2,903	1,483	1,562	690	\$ 13,943
Public Safety Program	50	18	16	11	11	\$ 106
Passenger Relations	958	517	164	244	63	\$ 1,945
TVM Maintenance/Revenue Collection	1,996	1,113	844	537	307	\$ 4,798
Marketing	1,499	751	255	374	103	\$ 2,982
Media & External Communications	179	65	56	40	37	\$ 376
Utilities/Leases	1,463	531	459	324	307	\$ 3,084
Transfers to Other Operators	2,968	1,153	364	589	169	\$ 5,242
Amtrak Transfers	402	879	1	1	34	\$ 1,318
Station Maintenance	1,334	319	143	270	81	\$ 2,147
Rail Agreements	2,086	1,456	1,288	326	202	\$ 5,357
Holiday Trains	74	83	-	20	78	\$ 255
Special Trains	237	165	177	29	-	\$ 608
Subtotal Operations & Services	77,977	34,387	16,447	17,120	6,407	\$ 152,338
<u>Maintenance-of-Way</u>						
MoW - Line Segments	25,824	10,087	3,255	6,313	2,874	\$ 48,354
MoW - Extraordinary Maintenance	451	110	73	82	53	\$ 770
Subtotal Maintenance-of-Way	26,275	10,197	3,328	6,395	2,928	\$ 49,124
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,408	3,067	2,629	1,863	1,757	\$ 17,724
Ops Non-Labor Expenses	4,603	2,014	993	980	409	\$ 9,000
Indirect Administrative Expenses	10,238	3,718	3,211	2,266	2,147	\$ 21,580
Ops Professional Services	1,183	430	371	262	248	\$ 2,494
Subtotal Admin & Services	24,432	9,229	7,205	5,370	4,562	\$ 50,798
<u>Contingency</u>	44	16	14	10	9	\$ 94
Total Operating Expenses	128,729	53,830	26,994	28,896	13,905	\$ 252,354
<u>Insurance and Legal</u>						
Liability/Property/Auto	7,883	3,712	1,559	1,778	480	\$ 15,411
Net Claims / SI	527	248	104	119	32	\$ 1,030
Claims Administration	624	294	123	141	38	\$ 1,219
Total Net Insurance and Legal	9,034	4,253	1,786	2,037	550	\$ 17,660
Total Expense	137,763	58,083	28,780	30,933	14,455	\$ 270,014
Loss	(95,304)	(34,858)	(20,951)	(20,899)	(11,342)	(183,355)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY23 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

(000's)	FY23 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	\$ 14,642	\$ 6,053	\$ 9,265	\$ 6,313	\$ 17,876	\$ 194	\$ 7,793	\$ 6,004	\$ 68,140
Fare Reduction Subsidy	479	-	-	-	-	-	-	-	479
Other Train Subsidies	780	97	948	311	190	-	-	120	2,446
Special Trains	14	29	38	-	52	-	39	41	214
Subtotal-Pro Forma FareBox	15,915	6,179	10,251	6,625	18,118	194	7,833	6,165	71,279
Dispatching	341	591	346	2	1,206	5	6	22	2,519
Other Revenues	185	69	119	59	160	5	81	55	733
MOW Revenues	3,572	1,522	3,001	197	1,728	140	1,206	762	12,128
Total Operating Revenue	20,013	8,361	13,717	6,882	21,212	343	9,125	7,005	86,659
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	11,444	5,306	10,728	3,093	6,457	891	4,949	4,138	47,005
Equipment Maintenance	9,030	4,121	7,869	2,808	5,873	1,215	4,770	4,515	40,201
Fuel	4,633	2,028	4,168	1,350	3,285	683	2,362	1,684	20,193
Non-Scheduled Rolling Stock Repairs	24	9	21	7	17	2	13	11	104
Operating Facilities Maintenance	404	142	354	113	278	39	207	183	1,720
Other Operating Train Services	299	127	138	115	59	21	87	107	953
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	2,924	1,373	3,326	1,183	1,802	286	1,635	1,414	13,943
Public Safety Program	16	18	19	16	8	3	12	15	106
Passenger Relations	494	165	327	140	439	11	235	134	1,945
TVM Maintenance/Revenue Collection	851	697	774	378	531	217	704	646	4,798
Marketing	762	273	478	235	672	16	324	223	2,982
Media & External Communications	55	63	68	56	29	10	43	53	376
Utilities/Leases	450	512	557	462	237	84	349	431	3,084
Transfers to Other Operators	1,189	473	1,140	528	1,372	-	147	394	5,242
Amtrak Transfers	-	105	-	-	1,212	-	-	-	1,318
Station Maintenance	607	260	457	178	394	5	14	231	2,147
Rail Agreements	-	624	-	1,874	851	-	972	1,037	5,357
Holiday Trains	-	78	49	-	83	-	-	45	255
Special Trains	52	8	69	1	87	-	177	214	608
Subtotal Operations & Services	33,232	16,381	30,543	12,536	23,687	3,484	16,998	15,476	152,338
<u>Maintenance-of-Way</u>									
MoW - Line Segments	13,831	7,567	10,657	1,249	6,679	493	4,570	3,308	48,354
MoW - Extraordinary Maintenance	169	116	123	107	130	-	103	23	770
Subtotal Maintenance-of-Way	14,000	7,683	10,779	1,355	6,809	493	4,674	3,330	49,124
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	2,596	2,935	3,208	2,645	1,379	484	2,006	2,471	17,724
Ops Non-Labor Expenses	1,867	917	1,892	738	1,406	165	1,011	1,004	9,000
Indirect Administrative Expenses	3,149	3,587	3,897	3,233	1,662	591	2,443	3,019	21,580
Ops Professional Services	364	415	450	374	192	68	282	349	2,494
Subtotal Admin & Services	7,975	7,853	9,448	6,989	4,638	1,309	5,742	6,843	50,798
Contingency	14	16	17	14	7	3	11	13	94
Total Operating Expenses	55,220	31,933	50,788	20,895	35,142	5,289	27,425	25,663	252,354
Insurance and Legal									
Liability/Property/Auto	3,616	1,270	3,176	1,008	2,489	354	1,859	1,641	15,411
Net Claims / SI	242	85	212	67	166	24	124	110	1,030
Claims Administration	286	100	251	80	197	28	147	130	1,219
Total Net Insurance and Legal	4,143	1,455	3,639	1,155	2,852	405	2,130	1,880	17,660
Total Expense	59,363	33,388	54,427	22,050	37,994	5,695	29,555	27,543	270,014
Loss	(39,350)	(25,027)	(40,710)	(15,167)	(16,782)	(5,351)	(20,430)	(20,538)	(183,355)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY24 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

	FY24 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 40,486	\$ 24,349	\$ 8,828	\$ 10,021	\$ 2,816	\$ 86,500
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,544	-	-	-	-	\$ 2,544
Special Trains	86	70	33	18	37	\$ 244
Subtotal-Pro Forma FareBox	43,116	24,419	8,861	10,038	2,853	\$ 89,288
Dispatching	1,272	866	15	100	310	\$ 2,563
Other Revenues	415	206	73	104	30	\$ 828
MOW Revenues	6,489	2,890	735	1,729	528	\$ 12,371
Total Operating Revenue	51,292	28,381	9,684	11,971	3,722	\$ 105,050
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,513	10,006	4,563	5,547	1,830	\$ 48,459
Equipment Maintenance	20,488	9,692	4,717	4,927	1,819	\$ 41,643
Fuel	10,955	4,960	2,008	2,380	699	\$ 21,001
Non-Scheduled Rolling Stock Repairs	55	26	11	12	3	\$ 108
Operating Facilities Maintenance	915	431	181	206	56	\$ 1,789
Other Operating Train Services	492	137	118	164	79	\$ 991
Rolling Stock Lease	-	-	-	-	-	-
Security	7,515	2,996	1,533	1,608	713	\$ 14,365
Public Safety Program	52	19	16	12	11	\$ 111
Passenger Relations	997	536	171	253	66	\$ 2,023
TVM Maintenance/Revenue Collection	2,076	1,158	878	559	319	\$ 4,990
Marketing	1,558	781	265	389	107	\$ 3,101
Media & External Communications	186	67	58	41	39	\$ 391
Utilities/Leases	1,521	553	477	337	319	\$ 3,207
Transfers to Other Operators	3,773	1,463	453	753	216	\$ 6,658
Amtrak Transfers	511	1,122	1	1	39	\$ 1,674
Station Maintenance	1,387	332	149	280	84	\$ 2,232
Rail Agreements	2,170	1,514	1,339	339	210	\$ 5,572
Holiday Trains	77	86	-	20	80	\$ 263
Special Trains	244	170	183	30	-	\$ 626
Subtotal Operations & Services	81,485	36,049	17,120	17,859	6,689	\$ 159,203
<u>Maintenance-of-Way</u>						
MoW - Line Segments	26,737	10,425	3,373	6,528	2,976	\$ 50,038
MoW - Extraordinary Maintenance	465	114	76	85	55	\$ 794
Subtotal Maintenance-of-Way	27,202	10,539	3,449	6,613	3,031	\$ 50,833
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,863	3,232	2,772	1,963	1,853	\$ 18,684
Ops Non-Labor Expenses	4,787	2,095	1,033	1,019	425	\$ 9,360
Indirect Administrative Expenses	10,701	3,887	3,356	2,368	2,244	\$ 22,557
Ops Professional Services	1,231	447	386	272	258	\$ 2,594
Subtotal Admin & Services	25,582	9,661	7,548	5,623	4,780	\$ 53,194
<u>Contingency</u>	46	17	14	10	10	\$ 97
Total Operating Expenses	134,315	56,265	28,131	30,105	14,510	\$ 263,327
<u>Insurance and Legal</u>						
Liability/Property/Auto	8,278	3,897	1,637	1,867	504	\$ 16,182
Net Claims / SI	548	258	108	124	33	\$ 1,071
Claims Administration	649	305	128	146	39	\$ 1,268
Total Net Insurance and Legal	9,474	4,461	1,873	2,136	576	\$ 18,521
Total Expense	143,789	60,726	30,004	32,242	15,086	\$ 281,847
Loss	(92,497)	(32,345)	(20,321)	(20,271)	(11,365)	(176,798)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY24 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

(000's)	FY24 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	\$ 18,652	\$ 7,648	\$ 11,899	\$ 8,026	\$ 22,585	\$ 244	\$ 9,840	\$ 7,607	\$ 86,500
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	811	100	986	324	198	-	-	125	\$ 2,544
Special Trains	14	38	43	-	62	-	39	47	\$ 244
Subtotal-Pro Forma FareBox	19,478	7,787	12,928	8,350	22,845	244	9,879	7,778	89,288
Dispatching	347	601	350	2	1,230	5	6	23	2,563
Other Revenues	209	78	134	66	181	5	91	63	828
MOW Revenues	3,644	1,553	3,061	201	1,763	142	1,230	778	12,371
Total Operating Revenue	23,678	10,018	16,473	8,619	26,019	397	11,206	8,641	105,050
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	11,783	5,489	11,042	3,199	6,662	903	5,114	4,266	48,459
Equipment Maintenance	9,355	4,270	8,152	2,911	6,084	1,255	4,942	4,674	41,643
Fuel	4,813	2,125	4,336	1,417	3,410	683	2,461	1,756	21,001
Non-Scheduled Rolling Stock Repairs	25	9	22	7	17	2	13	12	108
Operating Facilities Maintenance	420	147	369	117	289	41	216	190	1,789
Other Operating Train Services	311	132	144	119	61	22	90	111	991
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,010	1,420	3,409	1,223	1,860	296	1,685	1,464	14,365
Public Safety Program	16	18	20	17	9	3	13	15	111
Passenger Relations	514	172	339	147	456	11	243	140	2,023
TVM Maintenance/Revenue Collection	885	725	805	393	552	226	732	672	4,990
Marketing	792	283	497	244	698	17	337	232	3,101
Media & External Communications	57	65	71	59	30	11	44	55	391
Utilities/Leases	468	533	579	480	247	88	363	449	3,207
Transfers to Other Operators	1,530	603	1,441	656	1,759	-	167	501	6,658
Amtrak Transfers	-	120	-	-	1,554	-	-	-	1,674
Station Maintenance	631	271	476	185	410	5	15	240	2,232
Rail Agreements	-	649	-	1,949	885	-	1,011	1,078	5,572
Holiday Trains	-	80	50	-	86	-	-	47	263
Special Trains	53	8	71	1	90	-	182	221	626
Subtotal Operations & Services	34,664	17,121	31,822	13,124	25,159	3,563	17,627	16,122	159,203
<u>Maintenance-of-Way</u>									
MoW - Line Segments	14,315	7,830	11,035	1,289	6,909	511	4,728	3,421	50,038
MoW - Extraordinary Maintenance	174	120	126	110	134	-	107	23	794
Subtotal Maintenance-of-Way	14,489	7,950	11,161	1,399	7,042	511	4,835	3,444	50,833
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	2,736	3,095	3,382	2,789	1,453	510	2,115	2,605	18,684
Ops Non-Labor Expenses	1,941	954	1,968	767	1,462	172	1,051	1,045	9,360
Indirect Administrative Expenses	3,291	3,749	4,074	3,379	1,737	618	2,553	3,156	22,557
Ops Professional Services	378	431	468	389	200	71	294	363	2,594
Subtotal Admin & Services	8,346	8,229	9,892	7,324	4,851	1,371	6,013	7,168	53,194
<u>Contingency</u>	14	16	18	15	7	3	11	14	97
Total Operating Expenses	57,514	33,316	52,892	21,862	37,061	5,447	28,486	26,749	263,327
<u>Insurance and Legal</u>									
Liability/Property/Auto	3,796	1,333	3,335	1,058	2,614	371	1,952	1,723	16,182
Net Claims / SI	251	88	221	70	173	25	129	114	1,071
Claims Administration	298	104	261	83	205	29	153	135	1,268
Total Net Insurance and Legal	4,345	1,526	3,817	1,211	2,991	425	2,234	1,972	18,521
Total Expense	61,859	34,842	56,709	23,073	40,052	5,872	30,720	28,720	281,847
Loss	(38,182)	(24,824)	(40,236)	(14,455)	(14,033)	(5,475)	(19,514)	(20,080)	(176,798)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY25 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

	FY25 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 45,841	\$ 27,437	\$ 9,948	\$ 11,291	\$ 3,173	\$ 97,690
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,646	-	-	-	-	\$ 2,646
Special Trains	86	70	33	18	37	\$ 244
Subtotal-Pro Forma FareBox	48,573	27,507	9,981	11,309	3,209	\$ 100,580
Dispatching	1,292	883	15	102	316	\$ 2,607
Other Revenues	471	234	82	118	34	\$ 939
MOW Revenues	6,619	2,948	749	1,763	539	\$ 12,618
Total Operating Revenue	56,954	31,572	10,828	13,292	4,098	\$ 116,744
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	27,331	10,312	4,711	5,715	1,893	\$ 49,962
Equipment Maintenance	21,226	10,036	4,885	5,106	1,885	\$ 43,137
Fuel	11,405	5,135	2,094	2,476	732	\$ 21,841
Non-Scheduled Rolling Stock Repairs	58	27	11	13	4	\$ 112
Operating Facilities Maintenance	952	448	188	215	58	\$ 1,861
Other Operating Train Services	511	143	123	171	82	\$ 1,031
Rolling Stock Lease	-	-	-	-	-	-
Security	7,732	3,092	1,584	1,657	736	\$ 14,800
Public Safety Program	55	20	17	12	11	\$ 115
Passenger Relations	1,038	556	178	263	68	\$ 2,103
TVM Maintenance/Revenue Collection	2,159	1,204	913	581	332	\$ 5,190
Marketing	1,621	813	276	404	112	\$ 3,226
Media & External Communications	193	70	61	43	41	\$ 407
Utilities/Leases	1,582	575	496	350	332	\$ 3,335
Transfers to Other Operators	4,264	1,652	501	855	245	\$ 7,517
Amtrak Transfers	576	1,273	1	1	39	\$ 1,889
Station Maintenance	1,442	345	155	291	88	\$ 2,320
Rail Agreements	2,256	1,574	1,393	353	218	\$ 5,794
Holiday Trains	79	88	-	21	82	\$ 271
Special Trains	251	175	188	31	-	\$ 645
Subtotal Operations & Services	84,730	37,537	17,774	18,558	6,957	\$ 165,556
<u>Maintenance-of-Way</u>						
MoW - Line Segments	27,684	10,775	3,496	6,751	3,081	\$ 51,787
MoW - Extraordinary Maintenance	480	117	78	87	57	\$ 819
Subtotal Maintenance-of-Way	28,164	10,893	3,574	6,838	3,138	\$ 52,607
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,346	3,407	2,924	2,070	1,954	\$ 19,701
Ops Non-Labor Expenses	4,979	2,179	1,074	1,060	442	\$ 9,734
Indirect Administrative Expenses	11,186	4,063	3,509	2,476	2,346	\$ 23,580
Ops Professional Services	1,280	465	401	283	268	\$ 2,698
Subtotal Admin & Services	26,791	10,114	7,908	5,889	5,011	\$ 55,713
<u>Contingency</u>	48	17	15	11	10	\$ 101
Total Operating Expenses	139,734	58,561	29,271	31,297	15,115	\$ 273,977
<u>Insurance and Legal</u>						
Liability/Property/Auto	8,691	4,092	1,718	1,960	529	\$ 16,990
Net Claims / SI	570	268	113	128	35	\$ 1,114
Claims Administration	675	318	133	152	41	\$ 1,319
Total Net Insurance and Legal	9,936	4,678	1,964	2,241	604	\$ 19,423
Total Expense	149,669	63,238	31,236	33,537	15,720	\$ 293,400
Loss	(92,715)	(31,666)	(20,408)	(20,245)	(11,622)	(176,656)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY25 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

Attachment Q

(000's)	FY25 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	\$ 21,088	\$ 8,625	\$ 13,493	\$ 9,072	\$ 25,466	\$ 275	\$ 11,087	\$ 8,582	\$ 97,690
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	844	105	1,025	337	206	-	-	130	\$ 2,646
Special Trains	14	38	43	-	62	-	39	47	\$ 244
Subtotal-Pro Forma FareBox	21,946	8,768	14,562	9,408	25,734	275	11,127	8,758	100,580
Dispatching	353	611	353	2	1,254	5	6	23	2,607
Other Revenues	237	88	152	75	206	6	103	71	939
MOW Revenues	3,717	1,584	3,122	205	1,798	145	1,254	793	12,618
Total Operating Revenue	26,254	11,051	18,189	9,690	28,993	432	12,490	9,645	116,744
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	12,134	5,678	11,366	3,310	6,874	916	5,285	4,399	49,962
Equipment Maintenance	9,692	4,425	8,445	3,018	6,303	1,296	5,120	4,838	43,137
Fuel	5,000	2,227	4,510	1,486	3,540	683	2,564	1,831	21,841
Non-Scheduled Rolling Stock Repairs	26	9	23	7	18	3	14	12	112
Operating Facilities Maintenance	437	153	383	122	300	43	224	198	1,861
Other Operating Train Services	323	138	150	124	64	23	94	116	1,031
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,099	1,468	3,494	1,264	1,919	306	1,736	1,514	14,800
Public Safety Program	17	19	21	17	9	3	13	16	115
Passenger Relations	535	179	352	153	474	12	252	146	2,103
TVM Maintenance/Revenue Collection	920	754	837	408	575	235	761	699	5,190
Marketing	824	295	517	254	726	17	350	242	3,226
Media & External Communications	59	68	74	61	31	11	46	57	407
Utilities/Leases	487	554	602	500	257	91	378	467	3,335
Transfers to Other Operators	1,749	684	1,621	726	2,004	-	167	565	7,517
Amtrak Transfers	-	120	-	-	1,770	-	-	-	1,889
Station Maintenance	656	281	495	192	426	6	15	249	2,320
Rail Agreements	-	675	-	2,027	920	-	1,051	1,121	5,794
Holiday Trains	-	82	52	-	88	-	-	48	271
Special Trains	55	9	73	1	92	-	187	227	645
Subtotal Operations & Services	36,014	17,819	33,015	13,671	26,392	3,644	18,257	16,746	165,556
<u>Maintenance-of-Way</u>									
MoW - Line Segments	14,818	8,104	11,427	1,331	7,146	528	4,893	3,539	51,787
MoW - Extraordinary Maintenance	180	124	130	113	138	-	110	24	819
Subtotal Maintenance-of-Way	14,998	8,228	11,557	1,444	7,284	528	5,003	3,563	52,607
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	2,884	3,264	3,565	2,942	1,531	538	2,230	2,747	19,701
Ops Non-Labor Expenses	2,019	992	2,047	798	1,520	179	1,093	1,086	9,734
Indirect Administrative Expenses	3,440	3,919	4,259	3,532	1,816	646	2,669	3,299	23,580
Ops Professional Services	394	448	487	404	208	74	305	377	2,698
Subtotal Admin & Services	8,737	8,623	10,358	7,676	5,075	1,437	6,298	7,510	55,713
<u>Contingency</u>	15	17	18	15	8	3	11	14	101
Total Operating Expenses	59,764	34,687	54,948	22,806	38,759	5,612	29,569	27,833	273,977
Insurance and Legal									
Liability/Property/Auto	3,986	1,400	3,501	1,111	2,744	390	2,049	1,809	16,990
Net Claims / SI	261	92	229	73	180	26	134	119	1,114
Claims Administration	309	109	272	86	213	30	159	140	1,319
Total Net Insurance and Legal	4,557	1,600	4,003	1,270	3,137	446	2,342	2,068	19,423
Total Expense	64,320	36,287	58,951	24,077	41,896	6,058	31,911	29,900	293,400
Loss	(38,067)	(25,237)	(40,761)	(14,386)	(12,903)	(5,626)	(19,421)	(20,255)	(176,656)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY26 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

	FY26 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 51,183	\$ 30,520	\$ 11,066	\$ 12,561	\$ 3,529	\$ 108,860
Fare Reduction Subsidy	-	-	-	-	-	-
Other Train Subsidies	2,751	-	-	-	-	\$ 2,751
Special Trains	86	70	33	18	37	\$ 244
Subtotal-Pro Forma FareBox	54,021	30,591	11,099	12,579	3,566	\$ 111,855
Dispatching	1,311	901	15	104	321	\$ 2,653
Other Revenues	535	266	93	134	38	\$ 1,067
MOW Revenues	6,751	3,007	764	1,798	550	\$ 12,871
Total Operating Revenue	62,618	34,765	11,973	14,615	4,475	\$ 128,446
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	28,177	10,629	4,864	5,889	1,957	\$ 51,517
Equipment Maintenance	21,992	10,392	5,060	5,290	1,953	\$ 44,686
Fuel	11,873	5,317	2,183	2,576	766	\$ 22,715
Non-Scheduled Rolling Stock Repairs	60	28	12	13	4	\$ 117
Operating Facilities Maintenance	990	466	196	223	60	\$ 1,935
Other Operating Train Services	532	148	128	178	86	\$ 1,072
Rolling Stock Lease	-	-	-	-	-	-
Security	7,955	3,190	1,636	1,707	760	\$ 15,248
Public Safety Program	57	21	18	13	12	\$ 120
Passenger Relations	1,080	578	185	274	71	\$ 2,188
TVM Maintenance/Revenue Collection	2,245	1,252	950	604	345	\$ 5,397
Marketing	1,686	845	287	421	116	\$ 3,355
Media & External Communications	201	73	63	44	42	\$ 423
Utilities/Leases	1,646	598	516	364	345	\$ 3,469
Transfers to Other Operators	4,547	1,762	527	911	261	\$ 8,008
Amtrak Transfers	628	1,394	1	1	39	\$ 2,063
Station Maintenance	1,499	358	161	303	91	\$ 2,412
Rail Agreements	2,347	1,637	1,448	367	227	\$ 6,026
Holiday Trains	81	91	-	22	85	\$ 279
Special Trains	236	180	194	32	-	\$ 641
Subtotal Operations & Services	87,830	38,959	18,429	19,232	7,220	\$ 171,670
<u>Maintenance-of-Way</u>						
MoW - Line Segments	28,669	11,139	3,623	6,982	3,190	\$ 53,603
MoW - Extraordinary Maintenance	495	121	80	90	59	\$ 845
Subtotal Maintenance-of-Way	29,164	11,260	3,704	7,072	3,249	\$ 54,448
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,856	3,593	3,084	2,183	2,061	\$ 20,777
Ops Non-Labor Expenses	5,178	2,266	1,117	1,102	460	\$ 10,124
Indirect Administrative Expenses	11,695	4,248	3,668	2,589	2,453	\$ 24,653
Ops Professional Services	1,331	483	417	295	279	\$ 2,806
Subtotal Admin & Services	28,061	10,590	8,287	6,169	5,253	\$ 58,359
<u>Contingency</u>	50	18	16	11	10	\$ 105
Total Operating Expenses	145,104	60,826	30,435	32,484	15,733	\$ 284,582
<u>Insurance and Legal</u>						
Liability/Property/Auto	9,126	4,297	1,804	2,058	555	\$ 17,840
Net Claims / SI	592	279	117	134	36	\$ 1,158
Claims Administration	702	330	139	158	43	\$ 1,372
Total Net Insurance and Legal	10,420	4,906	2,060	2,350	634	\$ 20,370
Total Expense	155,524	65,732	32,495	34,834	16,367	\$ 304,952
Loss	(92,906)	(30,968)	(20,522)	(20,219)	(11,891)	(176,506)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY26 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

Attachment S

(000's)	FY26 BUDGET FORECAST BY LINE								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	\$ 23,521	\$ 9,602	\$ 15,084	\$ 10,113	\$ 28,341	\$ 306	\$ 12,336	\$ 9,557	\$ 108,860
Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Other Train Subsidies	878	109	1,066	350	214	-	-	135	\$ 2,751
Special Trains	14	38	43	-	62	-	39	47	\$ 244
Subtotal-Pro Forma FareBox	24,413	9,749	16,194	10,463	28,616	306	12,375	9,739	111,855
Dispatching	360	621	356	2	1,279	5	6	23	2,653
Other Revenues	270	100	173	85	235	7	117	81	1,067
MOW Revenues	3,791	1,616	3,185	209	1,834	148	1,279	809	12,871
Total Operating Revenue	28,834	12,085	19,907	10,760	31,965	466	13,778	10,652	128,446
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	12,498	5,874	11,702	3,423	7,093	929	5,461	4,536	51,517
Equipment Maintenance	10,042	4,585	8,749	3,129	6,530	1,338	5,305	5,008	44,686
Fuel	5,195	2,333	4,691	1,559	3,675	683	2,670	1,909	22,715
Non-Scheduled Rolling Stock Repairs	27	10	24	8	19	3	14	12	117
Operating Facilities Maintenance	454	159	399	127	313	44	233	206	1,935
Other Operating Train Services	336	143	156	129	66	24	97	120	1,072
Rolling Stock Lease	-	-	-	-	-	-	-	-	-
Security	3,191	1,517	3,581	1,306	1,980	317	1,789	1,567	15,248
Public Safety Program	17	20	22	18	9	3	14	17	120
Passenger Relations	556	187	366	160	493	12	261	153	2,188
TVM Maintenance/Revenue Collection	957	784	871	425	597	244	792	727	5,397
Marketing	857	307	538	264	755	18	364	251	3,355
Media & External Communications	62	70	76	63	33	12	48	59	423
Utilities/Leases	506	576	626	520	267	95	393	485	3,469
Transfers to Other Operators	1,868	728	1,730	764	2,150	-	167	601	8,008
Amtrak Transfers	-	120	-	-	1,943	-	-	-	2,063
Station Maintenance	682	293	514	200	443	6	16	259	2,412
Rail Agreements	-	702	-	2,108	957	-	1,093	1,166	6,026
Holiday Trains	-	85	53	-	91	-	-	50	279
Special Trains	50	9	69	1	90	-	190	232	641
Subtotal Operations & Services	37,299	18,503	34,167	14,203	27,504	3,728	18,906	17,358	171,670
<u>Maintenance-of-Way</u>									
MoW - Line Segments	15,341	8,389	11,835	1,374	7,393	547	5,063	3,661	53,603
MoW - Extraordinary Maintenance	185	128	134	117	142	-	113	25	845
Subtotal Maintenance-of-Way	15,526	8,516	11,969	1,491	7,535	547	5,177	3,686	54,448
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	3,041	3,442	3,760	3,103	1,614	568	2,352	2,898	20,777
Ops Non-Labor Expenses	2,100	1,032	2,128	830	1,581	186	1,137	1,130	10,124
Indirect Administrative Expenses	3,597	4,097	4,452	3,693	1,898	675	2,791	3,449	24,653
Ops Professional Services	409	466	507	420	216	77	318	393	2,806
Subtotal Admin & Services	9,147	9,038	10,847	8,046	5,309	1,506	6,597	7,869	58,359
<u>Contingency</u>	15	17	19	16	8	3	12	15	105
Total Operating Expenses	61,987	36,075	57,003	23,756	40,357	5,784	30,693	28,928	284,582
Insurance and Legal									
Liability/Property/Auto	4,185	1,470	3,676	1,167	2,881	409	2,152	1,899	17,840
Net Claims / SI	272	95	239	76	187	27	140	123	1,158
Claims Administration	322	113	283	90	222	31	165	146	1,372
Total Net Insurance and Legal	4,779	1,678	4,198	1,332	3,290	467	2,457	2,169	20,370
Total Expense	66,766	37,753	61,200	25,088	43,647	6,252	33,149	31,096	304,952
Loss	(37,932)	(25,668)	(41,293)	(14,329)	(11,682)	(5,785)	(19,372)	(20,444)	(176,506)

FY2023-26 Forecast of Rehabilitation Budget by Asset Category**(000's)**

Asset Category	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
Tracks	47,111	59,671	63,035	52,352	222,170
Structures	28,373	41,934	45,005	31,995	147,307
Systems	34,016	45,040	47,810	37,951	164,816
Vehicles	5,157	6,994	7,442	5,767	25,360
Rolling Stock	38,796	48,870	51,593	43,090	182,349
Facilities	3,747	4,491	4,714	4,144	17,098
Rehabilitation Total	157,200	207,000	219,600	175,300	759,100
<i>Numbers may not foot due to rounding.</i>					

FY2023-26 Forecast of Rehabilitation Budget by Member Agency**(000's)**

Member Agency	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
METRO	82,379	109,572	116,366	91,949	400,265
OCTA	29,892	37,718	39,828	33,206	140,644
RCTC	9,752	12,106	12,759	10,818	45,434
SBCTA	22,458	30,287	32,211	25,099	110,055
VCTC	12,720	17,318	18,436	14,228	62,702
Rehabilitation Total	157,200	207,000	219,600	175,300	759,100
<i>Numbers may not foot due to rounding.</i>					

FY2023-26 Forecast of New Capital Budget by Asset Category**(000's)**

Asset Category	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
Tracks	-	29,962	-	-	29,962
Structures	-	-	-	-	-
Systems	2,902	-	-	-	2,902
Vehicles	-	-	-	-	-
Rolling Stock	28,727	54,522	101,100	178,200	362,549
Facilities	48,371	32,217	-	-	80,588
New Capital Total	80,000	116,700	101,100	178,200	476,000
<i>Numbers may not foot due to rounding.</i>					

FY2023-26 Forecast of New Capital Budget by Member Agency**(000's)**

Member Agency	FY2022-23	FY2023-24	FY2024-25	FY2025-26	TOTAL
METRO	38,000	71,162	48,023	84,645	241,830
OCTA	15,840	17,174	20,018	35,284	88,316
RCTC	8,880	9,628	11,222	19,780	49,510
SBCTA	11,520	12,490	14,558	25,661	64,230
VCTC	5,760	6,245	7,279	12,830	32,115
New Capital Total	80,000	116,700	101,100	178,200	476,000
<i>Numbers may not foot due to rounding.</i>					



FY2021-22 REHABILITATION CARRYOVER PROJECTS

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley - RR Communications & Equip	Valley	Communications	-	-	-	-	4,021	-	4,021
514037	River Sub Communications Upgrade &RR	River	Communications	12,789	6,659	3,722	4,838	1,061	-	29,068
514046	Systemwide Online,Onboard TKT Sales	Systemwide	Information Technology	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange Sub Culvert & Bridge	Orange	Structures	-	207,711	-	37,943	-	-	245,653
515129	Ventura LA Bridge Repair	Ventura - LA County	Structures	16,552	-	-	-	-	30,104	46,656
515133	Ventura Sub VC Communications System	Ventura - VC County	Communications	-	-	-	-	11,158	-	11,158
515144	River EB Zone 2 Tie & Rail	River- East Bank	Track	28,399	10,579	5,931	7,747	3,794	118,354	174,804
515160	River EB Zone 3 Tie & Rail	River- East Bank	Track	24,426	10,183	5,709	7,405	3,702	165,422	216,846
516050	Rail Car Restoration	Systemwide	Rolling Stock	-	-	-	-	-	173,077	173,077
516610	Orange Sub Rail Grinding	Orange	Track	-	-	2,082	-	-	-	2,082
516620	Orange Bridge Rehab, ROW	Orange	Structures	-	3,710	-	-	-	-	3,710
516621	Orange Sub San Juan Creek Bridge	Orange	Structures	-	1,237,426	-	-	-	-	1,237,426
516631	Orange Sub Signal Replacement	Orange	Signal	-	65,425	-	-	-	-	65,425
516640	Orange Signal & Grade Rehab	Orange	Signal	-	31,924	-	-	-	-	31,924
516820	Downtown Riverside Layover Improvement	Riverside	Facilities	-	-	35,495	-	-	-	35,495
516930	PVL Signal Engineering	Perris Valley	Signal	-	-	60,417	-	-	-	60,417
517030	Systemwide Repl Sig Shelter Locks	Systemwide	Facilities	18,061	4,459	-	-	-	-	22,520
517040	Systemwide Comm & PTC Upgrade	Systemwide	Communications	7,310	3,047	1,709	2,216	1,108	-	15,390
517052	Systemwide Loco Wash Rack Drainage	Systemwide	Facilities	103,766	47,687	22,565	32,932	18,874	-	225,824
517130	Ventura VC Repl Signal Battery & Cables	Ventura - VC County	Signal	-	-	-	-	257,118	-	257,118
517320	Valley Culvert Rehab	Valley	Structures	5,134	-	-	-	-	-	5,134
517410	San Gabriel Tie Panel Replacement	San Gabriel	Track	33,129	-	-	22,026	-	-	55,155
517420	San Gabriel Culvert Rehab	San Gabriel	Structures	29,094	-	-	19,396	-	-	48,490
517610	Orange Repl Rail MP 201-207	Orange	Track	-	159,006	14,668	29,403	-	-	203,076
517620	Orange Sub Repl 36" Pipe 201.4	Orange	Structures	-	400,254	-	-	-	-	400,254
517712	River EB Zone 2 Rail & Tie	River- East Bank	Track	72,986	30,437	17,068	22,097	11,104	340,463	494,155
517713	River EB Zone 3 Tie & Rail	River- East Bank	Track	26,583	11,080	6,213	8,058	4,030	180,031	235,995
517731	River EB Rehab Signal Ctls	River- East Bank	Signal	4,817	2,006	1,127	1,460	732	22,363	32,505
518050	Systemwide - Bombardier (Sentinel) OH	Systemwide	Rolling Stock	1,852,750	733,434	432,922	121,276	60,833	7,610,659	10,811,874
518110	Ventura VC Rpl Tie & Ballast	Ventura - VC County	Track	-	-	-	-	49,738	-	49,738
518620	Orange Sub Structure-San Clemente	Orange	Structures	-	147,190	-	166,169	-	-	313,358
518630	Orange Sub Grade Xing Rehab	Orange	Track	-	184,344	-	-	-	-	184,344
518640	Wayside Comm Systems Rpl-Olive&Orange	Orange & Olive	Communications	-	4,176	-	-	-	-	4,176
519001	Sys Bk Office Hd&Sftwre Replmt	Systemwide	Signal	198,771	82,856	46,450	60,259	30,129	-	418,466

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519002	Sys Bk Office Sys Upgrd&Test	Systemwide	Signal	4,593	1,914	1,074	1,392	696	-	9,669
519003	Sys PTC Lab Sys Support&Test	Systemwide	Communications	331,644	138,243	77,500	100,541	50,270	-	698,199
519011	System Track Asset Cond Assmnt	Systemwide	Track	56,412	23,514	13,183	17,102	8,551	-	118,762
519012	System SOGR Prioritization	Systemwide	Track	121,909	50,817	28,488	36,958	18,479	-	256,651
519020	System Arryo Seco Bridge Design	River	Structures	382,643	159,502	89,418	116,001	58,001	-	805,565
519033	Shortway Grade Xing Rehab	Shortway	Signal	394,026	164,248	92,084	119,451	-	-	769,809
519034	Shortway EMF Improvement	Shortway	Facilities	300,395	125,217	70,203	91,066	-	-	586,881
519040	System PTC Software Updates	Systemwide	Communications	115,370	48,091	26,960	34,976	17,488	-	242,885
519050	System Bombardier Midlf O/Haul	Systemwide	Rolling Stock	9,618,750	4,009,500	2,247,750	2,916,000	1,458,000	-	20,250,000
519051	System Loco & Cab Camdvr Repl	Systemwide	Rolling Stock	385,087	160,520	89,988	116,742	58,371	-	810,708
519052	System O/Haul ROTEM Sidedr Mtr	Systemwide	Rolling Stock	153,395	63,941	35,846	46,503	23,251	-	322,937
519053	System HVAC O/Haul 40 ROTEM Cars	Systemwide	Rolling Stock	316,862	132,082	74,045	96,059	48,029	-	667,077
519054	System Rubber Window Gasket Repl	Systemwide	Rolling Stock	223,024	92,965	52,117	67,611	33,806	-	469,523
519055	System Pshbak Cplr O/Haul ROTEM	Systemwide	Rolling Stock	1,390,605	579,663	324,962	421,573	210,786	-	2,927,590
519060	System CMF Car Shop Jacks	Systemwide	Facilities	272,088	113,418	63,582	82,486	41,243	-	572,818
519062	System Restroom Reno CMF MOC	Systemwide	Facilities	249,493	103,999	58,303	75,636	37,818	-	525,248
519063	System MOW Vehicle Replacement	Systemwide	Vehicle	345,403	143,979	80,715	104,712	52,357	-	727,166
519064	System Station Envlpe Rpr/Repl	Systemwide	Facilities	134,705	64,671	26,941	43,124	26,941	-	296,382
519070	System Switch Equipment Repl	Systemwide	Communications	13,911	21,532	12,071	15,659	7,830	-	71,002
519090	System Entrprs Asst Mgmt Migr	Systemwide	Track	515,000	214,674	120,347	156,126	78,063	-	1,084,211
519091	System TVM Components	Systemwide	Information Technology	56,917	23,725	13,301	17,255	8,627	-	119,825
519092	System Cond Based Maint Equipment	Systemwide	Information Technology	36,159	15,073	8,450	10,962	5,481	-	76,125
519093	System Upgrade	Systemwide	Information Technology	380,279	158,516	88,865	115,285	57,642	-	800,588
519120	VC Ventura ArryoSimi Scour Prtn	Ventura - VC County	Structures	-	-	-	-	1,167,227	-	1,167,227
519130	Ventura VC Grade Xing Rehab & Tunnel 26	Ventura - VC County	Track	-	-	-	-	734,693	-	734,693
519160	Ventura VC Repl Moorpark Tlr	Ventura - VC County	Facilities	-	-	-	-	1,270,094	-	1,270,094
519210	Ventura LA Track Rehab	Ventura - LA County	Track	527,162	-	-	-	-	-	527,162
519211	Ventura LA Station Pdstrn Xing	Ventura - LA County	Track	227,174	-	-	-	-	-	227,174
519220	Ventura LA ROW Grading/Ditching	Ventura - LA County	Track	52,289	-	-	-	-	-	52,289
519230	Ventura LA Tunnel 26 Elec Srv Rpl	Ventura - LA County	Signal	251,860	-	-	-	-	-	251,860
519240	Ventura LA FY19 Comm Rehab	Ventura - LA County	Communications	2,969	-	-	-	-	-	2,969
519310	Valley Tunnel 25 Track Rehab	Valley	Track	580,188	-	-	-	-	-	580,188
519320	Valley ROW Grading/Ditching	Valley	Track	68,466	-	-	-	-	-	68,466
519330	Valley FY19 Signal Rehab	Valley	Signal	216,095	-	-	-	-	-	216,095
519340	Valley FY19 Communications Rehab	Valley	Communications	34,672	-	-	-	-	-	34,672
519410	San Gabriel FY19 Track Rehab	San Gabriel	Track	776,230	-	-	517,505	-	-	1,293,735
519411	San Gabriel Replace Turnouts	San Gabriel	Track	528,626	-	-	352,417	-	-	881,044
519420	San Gabriel LA Bridge Repl	San Gabriel	Structures	208,889	-	-	139,259	-	-	348,148
519430	San Gabriel Grade Xing Rehab	San Gabriel	Signal	1,896,049	-	-	1,264,033	-	-	3,160,082
519440	San Gabriel Wysd Comm Repl Pts	San Gabriel	Communications	60,319	-	-	40,213	-	-	100,532

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519510	Orange/Olive Track Rehab	Orange & Olive	Track	-	1,138,738	-	-	57,281	-	1,196,018
519520	Orange/Olive ROW Grading/Ditching	Orange & Olive	Track	-	136,318	-	-	-	-	136,318
519621	Orange Bridge Repl Des MP206	Orange	Structures	-	748,053	-	-	-	-	748,053
519630	Orange Signal Rehab	Orange	Signal	-	1,145,337	-	-	-	-	1,145,337
519640	Orange Communications Rehab	Orange	Communications	-	43,829	-	-	-	-	43,829
519710	River LA Union Station Rehab	River	Track	5,102,612	2,126,983	1,192,400	1,546,897	773,449	-	10,742,340
519730	River Signal Rehab	River	Signal	573,564	239,085	134,033	173,881	86,940	-	1,207,501
519731	River EB Zone 2 Signal Rehab	River- East Bank	Signal	23,385	9,748	5,465	7,090	3,545	346,577	395,810
519732	River WB P1 Sig Sys Rehab	River- West Bank	Signal	1,216,605	507,132	284,301	368,824	184,412	-	2,561,273
519733	River EB Zone 1 Repl AC Meter□	River- East Bank	Signal	-	-	-	-	-	124,827	124,827
519740	River WB Communications Rplc Prts	River - West Bank	Communications	66,022	27,521	15,428	20,015	10,007	-	138,994
519741	River EB Communications Rehab	River- East Bank	Communications	7,306	3,045	1,707	2,215	1,107	44,131	59,512
519910	PVL Track Rehab	Perris Valley	Track	-	-	780,797	-	-	-	780,797
519911	PVL Box Springs Drainage	Perris Valley	Structures	-	-	18,053	-	-	-	18,053
519940	PVL Communications Rehab	Perris Valley	Communications	-	-	33,975	-	-	-	33,975
520010	Rail Grinding FY20	Systemwide	Track	178,779	74,522	41,778	54,198	27,099	-	376,376
520011	Sys Lub Study & Implementation	Systemwide	Track	526,257	219,366	122,978	159,539	79,770	-	1,107,909
520050	GEN1 HVAC Overhaul(Add'l 40)	Systemwide	Rolling Stock	216,647	90,308	50,627	65,678	32,839	-	456,098
520051	HVAC Overhaul 40 ROTEM Cars Ph2	Systemwide	Rolling Stock	617,710	257,488	144,349	187,264	93,632	-	1,300,442
520052	Overhaul ROTEM Dr Mech & Compo	Systemwide	Rolling Stock	250,848	104,564	58,619	76,046	38,023	-	528,099
520053	MP36 Loco & Tier IV Study	Systemwide	Rolling Stock	97,276	40,549	22,732	29,490	14,745	-	204,791
520060	Facilities Rehab	Systemwide	Facilities	1,170,683	487,990	273,570	354,902	177,451	-	2,464,596
520061	Overhaul Curr Spec MOW Eq Ph1	Systemwide	Facilities	383,412	159,822	89,597	116,234	58,117	-	807,182
520062	MOW Vehicle Replacement	Systemwide	Vehicle	630,518	262,827	147,341	191,147	90,468	-	1,322,300
520063	CMF & EMF MOD Study	Systemwide	Facilities	89,166	37,168	20,837	27,031	13,516	-	187,717
520110	Ventura Sub (VC) Track Rehab	Ventura - VC County	Track	-	-	-	-	1,013,144	-	1,013,144
520120	Ventura (VC) County - Structure Rehab	Ventura - VC County	Structures	-	-	-	-	2,393,616	-	2,393,616
520130	Ventura (VC) FY20 Signal Rehab	Ventura - VC County	Signal	-	-	-	-	3,560,848	-	3,560,848
520140	Ventura ATCS/PTC/CIS/Backhaul	Ventura - VC County	Communications	-	-	-	-	70,237	-	70,237
520210	Ventura Sub (LA) Track Rehab	Ventura - LA County	Track	1,684,524	-	-	-	-	-	1,684,524
520240	Ventura (LA) ATCS/PTC/CIS/Backhaul	Ventura - LA County	Communications	184,542	-	-	-	-	-	184,542
520310	Valley Sub Track Rehab	Valley	Track	6,235,416	-	-	-	-	-	6,235,416
520330	Valley FY20 Signal Rehab	Valley	Signal	2,170,325	-	-	-	-	-	2,170,325
520331	Pedestrian Gates at Stations	Valley	Signal	974,690	-	-	-	-	-	974,690
520340	Valley ATCS/PTC/CIS/Backhaul	Valley	Communications	276,783	-	-	-	-	-	276,783
520410	San Gabriel Sub Track Rehab	San Gabriel	Track	3,778,375	-	-	2,046,774	-	-	5,825,149
520420	San Gabriel Sub - Structure Rehab	San Gabriel	Structures	1,365,217	-	-	910,145	-	-	2,275,362
520430	San Gabriel FY20 Signal Rehab	San Gabriel	Signal	3,187,598	-	-	2,125,066	-	-	5,312,665
520440	San Gabriel Sub ATCS/PTC/CIS/Backhaul	San Gabriel	Communications	105,242	-	-	70,161	-	-	175,403
520610	Orange/Olive Sub Track Rehab	Orange & Olive	Track	-	4,951,617	-	-	-	-	4,951,617

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520620	Orange County Structures Rehab	Orange	Structures	-	2,327,765	-	-	-	-	2,327,765
520640	Orange ATCS/PTC/CIS/Backhaul	Orange	Communications	-	350,899	-	-	-	-	350,899
520740	River ATCS/PTC/CIS/Backhaul	River	Communications	106,144	44,246	24,805	32,178	16,090	-	223,463
520940	PVL ATCS/PTC/CIS/Backhaul	Perris Valley	Communications	-	-	267,337	-	-	-	267,337
521010	Systemwide Rail Grinding	Systemwide	Track	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521011	Rail Surfacing Program	Systemwide	Track	1,187,500	495,000	277,500	360,000	180,000	-	2,500,000
521012	Track Infrastructure Study & Planning	Systemwide	Track	712,500	297,000	166,500	216,000	108,000	-	1,500,000
521040	Train Control Systems (on-board)	Systemwide	Train Control	1,092,500	455,400	255,300	331,200	165,600	-	2,300,000
521041	Train Control Systems (back office)	Systemwide	Train Control	1,197,000	498,960	279,720	362,880	181,440	-	2,520,000
521050	Equipment Rehab	Systemwide	Rolling Stock	2,803,497	1,168,616	655,133	849,902	424,951	-	5,902,099
521051	HVAC Overhaul ROTEM Rail Car	Systemwide	Rolling Stock	1,799,728	750,202	420,568	545,602	272,801	-	3,788,901
521052	Loco Preliminary Engineering	Systemwide	Rolling Stock	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521060	Facilities Rehab	Systemwide	Facilities	1,629,250	679,140	380,730	493,920	246,960	-	3,430,000
521070	Project Management System	Systemwide	Business Systems	475,000	198,000	111,000	144,000	72,000	-	1,000,000
521071	IT San Upgrade & Rehab	Systemwide	Business Systems	413,250	172,260	96,570	125,280	62,640	-	870,000
521090	MOW Vehicles & Equipment	Systemwide	Vehicle	2,512,750	1,047,420	587,190	761,760	380,880	-	5,290,000
521110	Ventura (VC) Sub Track Rehab	Ventura - VC County	Track	-	-	-	-	2,000,000	-	2,000,000
521120	Ventura (VC) Sub Structures Rehab	Ventura - VC County	Structures	-	-	-	-	726,000	-	726,000
521130	Signal Rehab	Ventura - VC County	Train Control	-	-	-	-	1,000,000	-	1,000,000
521140	Communications Rehab	Ventura - VC County	Train Control	-	-	-	-	734,000	-	734,000
521410	Short Way Sub Track Rehab	Shortway	Track	138,200	57,607	32,297	41,896	-	-	270,000
521411	San Gabriel Sub Track Rehab	San Gabriel	Track	1,986,000	-	-	1,324,000	-	-	3,310,000
521420	San Gabriel Sub Structures Rehab	San Gabriel	Structures	742,200	-	-	494,800	-	-	1,237,000
521520	Olive Sub Structures Rehab	Orange	Structures	-	320,000	-	-	-	-	320,000
521530	Olive Sub Train Control Systems Rehab	Olive	Train Control	-	317,000	-	-	-	-	317,000
521610	Orange Sub Track Rehab	Orange	Track	-	2,604,000	-	-	-	-	2,604,000
521620	Orange Sub Structures Rehab	Orange	Structures	-	1,354,000	-	-	-	-	1,354,000
521630	Orange Sub Train Control Systems Rehab	Orange	Train Control	-	1,267,000	-	-	-	-	1,267,000
521710	River Sub Track Rehab	River	Track	1,132,400	472,032	264,624	343,296	171,648	-	2,384,000
521720	River Sub Structures Rehab	River	Structures	172,900	72,072	40,404	52,416	26,208	-	364,000
521730	Signal Rehab - River EB	River- East Bank	Train Control	147,725	61,578	34,521	44,784	22,392	689,000	1,000,000
521740	Communications - River EB	River- East Bank	Train Control	32,056	13,362	7,491	9,718	4,859	149,513	217,000
521910	Design - Perris Valley	Perris Valley	Track	-	-	1,830,000	-	-	-	1,830,000
521920	Perris Valley - Construction Phase	Perris Valley	Structures	-	-	2,300,000	-	-	-	2,300,000
572001	Orange /Olive Communications Rehab	Orange & Olive	Communications	-	167,677	-	-	-	-	167,677
572002	Calafia Beach Crossing Rehab	Orange	Signal	-	841,386	-	-	-	-	841,386
572003	Irvine Station LED-CIS Monitor	Orange	Information Technology	-	8,711	-	-	-	-	8,711
572004	LAUS Platform Track	River	Track	849,870	353,679	197,712	257,593	129,269	6,707,596	8,495,718
572005	CP Terminal Track	River	Track	-	-	-	-	-	2,045,559	2,045,559
572006	CP Terminal Switch Machines	River	Track	-	-	-	-	-	871,696	871,696

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
572007	CP Terminal Microprocessors	River	Track	-	-	-	-	-	11,503,207	11,503,207
572008	LAUS LEAD Track	River	Track	-	-	-	-	-	949,883	949,883
572009	CP MISSION Track	River	Track	403,085	168,031	94,212	122,171	61,086	6,263,135	7,111,720
572010	CP Mission Switch Machines	River	Track	-	-	-	-	-	1,701,193	1,701,193
572011	CP Mission Microprocessors	River	Track	-	-	-	-	-	120,375	120,375
572012	LAUS Insulated Joints	River	Track	67,679	28,211	15,815	20,517	10,259	2,115,866	2,258,348
572013	Camarillo Station LED-CIS Monitor	Ventura - VC County	Information Technology	-	-	-	-	-	7,086	7,086
572014	Permit Reporting & Close-Out	Valley	Track	47,644	-	-	-	-	-	47,644
591802	CP Beech Turnout Replacements	San Gabriel	Track	-	-	-	-	-	25,390	25,390
591804	Ventura VC Safety Improvements	Ventura - VC County	Facilities	-	-	-	-	141,769	60,360	202,129
591806	LAUS Track & Signal Mod	River	Track	-	-	-	-	-	1,941,723	1,941,723
591902	Orange Sub Slop Stabilization	Orange	Track	-	442,897	-	-	-	-	442,897
592110	Ventura (VC) Track SOGR	Ventura - VC County	Track	-	-	-	-	9,486	-	9,486
592111	Turnout at CP Santa Susana	Ventura - VC County	Track	-	-	-	-	51,053	-	51,053
592120	VC Bridge and Culvert Rehab	Ventura - LA County	Structures	-	-	-	-	678,948	-	678,948
592210	Ventura -LA Tie & Turnout Repl	Ventura - LA County	Track	29,919	-	-	-	-	-	29,919
592220	Ventura -LA Bridge MP 458.71	Ventura - LA County	Structures	128,944	-	-	-	-	-	128,944
592310	Valley Tie Repl MP 46-64	Valley	Track	45,620	-	-	-	-	-	45,620
592320	Valley Bridge MP 50.64	Valley	Structures	130,252	-	-	-	-	-	130,252
592321	Valley Bridge MP 50.51	Valley	Structures	104,233	-	-	-	-	-	104,233
592322	Valley Bridge MP 50.77	Valley	Structures	120,506	-	-	-	-	-	120,506
592323	Valley Bridge MP 47.45	Valley	Structures	60,053	-	-	-	-	-	60,053
592324	Valley Bridge MP 50.46	Valley	Structures	138,939	-	-	-	-	-	138,939
592420	San Gabriel Repl Bridge MP 40.12 SOGR	San Gabriel	Structures	42,101	-	-	28,080	-	-	70,181
592711	River Repl CP Taylor Turnouts	River	Track	35,728	14,893	8,349	10,831	5,416		75,218
592712	River EB Zone 1 Rail & Tie	River- East Bank	Track	57,355	23,907	13,392	17,395	8,698	2,611,338	2,732,084
592713	River EB Zone 2 Turnouts SOGR	River- East Bank	Track	15,204	6,343	3,559	4,606	2,314	70,945	102,971
593220	Ventura LA Bridge 452.1	Ventura - LA County	Structures	38,511	-	-	-	-	-	38,511
593310	Valley Sub Lang,Actn To,Ties	Valley	Track	64,285	-	-	-	-	-	64,285
593320	Valley Bridge SOGR Ph 2	Valley	Structures	169,370	-	-	-	-	-	169,370
593410	San Gabriel Sub Lark Ellen Xing	San Gabriel	Track	102,762	-	-	68,507	-	-	171,269
			TOTAL	76,674,378	40,296,326	16,387,853	23,555,059	22,755,787	47,006,394	226,675,797

FY2021-22 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	PROJECT NAME	SUBDIVISION	CATEGORY	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Empire Ave./I5 Widening Burbank	Systemwide	Track	-	-	-	-	-	386,819	386,819
416001	Maint Facility Hardening	Systemwide	Security	-	-	-	-	-	1,075,405	1,075,405
416002	Systemwide SOC at DOC Enh	Systemwide	Security	-	-	-	-	-	21,032	21,032
417001	Station Surveillance	Systemwide	Security	-	-	-	-	-	1,846,162	1,846,162
418001	Security Data Network	Systemwide	Communications	-	-	-	-	-	2,805,269	2,805,269
418003	San Juan Capistrano Siding-Con	Orange	Signal	-	237,449	-	-	-	111,726	349,175
418004	San Gabriel Redlands Pass. Rail PTC	San Gabriel	Communications	-	-	-	4,789,734	-	-	4,789,734
418005	CMF N End Connect Des	River	Track	168,088	-	27,723	35,965	-	17,983	249,759
418006	Tunnel 25 Safety & Security	Valley	Structures	-	-	-	-	-	2,580,773	2,580,773
419001	Orange Irvine Maint Fac Ph 1	Orange	Facilities	-	84,486	-	-	-	-	84,486
419002	Santiago Peak Microwaves	Perris Valley	Communications	-	-	103,936	-	-	-	103,936
419003	Riverside Layover Facility-Con	Riverside	Structures	-	-	32,121	-	-	-	32,121
419004	Orange/San Juan Creek Bridge	Orange	Structures	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Improv to Anaheim Canyon Stn	Olive	Track	-	9,321,875	-	-	-	-	9,321,875
420001	Riverside Yard Switch	River	Signal	150,640	-	212,353	70,690	-	-	433,683
420002	Syst PTC Shake Alert	Systemwide	Communications	-	-	-	-	-	2,318,956	2,318,956
420310	Burbank Corridor Safety Improv	Valley	Track	-	-	-	-	-	889,248	889,248
450110	PTC Phase II	Systemwide	Information Technology	-	952,018	-	-	-	349,994	1,302,013
450120	PTC Upscaling Project Admin	Systemwide	Communications	-	-	-	-	-	142,167	142,167
450121	PTC Upscaling Onboard	Systemwide	Communications	-	-	-	-	-	1,484,106	1,484,106
450122	PTS Wayside Upgrade	Systemwide	Communications	-	-	-	-	-	966,617	966,617
450123	PTC Wayside Hardware	Systemwide	Communications	-	-	-	-	-	4,893,999	4,893,999
450124	PTC Backoffice Upgrade	Systemwide	Communications	-	-	-	-	-	151,670	151,670
472001	SCRRA Climate Vulnerability	Systemwide	Structures	-	-	-	-	-	354,874	354,874
472002	Climate Vulnerability Match	Systemwide	Structures	-	-	-	-	-	12,706	12,706
492000	Mobile Ticketing App Improv	Systemwide	Information Technology	-	-	-	-	-	417,751	417,751
613003	Tier 4 - Locomotive Service & Mater	Systemwide	Rolling Stock	-	-	-	-	-	1,645,153	1,645,153
613005	Tier 4 Locomotive Proc- T/Task	Systemwide	Rolling Stock	-	-	-	-	-	51,625,359	51,625,359
616002	Tier 4 Locomotives 21-37	Systemwide	Rolling Stock	-	-	-	-	-	16,008,383	16,008,383
616003	Tier 4 Locomotives 38-39 Non-Fed	Systemwide	Rolling Stock	514,708	-	-	-	-	1,115,056	1,629,764
618001	Ticket Vending Machines Repl	Systemwide	Information Technology	5,002,251	1,859,158	2,378,227	1,901,340	2,646,672	30,795	13,818,444
620001	Pur&Setup Trailerized Bkup Gen	Systemwide	Signal	50,036	20,857	11,121	15,169	7,584	-	104,767
620002	Tamper, Stabilizer, Regulator	Systemwide	Facilities	233,483	168,756	94,605	122,731	61,365	2,858,922	3,539,862
620003	Specialized Maint Equip Phase 1	Systemwide	Facilities	324,743	135,367	75,887	98,448	49,224	-	683,669
			TOTAL	6,443,949	30,357,897	2,935,974	7,034,077	2,764,845	114,794,518	164,331,261

Public Hearing on Orange County
Transportation Authority's
Fiscal Year 2021-22
Budget and Personnel and Salary
Resolution

Budget Themes

- Emerging from the pandemic: Conservative fiscal planning and decisive action allow for uninterrupted delivery of balanced and sustainable transportation
- Consistent with the Board-approved Fiscal Year (FY) 2020-21 Comprehensive Business Plan
- Federal supplemental funding to support ongoing transit programs
- Measure M2 budget consistent with the Board-approved 2020 Next 10 Delivery Plan
- 91 Express Lanes anticipated to increase from 10.9 million to 14 million trips
- Use of reserves per Board-approved reserve policy
 - No unplanned use of reserves

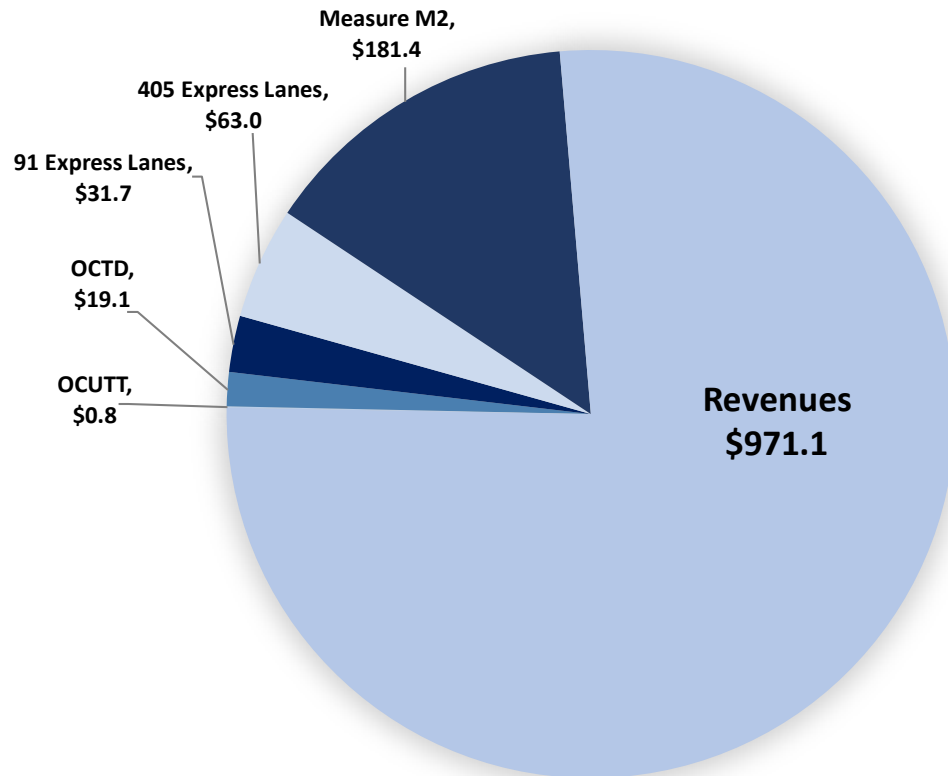
Key Takeaways

- All Measure M2 projects on track to meet voter commitments
- 91 Express Lanes traffic volume has bounced back
- Bus service can be restored to approximately 90 percent of pre-pandemic levels

Budget Overview

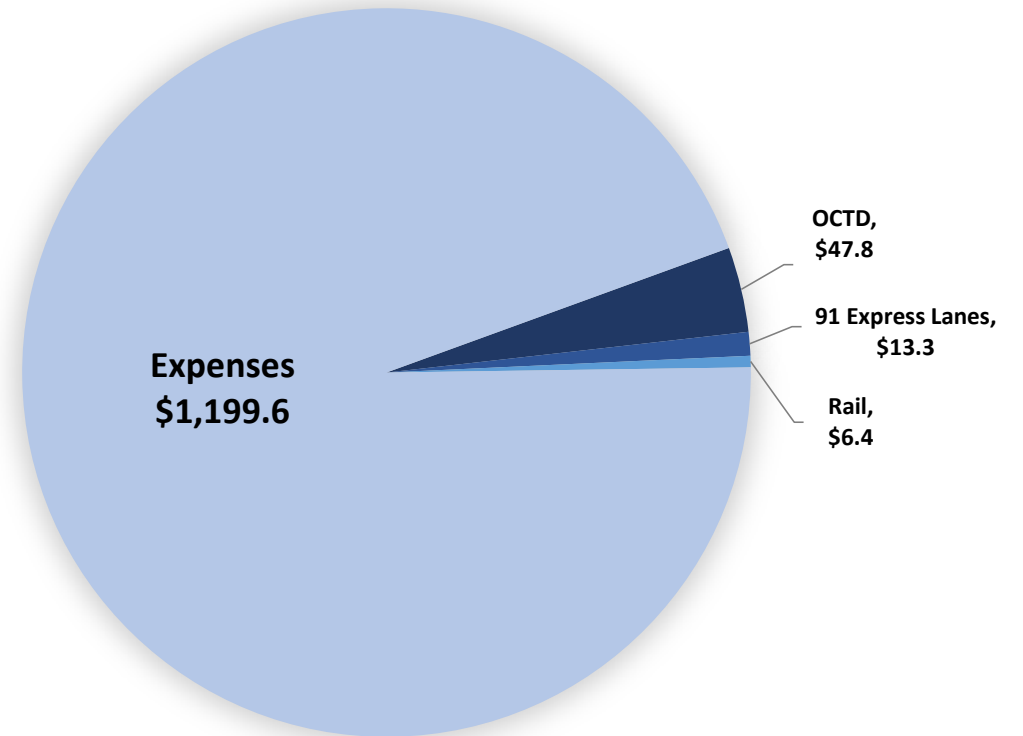
Use of Prior Year
Designations
\$296.0 million

Source of Funds
\$1,267.1 million



Use of Funds
\$1,267.1 million

Designations
\$67.5 million



Budget Adjustments – Sources and Uses

Sources

Adjustment

Revenues

Federal Supplemental Funding Pass-through to ATN	\$	3,504,231
Federal Supplemental Funding Pass-through to Laguna Beach		430,821

Total Revenues	\$	3,935,052
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Uses

Adjustment

Expenses

Federal Supplemental Funding Pass-through to ATN	\$	3,504,231
Federal Supplemental Funding Pass-through to Laguna Beach		430,821

Total Expenses	\$	3,935,052
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ATN – Anaheim Transportation Network

Budget Sources and Uses

In Millions	FY 2020-21	FY 2021-22		
Sources	Amended Budget	Proposed Budget	Change \$	Change %
Revenues	\$ 973.4	\$ 971.1	\$ (2.3)	-0.2%
Use of Prior Year Designations	575.7	296.0	(279.7)	-48.6%
Total Revenue / Use of Designations	\$ 1,549.1	\$ 1,267.1	\$ (282.0)	-18.2%
Uses				
Salaries and Benefits	\$ 169.0	\$ 174.1	\$ 5.1	3.0%
LOSSAN Salaries and Benefits	3.2	3.8	0.6	18.8%
Services and Supplies	393.3	368.9	(24.4)	-6.2%
Contributions to Other Agencies	173.1	171.0	(2.1)	-1.2%
Interest/Debt Service	66.2	65.7	(0.5)	-0.8%
Capital	685.5	416.1	(269.4)	-39.3%
Designations	58.8	67.5	8.7	14.8%
Total Expenditures / Designations	\$ 1,549.1	\$ 1,267.1	\$ (282.0)	-18.2%

LOSSAN – The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

Staffing Levels

OCTA Staffing	FY 2020-21 Full-time Equivalent	FY 2021-22 Full-time Equivalent	FY 2021-22 New Hires	FY 2021-22 Reductions	Difference
Administrative	498.5	504.0	6.0	(0.5)	5.5
Union	834.0	791.0	1.0	(44.0)	(43.0)
Coach Operators	634.0	600.0	-	(34.0)	(34.0)
Maintenance	163.0	153.0	-	(10.0)	(10.0)
Facility Technicians and Parts Clerks	37.0	38.0	1.0	-	1.0
OCTA Positions	1,332.5	1,295.0	7.0	(44.5)	(37.5)
LOSSAN	18.0	18.0	-	-	-
Total Authority Positions	1,350.5	1,313.0	7.0	(44.5)	(37.5)

OCTA – Orange County Transportation Authority

Personnel and Salary Resolutions

- Incorporate any legal recommendations and minor clarifications
- Pertaining to administrative employees
 - Employees are at-will
 - Administrative employees do not receive cost-of-living adjustments, step increases, or automatic increases of any type
 - Due to the coronavirus (COVID-19), merit increases and bonuses were suspended in FY 2020-21
 - Merit and bonus pool resumes as part of comprehensive recruitment and retention strategy
- Merit pool of 4 percent
 - Salary increases are based on a pay-for-performance program
 - Every employee has a performance plan and receives an annual performance review
 - Base-building adjustment to annual salary
- Bonus pool of 3 percent
 - Non-base building – does not increase annual salary
 - Bonuses are given throughout the year for specific, exceptional performance in a defined goal area
 - Part of employee rewards and recognition strategy

Recommendations

- Approve by Resolution OCTA's FY 2021-22 budget
- Approve the Personnel and Salary Resolution for FY 2021-22
- Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements
- Approve of FY 2021-22 OCTA member agency contribution to the Southern California Regional Rail Authority, operating subsidy, in an amount up to \$39,152,549, including authorization of federal supplemental funding in an amount up to \$39,152,549, to be drawn down directly by the Southern California Regional Rail Authority. In addition, approve capital and rehabilitation expenditure budget contingent upon all member agencies approval of their respective capital and rehabilitation budgets. OCTA portion of the costs for capital is \$118,800 and \$15,047,906, for rehabilitation.

Next Steps

- Public hearing and budget approval June 14
- Back-up approval date (if necessary) June 28

MINUTES

Board of Directors' Meeting

Call to Order

The Monday, May 24, 2021, regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Do at 9:01 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

The Deputy Clerk of the Board (DCOB) conducted an attendance Roll Call and announced a quorum of the Board of Directors (Board) as follows:

Via Teleconference: Andrew Do, Chairman
Mark A. Murphy, Vice Chairman
Lisa A. Bartlett
Doug Chaffee
Barbara Delgleize
Katrina Foley
Brian Goodell
Patrick Harper
Michael Hennessey
Gene Hernandez
Steve Jones
Joseph Muller
Tam Nguyen
Vicente Sarmiento
Tim Shaw
Harry S. Sidhu
Donald P. Wagner
Ryan Chamberlain, District Director – Caltrans District 12

Directors Absent: None

Staff Present: Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Deputy Clerk of the Board
Allison Cheshire, Interim Deputy Clerk of the Board

Via Teleconference: Darrell E. Johnson, Chief Executive Officer
James Donich, General Counsel

Invocation

Director Jones gave the invocation.

Pledge of Allegiance

Director Harper led in the Pledge of Allegiance.

Special Calendar

1. Public Hearing to Amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments, and Adriann Cardoso, Department Manager of Programming, reported on the background and reason for the proposed temporary amendment.

The DCOB read into the record notifications to inform the public and local agencies of today's public hearing.

Chairman Do opened the public hearing for public comments. With no public comments received, a motion was made by Director Bartlett, seconded by Director Foley, and following the roll call vote, declared passed 17-0, to:

- A. Amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to extend the fiscal year 2020-21 revised maintenance of effort requirements through fiscal year 2021-22 to assist local jurisdictions with the transition back to the pre-pandemic maintenance of effort benchmarks.
- B. Direct staff to provide written notice of the amendment to local jurisdictions.

A discussion ensued regarding the following:

- Chairman Do stated that some Board members might wonder if the amendment is necessary as cities are receiving funding. Still, timing and limited use of funds may inhibit cities' use of funds.
- Director Shaw inquired about how long it would take to know if any city fell short of the maintenance of effort requirement.
- Ms. Cardoso responded that OCTA would not know until December 2021. The cities do not have to meet a dollar amount, just a proportionate amount of their general fund revenue.
- Director Bartlett agreed that the amendment is necessary, and OCTA should assist cities in flexibility.
- Director Foley echoed Director Bartlett's comments and agreed that cities need a transitional bridge. The cities have had to pull back on capital projects as well as staffing.

Consent Calendar (Items 2 through 16)

2. Approval of Minutes

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of May 10, 2021.

3. Investments: Compliance, Controls, and Reporting, July 1 through December 31, 2020, Internal Audit Report No. 21-509

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to direct staff to implement a recommendation provided in Investments: Compliance, Controls, and Reporting, July 1 through December 31, 2020, Internal Audit Report No. 21-509.

4. Fiscal Year 2020-21 Third Quarter Grant Reimbursement Status Report

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to receive and file as an information item.

5. State Legislative Status Report

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to adopt a SUPPORT position on SB 640 (Becker, D-San Mateo), which would allow cities or counties eligible for local streets and roads funding to jointly propose projects for funding.

6. Federal Legislative Status Report

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to receive and file as an information item.

7. Low Carbon Transit Operations Program Recommendations for Fiscal Year 2020-21 and Prior Year Funds

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to:

- A. Approve Resolution No. 2021-042 to authorize the use of fiscal year 2020-21 Low Carbon Transit Operations Program funds, prior year funds, and interest earnings totaling \$6,359,899, as follows:
 - \$3,703,032 for the “Welcome Back” Fare Reduction Program for OC Bus Riders,
 - \$716,152 for the College Pass Program for Orange Coast College,
 - \$1,940,715 for the Ten Battery-Electric Buses, Bus Depot Upgrades and Charging Infrastructure Project.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

8. Review of Oversight Controls and Contract Compliance Related to the Bridgestone/Firestone Tire Lease and Services Agreement No. C-9-1354, Internal Audit Report No. 21-506

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to direct staff to implement four recommendations provided in the Review of Oversight Controls and Contract Compliance Related to the Bridgestone/Firestone Tire Lease and Services Agreement No. C-9-1354, Internal Audit Report No. 21-506.

9. Agreement for Building Repairs at Garden Grove Bus Base

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3295 between the Orange County Transportation Authority and Golden Gate Steel, Inc., doing business as Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$222,169, for building repairs at the Garden Grove Bus Base.

10. Agreement for Americans with Disabilities Act Access Improvements and Parking Lot Pavement Replacement at Fullerton Park-and-Ride

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3294 between the Orange County Transportation Authority and Onyx Paving Company, Inc., the lowest responsive, responsible bidder, in the amount of \$525,000, for the construction of Americans with Disabilities Act-prescribed access improvements and parking lot pavement replacement at the Fullerton Park-and-Ride.

11. Approval to Release Request for Proposals for Bus Stop Maintenance Program

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 1-3408 for the bus stop maintenance program.
- B. Approve the release of Request for Proposals 1-3408 for the bus stop maintenance program effective December 1, 2021 through November 30, 2024, with two, two-year option terms.

12. Amendment to Agreement for Same-Day Taxi Service

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-1440 between the Orange County Transportation Authority and Cabco Yellow, Inc., doing business as California Yellow Cab, to exercise the second option term of the agreement to continue providing same day taxi service in the amount of \$1,825,309. This amendment will increase the maximum obligation of the agreement to a total contract value of \$8,643,120.

Due to the Levine Act, Chairman Do and Director Bartlett did not participate or vote on this item.

Director Foley inquired about the Levine Act.

James Donich, OCTA General Counsel, explained the process for any conflict of interest due to the Levine Act.

Mr. Johnson, CEO, stated that if OCTA is made aware by the vendor that they have made a campaign contribution above \$250 to any Board Member, staff will notify them in writing.

13. Agreement for Landscape Maintenance Services Along the Pacific Electric Right-of-Way

After the agenda was released last Wednesday, Mr. Johnson, CEO, stated that staff received some questions from the Board Members about the specific types of herbicides and pesticides being proposed in this contract.

OCTA staff could not ascertain the answers to all of the questions, and staff proposed continuing this item until June 14.

14. Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2021

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to receive and file as an information item.

15. Measure M2 Project U Senior Non-Emergency Medical Transportation Funding and Program Guidelines

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to:

- A. Authorize the Chief Executive Officer to execute Cooperative Agreement No. C-1-3446 with the County of Orange to continue providing funding for the Senior Non-Emergency Medical Transportation program.
- B. Adopt the revised Measure M2 Project U Senior Non-Emergency Medical Transportation Funding Guidelines.

16. Cooperative Agreements with Agencies Participating in the Measure M2 Senior Mobility Program

A motion was made by Vice Chairman Murphy, seconded by Director Hernandez, and following a roll call vote, declared passed 17-0 to:

- A. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with 32 cities and three non-profit agencies participating in the Senior Mobility Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and the non-profit agency Abrazar, Inc., in the amount of \$82,248 to provide funding through June 30, 2022.

16. (Continued)

- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3260 between the Orange County Transportation Authority and the non-profit agency Korean American Senior Association of Orange County, in the amount of \$101,116 to provide funding through June 30, 2022.
- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and the non-profit agency Southland Integrated Services, Inc., in the amount of \$88,910, to provide funding through June 30, 2022.

Regular Calendar

17. June 2021 Bus Service Change

Charlie Larwood, Department Manager of Planning and Analysis, and Stella Lin, Department Manager of Marketing and Customer Engagement, presented a PowerPoint presentation on this item.

A discussion ensued regarding the following:

- Director Delgleize acknowledged staff for their hard work and strategies on the campaign.
- Director Foley echoed Director Delgleize's comments and inquired about partnering with Orange Coast College to encourage community members to get vaccinated and offer resources as part of the campaign.
- Director Harper stated that the welcome back feeling to the campaign is excellent. He inquired about moving up the timeline by one month on the youth 13 and under and college pass program to align with going back to school.

Ms. Lin responded that OCTA plans to implement changes before school starts

Director Sarmiento commented about the optimism and message of the campaign. The Santa Ana Unified School District will begin in the summer, and OCTA should also include high school students in the campaign.

Chairman Do concurred with Director Sarmiento that most riders in the morning in Santa Ana were students. He stated that 40 percent of the ridership is below poverty; ridership we serve is critical, and their livelihood depends on public transit; thank you to staff for knowing the role OCTA plays; keep in mind the level of ridership when discussing the transit workshop later in the meeting

17. (Continued)

Mr. Johnson, CEO, stated that staff would continue to monitor school opening plans in the county, and OCTA can adjust as needed. Staff is working closely with the California Transit Association to understand capacity requirements/restraints that may be in place and under the mask requirement until Sept 15. Staff anticipates a service change in August 2021.

Director Foley concurred with Chairman Do and stated that the Orange County Department of Education needs transportation by bus.

Mr. Johnson, CEO, stated the responsibility by local districts to provide transportation and who is responsible. Currently, community colleges are not required to provide transportation.

A motion was made by Director Delgleize, seconded by Director Foley, and following a roll call vote, declared passed 17-0 to:

- A. Approve the final June 2021 bus service change and direct staff to begin implementation.
- B. Receive and file the June 2021 Bus Service Change Public Involvement Program Final Report.
- C. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act related to the bus service change.

18. Contract Change Orders for Over-Excavation of Unsuitable Soils and Utility Conflicts for the Construction of the OC Streetcar Project

Ross Lew, Program Manager, Senior, presented an overview of the need for the change orders. He stated that unknown utilities found in the project area had increased construction costs. Also, unsuitable soils found in the project area soils comprised of clay and cannot be compacted. The increased expenses to accommodate excavation are the types of change orders that are typical for these projects.

Director Shaw stated that OCTA owns so much of the Right-Of-Way (ROW) property and wouldn't have to take buildings. The environmental issues and unknowns are a more significant challenge than anticipated.

Mr. Johnson, CEO, stated that the significant benefit of not acquiring ROW still outweighs the unknown challenges encountered and are not unusual but greater than anticipated.

18. (Continued)

A motion was made by Director Foley, seconded by Director Sarmiento, and following a roll call vote, declared passed 16-1 to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 52.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$540,000, for over-excavation of unsuitable soils for the construction of the OC Streetcar project.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 4.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$2,000,000, for work to address utility conflicts for the construction of the OC Streetcar project.

Director Wagner voted in opposition.

Discussion Items

19. Future of Transit Workshop 1

Chairman Do opened the item and discussed highlighting riders and demographics that rely on transit. He stated this is the time to look at factors to encourage others to use transit to attract more/different riders and urged the Board to pay attention to slides 18 and 19.

Kurt Brotcke, Director of Strategic Planning, provided a PowerPoint presentation on this item. He discussed the Orange County Transit System, the transit vision created in 2018.

Chairman Do requested that staff add 1st Street (Bolsa Ave) in Westminster and 17th/Westminster.

The Board members made the following inquiries and suggestions:

- 1st/Bolsa/17th/Westminster is a critical corridor.
- Staff needs to work with cities to acclimate concept;
- Inclusion of a micro-transit program, or is it a separate item;
- Include specific programs that qualify in each category;
- 11 to 15 miles per hour lifecycle savings in \$15 million capital costs;
- Three buses per route, and what is the price to get there;
- Would like to see what the best return on investment is to maximize savings at the next workshop;
- Bus Rapid Transit (BRT) opportunities can reduce freeway and street congestion;

19. (Continued)

- Why not include Fairview for BRT;
- Curbside only lanes allow for BRT;
- What makes it rapid is that its curbside only lanes;
- Include gender/race info in demographics data; encourage the safety of transit; make the system accessible to those who need it;
- Protected bike lanes will be coordinated with local agencies, and
- Appreciate analysis of marginal increases in time is worth the effort.

Director Wagner stated that this report is excellent. He appreciates that staff is analyzing where the marginal increases in travel time are worth the expense.

Mr. Johnson, CEO, stated that staff would note all the comments from the Board and incorporate them into the presentation at the next workshop.

Mr. Johnson, CEO, stated there are four Board-approved studies listed and that staff will discuss the 11 busiest corridors at the next workshop.

20. Public Comments

There were no Public Comments received.

21. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

May Employees of the Month Recognition

- The Operations Employee of the Month is Alejandro "Alex" Pacheco.
 - Alex is a coach operator at the Santa Ana base who started his driving career with OCTA in March 2014.
 - In April, Alex achieved a very commendable seven years of safe driving.
- The Maintenance Employee of the Month is Phung Mai.
 - Phung joined OCTA in September 2006 as an electronics technician, and he currently works the late swing shift at the Irvine Sand Canyon base.
 - Phung recently identified an issue with Wi-Fi on the buses, which created problems with the timely downloading of ridership data. He took it upon himself to find the cause and determined a problem with the Wi-Fi antenna at the base and replacing the antenna resolved the issue.
- The Administrative Employee of the Month is Vicente Aldana.
 - Vicente Aldana started his career with OCTA in 2009 as a coach operator and, after six years, was promoted to bus operations supervisor at the Santa Ana Base.

21. (Continued)

- Vicente is also a licensed vocational nurse volunteering at the Soka University and Anaheim Convention Center POD sites vaccinating Orange County residents and workers.
- OCTA's May Employees of the Month were congratulated.

Interstate 5 (I-5) Central County Improvements Project

- Mr. Johnson, CEO, congratulated the Interstate 5 (I-5) Central County Improvements Project team. Last year on Main Street, this project added a second High Occupancy Vehicle lane in each direction on the I-5 between State Route 55 and State Route 57.
- Next month, the American Council of Engineering Companies (ACEC) will be presenting this project with its National Honor Award.
- Previously in February, the project won the ACEC California Chapter's Honor Award.
- This project has also garnered several other awards, including:
 - Caltrans Partnering in Motion Gold Award
 - American Society of Bridges and Roads Top Ten Roads Award
 - WTS Innovative Transportation Solutions Award
 - American Society of Civil Engineers Outstanding Construction Project Award

22. Directors' Reports

Director Foley inquired about graffiti abatement issues since some graffiti issues over the weekend were on the new bridges/walls along Interstate 405.

Mr. Johnson, CEO, stated that OCTA would address the project area. In addition, Caltrans can also address any issues as appropriate.

23. Closed Session

A Closed Session was held as follows:

Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Orange County Transportation Authority v. SOCO Retail Fee Owner, LLC, et al, OCSC Case No. 30-2018-01014059.

There was no report out.

All members present in Closed Session with the exception of Director Hennessy.

24. Adjournment

The meeting adjourned at 10:56 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, June 14, 2021** at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

ATTEST:

Gina Ramirez
Deputy Clerk of the Board

Andrew Do
Chairman



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Communications by Independent Financial Statement Auditor

Finance and Administration Committee Meeting of June 9, 2021

Present: Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones,
and Muller
Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



June 9, 2021

To: Finance and Administration Committee

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

Subject: Communications by Independent Financial Statement Auditor

Overview

Crowe LLP, the independent financial statement auditor of the Orange County Transportation Authority, is in the process of conducting the fiscal year 2020-21 audit. In connection with the audit, Crowe LLP is communicating the planned scope and timing of the audit, as well as soliciting input on any matters of which the Board of Directors or the Finance and Administration Committee has knowledge of that may have a material bearing on the Orange County Transportation Authority's financial statements for the year ended June 30, 2021.

Recommendation

Receive and file as an information item.

Background

In connection with its annual audit of the Orange County Transportation Authority's (OCTA) financial statements for the fiscal year ended June 30, 2021, Crowe LLP (Crowe) is required to make certain inquiries and communications.

Discussion

Crowe has prepared a letter (Attachment A) to the Finance and Administration Committee (Committee) and the OCTA Board of Directors (Board) with the purpose of making certain inquiries and communications. Specifically, Crowe has requested that the Committee and/or the Board inform Crowe of any matters of which the Committee and/or the Board may be aware of that could have a significant impact to the financial statements of OCTA taken as a whole. OCTA staff has provided the auditors with information related to claims, liabilities, and

contingencies; however, the auditors also welcome input from the Committee and the Board on any areas of concern.

Secondly, Crowe is required to provide certain communications to those charged with governance with regard to audit scope and timing. Page two of Attachment A reflects Crowe's plan to complete the audit and issue an opinion on the financial statements on approximately October 31, 2021.

Summary

OCTA's independent financial statement auditors are making certain inquiries and communications in relation to their audit of the financial statements of OCTA as of June 30, 2021.

Attachment

- A. Letter from Crowe, LLP, to the Board of Directors and Finance and Administration Committee, Orange County Transportation Authority, dated May 19, 2021

Authorized by:



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



Crowe LLP
Independent Member Crowe Global

May 19, 2021

Board of Directors
Finance and Administration Committee
Orange County Transportation Authority
550 South Main Street
Orange, California 92863

We are pleased to serve OCTA as its independent auditors and look forward to our continued relationship. As part of our audit process, our professional standards require that we communicate certain information to keep you adequately informed about matters related to the financial statement audit that are, in our professional judgment, significant and relevant to your responsibilities in overseeing the financial reporting process. We communicate such matters in this report.

PLANNED SCOPE AND TIMING OF THE AUDIT

We are engaged to audit the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Orange County Transportation Authority (OCTA) as of and for the year ended June 30, 2021. In addition to the report on the financial statements of OCTA, we will also audit and report on the financial statements of the governmental activities and each major fund of the Orange County Local Transportation Authority (OCLTA), the 91 Express Lanes Fund, the Local Transportation Fund, and the State Transit Assistance Fund as of and for the year ended June 30, 2021.

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, certain budgetary comparison information, and supplemental pension plan trend data and other postemployment benefit data be presented to supplement the basic financial statements. Such information is required by Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We will apply certain limited procedures to the required supplementary information, however, we will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

In addition to our report on the financial statements, we have been engaged to report on the combining and individual fund financial statements and schedules, certain budgetary comparison schedules, the schedule of expenditures of federal awards, and the Proposition 1B schedule of unspent funds and cash disbursements. We will subject such information to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves. Our report will indicate whether this information is fairly stated, in all material respects, in relation to the financial statements as a whole.

We have not been engaged to report on the introductory section and statistical section of OCTA's comprehensive annual financial report and therefore will not express an opinion or provide any assurance on them.

Audit planning and interim procedures were conducted in May 2021, and year-end audit procedures will commence in September 2021. We expect to issue our report no later than October 30, 2021.

AUDITOR'S RESPONSIBILITY UNDER AUDITING STANDARDS GENERALLY ACCEPTED IN THE UNITED STATES OF AMERICA, *GOVERNMENT AUDITING STANDARDS* AND UNIFORM GUIDANCE

Our responsibility is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in conformity with accounting principles generally accepted in the United States of America. The audit of the financial statements does not relieve you or management of your responsibilities.

The objective of the audit is the expression of an opinion on the financial statements. We will plan and perform the audit in accordance with auditing standards generally accepted in the United States of America, the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards require that we obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement whether caused by error or fraud, and that we report on the Schedule of Expenditures of Federal Awards (as noted above), and on your compliance with Federal statutes, regulations, and the terms and conditions of Federal awards and on its internal controls as required for a Single Audit. Because of inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements may not be detected exists, even though the audit is properly planned and performed in accordance with applicable standards. An audit is not designed to detect error or fraud that is immaterial to the financial statements.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment including the assessment of the risks that the financial statements could be misstated by an amount we believe would influence the financial statement users. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

In making our risk assessments, we will consider internal control relevant to the preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the OCTA's internal control. However, we will communicate in writing to those charged with governance and management concerning any significant deficiencies or material weaknesses in internal control relevant to the audit of the financial statements that we have identified during the audit. We will communicate to management other deficiencies in internal control identified during the audit that have not been communicated to management by other parties and that, in our professional judgment, are of sufficient importance to merit management's attention. We will also communicate certain matters related to the conduct of the audit to those charged with governance, including (1) fraud involving senior management, and fraud (whether caused by senior management or other employees) that causes a material misstatement of the financial statements, (2) illegal acts that come to our attention (unless they are clearly inconsequential) (3) disagreements with management and other significant difficulties encountered in performing the audit and (4) various matters related to the OCTA's accounting policies and financial statements. Our engagement is not designed to address legal or regulatory matters, which matters should be discussed by you with your legal counsel.

We will also perform tests of controls including testing underlying transactions, as required by the Uniform Guidance, to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each of your major federal awards programs. We will determine major programs in accordance with the Uniform Guidance. Our tests will be less in scope than would be necessary to render an opinion on these controls and, accordingly, no opinion will be expressed. We will inform you of any deficiencies or other matters involving internal control, if any, as required by the Uniform Guidance.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will also perform tests of your compliance with applicable laws, regulations, contracts and grants. However, because of the concept of reasonable assurance and because we will not perform a detailed examination of all transactions, there is a risk that material errors, irregularities, or illegal acts, including fraud or defalcations, may exist and not be detected by us. The objective of our audit of compliance relative to the financial statements will not be to provide an opinion on overall compliance with such provisions, and we will not express such an opinion. We will advise you, however, of any matters of that nature that come to our attention, unless they are clearly inconsequential.

The Uniform Guidance requires that we plan and perform the audit to obtain reasonable assurance about whether you have complied with certain provisions of laws, regulations, contracts and grants. Our procedures will consist of the applicable procedures described in the United States Office of Management and Budget (OMB) Compliance Supplement for the types of compliance requirements that could have a direct and material effect on each of your major programs. The purpose of our audit will be to express an opinion on your compliance with requirements applicable to major Federal award programs. Because an audit is designed to provide reasonable assurance, but not absolute assurance, the audit is not designed to detect immaterial violations or instances of noncompliance.

REQUIRED COMMUNICATIONS

Professional auditing standards also require that we perform inquiries with those charged with governance surrounding matters that may impact our risk assessment.

Please communicate any matters or concerns that may have a material impact to the financial statements to Kathy Lai at Kathy.Lai@crowe.com or (714) 668-5376.

We provide the above information to assist you in performing your oversight responsibilities and would be pleased to discuss this letter or any matters further, should you desire. This letter is intended solely for the information and use of the Board of Directors, the Finance and Administration Committee, and management, and is not intended to be and should not be used by anyone other than these specified parties.

A handwritten signature in black ink that reads "Crowe LLP". The signature is written in a cursive, flowing style.

Crowe LLP

Costa Mesa, California
May 19, 2021



**MATERIALS WILL BE PROVIDED UNDER
SEPARATE COVER PRIOR TO THE
June 14, 2021
BOARD OF DIRECTORS MEETING.**



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

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

Executive Committee Meeting of June 7, 2021

Present: Directors Do, Bartlett, Hennessey, Jones, Murphy, and Shaw
Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 6-0 by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$11,133,059, for Transit Police Services, effective July 1, 2021 through June 30, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$21,739,395.



June 7, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

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

Overview

The Orange County Transportation Authority contracts with the County of Orange, Orange County Sheriff's Department to provide Transit Police Services. On July 13, 2020, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide these services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2021-22.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$11,133,059, for Transit Police Services, effective July 1, 2021 through June 30, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$21,739,395.

Discussion

The County of Orange, Orange County Sheriff's Department (OCSD), has provided Transit Police Services (TPS) for the Orange County Transportation Authority's (OCTA) patrons, employees, and properties since 1993. On July 13, 2020, OCTA's Board of Directors (Board) approved a cooperative agreement for five years with the OCSD to provide TPS.

The OCSD is required to annually develop a fiscal year (FY) budget for each of the five years in the contract. After the FY budget is developed, OCSD submits the budget to OCTA for review and concurrence. An amendment is then

required to increase the overall contract value to cover the cost of services for the FY. For FY 2021-22, OCTA requested no changes to the level of service provided by OCSD for TPS. The \$11,133,059 budget request represents an increase of 4.97 percent over the amount budgeted for FY 2020-21. The increase is associated with higher costs of benefits resulting from the negotiated labor contract for OCSD.

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

Fiscal Impact

Amendment No. 2 to Cooperative Agreement No. C-0-2330 is included in the OCTA Proposed FY 2021-22 Budget. \$10,685,102 is budgeted for fixed-route service, right-of-way rail support, and general services. There is also \$447,957 budgeted for special services, which includes patrol of OCTA-owned environmental mitigation properties, three explosive detection canine and bomb technician handler teams, transit security overtime for Visual Intermodal Prevention and Response (VIPR) and Anti-Terrorism-Anti-Crime (ATAC) to be utilized for high-security risk events. Patrol costs will be subsidized by Measure M2, and the canine units are funded with Transportation Security Administration grant funds. The VIPR and ATAC are funded with Transit Security Grant Program funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, in the amount of \$11,133,059 for the provision of Transit Police Services from July 1, 2021 through June 30, 2022, bringing the maximum contract obligation to \$21,739,395.

Attachments

- A. County of Orange, Orange County Sheriff's Department Services Provided
- B. County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-0-2330 Fact Sheet

Prepared by:



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

Approved by:



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



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

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

The following services will be provided:

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

**County of Orange, Orange County Sheriff's Department
Cooperative Agreement No. C-0-2330 Fact Sheet**

1. July 13, 2020, the Board of Directors (Board) approved a five-year agreement, Cooperative Agreement No. C-0-2330. The original agreement was in an amount not to exceed \$10,596,947.
 - To provide security and law enforcement services for the Orange County Transportation Authority (OCTA) from July 1, 2020 to June 30, 2021. Each year of this agreement, the Orange County Sheriff's Department provides OCTA with a budget for the following fiscal year, and the maximum obligation is adjusted.
 - The following services were provided:
 - Uniformed patrol and plainclothes enforcement at OCTA-owned properties, on railroad rights-of-way, and on-board OCTA's buses
 - Response to calls for service as needed
 - Traffic enforcement as it relates to the operation of fixed-route vehicles
 - Special Enhancement Team for enhanced services: Homeless Liaison Officers, Anti-Terrorism Anti-Crime, Community Oriented Policing, and Visible Intermodal Prevention and Response Team
 - Taxicab applicant review
 - Specialized and internal investigations conducted as needed
 - Security at OCTA Board meetings, public hearings, and special events as requested
 - Coordinate with other transit security, local, state, and federal law enforcement agencies
 - Participate in multi-agency drills on a local and regional level
 - Coordination on security-related grant funding
 - Other assistance available through this contract includes three explosive detection canines for hazardous device detection and other law enforcement services such as the Mounted Enforcement Unit.
 - Sheriff staff deployment to include:
 - One Lieutenant position serving as the Chief of Transit Police Services
 - Five Sergeant positions
 - One Investigator position

- Twenty Deputy Sheriff II – Fixed-Route Enforcement positions; includes three canines with Bomb Technicians
 - Five Deputy Sheriff II – Right-of-Way Enforcement positions
 - One Office Specialist position
2. April 22, 2021, Amendment No. 1 to Cooperative Agreement No. C-0-2330, \$9,389, approved by the Contracts Administration and Materials Management Department.
- To add one patrol video system
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-0-2330, \$11,133,059, pending approval by the Board.
- To increase the maximum obligation for the second year of the five-year agreement. This amount includes:
 - \$11,133,059 for continued services with no staffing change, a 4.97 percent increase over fiscal year 2020-21.
 - Breakdown of increase: Wage, Benefit, and Other Direct Cost 4.93 percent, Special Services 0.04 percent
 - A provision for up to \$447,957 for Special Services.
 - \$89,528 for Special Enforcement
 - \$23,179 for Seasonal Law Enforcement
 - \$151,500 for Canine Units
 - \$60,000 for Mounted Enforcement Units
 - \$110,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$13,750 for Angels Express

Total committed to County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-0-2330: \$21,739,395.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Agreement for System Security Program Review and Update

Executive Committee Meeting of June 7, 2021

Present: Directors Do, Bartlett, Hennessey, Jones, Murphy, and Shaw
Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 6-0 by the Members present.

Committee Recommendations

- A. Approve the selection of ADS System Safety Consulting, LLC, as the firm to provide consulting services to review and update the Security Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2729 between the Orange County Transportation Authority and ADS System Safety Consulting, LLC in the amount of \$345,692 to provide consulting services to review and update the current security program.



June 7, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for System Security Program Review and Update

Overview

Consultant support services are necessary to provide subject matter expertise and technical support for the review and update of the Security Program for the Orange County Transportation Authority. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

- A. Approve the selection of ADS System Safety Consulting, LLC, as the firm to provide consulting services to review and update the Security Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2729 between the Orange County Transportation Authority and ADS System Safety Consulting, LLC in the amount of \$345,692 to provide consulting services to review and update the current security program.

Discussion

A review and update of the Orange County Transportation Authority's (OCTA) Security Program is needed to ensure that OCTA continues to practice best industry standards in terms of providing a secure environment for both employees and ridership. This review and update has five major components: review and identification of internal OCTA security functions, review and analysis of OCTA policies and procedures, updating of the current security plan, creating a training plan, and the development of a short- and long-term strategic plan.

The review of internal security functions will include interviewing key personnel in order to validate or identify responsibilities not currently included in OCTA's security plan and a review of job descriptions. Security systems and function performed by employees will then be cross checked against current policies and

procedures for identification of possible gaps. The review process will enable the analysis and development of an updated security plan.

The development of a comprehensive training plan will follow, which will be compliant with the Transportation Security Administration and the Federal Transit Administration regulations. The creation of a training plan will allow for an updated exercise and training schedule ensuring employees are trained on best security practices in a transit environment.

Lastly, a threat and vulnerability assessment will also be included, which will help inform the development of short- and long-term strategic goals as it will include a combination of all the previously outlined reviews and assessments and place them in a priority and logical order. This will allow OCTA to better leverage and maximize financial resources when planning and implementing new or enhanced security features.

Following the tasks noted above, which are estimated to require approximately 24 months to complete, a full-scale exercise, compliant with the Homeland Security Exercise and Evaluation Program, may be required to complete this project.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as project organization and staffing, prior experience with similar projects, work plan, as well as cost and price.

On January 20, 2021, Request for Proposals (RFP) 0-2729 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on January 20 and 25, 2021. A pre-proposal teleconference was held on January 26, 2021, with 13 attendees representing ten firms. Three addenda were issued to provide a copy of the pre-proposal registration sheet and to respond to questions related to the RFP.

On February 23, 2021, ten proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Security and Emergency Preparedness, Health, Safety and Environmental Compliance, Scheduling and Bus Operations departments, as well as an external evaluator from Superior Court of California, County of Orange, met to review all proposals received.

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

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 25 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 20 percent |

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 25 percent as the firms had to demonstrate experience reviewing, strengthening, and designing comprehensive security programs. Staffing and project organization was weighted at 25 percent as the project team had to demonstrate expertise with project management and planning skills. Work plan was weighted highest at 30 percent because the firm had to present an approach that included a comprehensive review and assessment of existing security policies and procedures with specific recommendations of implementation measures to improve existing security policies and procedures. The project includes a current security program review, security plan development, and development of a multiyear strategic plan. Cost and price were weighted at 20 percent to ensure OCTA receives competitive pricing for the proposed services.

On March 8, 2021, the evaluation committee reviewed all proposals received based on the evaluation criteria and short-listed the two most qualified firms. The two short-listed firms are listed below in alphabetical order:

Firm and Location

ADS System Safety Consulting, LLC (ADS)
Los Angeles, California

Guidepost Solutions, LLC (Guidepost)
Los Angeles, California

On March 18, 2021, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements for this project. The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' experience performing similar services with projects involving security program reviews, the specific challenges in executing the work plan, surveys that would identify security culture, and strategies to ensure high response rates. Additionally, the firms were asked to explain their approach

when creating threat level categories and discuss differences between internal and external forces. Finally, firms were asked to clarify questions related to each firm's proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary rankings and adjusted individual scores; however, the overall ranking of the firms did not change as a result of the interviews.

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

Qualifications of the Firm

The short-listed firms are qualified and demonstrated experience providing related services.

ADS has provided risk-based system safety and security engineering and consulting service since its founding in 2011 and has 43 employees. ADS has experience working on identical projects with the Los Angeles County Metropolitan Transportation Authority, Sonoma-Marín Area Rail Transit system, Hampton Roads Transit, District of Columbia Department of Transportation DC streetcar system, and the Honolulu Authority for Rapid Transportation. ADS' main office is located in the City of Los Angeles. The firm is the primary contractor for the Maryland Transit Administration safety system services, Capital Metropolitan Transportation Authority's on-call safety and security management, Metropolitan Transit Authority of Harris County safety support, and the Tri-County Metropolitan Transportation District of Oregon's on-call safety management system consulting services contract.

Guidepost was founded in 2010 as a global investigations and security company with 200 employees, and is located in the City of Los Angeles. The firm has proven experience contracting with transit companies including performing a threat and vulnerability assessment for the Metro Transit District in King County, Washington, in addition to providing a safety and security management plan for the Madison Street G Line bus expansion for King County. The firm created security master plans for the Utah Transit Authority, emergency operations planning for the San Francisco Municipal Railway, security consulting and design for the New York Metropolitan Transit Authority, and on-call security services for select San Bernardino County-owned facilities.

Staffing and Project Organization

ADS proposed a qualified team with experience related to providing services developing, managing, supporting, and overseeing security programs. The proposed project manager has more than 15 years of system security experience focused on public transportation, and has developed and managed public transit system security and emergency management programs while serving as Security Manager for the Charlotte Area Transit System and Chief Safety and Security Officer of the New Orleans Regional Transit Authority. The proposed system security consultant brings over 20 years of transit safety and security experience and has served as both Deputy and Chief Safety and Security Officer for Honolulu Authority for Rapid Transportation. The proposed project team demonstrated transportation background and familiarity with federal regulations. During the interview, the project team provided comprehensive responses to the evaluation committee's questions.

Guidepost proposed an experienced team. The proposed project manager has 37 years of experience, as well as demonstrated knowledge and experience in security operations and technology. The project manager has worked on related projects including the City of Los Angeles Civic Center and King County Metro Transit Threat and Vulnerability Assessment. The technical lead has over 40 years of experience with relevant projects that include the King County Metro Master Plan, San Francisco Municipal Railway emergency plans development, and the California Department of Transportation Statewide Assessment. Individuals from the proposed project team responded to questions during the interview, but not all team members participated in the discussions.

Work Plan

ADS presented a work plan that addressed all elements of the scope of work and its requirements. The firm provided a thorough approach to completing each task and proposed enhancements to the scope of work requirements. The firm clearly identified an approach to identify recommended countermeasures that can be implemented to improve OCTA's overall risk resiliency by identifying risk items at each step of the process and focusing on the risk reduction of assets or practices that are critical to the continuity of operations. The proposed categories will be defined by critical assets, associated risk rating and recommended countermeasures. The proposal cited examples of where the firm has provided training for other transportation agencies and how they would apply that experience and knowledge to OCTA.

Guidepost's work plan demonstrated an understanding of the project requirements. The firm discussed specifics of the scope of work and presented a detailed work plan. Guidepost provided details on the firm's approach to evaluate physical security elements by using principles of natural surveillance, territorial reinforcement and activity, and maintenance. Guidepost also provided examples of similar work performed in King County; however, they only included a few references regarding how the work plan is specific to OCTA.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest firm-fixed price and scored the other proposals' firm-fixed price based on its relation to the lowest firm-fixed price. ADS' firm-fixed price was slightly lower than the price proposed by Guidepost. ADS also proposed a price lower than the OCTA project manager's independent cost estimate. Therefore, ADS' proposed firm-fixed price is deemed fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, as well as pricing, the evaluation committee recommends the selection of ADS as the top-ranked firm to provide consulting services on the review and updating of the current security program. ADS delivered a comprehensive proposal and an interview that was responsive to the requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2020-21 Budget, Account No. 1316-7519-A0001-OSS and is funded through general funds.

Summary

Staff is recommending that the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2729 between the Orange County Transportation Authority and ADS System Safety Consulting, LLC in the amount of \$345,692 to provide consulting services to review and update the current security program.

Attachments

- A. Review of Proposals, RFP 0-2729 Security Program Review and Update
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2729 Security Program Review and Update
- C. Contract History for the Past Two Years, RFP 0-2729 Security Program Review and Update

Prepared by:



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Approved by:



Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
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Pia Veasapen
Director, Contracts Administration
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Review of Proposals
RFP 0-2729 Security Program Review and Update
Presented to the Executive Committee on May 3, 2021
10 proposals were received, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Firm-Fixed Price Total
1	86	ADS System Safety Consulting, Inc. Los Angeles, California	iParametrics, LLC	<p>The firm has provided risk-based safety and security consulting since 2011.</p> <p>The firm has 43 employees and is located in the City of Los Angeles.</p> <p>The firm has worked on identical projects with the Los Angeles County Metropolitan Transportation Authority, Sonoma-Marín Area Rail Transit system, Hampton Roads Transit, District of Columbia Department of Transportation DC streetcar system, and the Honolulu Authority for Rapid Transportation.</p> <p>The proposed project manager has more than 15 years of experience.</p> <p>The systems security consultant brings over 20 years of transit safety and security experience.</p> <p>The firm clearly identified an approach to identify recommended countermeasures that can be implemented to improve OCTA's overall risk resiliency.</p> <p>The comment/response matrix to deconflict the draft Master Safety Plan was notable.</p> <p>The project team provided comprehensive responses to the evaluation committee's questions and all team members participated.</p>	\$345,692
2	82	Guidepost Solutions, LLC Los Angeles, California	Aanko Technologies, Inc.	<p>The firm was founded in 2010 as a global investigations and security company.</p> <p>The firm has 200 employees and is located in the City of Los Angeles.</p> <p>Worked with transit companies providing a threat and vulnerability assessment for the Metro Transit District in King County, additionally provided a Safety and Security Management Plan for the Madison Street G Line in King County.</p> <p>The proposed project manager has 37 years of experience in security operations and technology.</p> <p>The technical lead has over 40 years of experience with relevant projects.</p> <p>Provided good details on how they would evaluate physical security elements by using principles of natural surveillance.</p> <p>The firm responded to all questions during the interview, but not all members participated in the discussions.</p>	\$346,000

Evaluation Committee

Internal:

Contracts Administration and Materials Management (1)
Security and Emergency Preparedness (1)
Safety and Environmental (1)
Scheduling and Bus Operations Support (1)

External:

Superior Court of California, County of Orange (1)

Evaluation Criteria

Qualifications of the Firm
Staff and Project Organization
Work Plan
Cost and Price

Weight Factors

25 percent
25 percent
30 percent
20 percent

ATTACHMENT A

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)

RFP 0-2729 SECURITY PROGRAM REVIEW AND UPDATE

ADS System Safety Consulting, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.00	4.00	4.00	4.00	5	20.0
Staffing/Project Organization	4.50	4.00	4.50	4.50	4.00	5	21.5
Work Plan	4.00	4.00	4.00	4.50	4.00	6	24.6
Cost and Price	4.90	4.90	4.90	4.90	4.90	4	19.6
Overall Score	86.1	83.6	86.1	89.1	83.6		86
Guidepost Solutions, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.00	3.50	4.00	3.50	5	19.0
Staffing/Project Organization	4.00	3.50	4.00	4.00	4.00	5	19.5
Work Plan	4.00	4.00	4.00	4.00	4.00	6	24.0
Cost and Price	4.90	4.90	4.90	4.90	4.90	4	19.6
Overall Score	83.6	81.1	81.1	83.6	81.1		82

Scores for Non-Short-Listed firm is 37 to 76

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2729 Security Program Review and Update

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
ADS System Safety Consulting, LLC						
Contract Type:		None				
Subconsultants:						
Sub Total						\$0
Guidepost Solutions, LLC						
Contract Type:		None				
Subconsultants						
Sub Total						\$0



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: 91 Express Lanes Update for the Period Ending – March 31, 2021

Finance and Administration Committee Meeting of June 9, 2021

Present: Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones, and Muller
Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



June 9, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Update for the Period Ending - March 31, 2021

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since that time, traffic volumes and toll revenues have fluctuated with the changes in the economy, added capacity to the State Route 91 corridor, and the recent coronavirus pandemic. Over the last quarter, there were approximately 3.6 million trips taken on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending March 31, 2021.

Recommendation

Receive and file as an information item.

Background

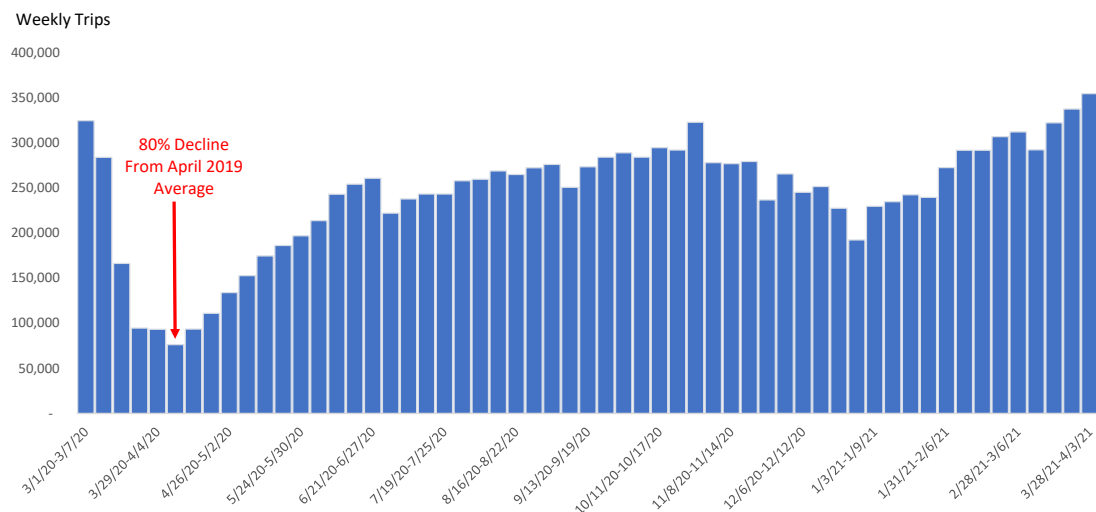
Since January 2003, the Orange County Transportation Authority (OCTA) has owned the 91 Express Lanes (91 EL), which is a two-lane managed lane facility in each direction in the median of the State Route 91 (SR-91) freeway from the State Route 55 (SR-55) to the Orange/Riverside County Line. During OCTA ownership, toll rates have been adjusted up and down, additional capacity has been added to the general-purpose lanes in the SR-91 corridor through various improvement projects, the outstanding debt has been restructured, and an extension of the facility from the Orange/Riverside County Line to Interstate 15 was completed by the Riverside County Transportation Commission (RCTC).

In addition to these events, the 91 EL experienced impacts of the coronavirus (COVID-19) pandemic and State of California's stay-at-home order. Over the past year, state and local governments across the United States issued orders for residents to self-quarantine and refrain from non-essential travel to

slow the spread of COVID-19. These efforts caused the economy to slow and resulted in decreases in traffic volumes and toll revenues.

Discussion

The graph below provides the weekly trips on the 91 EL since March 2020 through the end of March 2021. At the lowest point in April 2020, traffic volumes on the 91 EL dropped 80 percent from the average levels reached in 2019. Since then, traffic volumes have increased and reached a peak during the last week in March 2021. Since January 2021, traffic volumes have been increasing steadily through the first quarter of the calendar year. A graph of toll revenues would show a similar trend for the same period.



Traffic Volumes

Total traffic volume on the OCTA 91 EL for the month of March 2021 was 1,426,041. This represents a daily average of 46,001. This is a 57.5 percent increase in total traffic volume from the same period last year when traffic levels totaled 905,400. The lower traffic volumes in March 2020 were a direct result of the stay-at-home orders and therefore provide a lower amount for the base comparison to 2021. In looking at the quarter-ending period of March 2021, traffic volumes registered 3.6 million, which was a decrease of 4.4 percent over the same period the prior year. For the 12-month period ending March 2021, traffic volumes totaled 12.8 million and decreased by 25.9 percent over the same period the prior year. The decrease in traffic volumes during the last quarter and 12-month period are attributed to the stay-at-home order. Carpool percentage for the period ending March 2021 was 20.8 percent.

Gross Potential Toll Revenues (GPTR)

GPTR for the month of March 2021 was \$4,573,327, which represents an increase of 56.8 percent from the prior year's total of \$2,916,062. GPTR is equal to the toll rate times the number of vehicles traveling on the 91 EL (the amount does not consider violations or discounts). In looking at the previous 12 months, GPTR totaled \$41.9 million and decreased by 19.6 percent over the same period the prior year.

Toll Adjustments

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the Orange County segment of the 91 EL for potential toll adjustments on a quarterly basis. The most recent toll adjustment occurred on January 1, 2021, whereby two hours had toll rate increases and two hours had decreases. The rate increases occurred during the shoulder hours and the decreases during the peak periods. As of the end of March 2021, toll rates ranged from a minimum of \$1.70 to a maximum of \$8.10. The next scheduled toll adjustment will occur on April 1, 2021.

Number of Accounts and Transponders

The number of active accounts totaled 150,948, and 524,560 transponders were assigned to those accounts as of March 31, 2021. Over the past 12 months, the number of accounts has increased slightly while the number of transponders in circulation has increased by 228,885. The large increase in transponders is due to the distribution of 6C transponders to customers. In 2019, a new transponder protocol was adopted by California. The new transponders are referred to as 6C transponders. The single setting 6C transponders are in the form of a sticker, whereby they are affixed to the vehicle's windshield. The previous transponder protocol was portable if customers choose to move it from vehicle to vehicle. The new 6C transponders are assigned to a specific vehicle and therefore not portable. OCTA and RCTC have been distributing these 6C transponders to 91 Express Lanes customers over the past year.

Outstanding Debt

As of March 31, 2021, the outstanding amount of the 91 EL tax-exempt 2013 Senior Lien Toll Road Revenue Refunding Bonds (Bonds) totaled \$85.3 million. The Bonds are rated "AA-" by Standard and Poor's, "A1" by Moody's, and "A+" by Fitch Ratings. The next scheduled debt service payment is on August 15, 2021.

Reserve Funds

The bond indenture for the 2013 Bonds requires three reserve funds: a major maintenance fund, an operating fund, and a debt service reserve fund. All three funds are fully funded with a total balance of \$25.3 million as of March 31, 2021.

In addition to the required debt reserve funds, the OCTA Board elected to establish two additional reserve funds. An internal capital projects fund has a balance of \$24.4 million and is used for large capital projects for the 91 EL such as pavement rehabilitation and back-office systems. The other reserve fund was established in 2017 for two future Measure M2 projects on the SR-91 corridor. The balance in that reserve fund is \$72.9 million. Lastly, OCTA has approximately \$100.4 million set aside in excess toll revenues for various other SR-91 corridor projects.

Recent Events

In February 2021, Cofiroute USA, LLC (CUSA) notified OCTA and RCTC of a delay to the implementation of the new back-office system (BOS) for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA and RCTC Boards approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies is continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

The transition to 6C transponders and conversion account plans continues. It is anticipated that the distribution of transponders and conversion of accounts will be completed in July 2021.

Summary

An operational report for the 91 Express Lanes for the period ending March 31, 2021, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

Attachment

- A. 91 Express Lanes Status Report, March 2021

Prepared by:

A handwritten signature in black ink, appearing to read "Kirk Avila". The signature is written in a cursive, flowing style.

Kirk Avila
General Manager,
Express Lanes Programs
(714) 560-5674



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
March 2021

As of March 31, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for March 2021 was 1,426,041. This represents a daily average of 46,001 vehicles. This is a 57.5 percent increase in total traffic volume from the same period last year, which totaled 905,400 and was the first month of the State of California's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for March was \$4,573,327, which represents an increase of 56.8 percent from the prior year's total of \$2,916,062. Carpool percentage for March was 20.2 percent as compared to the previous year's rate of 22.7 percent. Traffic volumes remain lower than pre-COVID-19 levels but are beginning to improve as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of March 2021.

Current Month-to-Date (MTD) as of March 31, 2021

	Mar-21 MTD Actual	Mar-20 MTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	1,138,068	700,041	62.6%
3+ Lanes	287,973	205,359	40.2%
Total Gross Trips	1,426,041	905,400	57.5%
Revenue			
Full Toll Lanes	\$4,526,675	\$2,871,629	57.6%
3+ Lanes	\$46,652	\$44,433	5.0%
Total Gross Revenue	\$4,573,327	\$2,916,062	56.8%
Average Revenue per Trip			
Average Full Toll Lanes	\$3.98	\$4.10	(2.9%)
Average 3+ Lanes	\$0.16	\$0.22	(27.3%)
Average Gross Revenue	\$3.21	\$3.22	(0.3%)

The 2021 fiscal year-to-date traffic volume decreased by 17.1 percent and potential toll revenue decreased by 11.8 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.25.

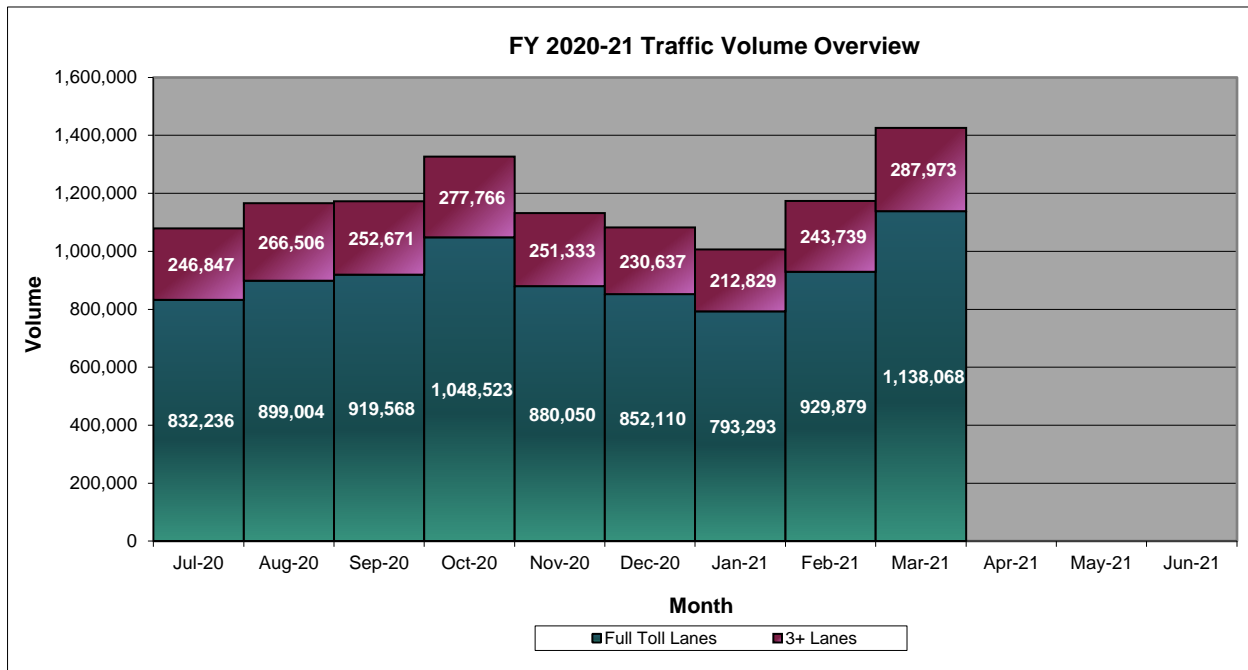
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through March 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of March 31, 2021

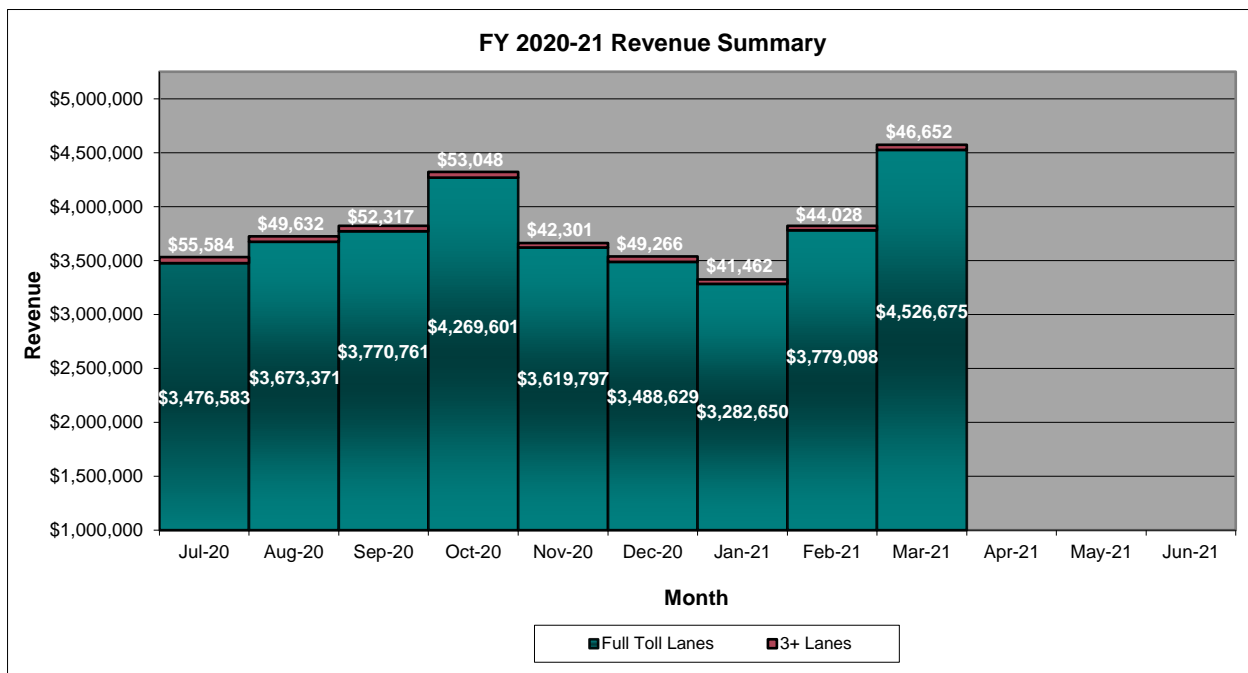
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	8,292,733	9,492,781	(12.6%)
3+ Lanes	2,270,302	3,251,508	(30.2%)
Total Gross Trips	10,563,035	12,744,289	(17.1%)
Revenue			
Full Toll Lanes	\$33,887,172	\$38,317,770	(11.6%)
3+ Lanes	\$434,291	\$592,798	(26.7%)
Total Gross Revenue	\$34,321,463	\$38,910,567	(11.8%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.09	\$4.04	1.2%
Average 3+ Lanes	\$0.19	\$0.18	5.6%
Average Gross Revenue	\$3.25	\$3.05	6.6%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 11 times during the month of March 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 78 percent of defined capacity.

EASTBOUND WEEKDAY PEAK VOLUME:

PM Time	Monday 03/01/21				Tuesday 03/02/21				Wednesday 03/03/21				Thursday 03/04/21				Friday 03/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	323	2,319	68%	\$5.15	372	2,896	85%	\$5.15	294	2,667	78%	\$6.95	400	3,078	91%	\$8.10	523	2,982	88%
1500 - 1600	\$5.50	457	2,946	87%	\$5.25	459	2,808	83%	\$7.25	404	2,523	74%	\$7.25	498	2,667	78%	\$7.65	545	3,252	96%
1600 - 1700	\$4.85	332	2,965	87%	\$5.00	314	2,967	87%	\$7.00	278	2,631	77%	\$6.80	363	3,244	95%	\$7.95	364	2,455	72%
1700 - 1800	\$4.80	377	2,956	87%	\$4.90	355	2,835	83%	\$5.90	309	2,479	73%	\$7.20	301	2,522	74%	\$6.55	409	2,759	81%
1800 - 1900	\$5.50	413	2,024	60%	\$3.95	487	2,602	77%	\$3.95	318	1,684	50%	\$4.35	505	2,679	79%	\$6.55	564	2,686	79%
1900 - 2000	\$3.85	278	1,062	31%	\$3.85	329	1,315	39%	\$3.85	227	994	29%	\$5.60	404	1,566	46%	\$6.05	514	1,945	57%

PM Time	Monday 03/08/21				Tuesday 03/09/21				Wednesday 03/10/21				Thursday 03/11/21				Friday 03/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	341	2,610	77%	\$5.15	368	2,878	85%	\$5.15	325	2,549	75%	\$6.95	384	2,945	87%	\$8.10	465	2,951	87%
1500 - 1600	\$5.50	471	2,982	88%	\$5.25	471	2,835	83%	\$7.25	416	2,762	81%	\$7.25	490	2,897	85%	\$7.65	496	3,319	98%
1600 - 1700	\$4.85	326	2,964	87%	\$5.00	327	2,903	85%	\$7.00	274	2,633	77%	\$6.80	351	3,365	99%	\$7.95	127	742	22%
1700 - 1800	\$4.80	358	2,893	85%	\$4.90	365	3,001	88%	\$5.90	311	2,510	74%	\$7.20	275	2,210	65%	\$6.55	397	2,255	66%
1800 - 1900	\$5.50	444	2,293	67%	\$3.95	505	2,745	81%	\$3.95	364	1,850	54%	\$4.35	405	2,131	63%	\$6.55	595	2,844	84%
1900 - 2000	\$3.85	322	1,232	36%	\$3.85	367	1,588	47%	\$3.85	261	1,005	30%	\$5.60	332	1,243	37%	\$6.05	497	2,069	61%

PM Time	Monday 03/15/21				Tuesday 03/16/21				Wednesday 03/17/21				Thursday 03/18/21				Friday 03/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	307	2,261	67%	\$5.15	345	2,826	83%	\$5.15	373	3,034	89%	\$6.95	389	3,239	95%	\$8.10	427	2,647	78%
1500 - 1600	\$5.50	302	1,926	57%	\$5.25	473	2,659	78%	\$7.25	463	2,851	84%	\$7.25	509	2,734	80%	\$7.65	423	2,515	74%
1600 - 1700	\$4.85	327	2,586	76%	\$5.00	311	2,883	85%	\$7.00	317	2,857	84%	\$6.80	351	2,737	81%	\$7.95	305	1,874	55%
1700 - 1800	\$4.80	300	2,748	81%	\$4.90	319	2,806	83%	\$5.90	358	2,883	85%	\$7.20	321	2,483	73%	\$6.55	371	2,340	69%
1800 - 1900	\$5.50	307	1,745	51%	\$3.95	444	2,864	84%	\$3.95	436	2,745	81%	\$4.35	456	2,985	88%	\$6.55	601	2,860	84%
1900 - 2000	\$3.85	272	1,098	32%	\$3.85	313	1,506	44%	\$3.85	332	1,562	46%	\$5.60	397	1,892	56%	\$6.05	490	2,123	62%

PM Time	Monday 03/22/21				Tuesday 03/23/21				Wednesday 03/24/21				Thursday 03/25/21				Friday 03/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	388	2,663	78%	\$5.15	375	2,998	88%	\$5.15	446	3,183	94%	\$6.95	429	3,233	95%	\$8.10	472	2,768	81%
1500 - 1600	\$5.50	434	2,818	83%	\$5.25	487	2,780	82%	\$7.25	461	2,828	83%	\$7.25	509	2,726	80%	\$7.65	573	3,413	100%
1600 - 1700	\$4.85	333	2,867	84%	\$5.00	322	2,855	84%	\$7.00	297	2,799	82%	\$6.80	429	3,443	101%	\$7.95	387	2,604	77%
1700 - 1800	\$4.80	404	3,059	90%	\$4.90	356	2,927	86%	\$5.90	358	2,846	84%	\$7.20	354	2,512	74%	\$6.55	427	2,755	81%
1800 - 1900	\$5.50	341	2,089	61%	\$3.95	443	2,617	77%	\$3.95	514	2,910	86%	\$4.35	415	2,612	77%	\$6.55	458	2,373	70%
1900 - 2000	\$3.85	313	1,264	37%	\$3.85	361	1,455	43%	\$3.85	365	1,620	48%	\$5.60	373	1,565	46%	\$6.05	513	1,945	57%

PM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	428	2,628	77%	\$5.15	388	2,722	80%	\$5.15	433	3,024	89%								
1500 - 1600	\$5.50	470	2,864	84%	\$5.25	538	2,860	84%	\$7.25	564	2,774	82%								
1600 - 1700	\$4.85	369	2,873	85%	\$5.00	322	2,827	83%	\$7.00	316	2,526	74%								
1700 - 1800	\$4.80	367	2,890	85%	\$4.90	396	2,989	88%	\$5.90	393	2,810	83%								
1800 - 1900	\$5.50	413	2,205	65%	\$3.95	501	2,739	81%	\$3.95	573	2,882	85%								
1900 - 2000	\$3.85	387	1,454	43%	\$3.85	354	1,500	44%	\$3.85	540	2,129	63%								

OCTA WESTBOUND PEAK-HOUR VOLUMES

WESTBOUND WEEKDAY PEAK VOLUME:

AM Time	Monday 03/01/21				Tuesday 03/02/21				Wednesday 03/03/21				Thursday 03/04/21				Friday 03/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	394	1,442	42%	\$3.05	386	1,432	42%	\$3.05	386	1,397	41%	\$3.05	394	1,402	41%	\$3.05	316	1,083	32%
0500 - 0600	\$4.95	530	2,109	62%	\$4.95	629	2,642	78%	\$4.95	543	2,316	68%	\$4.95	566	2,419	71%	\$4.70	507	2,048	60%
0600 - 0700	\$5.15	302	2,086	62%	\$5.15	303	1,865	55%	\$5.15	262	1,794	53%	\$5.15	320	1,962	58%	\$4.95	288	2,073	61%
0700 - 0800	\$5.65	316	2,154	63%	\$5.65	314	2,203	65%	\$5.65	264	1,979	58%	\$5.65	294	2,197	65%	\$5.50	277	2,062	61%
0800 - 0900	\$5.15	191	1,906	57%	\$5.15	195	2,077	61%	\$5.15	144	1,603	47%	\$5.15	198	1,952	57%	\$4.95	193	1,836	54%
0900 - 1000	\$4.10	171	1,580	46%	\$4.10	152	1,810	53%	\$4.10	125	1,311	39%	\$4.10	194	1,722	51%	\$4.10	195	1,603	47%

AM Time	Monday 03/08/21				Tuesday 03/09/21				Wednesday 03/10/21				Thursday 03/11/21				Friday 03/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	392	1,423	42%	\$3.05	395	1,429	42%	\$3.05	365	1,348	40%	\$3.05	417	1,519	45%	\$3.05	336	1,089	32%
0500 - 0600	\$4.95	586	2,292	67%	\$4.95	621	2,632	77%	\$4.95	520	2,032	60%	\$4.95	549	2,209	65%	\$4.70	461	2,017	59%
0600 - 0700	\$5.15	294	2,092	62%	\$5.15	259	1,798	53%	\$5.15	258	1,615	48%	\$5.15	236	1,759	52%	\$4.95	277	1,965	58%
0700 - 0800	\$5.65	309	2,200	65%	\$5.65	293	2,199	65%	\$5.65	267	1,891	56%	\$5.65	267	1,999	59%	\$5.50	291	1,956	58%
0800 - 0900	\$5.15	171	1,872	55%	\$5.15	195	1,983	58%	\$5.15	160	1,689	50%	\$5.15	191	1,821	54%	\$4.95	200	1,858	55%
0900 - 1000	\$4.10	137	1,314	39%	\$4.10	175	1,707	50%	\$4.10	136	1,298	38%	\$4.10	126	1,248	37%	\$4.10	178	1,535	45%

AM Time	Monday 03/15/21				Tuesday 03/16/21				Wednesday 03/17/21				Thursday 03/18/21				Friday 03/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	401	1,359	40%	\$3.05	390	1,397	41%	\$3.05	413	1,489	43%	\$3.05	391	1,504	44%	\$3.05	302	1,078	32%
0500 - 0600	\$4.95	491	1,907	56%	\$4.95	604	2,533	75%	\$4.95	585	2,461	72%	\$4.95	544	2,371	70%	\$4.70	472	1,974	58%
0600 - 0700	\$5.15	253	1,801	53%	\$5.15	281	1,665	49%	\$5.15	329	1,941	57%	\$5.15	335	2,041	60%	\$4.95	317	2,068	61%
0700 - 0800	\$5.65	248	1,752	52%	\$5.65	281	2,108	62%	\$5.65	289	2,244	66%	\$5.65	309	2,188	64%	\$5.50	318	2,020	59%
0800 - 0900	\$5.15	159	1,839	54%	\$5.15	192	2,137	63%	\$5.15	179	2,040	60%	\$5.15	176	2,039	60%	\$4.95	214	1,804	53%
0900 - 1000	\$4.10	168	1,549	46%	\$4.10	129	1,621	48%	\$4.10	166	1,706	50%	\$4.10	164	1,670	55%	\$4.10	184	1,351	40%

AM Time	Monday 03/22/21				Tuesday 03/23/21				Wednesday 03/24/21				Thursday 03/25/21				Friday 03/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	384	1,266	37%	\$3.05	375	1,186	35%	\$3.05	384	1,306	38%	\$3.05	365	1,327	39%	\$3.05	301	979	29%
0500 - 0600	\$4.95	522	2,180	64%	\$4.95	578	2,332	69%	\$4.95	621	2,423	71%	\$4.95	602	2,292	67%	\$4.70	486	2,034	60%
0600 - 0700	\$5.15	349	2,343	69%	\$5.15	353	2,255	68%	\$5.15	316	2,078	61%	\$5.15	390	2,137	63%	\$4.95	297	1,846	54%
0700 - 0800	\$5.65	315	2,333	69%	\$5.65	321	2,306	68%	\$5.65	294	2,288	67%	\$5.65	329	2,261	67%	\$5.50	313	1,990	59%
0800 - 0900	\$5.15	222	2,063	61%	\$5.15	218	2,096	62%	\$5.15	208	2,079	61%	\$5.15	201	1,988	58%	\$4.95	202	1,621	48%
0900 - 1000	\$4.10	203	1,831	54%	\$4.10	226	1,966	58%	\$4.10	232	1,858	55%	\$4.10	176	1,670	49%	\$4.10	217	1,527	45%

AM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	329	1,068	31%	\$3.05	358	1,155	34%	\$3.05	370	1,137	33%								
0500 - 0600	\$4.95	586	2,270	67%	\$4.95	605	2,372	70%	\$4.95	556	2,135	63%								
0600 - 0700	\$5.15	337	2,160	64%	\$5.15	353	2,263	67%	\$5.15	348	2,294	67%								
0700 - 0800	\$5.65	317	2,165	64%	\$5.65	299	2,191	64%	\$5.65	304	2,157	63%								
0800 - 0900	\$5.15	233	2,021	59%	\$5.15	214	2,028	60%	\$5.15	258	2,044	60%								
0900 - 1000	\$4.10	242	1,764	52%	\$4.10	210	1,868	55%	\$4.10	340	2,058	61%								

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 114 calls during the month of March. Of those calls, 89 were to assist disabled vehicles and 15 calls to remove debris. The CAS provided assistance to ten accidents in the Express Lanes with four of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructure at the three entrances of the OCTA 91 Express Lanes. In March, Caltrans advertised the project with project award anticipated for May. Upon completion of the Infrastructure Project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 31,349,484.03	\$ 23,970,376.00	\$ 7,379,108.03	30.8
Fee Revenue	4,034,220.14	1,606,333.00	2,427,887.14	151.1
Total operating revenues	35,383,704.17	25,576,709.00	9,806,995.17	38.3
Operating expenses:				
Contracted Services	5,005,032.51	5,397,840.00	392,807.49	7.3
Administrative Fee	2,247,435.00	2,341,314.00	93,879.00	4.0
Other Professional Services	866,542.62	2,561,568.00	1,695,025.38	66.2
Credit Card Processing Fees	730,405.19	690,480.00	(39,925.19)	(5.8)
Toll Road Account Servicing	463,634.40	442,740.00	(20,894.40)	(4.7)
Other Insurance Expense	750,964.03	762,425.00	11,460.97	1.5
Toll Road Maintenance Supply Repairs	121,823.73	2,028,540.00	1,906,716.27	94.0
Patrol Services	592,835.57	782,167.00	189,331.43	24.2
Building Equipment Repairs and Maint	611,833.24	1,081,081.00	469,247.76	43.4
6C Transponders	-	187,500.00	187,500.00	100.0
Other Services ⁽⁵⁾	(983,780.32)	46,815.00	1,030,595.32	2,201.4
Utilities	41,004.24	86,220.00	45,215.76	52.4
Office Expense	9,911.50	73,473.00	63,561.50	86.5
Bad Debt Expense	131,662.22	-	(131,662.22)	N/A
Miscellaneous ⁽²⁾	39,080.74	117,414.00	78,333.26	66.7
Leases	357,817.17	363,600.00	5,782.83	1.6
Total operating expenses	10,986,201.84	16,963,177.00	5,976,975.16	35.2
Depreciation and Amortization ⁽³⁾	3,401,932.75	-	(3,401,932.75)	N/A
Operating income (loss)	20,995,569.58	8,613,532.00	12,382,037.58	143.8
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	389,046.66	937,500.00	(548,453.34)	(58.5)
Interest Income	3,347,529.24	1,103,616.00	2,243,913.24	203.3
Interest Expense	(3,220,274.77)	(3,299,211.00)	78,936.23	2.4
Other	462.08	-	462.08	N/A
Total nonoperating revenues (expenses)	516,763.21	(1,258,095.00)	1,774,858.21	141.1
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(3,233,476.22)	(33,680,300.00)	30,446,823.78	90.4
Net income (loss)	\$ 18,278,856.57	\$ (26,324,863.00)	\$ 44,603,719.57	(169.4)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the nine months ending March 31, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza, \$810,223 for the BOS replacement project, and \$2,491,662 for payment of 6C implementation costs for the Electronic Toll and Traffic Management system

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for March 2021 was 1,230,614. This represents a daily average of 39,697 vehicles. This is a 52.2 percent increase in total traffic volume from the same period last year, which totaled 808,527 and was the first month of the COVID-19 stay-at-home order. Potential toll revenue for March was \$4,147,141, which represents an increase of 13.4 percent from the prior year's total of \$3,656,203. Carpool percentage for March was 19.2 percent as compared to the previous year's rate of 21.6 percent. Traffic volumes remain lower than pre-COVID-19 levels but are beginning to increase as Southern California counties enter less restrictive tiers of the State's Blueprint for a Safer Economy plan.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of March 2021.

Current Month-to-Date as of March 31, 2021

Trips	MAR-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	994,294	1,073,671	(79,377)	(7.4%)	633,701	56.9%
3+ Lanes	236,320	351,057	(114,737)	(32.7%)	174,826	35.2%
Total Gross Trips	1,230,614	1,424,729	(194,115)	(13.6%)	808,527	52.2%
Revenue						
Full Toll Lanes	\$4,107,544	\$4,687,171	(\$579,628)	(12.4%)	\$3,632,038	13.1%
3+ Lanes	\$39,597	\$0	\$39,597		\$24,165	63.9%
Total Gross Revenue	\$4,147,141	\$4,687,171	(\$540,030)	(11.5%)	\$3,656,203	13.4%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.13	\$4.37	(\$0.24)	(5.5%)	\$5.73	(27.9%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.14	21.4%
Average Gross Revenue	\$3.37	\$3.29	\$0.08	2.4%	\$4.52	(25.4%)

The 2021 fiscal year-to-date traffic volume decreased by 20.1 percent and potential toll revenue decreased by 37.1 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.40.

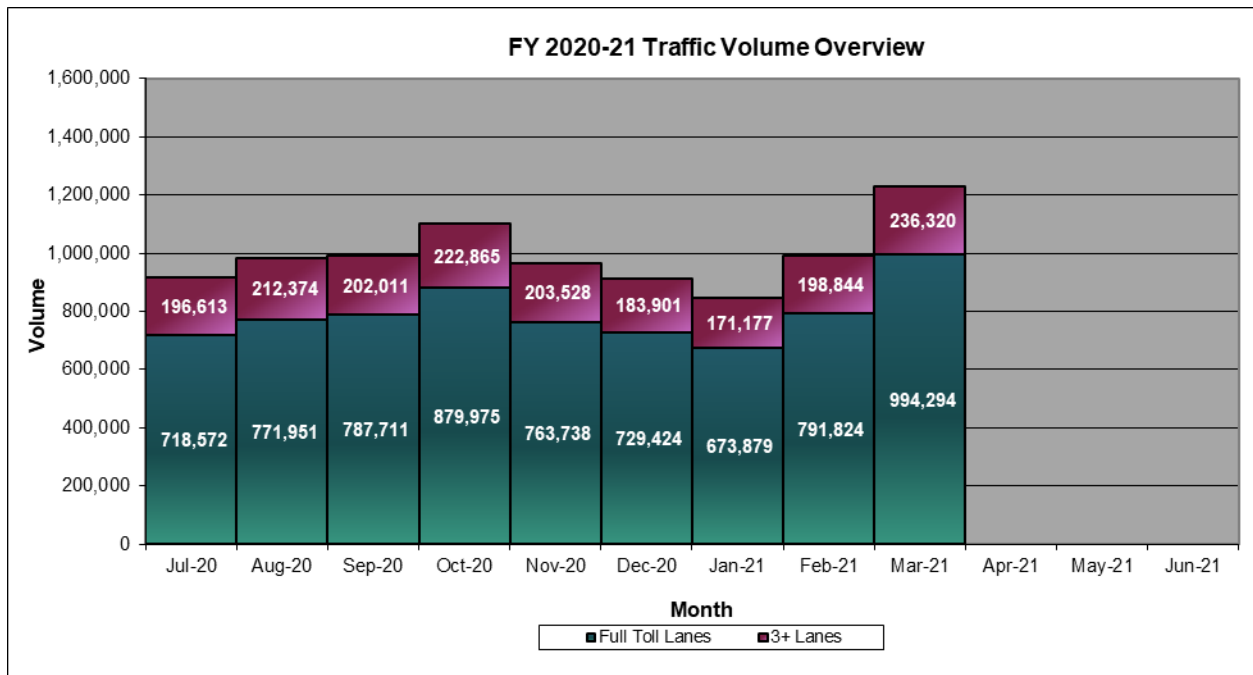
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through March 2021.

FY 2020-21 Year-to-Date as of March 31, 2021

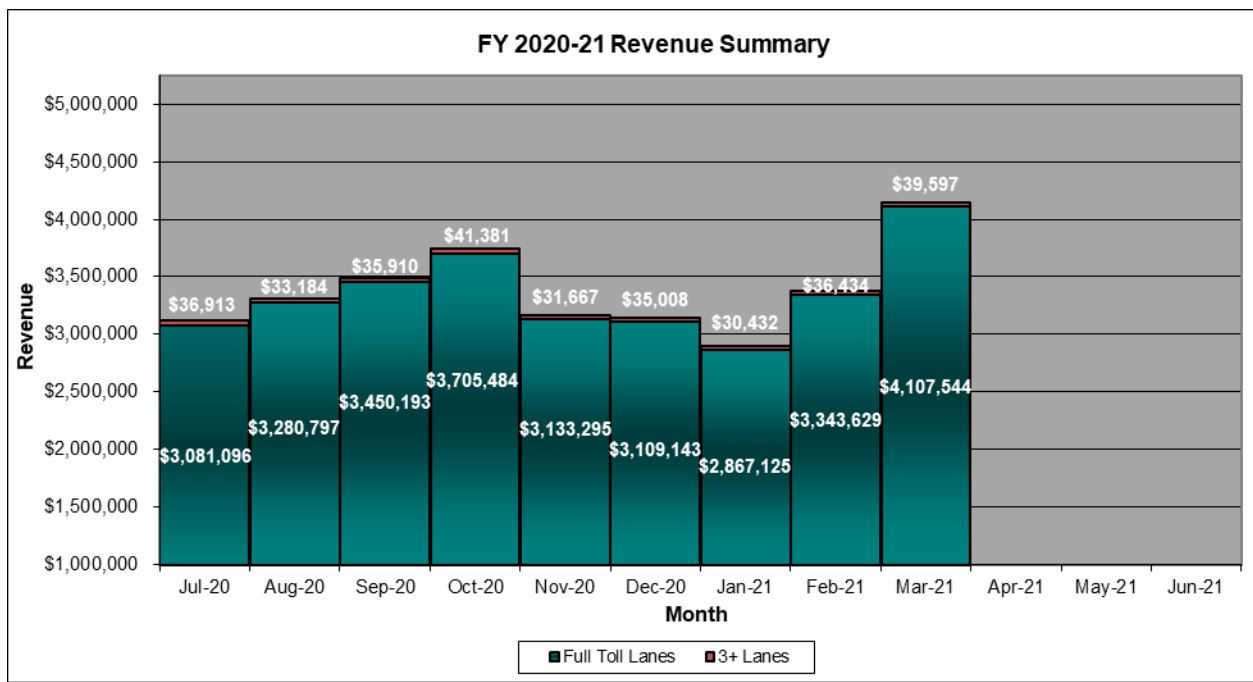
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	7,111,368	9,009,671	(1,898,303)	(21.1%)	8,536,905	(16.7%)
3+ Lanes	1,827,633	2,922,457	(1,094,824)	(37.5%)	2,656,315	(31.2%)
Total Gross Trips	8,939,001	11,932,129	(2,993,128)	(25.1%)	11,193,220	(20.1%)
Revenue						
Full Toll Lanes	\$30,078,305	\$38,613,486	(\$8,535,180)	(22.1%)	\$47,991,940	(37.3%)
3+ Lanes	\$320,525	\$0	\$320,525		\$308,439	3.9%
Total Gross Revenue	\$30,398,831	\$38,613,486	(\$8,214,655)	(21.3%)	\$48,300,379	(37.1%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.23	\$4.29	(\$0.06)	(1.4%)	\$5.62	(24.7%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.12	50.0%
Average Gross Revenue	\$3.40	\$3.24	\$0.16	4.9%	\$4.32	(21.3%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In March, there were no toll rates adjusted in response to traffic. Traffic volumes are being reviewed regularly, and a plan is in place to monitor traffic volumes and adjust toll rates until traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	163	933	1,096	D	\$5.30	185	1133	1,318	F	\$7.95	158	971	1,129	D	\$10.95	208	1,167	1,375	F	\$22.95	341	1,164	1,505	F
1500 - 1600	\$8.95	248	992	1,240	E	\$9.95	249	973	1,222	E	\$13.95	199	798	997	C	\$14.95	271	930	1,201	E	\$23.95	313	1,198	1,511	F
1600 - 1700	\$6.95	183	1042	1,225	E	\$6.95	153	1070	1,223	E	\$6.95	136	922	1,058	D	\$7.95	200	1,221	1,421	F	\$14.95	322	1,308	1,630	F
1700 - 1800	\$5.30	187	1012	1,199	D	\$5.30	184	1008	1,192	D	\$5.30	148	778	926	C	\$5.30	180	995	1,175	D	\$7.95	325	1,116	1,441	F
1800 - 1900	\$4.20	179	647	826	C	\$4.20	203	853	1,056	D	\$5.30	159	486	645	B	\$5.30	188	903	1,091	D	\$5.30	343	1,010	1,353	F
1900 - 2000	\$2.25	124	332	456	B	\$2.25	145	452	597	B	\$2.25	99	290	389	A	\$2.25	166	565	731	B	\$2.25	252	783	1,035	D

PM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	179	1,011	1,190	D	\$5.30	203	1,120	1,323	F	\$7.95	184	958	1,142	D	\$10.95	200	1,092	1,292	E	\$22.95	286	1,147	1,433	F
1500 - 1600	\$8.95	244	968	1,212	E	\$9.95	242	972	1,214	E	\$13.95	205	865	1,070	D	\$14.95	243	1,014	1,257	E	\$23.95	306	1,157	1,463	F
1600 - 1700	\$6.95	158	1,047	1,205	E	\$6.95	183	1,032	1,215	E	\$6.95	128	905	1,033	D	\$7.95	161	1,228	1,389	F	\$14.95	100	405	505	B
1700 - 1800	\$5.30	206	987	1,193	D	\$5.30	188	1,042	1,230	E	\$5.30	149	829	978	C	\$5.30	143	827	970	C	\$7.95	210	823	1,033	D
1800 - 1900	\$4.20	209	719	928	C	\$4.20	220	888	1,108	D	\$5.30	165	603	768	B	\$5.30	164	662	826	C	\$5.30	320	1,174	1,494	F
1900 - 2000	\$2.25	135	387	522	B	\$2.25	178	566	744	B	\$2.25	112	286	398	A	\$2.25	138	411	549	B	\$2.25	282	947	1,229	E

PM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	154	837	991	C	\$5.30	183	1,036	1,219	E	\$7.95	199	1,181	1,380	F	\$10.95	203	1,232	1,435	F	\$22.95	287	1,115	1,402	F
1500 - 1600	\$8.95	141	654	795	B	\$9.95	210	910	1,120	D	\$13.95	247	969	1,216	E	\$14.95	268	953	1,221	E	\$23.95	301	1,043	1,344	F
1600 - 1700	\$6.95	143	931	1,074	D	\$6.95	144	1,038	1,182	D	\$6.95	162	1,136	1,298	E	\$7.95	173	1,075	1,248	E	\$14.95	201	1,022	1,223	E
1700 - 1800	\$5.30	117	913	1,030	D	\$5.30	167	1,036	1,203	E	\$5.30	192	1,048	1,240	E	\$5.30	179	1,038	1,217	E	\$7.95	243	1,091	1,334	F
1800 - 1900	\$4.20	127	557	684	B	\$4.20	213	925	1,138	D	\$5.30	220	974	1,194	D	\$5.30	207	1,052	1,259	E	\$5.30	349	1,209	1,558	F
1900 - 2000	\$2.25	88	353	441	B	\$2.25	139	471	610	B	\$2.25	152	578	730	B	\$2.25	192	726	918	C	\$2.25	298	1,012	1,310	F

PM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	197	997	1,194	D	\$5.30	216	1,113	1,329	F	\$7.95	239	1,160	1,399	F	\$10.95	237	1,218	1,455	F	\$22.95	340	1,228	1,568	F
1500 - 1600	\$8.95	241	925	1,166	D	\$9.95	286	994	1,280	E	\$13.95	285	1,011	1,296	E	\$14.95	302	957	1,259	E	\$23.95	399	1,134	1,533	F
1600 - 1700	\$6.95	173	1,063	1,236	E	\$6.95	151	1,099	1,250	E	\$6.95	212	1,320	1,532	F	\$7.95	230	1,231	1,461	F	\$14.95	268	1,073	1,341	F
1700 - 1800	\$5.30	198	1,107	1,305	F	\$5.30	196	1,078	1,274	E	\$5.30	203	1,007	1,210	E	\$5.30	207	950	1,157	D	\$7.95	262	1,023	1,285	E
1800 - 1900	\$4.20	182	790	972	C	\$4.20	222	893	1,115	D	\$5.30	261	924	1,185	D	\$5.30	216	886	1,102	D	\$5.30	274	911	1,185	D
1900 - 2000	\$2.25	142	404	546	B	\$2.25	149	509	658	B	\$2.25	186	591	777	B	\$2.25	175	586	761	B	\$2.25	275	842	1,117	D

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	214	1,000	1,214	E	\$5.30	211	1,083	1,294	E	\$7.95	239	1,228	1,467	F										
1500 - 1600	\$8.95	249	944	1,193	D	\$9.95	262	1,042	1,304	F	\$13.95	319	955	1,274	E										
1600 - 1700	\$6.95	199	993	1,192	D	\$6.95	146	1,005	1,151	D	\$6.95	185	999	1,184	D										
1700 - 1800	\$5.30	183	978	1,161	D	\$5.30	211	1,031	1,242	E	\$5.30	217	1,049	1,266	E										
1800 - 1900	\$4.20	228	752	980	C	\$4.20	249	890	1,139	D	\$5.30	284	1,013	1,297	E										
1900 - 2000	\$2.25	187	475	662	B	\$2.25	155	497	652	B	\$2.25	264	716	980	C										

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	110	642	752	B	\$5.30	101	790	891	C	\$5.30	87	721	808	C	\$5.30	114	833	947	C	\$5.30	128	787	915	C
1500 - 1600	\$5.30	141	793	934	C	\$5.30	132	792	924	C	\$5.30	114	730	844	C	\$5.30	152	767	919	C	\$5.30	129	780	909	C
1600 - 1700	\$2.95	89	806	895	C	\$5.30	81	805	886	C	\$5.30	83	643	726	B	\$5.30	110	851	961	C	\$2.95	34	184	218	A
1700 - 1800	\$2.95	104	743	847	C	\$2.95	100	722	822	C	\$2.95	83	658	741	B	\$5.30	92	627	719	B	\$2.95	100	473	573	B
1800 - 1900	\$2.95	116	504	620	B	\$2.95	116	640	756	B	\$2.95	81	398	479	B	\$2.95	100	691	791	B	\$2.95	135	569	704	B
1900 - 2000	\$1.95	75	276	351	A	\$1.95	73	370	443	B	\$2.95	70	261	331	A	\$2.95	78	440	518	B	\$2.95	157	510	667	B

PM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	108	670	778	B	\$5.30	102	803	905	C	\$5.30	81	613	694	B	\$5.30	96	750	846	C	\$5.30	126	791	917	C
1500 - 1600	\$5.30	128	806	934	C	\$5.30	129	779	908	C	\$5.30	119	755	874	C	\$5.30	123	796	919	C	\$5.30	153	825	978	C
1600 - 1700	\$2.95	91	809	900	C	\$5.30	90	808	898	C	\$5.30	77	677	754	B	\$5.30	96	856	952	C	\$2.95	26	251	277	A
1700 - 1800	\$2.95	89	781	870	C	\$2.95	110	802	912	C	\$2.95	86	667	753	B	\$5.30	64	606	670	B	\$2.95	123	582	705	B
1800 - 1900	\$2.95	144	545	689	B	\$2.95	117	691	808	C	\$2.95	88	489	577	B	\$2.95	87	565	652	B	\$2.95	190	770	960	C
1900 - 2000	\$1.95	91	331	422	B	\$1.95	106	408	514	B	\$2.95	70	249	319	A	\$2.95	81	332	413	B	\$2.95	143	601	744	B

PM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	94	606	700	B	\$5.30	87	751	838	C	\$5.30	105	839	944	C	\$5.30	125	881	1,006	D	\$5.30	122	752	874	C
1500 - 1600	\$5.30	81	585	666	B	\$5.30	132	727	859	C	\$5.30	119	788	907	C	\$5.30	128	775	903	C	\$5.30	141	776	917	C
1600 - 1700	\$2.95	70	712	782	B	\$5.30	76	775	851	C	\$5.30	86	808	894	C	\$5.30	84	801	885	C	\$2.95	86	633	719	B
1700 - 1800	\$2.95	97	755	852	C	\$2.95	68	771	839	C	\$2.95	95	759	854	C	\$5.30	92	785	877	C	\$2.95	108	689	797	B
1800 - 1900	\$2.95	83	454	537	B	\$2.95	121	718	839	C	\$2.95	137	753	890	C	\$2.95	112	781	893	C	\$2.95	175	602	777	B
1900 - 2000	\$1.95	76	271	347	A	\$1.95	81	447	528	B	\$2.95	103	472	575	B	\$2.95	119	549	668	B	\$2.95	124	401	525	B

PM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	122	695	817	C	\$5.30	103	762	865	C	\$5.30	127	789	916	C	\$5.30	119	852	971	C	\$5.30	149	831	980	C
1500 - 1600	\$5.30	141	817	958	C	\$5.30	134	811	945	C	\$5.30	122	781	903	C	\$5.30	148	756	904	C	\$5.30	199	910	1,109	D
1600 - 1700	\$2.95	80	804	884	C	\$5.30	94	803	897	C	\$5.30	57	533	590	B	\$5.30	128	911	1,039	D	\$2.95	103	584	687	B
1700 - 1800	\$2.95	106	777	883	C	\$2.95	104	830	934	C	\$2.95	86	712	798	B	\$5.30	91	691	782	B	\$2.95	124	665	789	B
1800 - 1900	\$2.95	77	584	661	B	\$2.95	119	697	816	C	\$2.95	138	717	855	C	\$2.95	103	669	772	B	\$2.95	145	526	671	B
1900 - 2000	\$1.95	82	306	388	A	\$1.95	98	369	467	B	\$2.95	110	472	582	B	\$2.95	103	433	536	B	\$2.95	130	515	645	B

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	136	685	821	C	\$5.30	113	758	871	C	\$5.30	141	812	953	C										
1500 - 1600	\$5.30	144	783	927	C	\$5.30	157	829	986	C	\$5.30	167	792	959	C										
1600 - 1700	\$2.95	89	811	900	C	\$5.30	83	811	894	C	\$5.30	100	680	780	B										
1700 - 1800	\$2.95	115	776	891	C	\$2.95	108	838	946	C	\$2.95	129	813	942	C										
1800 - 1900	\$2.95	122	575	697	B	\$2.95	144	693	837	C	\$2.95	175	711	886	C										
1900 - 2000	\$1.95	119	322	441	B	\$1.95	108	411	519	B	\$2.95	153	577	730	B										

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	174	582	756	B	\$5.30	180	597	777	B	\$5.30	173	606	779	B	\$5.30	172	623	795	B	\$2.25	139	357	496	B
0500 - 0600	\$9.95	270	927	1,197	D	\$9.95	400	1596	1,996	F	\$9.95	241	1133	1,374	F	\$9.95	260	1,156	1,416	F	\$6.95	242	917	1,159	D
0600 - 0700	\$9.95	165	1066	1,231	E	\$10.95	194	595	789	B	\$10.95	165	630	795	B	\$10.95	182	864	1,046	D	\$6.95	195	1,186	1,381	F
0700 - 0800	\$6.95	211	1208	1,419	F	\$6.95	188	1244	1,432	F	\$6.95	175	1134	1,309	E	\$6.95	193	1,318	1,511	F	\$5.30	186	1,124	1,310	E
0800 - 0900	\$5.30	127	983	1,110	D	\$5.30	98	1176	1,274	E	\$5.30	75	745	820	C	\$5.30	131	1,009	1,140	D	\$2.25	104	925	1,029	D
0900 - 1000	\$5.30	102	584	686	B	\$5.30	100	812	912	C	\$5.30	65	509	574	B	\$5.30	103	640	743	B	\$2.25	104	630	734	B

AM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	194	694	888	C	\$5.30	183	616	799	B	\$5.30	151	573	724	B	\$5.30	182	538	720	B	\$2.25	150	348	498	B
0500 - 0600	\$9.95	332	1,030	1,362	F	\$9.95	337	1,497	1,834	F	\$9.95	242	935	1,177	D	\$9.95	277	925	1,202	E	\$6.95	222	904	1,126	D
0600 - 0700	\$9.95	205	1,205	1,410	F	\$10.95	148	531	679	B	\$10.95	136	582	718	B	\$10.95	153	685	838	C	\$6.95	187	1,119	1,306	E
0700 - 0800	\$6.95	206	1,415	1,621	F	\$6.95	214	1,276	1,490	F	\$6.95	203	1,083	1,286	E	\$6.95	152	1,139	1,291	E	\$5.30	196	1,075	1,271	E
0800 - 0900	\$5.30	70	903	973	C	\$5.30	101	1,081	1,182	D	\$5.30	92	793	885	C	\$5.30	111	806	917	C	\$2.25	113	935	1,048	D
0900 - 1000	\$5.30	65	518	583	B	\$5.30	101	681	782	B	\$5.30	68	552	620	B	\$5.30	67	544	611	B	\$2.25	92	563	655	B

AM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	163	543	706	B	\$5.30	171	567	738	B	\$5.30	194	622	816	C	\$5.30	141	705	846	C	\$2.25	136	377	513	B
0500 - 0600	\$9.95	240	676	916	C	\$9.95	348	1,379	1,727	F	\$9.95	291	1,226	1,517	F	\$9.95	268	1,137	1,405	F	\$6.95	256	868	1,124	D
0600 - 0700	\$9.95	133	810	943	C	\$10.95	186	504	690	B	\$10.95	198	751	949	C	\$10.95	198	854	1,052	D	\$6.95	215	1,061	1,276	E
0700 - 0800	\$6.95	155	1,046	1,201	E	\$6.95	195	1,195	1,390	F	\$6.95	180	1,328	1,508	F	\$6.95	208	1,295	1,503	F	\$5.30	194	1,066	1,260	E
0800 - 0900	\$5.30	103	880	983	C	\$5.30	124	1,096	1,220	E	\$5.30	103	1,111	1,214	E	\$5.30	120	1,032	1,152	D	\$2.25	114	820	934	C
0900 - 1000	\$5.30	88	610	698	B	\$5.30	86	706	792	B	\$5.30	88	648	736	B	\$5.30	95	717	812	C	\$2.25	98	574	672	B

AM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	184	595	779	B	\$5.30	185	599	784	B	\$5.30	201	617	818	C	\$5.30	193	663	856	C	\$2.25	118	370	488	B
0500 - 0600	\$9.95	308	913	1,221	E	\$9.95	333	1,466	1,799	F	\$9.95	312	1,235	1,547	F	\$9.95	328	1,120	1,448	F	\$6.95	231	907	1,138	D
0600 - 0700	\$9.95	206	1,123	1,329	E	\$10.95	172	579	751	B	\$10.95	174	732	906	C	\$10.95	230	773	1,003	D	\$6.95	178	996	1,174	D
0700 - 0800	\$6.95	223	1,289	1,512	F	\$6.95	236	1,315	1,551	F	\$6.95	186	1,317	1,503	F	\$6.95	221	1,365	1,586	F	\$5.30	179	1,000	1,179	D
0800 - 0900	\$5.30	146	1,080	1,226	E	\$5.30	124	1,130	1,254	E	\$5.30	128	1,035	1,163	D	\$5.30	125	1,105	1,230	E	\$2.25	107	835	942	C
0900 - 1000	\$5.30	106	666	772	B	\$5.30	117	711	828	C	\$5.30	165	689	854	C	\$5.30	111	669	780	B	\$2.25	140	577	717	B

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	161	469	630	B	\$5.30	152	614	766	B	\$5.30	184	660	844	C										
0500 - 0600	\$9.95	343	984	1,327	E	\$9.95	380	1,549	1,929	F	\$9.95	302	1,125	1,427	F										
0600 - 0700	\$9.95	196	1,080	1,276	E	\$10.95	163	509	672	B	\$10.95	210	733	943	C										
0700 - 0800	\$6.95	213	1,229	1,442	F	\$6.95	226	1,314	1,540	F	\$6.95	207	1,299	1,506	F										
0800 - 0900	\$5.30	116	1,007	1,123	D	\$5.30	120	1,087	1,207	E	\$5.30	140	980	1,120	D										
0900 - 1000	\$5.30	127	664	791	B	\$5.30	130	707	837	C	\$5.30	183	727	910	C										

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	117	402	519	B	\$2.95	113	371	484	B	\$2.95	91	378	469	B	\$2.95	78	378	456	B	\$2.95	75	330	405	B
0500 - 0600	\$6.85	151	760	911	C	\$6.85	193	799	992	C	\$6.85	147	789	936	C	\$6.85	152	850	1,002	D	\$5.30	136	688	824	C
0600 - 0700	\$6.85	132	952	1,084	D	\$6.85	136	1016	1,152	D	\$6.85	113	910	1,023	D	\$6.85	103	968	1,071	D	\$5.30	126	894	1,020	D
0700 - 0800	\$6.85	106	886	992	C	\$6.85	95	865	960	C	\$6.85	88	796	884	C	\$6.85	117	913	1,030	D	\$2.95	101	815	916	C
0800 - 0900	\$2.95	61	831	892	C	\$2.95	71	988	1,059	D	\$2.95	48	725	773	B	\$2.95	71	828	899	C	\$2.95	69	688	757	B
0900 - 1000	\$2.95	53	552	605	B	\$2.95	40	701	741	B	\$2.95	52	529	581	B	\$2.95	61	624	685	B	\$2.95	66	486	552	B

AM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	113	400	513	B	\$2.95	109	365	474	B	\$2.95	90	371	461	B	\$2.95	98	380	478	B	\$2.95	83	332	415	B
0500 - 0600	\$6.85	213	788	1,001	D	\$6.85	170	864	1,034	D	\$6.85	145	657	802	C	\$6.85	180	740	920	C	\$5.30	137	701	838	C
0600 - 0700	\$6.85	119	906	1,025	D	\$6.85	121	995	1,116	D	\$6.85	96	790	886	C	\$6.85	96	858	954	C	\$5.30	91	817	908	C
0700 - 0800	\$6.85	92	870	962	C	\$6.85	102	921	1,023	D	\$6.85	99	765	864	C	\$6.85	97	836	933	C	\$2.95	97	838	935	C
0800 - 0900	\$2.95	65	738	803	C	\$2.95	81	814	895	C	\$2.95	69	717	786	B	\$2.95	66	763	829	C	\$2.95	80	700	780	B
0900 - 1000	\$2.95	45	504	549	B	\$2.95	59	559	618	B	\$2.95	62	388	450	B	\$2.95	49	489	538	B	\$2.95	60	511	571	B

AM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	115	401	516	B	\$2.95	118	377	495	B	\$2.95	107	388	495	B	\$2.95	80	412	492	B	\$2.95	78	334	412	B
0500 - 0600	\$6.85	153	690	843	C	\$6.85	170	788	958	C	\$6.85	179	768	947	C	\$6.85	134	820	954	C	\$5.30	124	727	851	C
0600 - 0700	\$6.85	98	850	948	C	\$6.85	125	854	979	C	\$6.85	130	1,012	1,142	D	\$6.85	113	950	1,063	D	\$5.30	114	848	962	C
0700 - 0800	\$6.85	72	770	842	C	\$6.85	100	986	1,086	D	\$6.85	81	952	1,033	D	\$6.85	106	876	982	C	\$2.95	95	802	897	C
0800 - 0900	\$2.95	62	763	825	C	\$2.95	67	946	1,013	D	\$2.95	67	841	908	C	\$2.95	64	825	889	C	\$2.95	59	683	742	B
0900 - 1000	\$2.95	63	515	578	B	\$2.95	64	692	756	B	\$2.95	49	638	687	B	\$2.95	56	682	738	B	\$2.95	74	538	612	B

AM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	105	449	554	B	\$2.95	104	387	491	B	\$2.95	108	390	498	B	\$2.95	99	385	484	B	\$2.95	74	315	389	A
0500 - 0600	\$6.85	202	758	960	C	\$6.85	178	813	991	C	\$6.85	193	798	991	C	\$6.85	203	813	1,016	D	\$5.30	129	679	808	C
0600 - 0700	\$6.85	135	997	1,132	D	\$6.85	137	1,040	1,177	D	\$6.85	106	1,027	1,133	D	\$6.85	146	974	1,120	D	\$5.30	90	852	942	C
0700 - 0800	\$6.85	103	960	1,063	D	\$6.85	109	959	1,068	D	\$6.85	90	952	1,042	D	\$6.85	117	965	1,082	D	\$2.95	88	834	922	C
0800 - 0900	\$2.95	80	896	976	C	\$2.95	80	868	948	C	\$2.95	63	875	938	C	\$2.95	68	843	911	C	\$2.95	67	681	748	B
0900 - 1000	\$2.95	64	612	676	B	\$2.95	74	750	824	C	\$2.95	69	662	731	B	\$2.95	69	618	687	B	\$2.95	65	512	577	B

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	116	369	485	B	\$2.95	105	367	472	B	\$2.95	109	329	438	B										
0500 - 0600	\$6.85	198	757	955	C	\$6.85	194	771	965	C	\$6.85	166	660	826	C										
0600 - 0700	\$6.85	132	970	1,102	D	\$6.85	136	1,058	1,194	D	\$6.85	139	1,060	1,199	D										
0700 - 0800	\$6.85	123	896	1,019	D	\$6.85	106	951	1,057	D	\$6.85	118	931	1,049	D										
0800 - 0900	\$2.95	86	787	873	C	\$2.95	88	826	914	C	\$2.95	104	773	877	C										
0900 - 1000	\$2.95	87	570	657	B	\$2.95	84	594	678	B	\$2.95	118	660	778	B										

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 110 calls during the month of March. Of those calls, 70 were to assist disabled vehicles, 12 calls to remove debris, and 28 were in response to accidents in the Express Lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 27,641,290.61	\$ 19,315,800.00	\$ 8,325,490.61	43.1
Fee Revenue	4,596,586.43	1,837,875.00	2,758,711.43	150.1
Total operating revenues	32,237,877.04	21,153,675.00	11,084,202.04	52.4
Operating expenses:				
Salaries and Benefits	452,487.98	506,625.00	54,137.02	10.7
Legal Services	79,747.63	262,500.00	182,752.37	69.6
Advisory Services	40,606.95	56,250.00	15,643.05	27.8
Audit and Accounting Fees	31,550.00	27,000.00	(4,550.00)	(16.9)
Service Fees	1,541.32	15,000.00	13,458.68	89.7
Other Professional Services	358,374.41	1,965,750.00	1,607,375.59	81.8
Lease Expense	194,923.69	367,650.00	172,726.31	47.0
Operations	1,346,890.06	2,240,250.00	893,359.94	39.9
Utilities	19,861.60	61,200.00	41,338.40	67.5
Supplies and Materials	4,640.32	22,500.00	17,859.68	79.4
Membership and Subscription Fees	28,281.50	22,500.00	(5,781.50)	(25.7)
Office Equipment & Furniture (Non-Capital)	4,706.87	11,250.00	6,543.13	58.2
Maintenance/Repairs	93,131.19	273,825.00	180,693.81	66.0
Training Seminars and Conferences	(720.00)	1,725.00	2,445.00	141.7
Transportation Expenses	-	3,000.00	3,000.00	100.0
Lodging	-	2,625.00	2,625.00	100.0
Meals	-	375.00	375.00	100.0
Other Staff Expenses	-	375.00	375.00	100.0
Advertising	4,611.25	206,250.00	201,638.75	97.8
Program Management	55,294.60	124,575.00	69,280.40	55.6
Program Operations	5,579,869.18	6,476,775.00	896,905.82	13.8
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	228,750.00	228,750.00	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	18.11	-	(18.11)	N/A
Total operating expenses	8,295,816.66	12,876,750.00	4,580,933.34	35.6
Operating income (loss)	23,942,060.38	8,276,925.00	15,665,135.38	189.3
Nonoperating revenues (expenses):				
Interest Revenue	276,760.38	518,925.00	(242,164.62)	46.7
Other Miscellaneous Revenue	52,434.43	75.00	52,359.43	(69,812.6)
Interest Expense	(22,234,617.17)	(5,339,925.00)	(16,894,692.17)	316.4
Total nonoperating revenues (expenses)	(21,905,422.36)	(4,820,925.00)	(17,084,497.36)	(354.4)
Transfers In	-	-	-	N/A
Transfers Out	(489,200.00)	(768,975.00)	279,775.00	(36.4)
Net income (loss)	\$ 1,547,438.02	\$ 2,687,025.00	\$ (1,139,586.98)	(42.4)

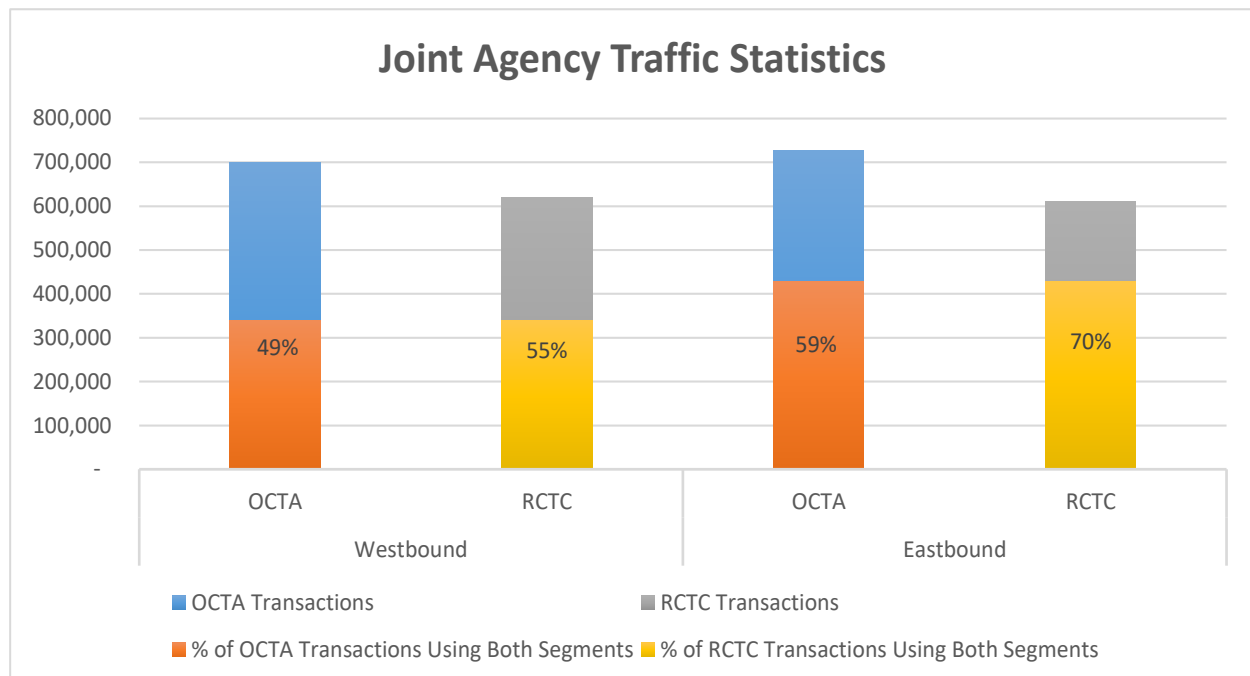
¹ Unaudited

JOINT AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **March 31, 2021**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	698,205	339,796	49%	\$1,959,659
RCTC	619,374	339,796	55%	\$2,004,637
I-15	253,932	184,795	73%	\$753,288
McKinley	365,442	155,001	42%	\$1,251,349
Eastbound				
OCTA	727,836	427,547	59%	\$2,613,668
RCTC	611,244	427,547	70%	\$2,142,525
I-15	235,416	170,525	72%	\$619,915
McKinley	375,828	257,022	68%	\$1,522,611

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Mar-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:20
Abandon Rate	Monthly	No more than 4.0%	1.6%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.6
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	1.3
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
CAS Response Time	Monthly	0:20 (minutes) per call	0:08
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Netw ork Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

* Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

JOINT AGENCY TRANSPONDER DISTRIBUTION

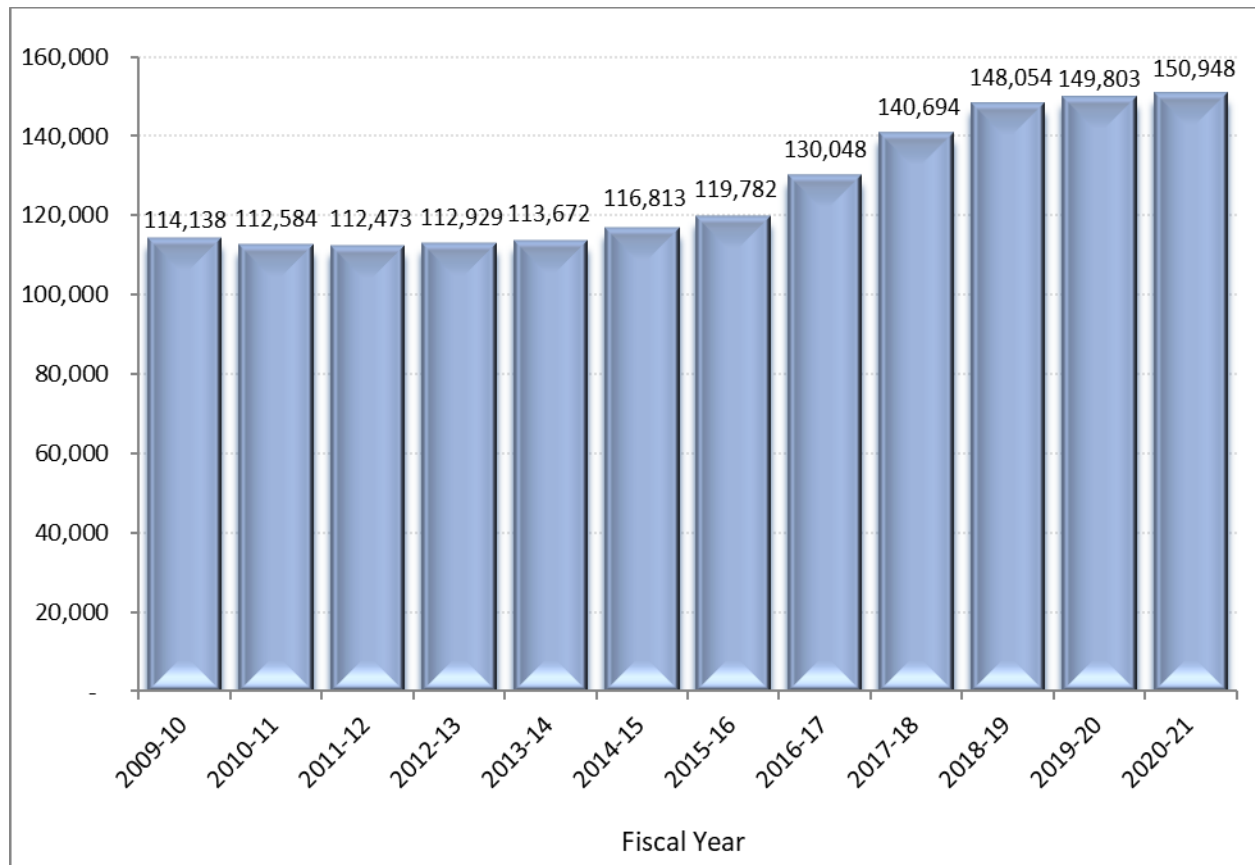
T21 TRANSPONDER DISTRIBUTION	March-21		February-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,378	98.1%	866	96.3%	2,225	96.8%
Additional Tags to Existing Accounts	15	1.1%	19	2.1%	45	2.0%
Replacement Transponders	11	0.8%	14	1.6%	29	1.3%
Total Issued	1,404		899		2,299	
Returned						
Account Closures					2,299	21.1%
Accounts Down sizing					0	0.0%
Defective Transponders	5,821	100.0%	173	100.0%	8,586	78.9%
Total Returned	5,821		173		10,885	

6C TRANSPONDER DISTRIBUTION	March-21		February-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	66,550	99.9%	53,930	100.0%	82,368	99.9%
Additional Tags to Existing Accounts	55	0.1%	18	0.0%	83	0.1%
Replacement Transponders	0	0.0%	0	0.0%	5	0.0%
Total Issued	66,605		53,948		82,455	
Returned						
Account Closures						
Accounts Down sizing						
Defective Transponders						
Total Returned						

At the end of March 2021, the 91 Express Lanes had 150,948 active customer accounts and 524,560 transponders classified as assigned.

Number of Accounts by FY

As of March 31, 2021



Incoming Email Activity

During March, the Anaheim Processing Center received 4,573 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the State of California's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services, and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Orange County Transportation Authority Investment and Debt Programs Report - April 2021

Finance and Administration Committee Meeting of June 9, 2021

Present: Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones, and Muller

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



June 9, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority Investment and Debt Programs Report – April 2021

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending April 30, 2021.

Recommendation

Receive and file as an information item.

Discussion

As of April 30, 2021, the Orange County Transportation Authority's (OCTA) outstanding investments totaled \$2 billion. The portfolio is divided into three managed portfolios: the liquid portfolio for immediate cash needs, the short-term portfolio for future budgeted expenditures, and the bond proceeds portfolio to meet Measure M2 (M2) transportation program needs. In addition to these portfolios, OCTA has funds invested in debt service reserve funds for the 91 Express Lanes Program.

Portfolio Compliance and Liquidity Requirements for the Next Six Months: The portfolio is in full compliance with OCTA's Investment Policy and the State of California Government Code. Additionally, OCTA has reviewed the liquidity requirements for the next six months and anticipates that OCTA's liquidity will be sufficient to meet projected expenditures during the next six months.

The weighted average book yield for the OCTA portfolio is 1.1 percent. The book yield measures the exact income, or interest, on a bond without regard to market

price change. The yield is the income return on an investment, such as the interest received from holding a particular security. The yield is usually expressed as an annual percentage rate based on the investment's cost and market value.

OCTA's month-end balance in the Local Agency Investment Fund was \$70,996,561, with an average monthly effective yield of 0.3 percent. OCTA's month-end balance in the Orange County Investment Pool (OCIP) was \$718,438. For the month of March, the monthly gross yield for the OCIP was 0.6 percent. Yields for the month of April will be received in May.

During the month of April, one security held within OCTA's investment portfolio was downgraded on April 29, 2021. The security matured as scheduled, on May 11, 2021, with no financial impact as a result of the downgrade. The total number of securities on the Negative Credit Watch list decreased to one security for the month. Please refer to A-8 (Rating Downgrades and Negative Credit Watch) of Attachment A for further details. As of April 30, 2021, the securities reflected on A-8 still meet the minimum ratings requirements set forth by OCTA's Investment Policy.

OCTA's debt program is separate from its investment program and is comprised of M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, and 2017 Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. The debt program currently has an outstanding principal balance of \$990 million as of April 30, 2021. Approximately 62 percent of the outstanding balance is comprised of M2 debt, nine percent is associated with the 91 Express Lanes Program, and 29 percent is for the TIFIA Loan.

Summary

The Treasurer is submitting a copy of the Orange County Transportation Authority Investment and Debt Programs report to the Finance and Administration Committee. The report is for the month ending April 30, 2021.

Attachments

- A. Orange County Transportation Authority Investment and Debt Programs
– For the Period Ending April 30, 2021
- B. Orange County Transportation Authority Portfolio Listing as of
April 30, 2021

Prepared by:



Robert Davis
Department Manager
Treasury/Public Finance
(714) 560-5675

Approved by:



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

**Treasury/Public Finance Department's
Report On**

**Orange County Transportation Authority
Investment and Debt Programs**



**Presented to the
Finance and Administration Committee**

**For The Period Ending
April 30, 2021**

OCTA Investment Dashboard

4/30/2021

Safety of Principal

Securities that fell below OCTA's minimum credit quality requirements during the month of April 2021:

Not applicable.

Securities currently held within OCTA's portfolio that fell below OCTA's minimum credit quality requirements during prior reporting periods:

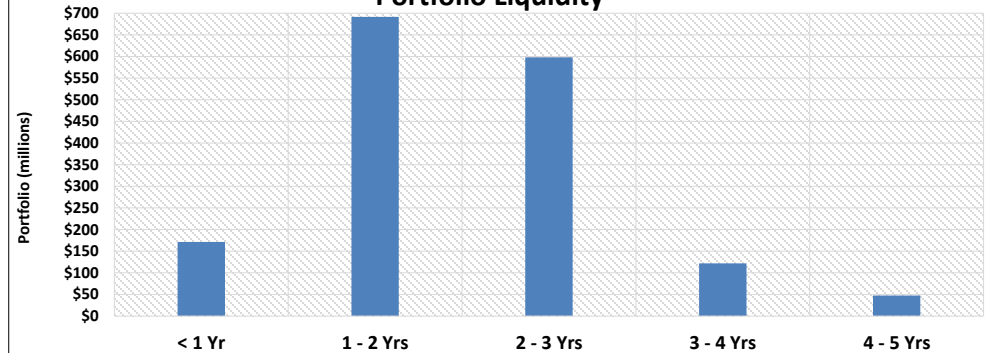
Not applicable.

Securities downgraded or placed on Negative Credit Watch during the month of April 2021, but remain in compliance with OCTA's Investment Policy:

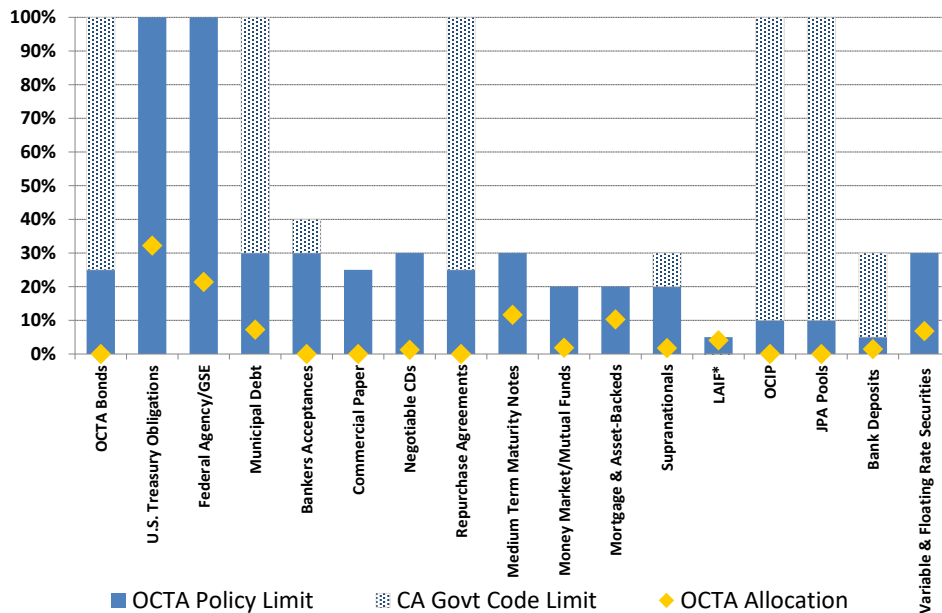
One security held within OCTA's investment portfolio was downgraded during the month. The total number of securities on the Negative Credit Watch list decreased to one security for the month.

For further details please refer to A-8 of this report.

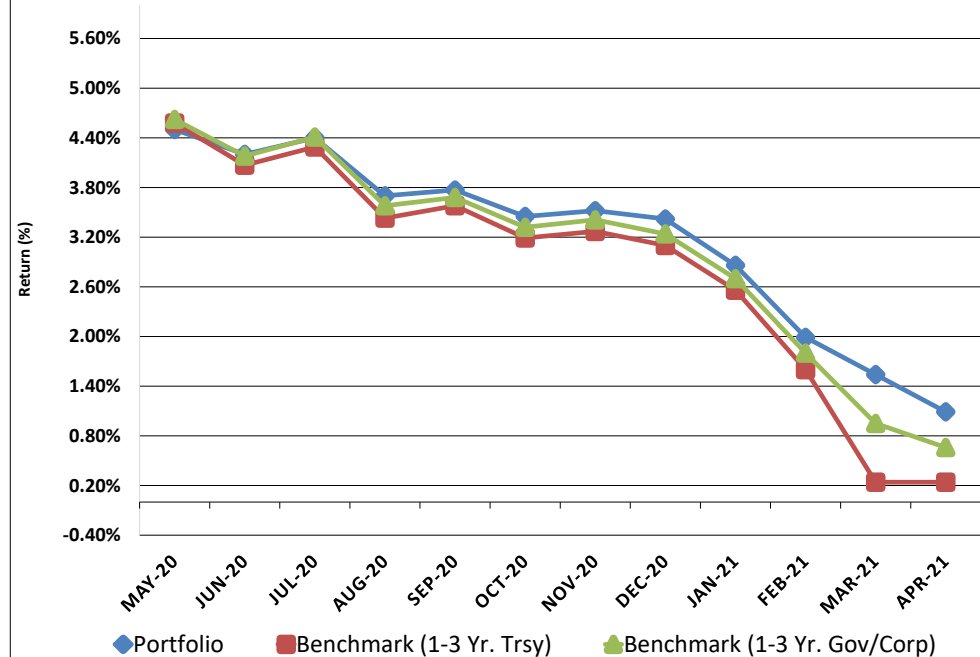
Portfolio Liquidity



Portfolio Diversification



Portfolio Return - 12 Month



*Per CA Government Code LAIF limit is \$75 million

Investment Compliance

4/30/2021

Portfolio Subject to Investment Policy			
Short-Term/Liquid Portfolio ¹	Dollar Amount Invested	Percent Of Portfolio	Investment Policy Maximum Percentages
U.S. Treasury Obligations	\$ 562,359,133	32.2%	100%
Federal Agency/GSE	374,028,747	21.4%	100%
Municipal Debt	126,572,661	7.2%	30%
Commercial Paper	-	0.0%	25%
Negotiable Certificates of Deposit	21,800,000	1.2%	30%
Repurchase Agreements	-	0.0%	25%
Medium Term Maturity Notes/Corporates	203,133,775	11.6%	30%
Money Market/Mutual Funds	32,187,562	1.8%	20%
Mortgage & Asset-Backed	179,229,903	10.3%	20%*
Supranationals	30,904,063	1.8%	20%
Local Agency Investment Fund**	70,996,561	4.1%	\$ 75 Million
Orange County Investment Pool	718,438	0.0%	10%
Joint Powers Authority Pools	-	0.0%	10%
Bank Deposits	25,588,892	1.5%	5%
Variable & Floating Rate Securities	118,775,959	6.8%	30%
Total Short-Term/Liquid Portfolio	\$ 1,746,295,693	100.0%	

1. Excludes portion of Liquid Portfolio subject to Indenture

*Asset-backed securities, excluding mortgages, may not exceed 10 percent of the allocation

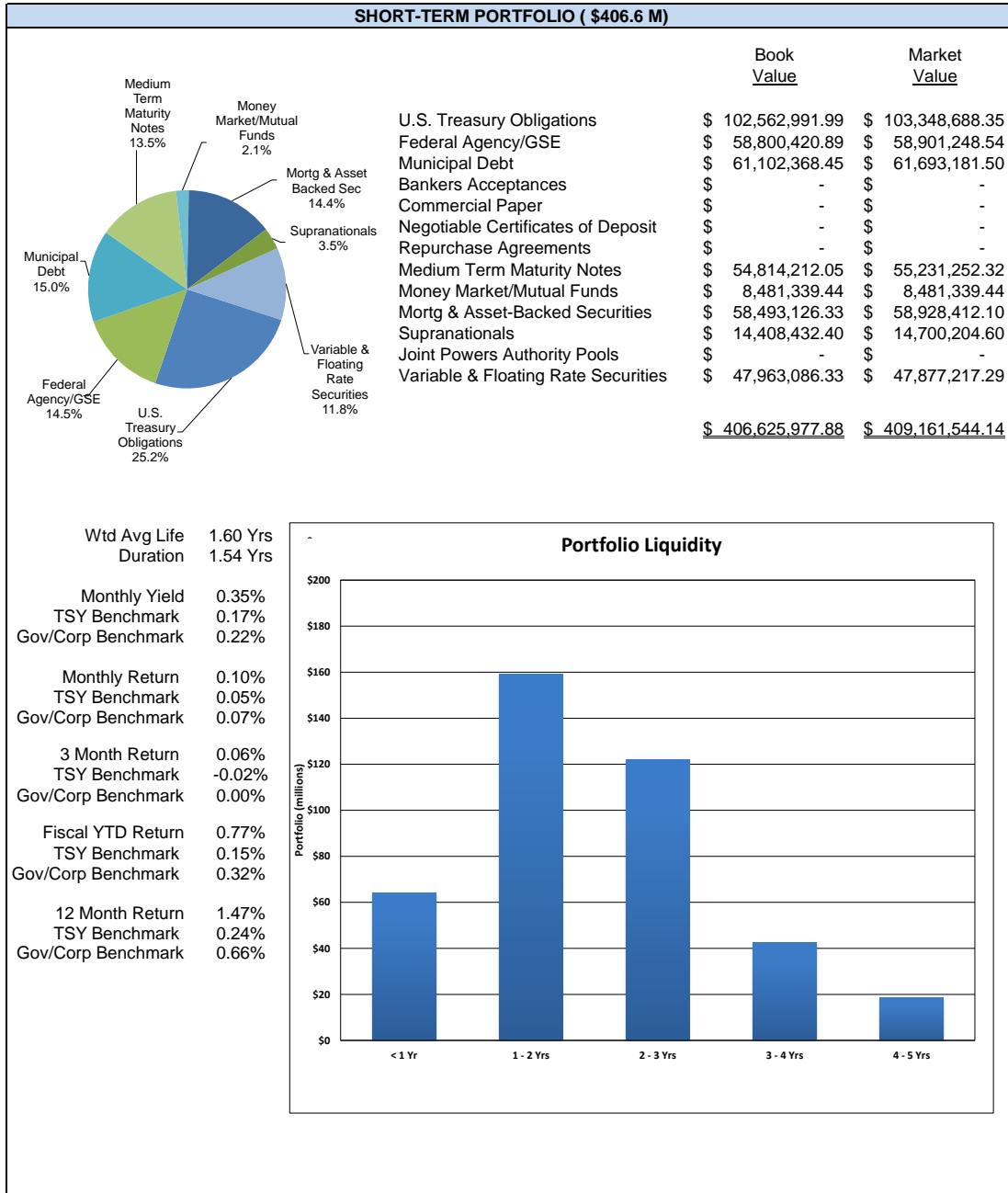
**OCTA has increased the balance in the LAIF (Pool) from \$46m to \$71m during the month of February. The move allowed OCTA to increase yield from 0.10% to 0.41% on the funds while maintaining liquidity and safety of funds.

Portfolio Subject to Indenture					
	Dollar Amount Invested	Credit Quality	OCTA Term	Indenture Requirements Credit Quality	Indenture Requirements Term
Liquid Portfolio*					
Money Market Funds	\$ 50,332,467	AAA/Aaa	45 days	Min. A2/A	Max. 4 years
Total Liquid Portfolio	\$ 50,332,467				
Bond Proceeds Portfolio					
Money Market Funds	\$ 171,153,284	AAA/Aaa	45 days	Min. A2/A	Max. 4 years
Total Bond Proceeds Portfolio	\$ 171,153,284				
Reserve Funds Portfolio					
Commercial Paper	\$ 25,084,570	P-1/F-1	60-150 days	Min. A-1/P-1	Max. 180 days
Bank Deposits	\$ 218,921				
US Treasuries Obligations	68	AAA/Aaa	30 days	Min. A2/A	Max. 5 years
Total Reserve Funds Portfolio	\$ 25,303,558				
Total Portfolio Subject to Indenture	\$ 196,456,842				
Portfolio Total	\$ 1,993,085,002				

*Reflects portion of Liquid Portfolio subject to Indenture

Investment Manager Diversification and Maturity Schedules

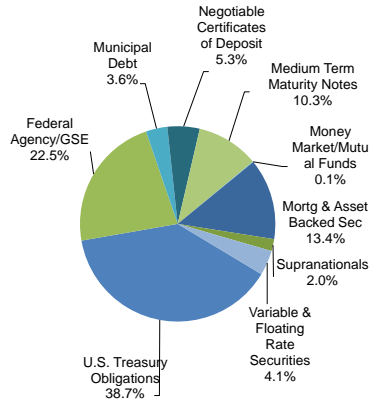
MetLife Investment Management
4/30/2021



Investment Manager Diversification and Maturity Schedules

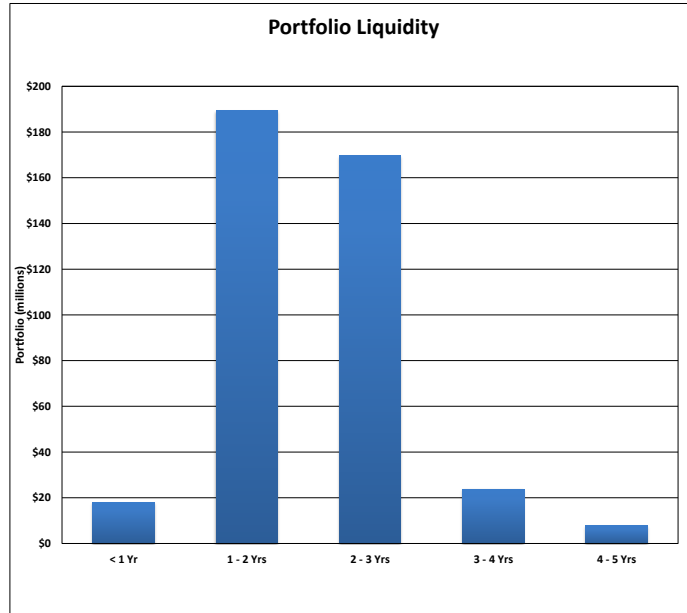
PFM
4/30/2021

SHORT-TERM PORTFOLIO (\$408.6 M)



	Book Value	Market Value
U.S. Treasury Obligations	\$ 157,905,535.58	\$ 160,208,518.00
Federal Agency/GSE	\$ 91,904,922.28	\$ 92,133,842.20
Municipal Debt	\$ 14,512,759.95	\$ 14,578,010.25
Bankers Acceptances	\$ -	\$ -
Commercial Paper	\$ -	\$ -
Negotiable Certificates of Deposit	\$ 21,800,000.00	\$ 22,144,340.50
Repurchase Agreements	\$ -	\$ -
Medium Term Maturity Notes	\$ 42,258,029.10	\$ 42,799,990.20
Money Market/Mutual Funds	\$ 419,104.04	\$ 419,104.04
Mortg & Asset-Backed Securities	\$ 54,811,640.19	\$ 55,486,957.83
Supranationals	\$ 8,102,487.95	\$ 8,118,662.70
Joint Powers Authority Pools	\$ -	\$ -
Variable & Floating Rate Securities	\$ 16,868,837.96	\$ 16,635,782.80
	<u>\$ 408,583,317.05</u>	<u>\$ 412,525,208.52</u>

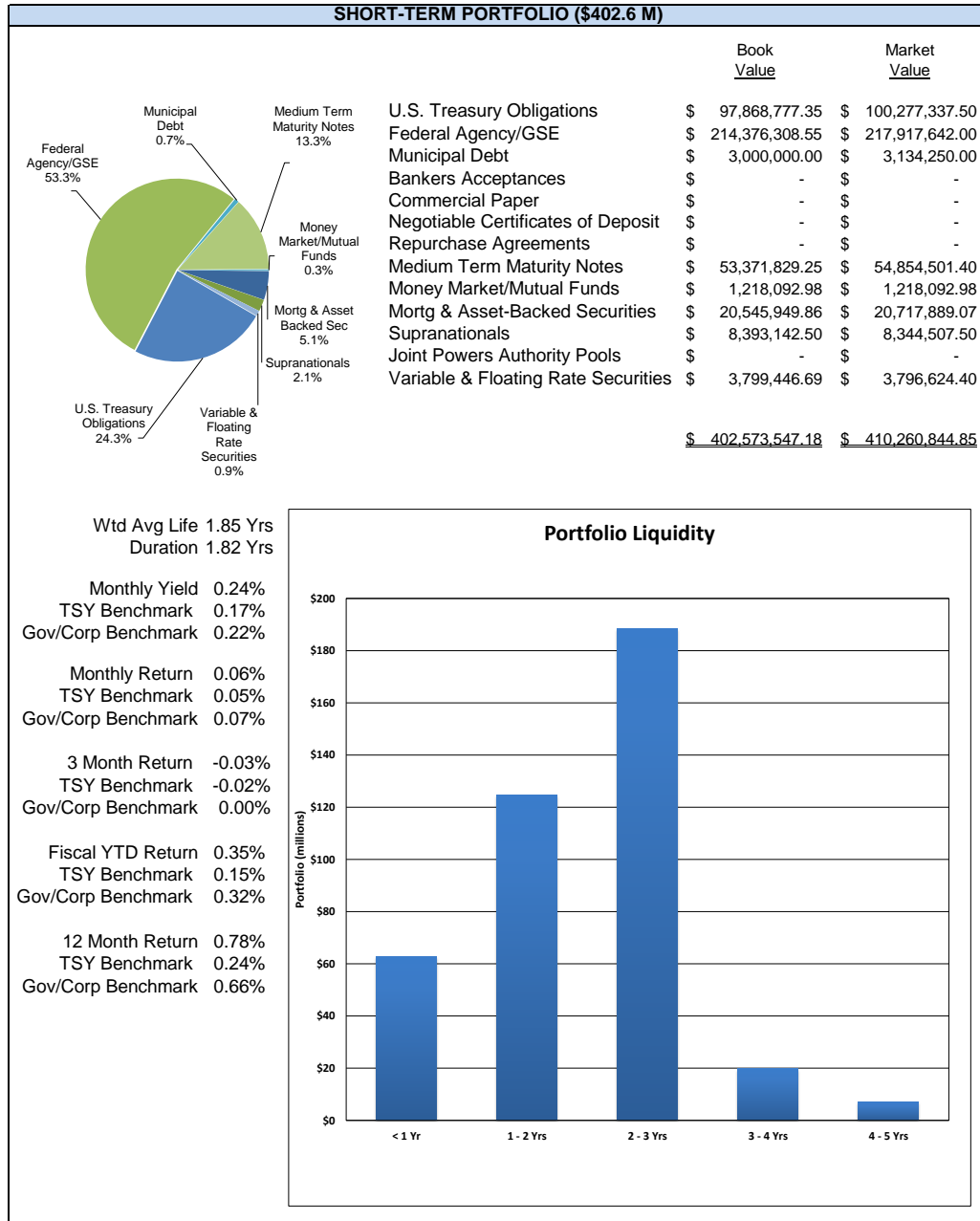
Wtd Avg Life	1.82 Yrs
Duration	1.81 Yrs
Monthly Yield	0.27%
TSY Benchmark	0.17%
Gov/Corp Benchmark	0.22%
Monthly Return	0.08%
TSY Benchmark	0.05%
Gov/Corp Benchmark	0.07%
3 Month Return	0.02%
TSY Benchmark	-0.02%
Gov/Corp Benchmark	0.00%
Fiscal YTD Return	0.46%
TSY Benchmark	0.15%
Gov/Corp Benchmark	0.32%
12 Month Return	0.94%
TSY Benchmark	0.24%
Gov/Corp Benchmark	0.66%



Investment Manager Diversification and Maturity Schedules

Chandler Asset Management

4/30/2021

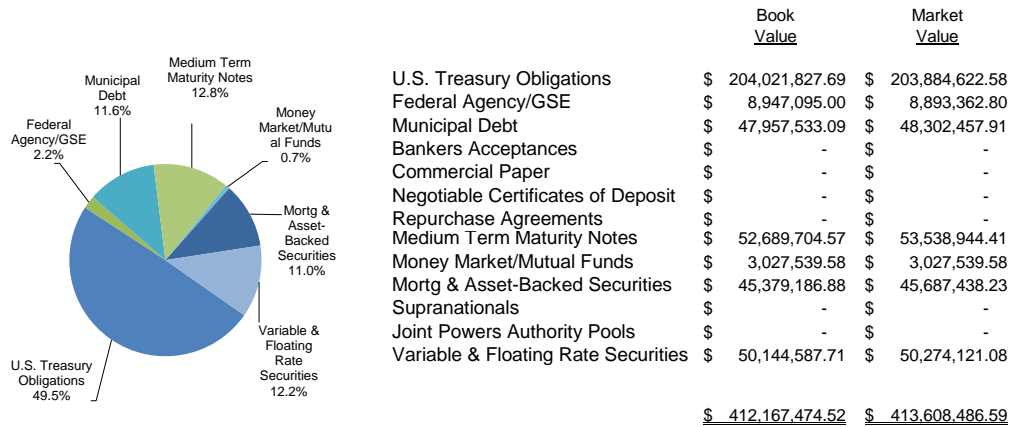


Investment Manager Diversification and Maturity Schedules

Payden & Rygel

4/30/2021

SHORT-TERM PORTFOLIO (\$412.2 M)



Wtd Avg Life 1.84 Yrs
Duration 1.79 Yrs

Monthly Yield 0.32%
TSY Benchmark 0.17%
Gov/Corp Benchmark 0.22%

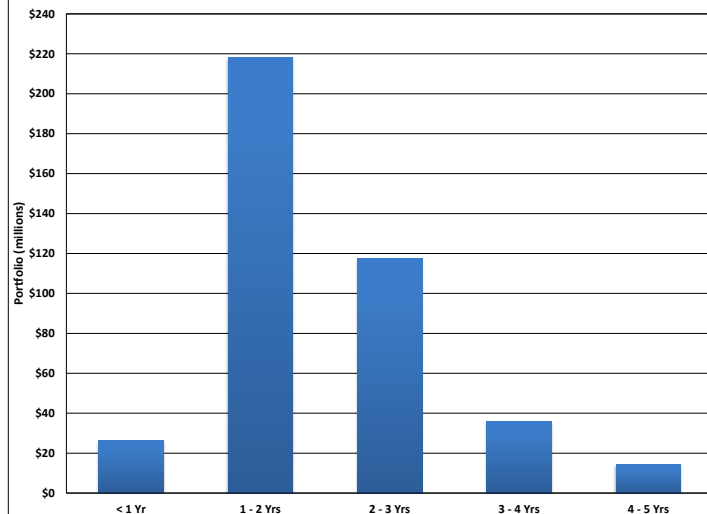
Monthly Return 0.10%
TSY Benchmark 0.05%
Gov/Corp Benchmark 0.07%

3 Month Return -0.02%
TSY Benchmark -0.02%
Gov/Corp Benchmark 0.00%

Fiscal YTD Return 0.52%
TSY Benchmark 0.15%
Gov/Corp Benchmark 0.32%

12 Month Return 1.16%
TSY Benchmark 0.24%
Gov/Corp Benchmark 0.66%

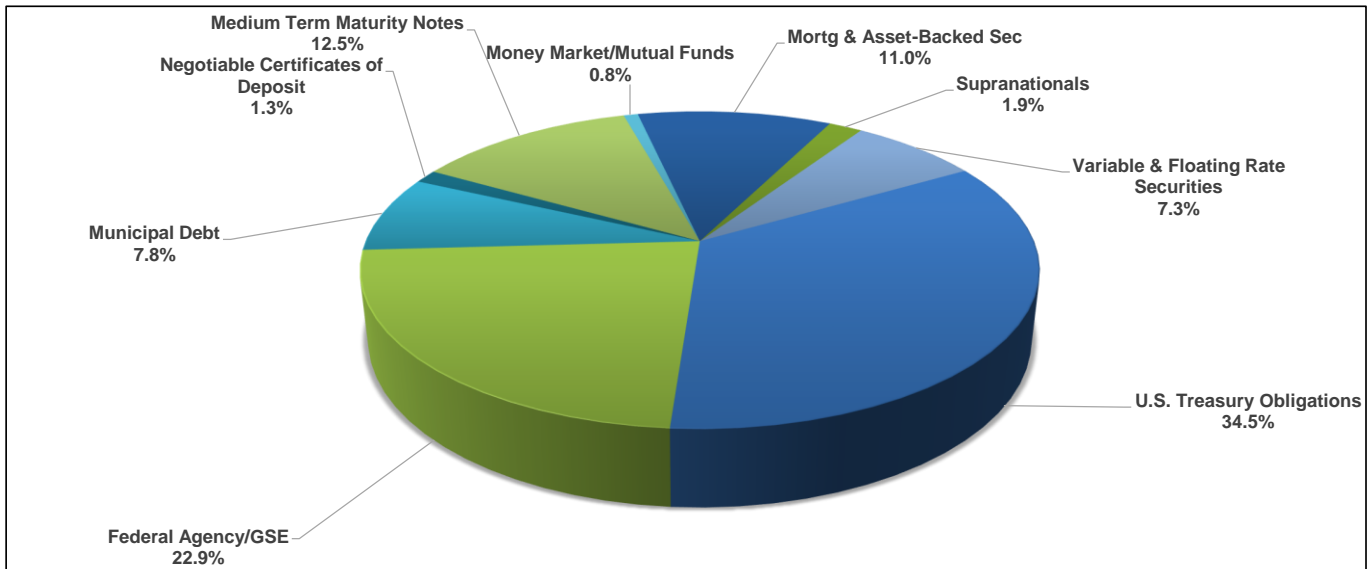
Portfolio Liquidity



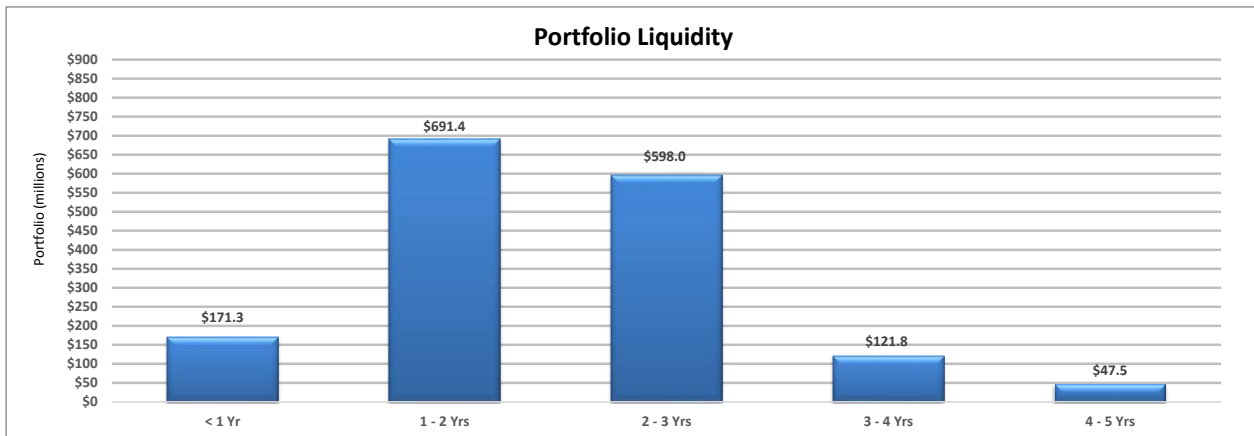
Short-Term Portfolio

4/30/2021

Portfolio Composition



Portfolio Liquidity



Rating Downgrades & Negative Credit Watch

4/30/2021

<u>Investment Manager / Security</u>	<u>Par Amount</u>	<u>Maturity</u>	<u>S&P</u>	<u>Moody's</u>	<u>Fitch Ratings</u>
Rating Downgrades:					
Chandler Asset Management					
General Dynamics Corporation	\$ 4,000,000	5/11/2021*	A-	A2	N/A
On April 29, 2021, S&P downgraded the long-term ratings of the General Dynamics Corporation (General Dynamics) from A to A-. The downgrade is due to General Dynamics weakened margins in 2020 due to the impact of the pandemic on business jet volumes, affecting the company's aerospace division. The security complies with the requirements of the Investment Policy, and the manager is comfortable holding the security due to the company's diversified portfolio of products and the short amount of time until maturity.					
Negative Credit Watch:					
Chandler Asset Management					
US Bancorp	\$ 4,500,000	Various**	A+	A1	A+
On March 16, 2021, Moody's placed the long-term ratings of US Bancorp (US Bank) under review for possible downgrade. The credit watch placement is due to the narrowing outperformance of US Bank compared to its peers which is currently attributed to coronavirus related struggles. The security remains in compliance with the requirements of the Investment Policy, and the investment manager is comfortable holding the security due US Bank's consistent financial performance and the quality of their balance sheet.					

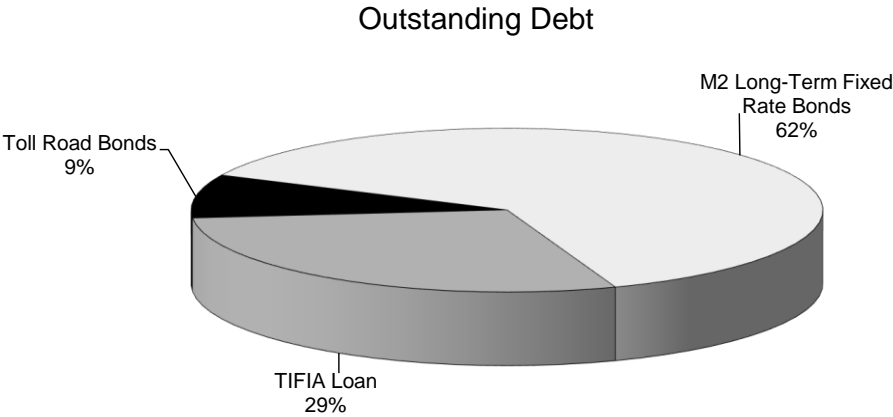
*Security matured as scheduled with no financial impact as a result of the downgrade

**2/5/24 & 7/30/24

DEBT PROGRAM

(M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, 2017 TIFIA Loan (I-405))

Total Outstanding Debt*
As of 4/30/21



TOTAL OUTSTANDING DEBT: \$990,890,000

*Comprised of OCTA's debt obligations (M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, and 2017 TIFIA Loan (I-405)) currently outstanding and irrespective of OCTA's investment program.

Outstanding Debt*

As of 4/30/21

Orange County Local Transportation Authority (OCLTA-M2)

2010 Series A Taxable Build America Bonds - Sales Tax Revenue Bonds

Issued:	\$ 293,540,000
Outstanding:	250,000,000
Debt Service FY 2021:	17,270,000
Pledged Revenue Source:	M2 Sales Tax Revenues
Ratings (Fitch/ Moody's/ S&P):	AA+/Aa2/AA+
Final Maturity:	2041

2019 M2 Sales Tax Bond

Issued:	\$ 376,690,000
Outstanding:	368,625,000
Debt Service FY 2021:	26,569,650
Pledged Revenue Source:	M2 Sales Tax Revenues
Ratings (Fitch/ S&P):	AA+/AA+
Final Maturity:	2041

91 Express Lanes

2013 OCTA 91 Express Lanes Refunding Bonds

Issued:	\$ 124,415,000
Outstanding:	85,265,000
Debt Service FY 2021:	10,795,075
Pledged Revenue Source:	91 Toll Road Revenues
Ratings (Fitch/ Moody's/ S&P):	A+/A1/AA-
Final Maturity:	2030

405 Express Lanes

2017 TIFIA Loan

Outstanding:	\$ 287,000,000
Accrued Interest:	23,015,310
Pledged Revenue Source:	405 Toll Road Revenues
Ratings (Moody's):	Baa2
Final Maturity:	2058

*Comprised of OCTA's debt obligations (M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, and 2017 TIFIA Loan (I-405)) currently outstanding and irrespective of OCTA's investment program.

**Orange County Transportation Authority
Portfolio Listing
As of April 30, 2021**

ATTACHMENT B

LIQUID PORTFOLIO				
DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<u>CASH EQUIVALENTS</u>				
BANK DEPOSITS	4/30/2021	25,588,892.00	25,588,892.00	
MONEY MARKET DEMAND ACCOUNT	N/A	19,041,485.76	19,041,485.76	0.10%
FIDELITY TREASURY OBLIGATIONS FUND	N/A	39,374,510.75	39,374,510.75	0.01%
FEDERATED TREASURY OBLIGATIONS FUND	N/A	10,957,956.00	10,957,956.00	0.04%
SUB-TOTAL		94,962,844.51	94,962,844.51	
<u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u>				
	N/A	70,996,561.09	70,996,561.09	0.34%
<u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u>				
	N/A	718,437.52	718,437.52	0.62%
LIQUID PORTFOLIO - TOTAL		\$ 166,677,843.12	\$ 166,677,843.12	

SHORT-TERM PORTFOLIO				
DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<u>Money Market Funds</u>				
FIRST AMER:GVT OBLG Z	4/30/2021	419,104.04	419,104.04	0.03
FIRST AMER:GVT OBLG Z	4/30/2021	3,027,539.58	3,027,539.58	0.03
FIRST AMER:GVT OBLG Z	4/30/2021	8,481,339.44	8,481,339.44	0.03
FIRST AMER:GVT OBLG Z	4/30/2021	1,218,092.98	1,218,092.98	0.03
SUB-TOTAL		13,146,076.04	13,146,076.04	
<u>NEGOTIABLE CERTIFICATES OF DEPOSIT</u>				
Credit Suisse AG, New York Branch	3/17/2023	3,100,000.00	3,103,658.00	0.53
DNB Bank ASA, New York Branch	12/2/2022	3,875,000.00	3,976,796.25	0.40
Nordea Bank Abp, New York Branch	8/26/2022	3,875,000.00	3,965,055.00	0.11
Skandinaviska Enskilda Banken AB (publ.)	8/26/2022	3,875,000.00	3,965,946.25	0.11
Societe Generale, New York Branch	2/14/2022	4,000,000.00	4,056,040.00	0.02
Sumitomo Mitsui Banking Corporation, New York Branch	7/8/2022	3,075,000.00	3,076,845.00	0.65
SUB-TOTAL		21,800,000.00	22,144,340.50	

<u>U.S. TREASURY OBLIGATIONS</u>				
UNITED STATES TREASURY	7/31/2022	4,097,668.75	4,181,084.30	0.10
UNITED STATES TREASURY	7/31/2022	7,004,300.00	7,278,562.40	0.10
UNITED STATES TREASURY	7/31/2022	6,005,625.00	6,133,620.00	0.10
UNITED STATES TREASURY	7/31/2022	5,216,656.25	5,315,804.00	0.10
UNITED STATES TREASURY	9/30/2022	7,534,603.16	7,747,563.60	0.12
UNITED STATES TREASURY	10/31/2022	5,360,733.97	5,540,973.90	0.13
UNITED STATES TREASURY	2/28/2023	5,538,052.36	5,789,300.00	0.17
UNITED STATES TREASURY	12/31/2022	4,326,890.63	4,493,071.50	0.15
UNITED STATES TREASURY	12/31/2022	6,439,408.22	6,806,745.10	0.15
UNITED STATES TREASURY	1/31/2023	1,253,320.31	1,284,862.50	0.16
UNITED STATES TREASURY	1/31/2023	2,911,894.53	2,980,881.00	0.16
UNITED STATES TREASURY	3/31/2023	15,308,789.06	15,383,250.00	0.17
UNITED STATES TREASURY	6/30/2023	4,097,187.50	4,101,400.00	0.20
UNITED STATES TREASURY	11/15/2022	3,995,937.50	4,091,720.00	0.14
UNITED STATES TREASURY	4/30/2022	1,658,803.13	1,710,055.20	0.08
UNITED STATES TREASURY	4/30/2024	4,455,693.36	4,459,355.00	0.35
UNITED STATES TREASURY	5/31/2022	9,031,289.06	9,162,450.00	0.09
UNITED STATES TREASURY	6/30/2022	2,010,156.25	2,038,600.00	0.10
UNITED STATES TREASURY	10/15/2022	745,312.50	763,650.00	0.13
UNITED STATES TREASURY	1/15/2023	2,713,289.06	2,762,451.00	0.15
UNITED STATES TREASURY	1/15/2023	4,101,875.00	4,092,520.00	0.15
UNITED STATES TREASURY	5/15/2023	2,192,093.75	2,197,602.00	0.18
UNITED STATES TREASURY	6/15/2023	4,003,281.25	4,005,320.00	0.19
UNITED STATES TREASURY	6/15/2023	1,051,927.73	1,051,396.50	0.19
UNITED STATES TREASURY	10/15/2023	9,980,859.38	9,973,100.00	0.23
UNITED STATES TREASURY	11/15/2023	4,123,057.81	4,120,000.00	0.25
UNITED STATES TREASURY	11/30/2022	874,179.69	875,000.00	0.12
UNITED STATES TREASURY	12/15/2023	1,995,468.75	1,992,420.00	0.27
UNITED STATES TREASURY	12/15/2023	2,418,842.77	2,415,809.25	0.27
UNITED STATES TREASURY	12/31/2022	1,924,849.61	1,924,557.25	0.14
UNITED STATES TREASURY	1/31/2023	7,001,640.62	6,997,270.00	0.15
UNITED STATES TREASURY	2/15/2024	5,127,669.92	5,126,258.50	0.29
UNITED STATES TREASURY	3/15/2024	5,658,817.38	5,664,785.00	0.31
UNITED STATES TREASURY	3/15/2024	2,744,306.64	2,745,050.00	0.31
UNITED STATES TREASURY	3/31/2023	1,998,828.13	1,998,760.00	0.16
UNITED STATES TREASURY	4/15/2024	3,002,226.56	3,003,270.00	0.34
UNITED STATES TREASURY	12/31/2022	40,254,000.00	40,244,741.58	0.14
UNITED STATES TREASURY	12/31/2022	549,829.97	549,873.50	0.14
UNITED STATES TREASURY	12/31/2022	36,440,759.77	36,446,615.35	0.14
UNITED STATES TREASURY	12/31/2022	3,749,560.55	3,749,137.50	0.14
UNITED STATES TREASURY	12/31/2022	5,799,668.82	5,798,666.00	0.14
UNITED STATES TREASURY	12/31/2022	3,935,153.71	3,934,094.95	0.14
UNITED STATES TREASURY	1/15/2024	25,227,616.56	25,196,868.92	0.29
UNITED STATES TREASURY	1/15/2024	11,192,214.69	11,178,573.52	0.29
UNITED STATES TREASURY	1/15/2024	6,956,193.75	6,947,715.48	0.29
UNITED STATES TREASURY	1/15/2024	1,087,871.09	1,085,269.40	0.29
UNITED STATES TREASURY	1/15/2024	2,804,621.48	2,797,804.60	0.29
UNITED STATES TREASURY	1/15/2024	16,557,790.23	16,513,021.10	0.29
UNITED STATES TREASURY	1/31/2023	45,000.00	44,982.45	0.15
UNITED STATES TREASURY	1/31/2023	8,817,010.26	8,811,162.31	0.15
UNITED STATES TREASURY	1/31/2023	8,816,838.12	8,811,162.31	0.15
UNITED STATES TREASURY	1/31/2023	4,417,707.64	4,414,777.57	0.15
UNITED STATES TREASURY	1/31/2023	759,507.62	759,003.87	0.15
UNITED STATES TREASURY	1/31/2023	3,980,777.34	3,978,447.80	0.15
UNITED STATES TREASURY	1/31/2023	910,213.28	909,645.10	0.15
UNITED STATES TREASURY	1/31/2023	2,320,725.00	2,319,095.20	0.15
UNITED STATES TREASURY	1/31/2023	4,351,359.38	4,348,303.50	0.15
UNITED STATES TREASURY	1/31/2023	3,110,242.97	3,108,787.10	0.15
UNITED STATES TREASURY	1/31/2023	1,034,959.57	1,034,596.35	0.15
UNITED STATES TREASURY	3/31/2023	3,858,190.63	3,857,606.80	0.16
UNITED STATES TREASURY	4/15/2024	7,044,015.26	7,044,670.33	0.34
UNITED STATES TREASURY	5/15/2022	7,940,162.11	7,980,443.55	0.09
UNITED STATES TREASURY	5/15/2022	1,979,554.69	1,991,281.50	0.09
UNITED STATES TREASURY	9/30/2022	9,196,083.40	9,356,523.85	0.12
UNITED STATES TREASURY	9/30/2022	7,699,007.81	7,826,944.50	0.12
UNITED STATES TREASURY	9/30/2022	10,407,680.66	10,563,817.25	0.12
UNITED STATES TREASURY	9/30/2022	4,212,140.63	4,297,146.00	0.12
UNITED STATES TREASURY	10/15/2022	6,859,031.25	7,025,580.00	0.13
UNITED STATES TREASURY	10/15/2022	3,944,908.20	4,021,890.00	0.13
UNITED STATES TREASURY	3/15/2023	4,087,313.28	4,080,992.55	0.16
UNITED STATES TREASURY	3/15/2023	5,110,995.70	5,102,498.70	0.16

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UNITED STATES TREASURY	3/15/2023	3,678,658.20	3,673,396.50	0.16
UNITED STATES TREASURY	3/15/2023	4,132,031.25	4,126,281.00	0.16
UNITED STATES TREASURY	3/15/2023	2,821,000.00	2,817,948.00	0.16
UNITED STATES TREASURY	3/15/2023	614,622.66	613,910.10	0.16
UNITED STATES TREASURY	5/15/2023	4,098,078.13	4,095,531.00	0.18
UNITED STATES TREASURY	5/15/2023	5,623,022.46	5,618,868.75	0.18
UNITED STATES TREASURY	10/15/2023	4,989,843.75	4,986,550.00	0.23
UNITED STATES TREASURY	10/15/2023	4,096,476.56	4,088,971.00	0.23
UNITED STATES TREASURY	10/15/2023	6,972,656.25	6,981,170.00	0.23
UNITED STATES TREASURY	10/15/2023	4,099,725.00	4,098,944.10	0.23
UNITED STATES TREASURY	7/31/2022	6,061,226.56	6,338,074.00	0.10
UNITED STATES TREASURY	8/31/2022	4,470,357.42	4,758,996.00	0.12
UNITED STATES TREASURY	8/31/2022	2,874,960.94	3,070,320.00	0.12
UNITED STATES TREASURY	11/30/2022	7,718,648.44	8,029,710.00	0.14
UNITED STATES TREASURY	4/30/2023	5,234,208.98	5,401,777.50	0.18
UNITED STATES TREASURY	5/31/2023	7,787,187.50	8,238,480.00	0.19
UNITED STATES TREASURY	10/31/2023	8,007,187.50	8,273,760.00	0.25
UNITED STATES TREASURY	6/30/2022	4,329,843.75	4,586,850.00	0.10
UNITED STATES TREASURY	8/15/2022	6,983,046.88	7,126,910.00	0.10
UNITED STATES TREASURY	10/15/2022	7,957,187.50	8,145,600.00	0.13
UNITED STATES TREASURY	1/31/2025	8,313,750.00	8,246,880.00	0.54
UNITED STATES TREASURY	2/28/2022	10,149,609.38	10,088,300.00	0.07
UNITED STATES TREASURY	3/31/2025	1,989,687.50	1,993,280.00	0.59
UNITED STATES TREASURY	12/15/2023	7,978,437.50	7,969,680.00	0.27
UNITED STATES TREASURY	4/15/2024	8,013,437.50	8,008,720.00	0.34
SUB-TOTAL		562,359,132.62	567,719,166.43	
FEDERAL AGENCY/GSE				
FEDERAL HOME LOAN MORTGAGE CORP	6/8/2022	6,921,676.00	6,937,118.75	0.09
FEDERAL NATIONAL MORTGAGE ASSOCIATION	5/22/2023	8,160,363.15	8,195,804.20	0.19
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/10/2023	7,758,283.75	7,780,909.00	0.22
FEDERAL HOME LOAN MORTGAGE CORP	4/20/2023	7,526,137.50	7,573,218.30	0.18
FEDERAL HOME LOAN MORTGAGE CORP	5/5/2023	7,146,997.00	7,175,025.00	0.20
FEDERAL HOME LOAN MORTGAGE CORP	6/26/2023	7,383,377.40	7,409,739.20	0.22
FEDERAL HOME LOAN MORTGAGE CORP	7/25/2022	4,963,756.50	4,977,189.00	0.09
FEDERAL HOME LOAN MORTGAGE CORP	8/24/2023	9,190,616.00	9,201,932.00	0.24
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	5,275,963.27	5,275,949.50	0.24
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	6,997,690.00	7,001,260.00	0.24
FEDERAL HOME LOAN MORTGAGE CORP	10/16/2023	3,088,437.00	3,089,584.00	0.26
FEDERAL HOME LOAN MORTGAGE CORP	10/16/2023	1,991,720.00	1,993,280.00	0.26
FEDERAL HOME LOAN MORTGAGE CORP	11/6/2023	8,192,620.00	8,197,950.00	0.26
FEDERAL HOME LOAN MORTGAGE CORP	12/4/2023	6,918,144.25	6,921,329.75	0.27
FHMS K-727 A1	10/25/2023	389,140.46	403,553.50	0.45
FEDERAL HOME LOAN BANKS	2/12/2026	4,147,095.00	4,095,386.00	0.88
FEDERAL HOME LOAN BANKS	3/12/2024	1,840,000.00	1,840,147.20	0.48
FEDERAL HOME LOAN MORTGAGE CORP	11/25/2024	2,250,000.00	2,243,385.00	0.53
U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT	8/1/2021	710,000.00	714,444.60	0.09
FEDERAL HOME LOAN MORTGAGE CORP	10/20/2022	5,098,470.00	5,101,377.00	0.20
FEDERAL HOME LOAN MORTGAGE CORP	10/20/2022	5,839,084.50	5,836,575.45	0.20
FEDERAL HOME LOAN MORTGAGE CORP	8/12/2025	4,095,490.00	4,072,202.00	0.76
FEDERAL HOME LOAN MORTGAGE CORP	9/28/2023	4,084,387.25	4,088,063.75	0.12
FEDERAL HOME LOAN MORTGAGE CORP	9/28/2023	3,999,600.00	4,003,000.00	0.12
FEDERAL HOME LOAN MORTGAGE CORP	10/13/2023	4,097,950.00	4,096,638.00	0.33
FEDERAL HOME LOAN MORTGAGE CORP	11/24/2023	2,035,000.00	2,033,677.25	0.38
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	251,800.00	253,295.00	0.06
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	5,610,864.00	5,673,808.00	0.06
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	5,677,685.00	5,724,467.00	0.06
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/27/2023	6,098,475.00	6,101,159.00	0.26
FEDERAL HOME LOAN MORTGAGE CORP	1/13/2022	5,652,771.25	5,665,147.75	0.07
FEDERAL HOME LOAN MORTGAGE CORP	1/13/2022	5,663,313.58	5,665,147.75	0.07
FN 468861	8/1/2021	595,530.31	586,690.59	3.03
FEDERAL HOME LOAN BANKS	9/8/2023	4,135,800.00	4,198,040.00	0.27
FEDERAL HOME LOAN BANKS	9/8/2023	4,104,600.00	4,198,040.00	0.27
FEDERAL HOME LOAN BANKS	3/8/2024	5,201,750.00	5,215,350.00	0.36
FEDERAL HOME LOAN BANKS	3/10/2023	5,053,550.00	5,234,700.00	0.22
FEDERAL HOME LOAN BANKS	6/10/2022	4,988,900.00	5,147,250.00	0.10
FEDERAL HOME LOAN BANKS	12/9/2022	7,058,660.00	7,316,330.00	0.18
FEDERAL HOME LOAN BANKS	3/11/2022	3,046,221.55	3,142,658.65	0.09
FEDERAL HOME LOAN BANKS	3/11/2022	1,160,218.50	1,196,960.75	0.09
FEDERAL HOME LOAN BANKS	6/9/2023	3,977,720.00	4,160,840.00	0.21
FEDERAL HOME LOAN BANKS	6/9/2023	4,029,880.00	4,160,840.00	0.21
FEDERAL HOME LOAN BANKS	9/9/2022	6,828,560.00	7,077,236.00	0.12
FEDERAL FARM CREDIT BANKS FUNDING CORP	12/17/2021	6,022,920.00	6,103,260.00	0.07
FEDERAL FARM CREDIT BANKS FUNDING CORP	11/15/2021	7,034,930.00	7,111,230.00	0.11
FEDERAL FARM CREDIT BANKS FUNDING CORP	7/17/2023	5,060,200.00	5,293,900.00	0.21
FEDERAL FARM CREDIT BANKS FUNDING CORP	6/26/2023	6,967,450.00	7,237,090.00	0.19
FEDERAL FARM CREDIT BANKS FUNDING CORP	2/1/2023	4,996,450.00	5,148,750.00	0.15
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	4,993,550.00	5,156,750.00	0.23
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	7,983,280.00	7,996,160.00	0.22
FEDERAL FARM CREDIT BANKS FUNDING CORP	2/21/2023	5,000,600.00	5,117,550.00	0.15
FEDERAL FARM CREDIT BANKS FUNDING CORP	4/8/2022	7,204,321.80	7,236,212.10	0.06
FEDERAL FARM CREDIT BANKS FUNDING CORP	5/6/2022	8,124,668.55	8,149,724.35	0.07
FEDERAL FARM CREDIT BANKS FUNDING CORP	10/2/2023	4,994,600.00	4,993,100.00	0.26
FEDERAL NATIONAL MORTGAGE ASSOCIATION	5/22/2023	6,111,548.70	6,138,091.60	0.19
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/10/2023	3,203,098.50	3,212,439.60	0.22
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/10/2023	5,000,300.00	5,003,800.00	0.22
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/27/2023	1,797,948.00	1,799,334.00	0.26
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	6,815,760.00	7,092,260.00	0.06
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/19/2023	4,411,710.00	4,670,685.00	0.16
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/19/2023	2,233,875.00	2,387,239.00	0.16
FEDERAL NATIONAL MORTGAGE ASSOCIATION	4/12/2022	6,370,496.00	6,531,648.00	0.08
FEDERAL NATIONAL MORTGAGE ASSOCIATION	9/6/2022	3,986,080.00	4,067,040.00	0.13
FEDERAL HOME LOAN MORTGAGE CORP	1/13/2022	8,248,720.00	8,129,360.00	0.07
FEDERAL HOME LOAN MORTGAGE CORP	5/5/2023	7,621,797.50	7,651,687.50	0.20
FEDERAL HOME LOAN MORTGAGE CORP	6/26/2023	7,463,143.80	7,489,790.40	0.22
FEDERAL HOME LOAN MORTGAGE CORP	8/24/2023	8,001,840.00	8,001,680.00	0.24
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	5,098,317.00	5,100,918.00	0.24
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	3,001,860.00	3,000,540.00	0.24
FEDERAL HOME LOAN MORTGAGE CORP	10/16/2023	6,376,128.00	6,378,496.00	0.26
FEDERAL HOME LOAN MORTGAGE CORP	11/6/2023	4,705,761.00	4,708,822.50	0.26
FEDERAL HOME LOAN MORTGAGE CORP	12/4/2023	5,959,094.65	5,961,838.55	0.27
SUB-TOTAL		374,028,746.71	377,846,095.54	
MEDIUM TERM NOTES				
ADOBE INC	2/1/2023	449,383.50	461,250.00	0.27
AMAZON.COM INC	6/3/2023	2,022,165.00	2,032,634.25	0.22
AMERICAN HONDA FINANCE CORP	6/27/2022	3,796,504.00	3,886,108.00	0.24
APPLE INC	9/11/2022	589,899.70	601,864.90	0.22
APPLE INC	5/11/2023	1,475,974.40	1,494,400.40	0.27

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BANK OF NEW YORK MELLON CORP	8/23/2022	1,724,448.00	1,764,933.75	0.19
BANK OF NEW YORK MELLON CORP	1/27/2023	1,099,230.00	1,130,294.00	0.20
BANK OF NEW YORK MELLON CORP	4/24/2025	1,279,625.00	1,286,850.00	0.83
BRISTOL-MYERS SQUIBB CO	11/13/2023	1,900,000.00	1,902,033.00	0.34
BURLINGTON NORTHERN SANTA FE LLC	4/1/2025	753,641.00	752,850.00	0.90
CATERPILLAR FINANCIAL SERVICES CORP	9/6/2022	1,048,540.50	1,074,328.50	0.18
CATERPILLAR FINANCIAL SERVICES CORP	11/18/2022	499,770.00	513,440.00	0.21
CATERPILLAR FINANCIAL SERVICES CORP	7/7/2023	1,124,370.00	1,132,762.50	0.33
CHEVRON USA INC	8/11/2023	450,000.00	451,471.50	0.28
CHEVRON CORP	5/11/2023	875,000.00	889,840.00	0.30
JOHN DEERE CAPITAL CORP	7/5/2023	399,672.00	403,440.00	0.30
JOHN DEERE CAPITAL CORP	10/10/2023	499,420.00	501,115.00	0.31
JOHN DEERE CAPITAL CORP	1/17/2024	794,435.55	795,079.50	0.45
GOLDMAN SACHS GROUP INC	3/3/2024	440,856.00	437,012.00	0.71
GOLDMAN SACHS GROUP INC	1/27/2023	1,000,000.00	1,000,560.00	0.41
HONEYWELL INTERNATIONAL INC	8/8/2022	779,212.20	797,846.40	0.22
HONEYWELL INTERNATIONAL INC	8/19/2022	1,875,000.00	1,876,612.50	0.20
INTERNATIONAL BUSINESS MACHINES CORP	2/12/2024	1,027,845.50	1,016,120.60	0.48
JPMORGAN CHASE & CO	4/1/2023	1,000,000.00	1,026,080.00	0.36
MORGAN STANLEY	5/19/2022	496,685.00	512,880.00	0.30
MORGAN STANLEY	2/25/2023	1,063,280.00	1,059,960.00	0.44
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	1/21/2022	1,099,032.00	1,110,725.00	0.40
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/8/2024	809,441.10	808,274.70	0.43
NORTHERN TRUST CORP	8/2/2022	1,012,140.00	1,027,130.00	0.21
PNC BANK NA	2/24/2023	800,000.00	809,272.00	0.32
PACCAR FINANCIAL CORP	5/10/2022	999,460.00	1,024,670.00	0.25
PACCAR FINANCIAL CORP	8/11/2023	449,410.50	449,154.00	0.43
PEPSICO INC	5/1/2023	923,168.50	934,185.25	0.25
CHARLES SCHWAB CORP	3/18/2024	1,279,360.00	1,288,204.80	0.52
TOYOTA MOTOR CREDIT CORP	1/11/2022	3,686,662.50	3,809,962.50	0.30
TOYOTA MOTOR CREDIT CORP	1/11/2024	2,149,871.00	2,149,720.50	0.45
TOYOTA MOTOR CREDIT CORP	4/6/2023	584,526.15	586,924.65	0.23
ADOBE INC	2/1/2023	1,103,486.15	1,132,625.00	0.27
AMERICAN EXPRESS CO	5/20/2022	1,558,128.00	1,597,658.40	0.26
AMERIPRISE FINANCIAL INC	3/22/2022	1,535,888.20	1,577,298.80	0.29
AMERIPRISE FINANCIAL INC	3/22/2022	119,877.60	122,906.40	0.29
APPLE INC	5/11/2023	1,441,069.60	1,459,059.85	0.27
TRUIST FINANCIAL CORP	6/20/2022	2,048,120.00	2,058,520.00	0.27
TRUIST FINANCIAL CORP	3/16/2023	1,943,560.70	2,009,340.60	0.34
BANK OF AMERICA CORP	5/17/2022	1,075,000.00	1,076,225.50	1.07
BANK OF NEW YORK MELLON CORP	4/28/2023	1,352,323.95	1,383,863.67	0.22
CATERPILLAR FINANCIAL SERVICES CORP	11/29/2022	859,078.00	880,778.50	0.25
CATERPILLAR FINANCIAL SERVICES CORP	9/7/2021	1,713,679.45	1,732,235.75	0.30
CATERPILLAR FINANCIAL SERVICES CORP	9/6/2022	1,353,116.55	1,386,395.35	0.18
CATERPILLAR FINANCIAL SERVICES CORP	11/18/2022	1,469,323.80	1,509,513.60	0.21
CHEVRON CORP	5/11/2023	455,000.00	462,716.80	0.30
CISCO SYSTEMS INC	9/20/2021	1,894,243.00	1,909,576.00	0.20
CITIGROUP INC	12/8/2021	1,012,830.00	1,013,670.00	0.28
COMERICA INC	7/31/2023	2,120,020.00	2,138,040.00	0.49
CONSUMERS ENERGY CO	6/1/2023	579,802.80	579,309.80	0.41
JOHN DEERE CAPITAL CORP	6/13/2022	1,438,142.40	1,467,230.40	0.26
JOHN DEERE CAPITAL CORP	4/6/2023	519,875.20	529,599.20	0.24
DUKE ENERGY CAROLINAS LLC	3/15/2023	2,502,051.75	2,563,110.00	0.41
ERP OPERATING LP	4/15/2023	1,933,786.40	1,923,918.64	0.35
ENTERGY LOUISIANA LLC	11/17/2023	759,863.20	760,843.60	0.42
ENTERGY LOUISIANA LLC	11/17/2023	740,355.20	740,821.40	0.42
FIFTH THIRD BANK NA (OHIO)	1/30/2023	1,473,761.00	1,511,049.00	0.33
HUNTINGTON NATIONAL BANK	2/3/2023	1,568,681.20	1,609,155.80	0.31
KEYBANK NA	3/7/2023	694,840.24	704,940.40	0.38
KEYBANK NA	3/7/2023	311,595.00	316,590.00	0.38
KEYBANK NA	3/7/2023	150,524.50	153,018.50	0.38
KEYBANK NA	3/7/2023	821,620.13	830,521.10	0.38
MORGAN STANLEY	5/19/2022	1,031,611.25	1,051,404.00	0.30
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	4/25/2022	1,208,052.00	1,222,536.00	0.32
NIKE INC	3/27/2025	134,816.40	142,925.85	0.84
PNC BANK NA	7/22/2022	1,925,000.00	1,933,296.75	0.34
PNC BANK NA	2/24/2023	315,000.00	318,650.85	0.32
PACCAR FINANCIAL CORP	9/26/2022	714,127.70	731,924.05	0.31
PACCAR FINANCIAL CORP	2/7/2023	1,999,900.00	2,056,300.00	0.30
PRECISION CASTPARTS CORP	1/15/2023	1,965,015.00	2,011,678.50	0.32
CHARLES SCHWAB CORP	3/18/2024	1,754,122.50	1,766,249.55	0.52
TRUIST BANK	5/17/2022	1,978,990.20	2,029,480.20	0.20
WALMART INC	12/15/2022	1,323,622.40	1,320,947.20	0.27
WELLS FARGO BANK NA	10/22/2021	1,789,803.10	1,813,019.40	0.34
AMERICAN EXPRESS CO	8/1/2022	3,103,260.00	3,076,230.00	0.32
ASSOCIATION OF AMERICAN MEDICAL COLLEGES	10/1/2022	2,990,000.00	3,015,684.10	1.31
TRUIST FINANCIAL CORP	6/20/2022	2,339,167.50	2,315,835.00	0.27
TRUIST FINANCIAL CORP	3/16/2023	2,947,817.00	3,047,586.00	0.34
BAYCARE HEALTH SYSTEM INC	11/15/2022	1,456,344.00	1,486,569.60	0.50
CATERPILLAR FINANCIAL SERVICES CORP	7/7/2023	3,053,289.20	3,076,079.50	0.33
COMCAST CORP	10/15/2025	4,042,256.85	4,055,053.95	1.04
CREDIT SUISSE AG (NEW YORK BRANCH)	2/2/2024	2,655,000.00	2,633,706.90	0.79
GEORGIA-PACIFIC LLC	5/15/2024	3,064,049.85	3,056,571.25	0.72
HONEYWELL INTERNATIONAL INC	8/19/2022	4,015,000.00	4,018,452.90	0.20
HUNTINGTON NATIONAL BANK	8/7/2022	2,024,431.10	2,021,436.70	0.29
KEYBANK NA	11/22/2021	1,785,864.60	1,851,197.32	0.24
KEYBANK NA	11/22/2021	1,953,600.00	2,025,380.00	0.24
MASSMUTUAL GLOBAL FUNDING II	6/9/2023	3,982,648.85	4,021,462.75	0.41
NATIONAL SECURITIES CLEARING CORP	4/23/2023	3,162,024.90	3,220,577.40	0.31
NEW YORK LIFE GLOBAL FUNDING	5/5/2023	2,084,562.15	2,114,565.30	0.39
PACIFIC LIFE GLOBAL FUNDING II	9/23/2023	2,022,468.75	2,028,604.50	0.43
PROTECTIVE LIFE GLOBAL FUNDING	6/9/2023	3,500,000.00	3,543,750.00	0.49
TOYOTA MOTOR CREDIT CORP	1/11/2024	2,544,847.30	2,544,669.15	0.45
VIRGINIA ELECTRIC AND POWER CO	3/15/2023	2,087,580.00	2,077,840.00	0.35
AMERICAN HONDA FINANCE CORP	11/16/2022	2,021,300.00	2,067,240.00	0.41
AMERICAN HONDA FINANCE CORP	1/12/2024	1,585,215.00	1,624,335.00	0.46
APPLE INC	5/3/2023	1,977,040.00	2,084,220.00	0.30
APPLE INC	2/23/2023	2,949,060.00	3,128,760.00	0.24
BANK OF AMERICA CORP	1/11/2023	3,034,740.00	3,151,440.00	0.32
BANK OF NEW YORK MELLON CORP	1/29/2023	2,944,320.00	3,131,580.00	0.31
BERKSHIRE HATHAWAY INC	3/15/2023	2,924,460.00	3,123,930.00	0.32
BERKSHIRE HATHAWAY INC	3/15/2023	2,014,300.00	2,082,620.00	0.32
DEERE & CO	6/8/2022	1,466,700.00	1,530,615.00	0.21
JOHN DEERE CAPITAL CORP	1/17/2024	3,512,504.35	3,515,351.50	0.45
GENERAL DYNAMICS CORP	5/11/2021	3,985,000.00	4,002,440.00	0.99
PACCAR FINANCIAL CORP	9/26/2022	1,498,170.00	1,535,505.00	0.31
PACCAR FINANCIAL CORP	2/7/2023	2,274,886.25	2,339,041.25	0.30
PACCAR FINANCIAL CORP	2/2/2024	1,618,120.80	1,611,721.80	0.54
CHARLES SCHWAB CORP	5/21/2021	1,554,953.35	1,555,777.50	1.43

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2021

DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
CHARLES SCHWAB CORP	3/18/2024	2,333,832.50	2,349,967.35	0.52
CHARLES SCHWAB CORP	3/18/2024	2,006,720.00	2,012,820.00	0.52
TOYOTA MOTOR CREDIT CORP	4/6/2023	1,798,542.00	1,805,922.00	0.23
U.S. BANCORP	2/5/2024	2,107,940.00	2,156,920.00	0.43
U.S. BANCORP	7/30/2024	2,662,075.00	2,643,375.00	0.57
VISA INC	12/14/2022	1,962,480.00	2,075,920.00	0.19
WALMART INC	6/26/2023	3,083,010.00	3,195,000.00	0.25
WALMART INC	6/26/2023	2,056,460.00	2,130,000.00	0.25
SUB-TOTAL		203,133,774.97	206,424,688.33	
<u>MORTGAGE AND ASSET-BACK SECURITIES</u>				
ALLYA 2019-1 A3	9/15/2023	839,989.93	851,012.60	1.06
BMWLT 2021-1 A3	1/25/2024	769,975.59	769,507.20	0.33
COMET 2019-2 A	9/15/2022	2,749,307.55	2,803,817.50	0.29
COPAR 2019-1 A3	11/15/2023	691,231.64	699,709.65	1.01
CARMX 2021-2 A3	2/17/2026	1,314,716.62	1,315,341.90	0.51
CARMX 2020-4 A3	8/15/2025	474,895.45	476,064.00	0.41
CARMX 2021-1 A3	12/15/2025	649,871.56	649,005.50	0.40
DCENT 2019-3 A	10/15/2024	999,785.20	1,023,690.00	0.27
FNA 2012-M5 A2	2/25/2022	436,628.65	441,854.00	1.34
FNA 2013-M1 A2	8/25/2022	811,614.92	819,527.90	0.19
FNA 2013-M7 A2	12/25/2022	648,064.03	655,822.75	0.04
FHMS K-018 A2	1/25/2022	3,150,787.53	3,207,079.62	0.37
FHMS K-019 A2	3/25/2022	2,330,221.72	2,393,679.91	0.27
FHMS K-020 A1	1/25/2022	13,659.47	14,000.60	0.25
FHMS K-022 A2	7/25/2022	1,203,426.01	1,224,382.69	0.35
FHMS K-023 A1	4/25/2022	301,581.95	310,794.22	0.28
FHMS K-023 A2	8/25/2022	1,775,839.84	1,790,460.00	0.32
FHMS K-026 A2	11/25/2022	3,462,687.50	3,502,034.00	0.33
FHMS K-026 A2	11/25/2022	510,800.78	515,005.00	0.33
FHMS K-029 A1	10/25/2022	199,990.40	202,533.07	0.20
FHMS K-029 A1	10/25/2022	365,362.61	370,471.98	0.20
FHMS K-034 A1	2/25/2023	706,925.78	724,723.35	0.26
FHMS K-035 A1	3/25/2023	565,941.43	579,512.57	0.24
FHMS K-717 A2	9/25/2021	718,835.85	721,686.50	0.42
FHMS K-720 A2	6/25/2022	2,196,304.69	2,243,384.00	0.38
FHMS K-720 A2	6/25/2022	1,005,312.50	1,019,720.00	0.38
FHMS K-P05 A	7/25/2023	228,175.47	232,614.18	0.98
FHMS K-J27 A1	7/25/2024	973,405.66	1,002,729.23	0.44
FITAT 2019-1 A3	12/15/2023	439,903.72	446,186.84	0.85
FORDL 2019-A A3	5/15/2022	94,655.08	94,767.55	0.21
FORDO 2021-A A3	8/15/2025	859,927.50	859,286.20	0.33
GMCAR 2019-1 A3	11/16/2023	1,195,228.37	1,210,458.10	1.12
GMCAR 2020-3 A3	4/16/2025	899,794.08	902,304.00	0.33
GMCAR 2020-4 A3	8/18/2025	424,909.18	425,263.50	0.35
GMALT 2021-1 A3	2/20/2024	1,084,888.90	1,084,359.85	0.29
GMALT 2019-3 A3	6/20/2022	477,527.20	479,480.65	0.87
HDMOT 2020-A A3	10/15/2024	874,809.16	887,731.25	0.52
HAROT 2018-4 A3	1/15/2023	501,489.99	507,648.96	0.69
HAROT 2018-3 A3	8/22/2022	409,029.42	412,051.42	0.76
HALST 2021-A A3	1/16/2024	494,938.22	495,242.55	0.30
HART 2019-A A3	6/15/2023	305,313.74	309,088.40	0.66
HART 2021-A A3	9/15/2025	869,908.48	870,017.40	0.38
KCOT 211 A3	8/15/2025	914,812.79	915,000.00	0.62
MBALT 2020-B A3	11/15/2023	259,986.82	260,291.20	0.33
MBART 2020-1 A3	2/18/2025	624,951.19	627,168.75	0.35
MBART 2018-1 A3	1/15/2023	442,664.60	445,997.29	0.96
NALT 2019-B A3	7/15/2022	345,523.99	347,050.19	0.61
NAROT 2018-C A3	6/15/2023	522,671.83	530,540.38	0.87
NAROT 2020-B A3	7/15/2024	1,149,968.49	1,154,209.00	0.30
NAROT 2018-B A3	3/15/2023	649,649.95	656,895.34	0.89
NAROT 2019-C A3	7/15/2024	899,952.48	914,643.00	0.63
NAROT 2019-A A3	10/16/2023	1,674,639.00	1,698,642.72	1.03
NALT 2019-A A3	3/15/2022	68,279.18	68,523.13	0.03
TAOT 2018-D A3	3/15/2023	546,182.41	552,888.96	0.78
TAOT 2018-B A3	9/15/2022	369,344.19	371,536.25	0.70
TAOT 2019-C A3	9/15/2023	1,099,990.98	1,111,517.00	0.57
VZOT 2020-B A	2/20/2025	799,832.00	803,064.00	0.23
VZOT 2019-C A1A	4/22/2024	1,424,890.13	1,448,484.00	0.27
VZOT 2020-A A1A	7/22/2024	999,882.90	1,019,480.00	0.24
VWALT 2019-A A3	11/21/2022	899,985.78	908,253.00	0.38
VALET 2018-2 A3	4/20/2023	1,090,846.52	1,103,983.05	0.68
WOART 2020-B A3	5/15/2025	999,921.60	1,004,740.00	0.38
BMWLT 2021-1 A4	7/25/2024	1,349,946.41	1,348,609.50	0.42
COPAR 2020-1 A3	11/15/2024	2,129,547.16	2,163,164.10	0.62
CARMX 2021-2 A3	2/17/2026	3,349,278.08	3,350,871.00	0.51
DRIVE 2020-2 A3	5/15/2024	629,975.93	632,003.40	0.43
DRIVE 2021-1 A3	11/15/2024	1,299,923.56	1,301,209.00	0.38
FNA 2011-M5 A2	7/25/2021	149,197.33	143,120.88	-0.05
FHMS K-020 A2	5/25/2022	2,714,871.09	2,746,980.00	0.30
FHMS K-SMC A2	1/25/2023	1,483,888.67	1,548,184.50	0.26
FHMS K-SMC A2	1/25/2023	2,030,198.44	2,119,662.00	0.26
FHMS K-SMC A2	1/25/2023	410,500.00	415,620.00	0.26
FHMS K-717 A2	9/25/2021	1,496,950.40	1,488,478.41	0.42
FHMS K-724 A1	3/25/2023	903,760.03	922,165.61	0.46
FHMS K-J33 A1	12/25/2025	1,443,401.16	1,436,201.24	0.59
FHMS K-727 A2	7/25/2024	4,493,337.89	4,440,758.10	0.73
FHMS K-J23 A2	12/25/2022	1,231,739.33	1,236,487.14	1.06
FHMS K-J30 A1	1/25/2025	1,582,604.82	1,578,709.96	0.60
GMCAR 212 A3	4/16/2026	649,942.87	651,085.50	0.46
HDMOT 2019-A A3	2/15/2024	3,129,398.43	3,163,346.90	0.64
HAROT 2019-3 A3	8/15/2023	1,809,984.98	1,830,181.50	0.53
JDOT 2019 A3	7/17/2023	1,161,436.23	1,176,958.29	0.55
JDOT 2020 A3	8/15/2024	2,799,828.92	2,823,716.00	0.55
MBALT 2020-A A3	12/15/2022	1,029,864.25	1,039,733.50	0.51
SDART 2020-3	7/15/2024	2,469,763.87	2,473,532.10	0.37
SDART 2021-1 A3	9/16/2024	2,949,875.51	2,949,705.00	0.33
TAOT 2018-A A3	5/16/2022	0.00	0.00	0.34
TAOT 2019-C A3	9/15/2023	1,829,984.99	1,849,160.10	0.57
VWALT 2019-A A3	11/21/2022	849,986.52	857,794.50	0.38
BMWLT 2019-1 A4	8/22/2022	4,179,346.35	4,136,388.23	0.44
CNH 2020-A A2	7/17/2023	358,864.35	359,705.68	0.45
CARMX 2019-3 A2A	12/15/2022	0.01	0.01	0.55
CARMX 2020-1 A3	12/16/2024	1,024,798.90	1,048,739.00	0.55
CARMX 2020-1 A4	6/16/2025	4,262,480.39	4,249,490.34	0.83
FH G12952	12/1/2022	84,084.37	83,219.65	0.81
FNA 2012-M9 A2	4/25/2022	259,955.05	261,518.78	0.42
FNA 2012-M9 A2	4/25/2022	53,564.41	53,888.72	0.42
FNA 2012-M17 A2	11/25/2022	371,758.78	394,103.53	0.14

**Orange County Transportation Authority
Portfolio Listing
As of April 30, 2021**

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
FNR 2013-136 CV	6/25/2023	149,364.61	146,460.79	-0.02
FHR 3806 L	2/15/2026	302,029.61	302,860.76	0.26
FHMS K-015 A2	7/25/2021	345,893.58	346,298.62	0.30
FHMS K-015 A2	7/25/2021	94,603.08	93,234.24	0.30
FHMS 2011-K016 A2	10/25/2021	2,064,413.73	2,085,437.98	0.29
FHMS 2011-K016 A2	10/25/2021	595,898.09	590,646.92	0.29
FHMS K-020 A2	5/25/2022	487,851.56	508,700.00	0.30
FHMS K-020 A2	5/25/2022	97,562.50	101,740.00	0.30
FHMS K-020 A2	5/25/2022	194,437.50	203,480.00	0.30
FHMS K-021 A2	6/25/2022	979,257.81	1,019,390.00	0.34
FHMS K-023 A1	4/25/2022	30,031.47	31,079.42	0.28
FHMS K-023 A1	4/25/2022	146,864.30	149,958.21	0.28
FHMS K-025 A1	4/25/2022	88,450.52	89,665.77	0.25
FHMS K-025 A2	10/25/2022	500,603.91	505,170.40	0.31
FHMS K-025 A2	10/25/2022	3,611,499.61	3,644,443.60	0.31
FHMS K-S01 A2	1/25/2023	202,159.20	212,275.49	0.42
FHMS K-027 A1	9/25/2022	31,726.58	32,851.90	0.25
FHMS K-027 A2	1/25/2023	2,101,558.59	2,172,513.00	0.34
FHMS K-027 A2	1/25/2023	1,875,366.21	1,939,743.75	0.34
FHR 4285 BA	12/15/2023	510,291.01	509,693.70	0.57
FHMS K-041 A1	8/25/2024	1,917,967.27	1,906,967.45	0.33
FHMS K-046 A1	1/25/2025	641,923.92	641,502.02	0.22
FHMS K-047 A1	12/25/2024	717,894.34	733,542.03	0.29
FHMS K-050 A1	1/25/2025	2,777,855.25	2,765,156.95	0.20
FN AM0359	8/1/2022	2,657,137.61	2,672,945.87	0.94
FN AM1999	7/1/2021	2,163,568.16	2,223,411.35	1.44
FN AN0429	1/1/2025	988,238.91	979,044.30	0.80
FNR 0338C MP	5/25/2023	173,506.49	173,203.16	0.66
FNR 0338C MP	5/25/2023	190,982.92	190,191.37	0.66
FNR 0333J LB	5/25/2023	108,029.04	107,710.81	1.09
FNR 0364L HQ	7/25/2023	117,002.57	117,453.95	0.64
FHR 2666 OD	8/15/2023	107,973.98	108,497.88	0.56
FHR 2666 OD	8/15/2023	112,339.48	112,697.80	0.56
FHR 2756 KA	2/15/2024	435,980.48	431,561.99	1.01
FNR 2008-45 DB	6/25/2023	150,321.02	150,191.91	0.47
FN BM6007	5/1/2023	433,826.27	426,658.68	1.01
FORDF 2017-3 A	9/15/2022	776,132.81	772,222.50	0.32
FORDF 2019-2 B	4/15/2024	1,831,369.92	1,830,948.30	0.83
FORDF 2020-1 A1	9/15/2025	1,007,617.19	1,004,620.00	0.50
GMALT 2020-2 B	7/22/2024	4,078,992.65	4,158,132.00	0.51
MMAF 20B A3	8/14/2025	3,469,950.38	3,466,009.50	0.55
MMAF 20A A2	4/9/2024	1,598,436.64	1,605,331.34	0.12
PFSFC 2019-A A2	4/15/2024	517,893.52	514,719.90	0.42
PFSFC 20B A	6/17/2024	1,564,789.51	1,578,865.90	0.42
PFSFC 20E A	10/15/2025	302,156.25	302,388.00	0.67
PFSFC 20E A	10/15/2025	1,007,421.87	1,007,960.00	0.67
SCART 20A A	10/15/2024	1,664,439.89	1,677,359.93	0.63
TFET 191 A3	4/24/2023	1,974,661.88	1,996,428.75	0.43
HAROT 2020-1 A3	4/22/2024	2,939,423.76	2,985,893.40	0.54
HAROT 2019-3 A3	8/15/2023	2,764,977.05	2,795,829.75	0.53
HART 2021-A A3	9/15/2025	1,759,814.85	1,760,035.20	0.38
JDOT 2019-B A3	12/15/2023	1,203,207.47	1,220,335.52	0.38
JDOT 2020 A3	8/15/2024	2,124,870.16	2,142,998.75	0.55
MBALT 2020-A A3	12/15/2022	1,409,814.16	1,423,324.50	0.51
NAROT 2019-C A3	7/15/2024	2,954,843.98	3,003,077.85	0.63
TAOT 2020-D A3	1/15/2025	1,689,685.15	1,689,983.10	0.35
TAOT 2021-A A3	5/15/2025	3,699,313.28	3,696,411.00	0.30
SUB-TOTAL		179,229,903.25	180,820,697.23	

Municipal Debt

CALIFORNIA EARTHQUAKE AUTH REV	7/1/2022	815,000.00	824,527.35	0.33
CALIFORNIA ST DEPT WTR RES CENT VY PROJ REV	12/1/2022	625,000.00	625,981.25	0.25
CALIFORNIA ST DEPT WTR RES CENT VY PROJ REV	12/1/2023	230,000.00	229,960.90	0.42
CALIFORNIA ST UNIV REV	11/1/2023	1,000,000.00	1,000,960.00	0.44
CONNECTICUT ST	7/1/2023	226,343.25	232,672.50	0.42
FLORIDA ST BRD ADMIN FIN CORP REV	7/1/2025	1,025,000.00	1,034,542.75	1.03
LOS ANGELES CALIF CMNTY COLLEGE DIST	8/1/2023	760,000.00	761,178.00	0.38
MARYLAND ST	8/1/2023	2,125,000.00	2,131,906.25	0.27
MISSISSIPPI ST	11/1/2023	925,000.00	926,970.25	0.34
NEW JERSEY ST TPK AUTH TPK REV	1/1/2025	850,000.00	849,643.00	0.91
NEW YORK ST URBAN DEV CORP REV	3/15/2023	915,000.00	915,549.00	0.45
NEW YORK ST URBAN DEV CORP REV	3/15/2024	2,790,000.00	2,789,553.60	0.63
PORT AUTH N Y & N J	7/1/2023	1,125,000.00	1,142,516.25	0.37
PORT AUTH N Y & N J	7/1/2023	1,101,416.70	1,112,049.15	0.37
ALAMEDA CNTY CALIF JT PWRS AUTH LEASE REV	6/1/2022	1,275,187.50	1,286,975.00	0.27
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2023	3,700,000.00	3,822,174.00	0.45
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2022	1,534,485.00	1,524,195.00	0.37
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2023	790,000.00	815,611.80	0.53
CALIFORNIA EARTHQUAKE AUTH REV	7/1/2023	365,000.00	373,110.30	0.45
CALIFORNIA ST	3/1/2022	901,032.00	869,599.50	0.18
CALIFORNIA ST PUB WKS BRD LEASE REV	12/1/2021	597,068.67	576,631.30	0.49
CALIFORNIA ST PUB WKS BRD LEASE REV	12/1/2021	333,842.71	334,446.10	0.49
CALIFORNIA ST UNIV REV	11/1/2023	1,090,000.00	1,091,046.40	0.44
CALIFORNIA STATEWIDE CMNTYS DEV AUTH REV	2/1/2023	875,000.00	872,777.50	0.49
CONTRA COSTA CALIF CMNTY COLLEGE DIST	8/1/2021	1,000,000.00	1,003,710.00	0.23
LOS ALTOS CALIF SCH DIST	8/1/2023	2,790,000.00	2,801,076.30	-2.44
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2025	1,600,000.00	1,585,120.00	1.16
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2022	1,019,560.00	1,036,770.00	0.53
MASSACHUSETTS (COMMONWEALTH OF)	5/1/2022	1,186,968.00	1,168,203.60	0.16
OAKLAND-ALAMEDA CNTY CALIF COLISEUM AUTH LEASE REV	2/1/2023	1,058,440.00	1,048,140.00	0.58
PALM DESERT CALIF REDEV AGY SUCCESSOR AGY TAX ALLO	10/1/2022	1,114,074.90	1,127,817.15	0.63
RANCHO SANTIAGO CALIF CMNTY COLLEGE DIST	9/1/2024	1,410,000.00	1,405,713.60	0.73
RIVERSIDE CALIF UNI SCH DIST	2/1/2022	750,000.00	758,625.00	0.27
RIVERSIDE CNTY CALIF PENSION OBLIG	2/15/2023	1,375,000.00	1,418,188.75	0.60
SACRAMENTO CNTY CALIF SANTN DIST FING AUTH REV	12/1/2023	1,500,000.00	1,506,435.00	0.59
SAN BERNARDINO CALIF CMNTY COLLEGE DIST	8/1/2024	890,000.00	899,843.40	0.60
SAN DIEGO CALIF CMNTY COLLEGE DIST	8/1/2021	1,285,000.00	1,290,525.50	0.23
SAN DIEGO CALIF PUB FACS FING AUTH LEASE REV	10/15/2021	1,325,000.00	1,340,582.00	0.42
SAN FRANCISCO CALIF CITY & CNTY PUB UTILS COMMN WT	11/1/2022	630,000.00	645,838.20	0.27
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	5/1/2021	2,800,000.00	2,800,000.00	2.89
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	5/1/2022	2,350,000.00	2,416,387.50	0.22
SANTA BARBARA CNTY CALIF SOLID WASTE SYS REV CTFS	12/1/2021	375,000.00	381,206.25	0.47
SEMITROPIC IMPT DIST SEMITROPIC WTR STORAGE DIST C	12/1/2022	1,637,622.60	1,623,228.80	0.43
SOUTHERN CALIF PUB PWR AUTH PWR PROJ REV	7/1/2023	2,735,000.00	2,739,458.05	0.45
UNIV CALIF REGTS MED CTR POOLED REV	5/15/2022	1,577,512.50	1,575,683.50	0.29
UNIVERSITY CALIF REVS	5/15/2021	860,000.00	860,524.60	0.64
UNIVERSITY CALIF REVS	5/15/2022	1,926,739.20	1,981,401.60	0.21
UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	8/1/2022	2,460,000.00	2,468,929.80	0.24
VALLEJO CALIF WTR REV	5/1/2023	840,000.00	852,482.40	0.72
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2022	2,865,000.00	2,911,212.45	0.37

Orange County Transportation Authority
Portfolio Listing
As of April 30, 2021

DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2022	1,105,500.00	1,117,743.00	0.37
CALIFORNIA HEALTH FACS FING AUTH REV	6/1/2021	2,140,000.00	2,142,846.20	0.35
CALIFORNIA ST	4/1/2024	3,239,373.40	3,310,698.60	0.47
CALIFORNIA ST DEPT WTR RES CENT VY PROJ REV	12/1/2024	2,120,000.00	2,113,470.40	0.65
CHAFFEY CMNTY COLLEGE DIST CALIF	6/1/2022	715,000.00	724,716.85	0.35
CONTRA COSTA CALIF CMNTY COLLEGE DIST	8/1/2022	1,000,000.00	1,016,710.00	0.31
COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	1/12/2024	4,332,008.85	4,321,691.55	0.49
EL CAJON CALIF	4/1/2023	610,000.00	609,939.00	0.65
EL CAJON CALIF	4/1/2024	540,000.00	538,342.20	1.03
EL DORADO CALIF IRR DIST REV	3/1/2023	720,000.00	725,479.20	0.45
EL DORADO CALIF IRR DIST REV	3/1/2024	720,000.00	728,294.40	0.67
HAWAII ST ARPTS SYS CUSTOMER FAC CHARGE REV	7/1/2022	715,000.00	725,002.85	0.62
HAWAII ST ARPTS SYS CUSTOMER FAC CHARGE REV	7/1/2024	715,000.00	737,851.40	0.98
LOS ANGELES CALIF DEPT ARPTS ARPT REV	5/15/2021	1,006,380.00	1,000,620.00	0.80
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2022	1,620,000.00	1,615,431.60	0.51
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2022	900,000.00	900,081.00	0.51
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2023	720,000.00	719,712.00	0.67
LOS ANGELES CNTY CALIF PUB WKS FING AUTH LEASE REV	12/1/2021	1,537,050.00	1,525,020.00	0.33
MASSACHUSETTS ST SCH BLDG AUTH DEDICATED SALES TAX	10/15/2022	1,800,000.00	1,844,676.00	0.26
MASSACHUSETTS ST WTR RES AUTH IAM COMPL PAPER NTS 3	8/1/2023	2,365,000.00	2,441,389.50	0.33
MISSISSIPPI ST	11/1/2023	4,540,000.00	4,549,670.20	0.34
OHIO ST SPL OBLIG	10/1/2023	1,180,000.00	1,184,295.20	0.41
OHLINE CALIF CMNTY COLLEGE DIST	8/1/2022	800,000.00	814,904.00	0.21
PASADENA CALIF PUB FING AUTH LEASE REV	12/1/2021	400,000.00	406,520.00	0.45
PENNSYLVANIA ST TPK COMMN TPK REV	12/1/2021	876,767.50	884,992.50	0.32
RANCHO SANTIAGO CALIF CMNTY COLLEGE DIST	9/1/2023	865,000.00	863,737.10	0.48
RHODE IS ST TPK & BRDG AUTH TOLL REV	12/1/2021	480,000.00	484,651.20	0.47
RHODE IS ST TPK & BRDG AUTH TOLL REV	12/1/2022	400,000.00	409,836.00	0.60
RIVERSIDE CNTY CALIF PENSION OBLIG	2/15/2022	2,420,000.00	2,453,371.80	0.52
SAN DIEGO CALIF CMNTY COLLEGE DIST	8/1/2022	1,500,000.00	1,531,860.00	0.24
SAN DIEGO CNTY CALIF WTR AUTH WTR REV	5/1/2024	1,440,000.00	1,444,766.40	0.48
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	5/1/2022	2,138,837.50	2,183,101.20	0.48
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	5/1/2023	1,635,140.00	1,692,270.60	0.73
SAN JOSE EVERGREEN CALIF CMNTY COLLEGE DIST	9/1/2021	290,000.00	290,449.50	0.14
SAN JOSE EVERGREEN CALIF CMNTY COLLEGE DIST	9/1/2022	430,000.00	432,829.40	0.21
SAN JOSE EVERGREEN CALIF CMNTY COLLEGE DIST	9/1/2023	430,000.00	431,419.00	0.36
UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	8/1/2023	2,590,000.00	2,604,737.10	0.43
UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	8/1/2024	2,625,000.00	2,642,666.25	0.62
UTAH HSG CORP SINGLE FAMILY MTG REV	1/1/2022	1,300,000.00	1,312,636.00	0.64
UTAH HSG CORP SINGLE FAMILY MTG REV	7/1/2022	545,000.00	553,812.65	0.76
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2022	560,000.00	563,483.20	0.43
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2023	720,000.00	728,748.00	0.56
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2023	722,793.60	728,748.00	0.56
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2023	728,517.60	728,748.00	0.56
NEW YORK ST	2/15/2024	3,000,000.00	3,134,250.00	0.40
SUB-TOTAL		126,572,661.49	127,707,899.66	
<i>Variable & Floating Rate</i>				
BANK OF AMERICA CORP	3/5/2024	1,064,260.00	1,053,360.00	0.64
BANK OF AMERICA CORP	5/19/2024	1,425,000.00	1,448,897.25	0.66
BANK OF AMERICA CORP	4/22/2025	850,000.00	851,895.50	0.85
CARMX 2020-3 A3	3/17/2025	774,867.17	778,371.25	0.39
CITIGROUP INC	10/30/2024	2,500,000.00	2,502,775.00	0.79
CITIGROUP INC	11/4/2022	599,999.91	312,858.20	0.50
GMALT 2020-3 A3	8/21/2023	624,940.13	626,406.25	0.28
GMCAR 2021-1 A3	10/16/2025	369,941.10	370,033.30	0.35
GOLDMAN SACHS GROUP INC	11/17/2023	1,675,000.00	1,676,993.25	0.55
JPMORGAN CHASE & CO	6/1/2024	1,575,000.00	1,605,066.75	0.91
JPMORGAN CHASE & CO	9/16/2024	300,000.00	300,447.00	0.68
JPMORGAN CHASE & CO	2/16/2025	815,000.00	810,069.25	0.73
JPMORGAN CHASE & CO	3/16/2024	1,000,000.00	1,003,340.00	0.58
MORGAN STANLEY	1/25/2024	1,535,000.00	1,533,971.55	0.53
MORGAN STANLEY	4/5/2024	250,000.00	250,580.00	0.61
NALT 2020-B A3	10/16/2023	424,956.27	425,718.25	0.32
TLOT-21A-A3	4/20/2024	1,084,873.38	1,085,000.00	0.00
BANK OF AMERICA CORP	10/24/2024	2,155,000.00	2,158,814.35	0.74
BANK OF AMERICA CORP	4/22/2025	1,745,000.00	1,748,891.35	0.85
CITIGROUP INC	10/30/2024	2,065,000.00	2,067,292.15	0.79
CITIBANK NA	5/20/2022	298,510.50	295,345.15	0.78
CITIBANK NA	5/20/2022	1,319,576.85	1,306,526.85	0.78
FNA 2014-M8 A2	6/25/2024	2,052,518.63	2,020,146.21	0.53
FNA 2018-M5 A2	9/25/2021	95,976.18	94,440.31	1.08
FHMS K-029 A2	2/25/2023	1,078,080.08	1,081,149.80	0.29
FHMS K-029 A2	2/25/2023	1,716,426.56	1,721,442.40	0.29
FHMS K-029 A2	2/25/2023	820,581.64	829,231.40	0.29
FHMS K-029 A2	2/25/2023	1,797,539.45	1,773,925.40	0.29
FHMS K-031 A2	4/25/2023	3,771,482.81	3,731,761.80	0.37
FHMS K-032 A2	5/25/2023	3,805,596.09	3,953,254.80	0.38
FHMS K-033 A2	7/25/2023	3,809,798.44	3,825,874.80	0.39
FHMS K-05 A	7/25/2024	1,143,213.25	1,145,191.00	0.27
FIRST REPUBLIC BANK	2/12/2024	500,000.00	512,155.00	0.54
GOLDMAN SACHS GROUP INC	6/5/2023	2,177,282.40	2,175,480.40	0.51
GOLDMAN SACHS GROUP INC	3/8/2024	2,115,000.00	2,117,749.50	0.60
GOLDMAN SACHS GROUP INC	10/31/2022	1,573,456.50	1,579,331.25	0.42
JPMORGAN CHASE & CO	9/16/2024	1,160,000.00	1,161,728.40	0.68
JPMORGAN CHASE & CO	2/16/2025	915,000.00	909,464.25	0.73
JPMORGAN CHASE & CO	3/16/2024	2,110,000.00	2,117,047.40	0.58
JDOT 2021 A3	9/15/2025	2,349,548.33	2,344,548.00	0.46
KEYBANK NA	1/3/2024	1,450,000.00	1,453,059.50	0.30
MORGAN STANLEY	10/21/2025	615,000.00	614,077.50	0.87
MORGAN STANLEY	11/10/2023	1,160,000.00	1,161,252.80	0.48
MORGAN STANLEY	1/25/2024	1,840,000.00	1,838,767.20	0.53
MORGAN STANLEY	4/5/2024	875,000.00	877,030.00	0.61
PNC BANK NA	12/9/2022	1,640,000.00	1,656,744.40	0.35
WELLS FARGO BANK NA	9/9/2022	1,990,000.00	2,002,397.70	0.34
BMW US CAPITAL LLC	4/1/2024	2,410,000.00	2,423,206.80	0.35
BANK OF AMERICA CORP	12/20/2023	2,879,411.20	2,848,175.20	0.58
BANK OF AMERICA CORP	10/24/2024	2,256,637.50	2,253,982.50	0.74
BANK OF AMERICA CORP	10/24/2024	802,424.00	801,416.00	0.74
FNA 2014-M6 A2	5/25/2021	21,098.46	21,371.52	0.96
FN AL3382	3/1/2023	727,610.27	734,157.86	0.87
GOLDMAN SACHS GROUP INC	11/17/2023	3,560,000.00	3,564,236.40	0.55
GOLDMAN SACHS GROUP INC	11/17/2023	3,604,680.00	3,604,284.00	0.55
JPMORGAN CHASE & CO	12/5/2024	964,932.50	947,362.50	0.80
JPMORGAN CHASE & CO	12/5/2024	3,132,832.40	3,074,868.00	0.80
JPMORGAN CHASE & CO	12/5/2024	3,961,872.00	3,897,720.00	0.80
KEYBANK NA	2/1/2022	4,180,000.00	4,197,556.00	0.30
MORGAN STANLEY	11/10/2023	5,725,000.00	5,731,183.00	0.48
MORGAN STANLEY	11/10/2023	1,801,008.00	1,801,944.00	0.48
PNC BANK NA	2/24/2023	4,045,000.00	4,052,281.00	0.30

**Orange County Transportation Authority
Portfolio Listing
As of April 30, 2021**

DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
STATE STREET CORP	3/30/2023	1,750,000.00	1,789,672.50	0.35
WELLS FARGO & CO	6/2/2024	6,140,580.00	6,133,800.00	0.58
JDOT 2021 A3	9/15/2025	1,454,720.35	1,451,624.40	0.46
TLOT-21A-A3	4/20/2024	2,344,726.34	2,345,000.00	0.00
SUB-TOTAL		118,775,958.69	118,583,745.56	
<i>Supranationals</i>				
INTER-AMERICAN DEVELOPMENT BANK	5/24/2023	2,599,116.00	2,614,066.00	0.24
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	11/24/2023	2,644,302.50	2,645,097.50	0.32
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	4/20/2023	2,859,069.45	2,859,499.20	0.22
INTER-AMERICAN DEVELOPMENT BANK	4/14/2022	1,934,593.40	1,959,413.20	0.15
INTER-AMERICAN DEVELOPMENT BANK	4/14/2022	1,177,726.00	1,192,907.00	0.15
INTER-AMERICAN DEVELOPMENT BANK	4/14/2022	811,863.00	822,344.40	0.15
INTER-AMERICAN DEVELOPMENT BANK	9/14/2022	10,484,250.00	10,725,540.00	0.18
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	3/19/2024	5,349,700.00	5,300,150.00	0.41
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	11/24/2023	3,043,442.50	3,044,357.50	0.32
SUB-TOTAL		30,904,062.85	31,163,374.80	
SHORT-TERM PORTFOLIO - TOTAL		\$ 1,629,950,316.62	\$ 1,633,628,101.03	
BOND PROCEEDS PORTFOLIO				
<i>GUARANTEED INVESTMENT CONTRACT (GIC)</i>				
BNY MELLON-MONEY MARKET FUND	N/A	171,153,283.76	171,153,283.76	0.06%
BOND PROCEEDS PORTFOLIO-TOTAL		\$ 171,153,283.76	\$ 171,153,283.76	
DEBT SERVICE RESERVE FUNDS				
DESCRIPTION	MATURITY DATE	BOOK VALUE	REQUIRED AMOUNT	YIELD
<i>91 EXPRESS LANES 2013 BONDS</i>	2030		10,799,437.46	
US BANK COMMERCIAL PAPER	7/6/2021	11,490,414.08		0.09%
FIRST AMERICAN TREAS OBLIGATIONS	N/A	67.59		0.01%
<i>91 EXPRESS LANES 2013 BONDS - OPERATING & MAINTENANCE RESERVES</i>			13,000,000.00	
BANK DEPOSITS	N/A	218,920.72		
OPERATING RESERVE	7/13/2021	3,098,667.86		0.13%
MAINTENANCE RESERVE	7/13/2021	10,495,487.92		0.13%
DEBT SERVICE RESERVE FUNDS - TOTAL		\$ 25,303,558.17		
TOTAL PORTFOLIO				
		Book Value	Market Value	
		\$ 1,993,085,001.67	\$ 1,996,762,786.08	



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Annual Update to Investment Policy

Finance and Administration Committee Meeting of June 9, 2021

Present: Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones, and Muller

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendations

- A. Adopt the Fiscal Year 2021-22 Investment Policy July 1, 2021.
- B. Authorize the Treasurer, Chief Financial Officer, Andrew Oftelie, to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2021-22.



June 9, 2021

To: Finance and Administration Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Annual Update to Investment Policy

Overview

The Treasurer is presenting the Orange County Transportation Authority's Proposed Fiscal Year 2021-22 Investment Policy. As recommended under California Government Code Section 53646(a)(2), the Orange County Transportation Authority is submitting its proposed investment policy to be reviewed at a public meeting. Furthermore, the governing body of a local agency is required to annually renew the delegation of authority for the Treasurer to invest, reinvest, purchase, exchange, sell, or manage public funds for a period of one year.

Recommendations

- A. Adopt the Fiscal Year 2021-22 Investment Policy July 1, 2021.
- B. Authorize the Treasurer, Chief Financial Officer Andrew Oftelie, to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2021-22.

Background

The Investment Policy (Policy) sets forth the guidelines for all Orange County Transportation Authority (OCTA) investments that must conform to the California Government Code (Code). The main objectives of the Policy continue to be the preservation of capital, liquidity, diversification, and a market average rate of return through economic cycles.

The Policy is reviewed, updated and approved by the Board of Directors (Board) at least annually. However, relevant changes to the Code may warrant amendments to the Policy throughout the year.

Discussion

The Proposed Fiscal Year 2021-22 Policy is being submitted for review and adoption by the Board. OCTA's four investment managers performed an objective evaluation of the policy as it relates to effectiveness and risk. Based on their feedback, staff is recommending changes be made to the policy.

Historically, OCTA's Policy has been more conservative than the Code and, despite the recommended changes, will remain more conservative than the Code in most areas. Staff believes that the current structure and recommendations are a good match for the risk tolerance of OCTA, while providing sufficient latitude to navigate the fixed-income market.

The proposed changes to the Policy, consisting of changes to align requirements to the Code, can be found in Attachment A. The attachment describes the current policy, recommended change, rationale for the recommended change, and the source of the recommended change.

A high-level summary of the recommended changes and the source of the recommendations are as follows:

- Adjust Credit Rating Action language to allow Investment Managers the discretion to trade a security that has been placed on Negative Credit Watch or Downgraded, but is still within OCTA's Investment Policy limits (investment managers)
- Increase Commercial Paper limit to reflect Code changes as of January 1, 2021, to 40 percent, with a ten percent maximum in a single issuer (investment manager and OCTA)
- Adjust Mortgage and Asset-Backed Security limit to a 20 percent mix between both security types (investment manager and OCTA)

The Proposed Fiscal Year 2021-22 Policy can be found in Attachment B, and as reference, a black line copy of the Policy (reflecting all proposed changes, including minor adjustments) can be found in Attachment C.

Next Steps

If the Board approves the Proposed Fiscal Year 2021-22 Policy, a copy of the final Policy will be provided to each portfolio manager. Each portfolio manager will be required to acknowledge receipt and understanding of the Investment Policy changes.

Summary

California Government Code Section 53646(a)(2) recommends that local agencies annually review their Investment Policy at a public meeting. The Treasurer is submitting the Orange County Transportation Authority's Proposed Fiscal Year 2021-22 Investment Policy for approval by the Board of Directors. Further, the Orange County Transportation Authority requests approval by the Board of Directors, authorizing the Treasurer, for a period of one year, to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2021-22.

Attachments

- A. Proposed Primary Changes to Investment Policy
- B. Orange County Transportation Authority's Proposed Fiscal Year 2021-22 Investment Policy, July 1, 2021
- C. Black-line Copy of Orange County Transportation Authority's Proposed Fiscal Year 2021-22 Investment Policy, July 1, 2021

Prepared by:

Robert Davis
Department Manager
Treasury/Public Finance
714-560-5675

Approved by:

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

Proposed Primary Changes to Investment Policy

Section of Investment Policy	Page	Current Policy	Recommendation	Rationale	Recommended By
Credit Rating Actions	8	Investment managers must inform and receive approval from OCTA to retain or sell a security once it has been placed on Negative Credit Watch or Downgraded within OCTA's Investment Policy limits as well as outside of the Investment Policy limits.	Provide the investment manager discretion to retain or sell a security that has been placed on Negative Credit Watch or Downgraded but is still within OCTA's Investment Policy requirements. The investment manager must still inform OCTA of the credit watch placement or Downgrade along with providing rationale of the hold or sell.	Gives the investment manager discretion to conduct investment activities at their discretion for securities that remain within OCTA's Investment Policy requirements.	Investment Manager
Authorized Investments, Issuer Concentration & Maturity Restrictions Commercial Paper	9	25%, 10% of a single issuer	40%, 10% of a single issuer	As of January 1, 2021, the California Government Code (CA Code) allows for agencies with funds greater than \$100,000,000 to invest 40% of their portfolio into Commercial Paper given the safe and conservative nature of this security type.	Investment Manager and OCTA
Authorized Investments, Issuer Concentration & Maturity Restrictions Mortgage Pass – Through and Asset-Backed Securities	10	20%, no more than 10% in Asset-Backed Securities (ABS), no more than 5% in any single issuer	20%	To align with the Government Code. Allows additional flexibility within structured investment types. ABS are less sensitive to prepayments, removing the 10% limitation assists the investment manager with stabilizing the average life of the portfolio over time.	Investment Manager and OCTA

OCTA - Orange County Transportation Authority

**Orange County Transportation Authority
Proposed Fiscal Year 2021-22 Investment Policy
July 1, 2021**

1. PURPOSE

This Investment Policy sets forth the investment guidelines for all funds of the Orange County Transportation Authority (OCTA). The objective of this Investment Policy is to ensure OCTA's funds are prudently invested to preserve capital, provide necessary liquidity and to achieve a market-average rate of return through economic cycles.

Investments may only be made as authorized by this Investment Policy. The OCTA Investment Policy conforms to the California Government Code (the Code) as well as customary standards of prudent investment management. Irrespective of these policy provisions, should the provisions of the Code be or become more restrictive than those contained herein, such provisions will be considered immediately incorporated into the Investment Policy and adhered to.

2. SCOPE

The policy applies to the investment of all funds, excluding the investment of employees' retirement funds, separate trusts, Environmental Mitigation Program Endowment Fund and funds invested separately under Bond Indenture Agreements (Bond Agreements). Bond Funds and Accounts (Bond Funds) shall be invested in the securities permitted by the applicable Bond Agreements. If the Bond Agreements are silent as to the permitted investments, the Bond Funds will be invested in the securities permitted by this Policy. Notwithstanding the other provisions of this Policy, the percentage limitations listed elsewhere in this Policy do not apply to Bond Funds.

3. INVESTMENT OBJECTIVES

The primary objectives, in priority order, of investment activities shall be:

- a. **Safety of Principal** -- Safety of principal is the foremost objective of the OCTA. Each investment transaction shall seek to ensure that capital losses are avoided, whether from institutional default, broker-dealer default, or erosion of market value of the securities.
- b. **Liquidity** -- It is important that the portfolio contain investments for which there is an active secondary market, and which offer the flexibility to be easily sold at any time with minimal risk of loss of either the principal or interest based upon then prevailing rates.
- c. **Total Return** -- The OCTA's portfolio shall be designed to attain a market-average rate of return through economic cycles.
- d. **Diversification** -- Finally, the OCTA shall diversify its portfolio(s) to avoid incurring unreasonable market risks.

4. PRUDENCE

OCTA's Board of Directors or persons authorized to make investment decisions on behalf of OCTA are trustees and fiduciaries subject to the prudent investor standard.

The standard of prudence to be used by investment officials shall be the "prudent investor" standard as defined in the Code below and shall be applied in the context of managing an overall portfolio. OCTA's investment professionals acting in accordance with written procedures and the Investment Policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control developments.

The Prudent Investor Standard: When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including but not limited to, the general economic conditions and the anticipated needs of OCTA, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency.

5. ETHICS AND CONFLICTS OF INTEREST

OCTA's officers and employees involved in the investment process shall not participate in personal business activity that conflicts with the proper execution of OCTA's investment program, or which impairs their ability to make impartial investment decisions. OCTA's investment professionals and Treasury/Public Finance Department employees are not permitted to have any material financial interests in financial institutions that conduct business with OCTA, and they are not permitted to have any personal financial/investment holdings that have a material effect on the performance of OCTA's investments.

6. DELEGATION OF AUTHORITY

Authority to manage OCTA's investment program is derived from an order of the Board of Directors. Management responsibility for the investment program is hereby delegated to OCTA's Treasurer pursuant to Section 53607 of the Code. On an annual basis, the Board of Directors is required to renew the authority of OCTA's Treasurer to invest or reinvest OCTA funds. The Treasurer is hereby authorized to delegate his authority as he determines to be appropriate. No person may engage in an investment transaction except as provided under the terms of this Investment Policy and the procedures established by the Treasurer. The Treasurer shall be responsible for all actions undertaken and shall establish a system of controls to regulate the activities of subordinate professionals.

The Treasurer shall develop administrative procedures and internal control, consistent with this Investment Policy, for the operation of OCTA's investment program. Such procedures shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, or imprudent actions by employees of OCTA.

7. RESPONSIBILITIES

The Finance and Administration Committee of the OCTA Board of Directors, subject to the approval of the OCTA Board of Directors, is responsible for establishing the Investment Policy and ensuring investments are made in compliance with this Investment Policy. This Investment Policy shall be reviewed annually by the Board of Directors at a public meeting.

The Treasurer is responsible for making investments and for compliance with this policy pursuant to the delegation of authority to invest funds or to sell or exchange securities. Pursuant to Section 53607 of the Code, the Treasurer shall make a monthly report to the Board of Directors. The OCTA provides a monthly report to the Finance and Administration Committee and the Board of Directors in accordance with Section 53607 of the Code

The Treasurer is responsible for establishing a procedural manual for OCTA's investment program and for having an annual independent audit performed on OCTA's investments.

8. COMPLIANCE

The OCTA has provided each of its portfolio managers with a copy of this Investment Policy as a part of their contract and expects its portfolio managers to invest each portfolio they manage for OCTA in accordance with the provisions of the Investment Policy or the respective Bond Agreements as applicable. When diversification limits are exceeded by a portfolio manager, the Treasurer will document the situation and include a write-up in the monthly Debt and Investment Report to the Finance and Administration Committee and the Board of Directors.

The OCTA Treasurer is responsible for verifying each portfolio manager's compliance as well as OCTA's entire portfolio's compliance with the provisions of the Investment Policy.

If OCTA's Treasurer, in his sole discretion, finds that a portfolio manager has made an investment that does not comply with the provisions of the Investment Policy, the Treasurer shall immediately notify the portfolio manager of the compliance violation. At that point, the portfolio manager is on probation for a period of one year. The second time a violation occurs while the portfolio manager is on probation, the Finance and Administration Committee shall review the error and may request that the portfolio manager responsible for the compliance violation meet with the Chair of the Finance and Administration Committee and the Treasurer as soon as practical at which time it will be decided whether the Board of Directors will be notified of the violation.

If OCTA's Treasurer finds that the portfolio manager has made a third investment while on probation that does not comply with the provisions of the Investment Policy, the Treasurer shall notify the Board of Directors of the compliance violations. OCTA may terminate services for its convenience any time by providing at least 30 days written notice.

9. FINANCIAL BENCHMARKS

In order to establish a basis for evaluating investment results, the Authority uses two nationally recognized fixed income security performance benchmarks to evaluate return on investments.

The ICE/BAML 1-3-year Treasury Index and the ICE/BAML 1–3-year AAA-A U.S. Corporate and Government Index benchmarks are used for OCTA's short-term portfolios.

10. SAFEKEEPING AND CUSTODY

To protect against potential losses by collapse of individual securities dealers, all deliverable securities owned by OCTA, including collateral on repurchase agreements, shall be held in safekeeping by a third-party bank trust department acting as agent for OCTA under the terms of a custody agreement executed by the bank and by OCTA. All deliverable securities will be received and delivered using standard delivery-versus-payment procedures.

11. PERMITTED INVESTMENTS

Maturity and Term

All investments, unless otherwise specified, are subject to a maximum stated term of five years. Maturity shall mean the stated final maturity or the mandatory redemption date of the security, or the unconditional put option date if the security contains such a provision. Term or tenure shall mean the remaining time to maturity from the settlement date.

The Board of Directors must grant express written authority to make an investment or to establish an investment program of a longer term no less than three months prior to the investment

Eligible Instruments and Quality

OCTA policy is to invest only in high quality instruments as permitted by the Code, subject to the limitations of this Investment Policy. If an eligible security already contained in the Authority's portfolio is subsequently placed on "Negative Credit Watch" (Credit Watch) by any of the three Nationally Recognized Statistical Rating Organizations (NRSROs), or a purchase is made of a security already on "Negative Credit Watch" (Credit Watch) by any of the three NRSROs, which is permitted under this Investment Policy, then the security will be handled under the provisions of Credit Rating Actions. Percentage holding limits and credit quality minimums in this section are applicable at the time of purchase.

11-1. OCTA NOTES AND BONDS

Notes and bonds issued by OCTA, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency or authority of OCTA which may bear interest at a fixed or floating rate.

11-2. U.S. TREASURY OBLIGATIONS

United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.

11-3. FEDERAL AGENCY OR U.S. GOVERNMENT SPONSORED ENTERPRISES

Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or the U.S. government sponsored enterprises.

11-4. MUNICIPAL DEBT

Such instruments defined as being issued by a local or state agency, including:

- A. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state.
- B. Bonds, notes, warrants, or other evidence of indebtedness of a local agency within this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or local agency or by a department, board, agency or authority of the local agency.
- C. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California.
- D. Defeased state and local obligations (as defined in A, B, or C above) as long as the obligations have been legally defeased with State and Local Government Series (SLGS), U.S. Treasury, and U.S. Agency securities and such obligations mature or otherwise terminate within five years of the date of purchase.

11-5. BANKERS ACCEPTANCES

Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank.

11-6. COMMERCIAL PAPER

The entity that issues commercial paper shall meet the following conditions:

- A. be issued by corporations that have debt other than commercial paper, if any, that is rated in the ratings category of A or its equivalent or higher by two NRSROs
- B. be issued by corporations organized and operating within the United States and having total assets in excess of five hundred million dollars (\$500,000,000)
- C. may not purchase more than 10 percent of the outstanding paper of any single issuer.

11-7. NEGOTIABLE CERTIFICATES OF DEPOSIT

Negotiable Certificates of Deposit issued by a nationally or state-chartered bank or state, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federally licensed or state licensed branch of a foreign bank.

11-8. REPURCHASE AGREEMENTS

Repurchase agreements collateralized by U.S. Treasuries or Agency securities as defined in the Investment Policy with any registered broker-dealer subject to the Securities Investors Protection Act or any commercial banks insured by the FDIC provided:

- A. a Securities Industry and Financial Markets Association (SIFMA) master repurchase agreement and a tri-party agreement, if applicable, representing a custodial undertaking in connection with a master repurchase agreement, which governs the transaction and has been signed by OCTA; and
- B. the securities are held free and clear of any lien by OCTA's custodian or trustee or an independent third party acting as agent "Agent" for the custodian or trustee, and such third party is (i) a Federal Reserve Bank, or (ii) a bank which is a member of the Federal Deposit Insurance Corporation and which has combined capital, surplus and undivided profits of not less than \$50 million and the custodian or trustee shall have received written confirmation from such third party that it holds such securities, free and clear of any lien, as agent for OCTA's custodian or trustee; and
- C. a perfected first security interest under the Uniform Commercial Code, or book entry procedures prescribed at 31 C.F.R. 306.1 et seq. or 31 C.F.R. 350.0 et seq. in such securities is created for the benefit of OCTA's custodian or trustee and OCTA; and
- D. the Agent provides OCTA's custodian or trustee and OCTA with valuation of the collateral securities no less frequently than weekly and will liquidate the collateral securities if any deficiency in the required 102 percent collateral percentage is not restored within two business days of such valuation.

11-9. MEDIUM TERM NOTES

Medium term notes are defined as all corporate and depository institution debt securities issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

11-10. MONEY MARKET MUTUAL FUNDS

Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940. Shares may not represent more than 10 percent of the funds or pool's asset and no more than 10% of the total portfolio may be invested in shares of any one money market mutual fund.

11-11. MORTGAGE OR ASSET-BACKED SECURITIES

Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate, or consumer receivable-backed bond.

11-12. SUPRANATIONALS

US Dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

11-13. STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND (LAIF)

LAIF is a pooled fund managed by the State Treasurer referred to in Section 16429.1 of the Code. All securities are purchased under the authority of the Code Section 16430 and 16480.4.

11-14. ORANGE COUNTY TREASURY INVESTMENT POOL (OCIP)

The OCIP is a pooled fund managed by the Orange County Treasurer and is comprised of two funds, the Money Market Fund and Extended Fund. The Money Market Fund is invested in cash equivalent securities. The Extended Fund is for cash requirements past one year and is based on the Code Sections 53601 and 53635. These pools are based on the investment requirements detailed in Government Code Sections 53600 et seq. and 53630 et seq.

11-15. INVESTMENT POOLS

Shares of beneficial interest issued by a joint powers authority organized pursuant to Government Code Section 6509.7 that invests in the securities and obligations as authorized under the pools investment policy and that comply with the investment restrictions of Government Code Sections 53600 through 53610 and Section 53630.

11-16. VARIABLE AND FLOATING RATE SECURITIES

Variable and floating rate securities are restricted to investments in securities with a final maturity of not to exceed five years as described above, must utilize traditional money market reset indices such as U. S. Treasury bills, Federal Funds, commercial paper or LIBOR (London Interbank Offered Rate) or SOFR (Secured Overnight Financing Rate), and must meet all minimum credit requirements previously detailed in the Investment Policy. Investments in floating rate securities whose reset is calculated using more than one of the above indices are not permitted, i.e. dual index notes.

11-17. BANK DEPOSITS

Bank deposits in California banks which have a minimum short-term rating of A-1, or its equivalent or higher, by a NRSRO. Bank deposits are required to be collateralized as specified under Government Code section 53630. The Treasurer shall draft and execute a contract describing provisions for bank deposits.

11-18. DERIVATIVES

Derivatives are to be used as a tool for bonafide hedging investments only where deemed appropriate. Derivatives shall not be used for the purpose of interest rate speculation.

Derivative products in any of the eligible investment categories listed above may be permitted. The Treasurer has the sole responsibility for determining which prospective investments are derivatives. Each prospective investment in a derivative product must be documented by the Treasurer as to the purpose and specific financial risk being hedged. Each such investment must be approved by the Finance and Administration Committee prior to entering into such investment.

No investments shall be permitted that have the possibility of returning a zero or negative yield if held to maturity. In addition, the investment in inverse floaters, range notes, strips derived from mortgage obligations, step-up notes and dual index notes are not permitted investments.

Credit Rating Actions

Rating criteria will apply at the time of purchase of a security and monitored for changes while retained within OCTA's portfolio. A security whose credit rating is on Credit Watch at the time of purchase, has been placed on Credit Watch, or whose credit rating has been downgraded (including downgrades resulting in the rating falling below the minimum credit rating requirements) subsequent to the time of purchase, is not a violation of OCTA's Investment Policy.

For any security, whose credit rating falls below the minimum required rating as per the California Government Code and the Investment Policy or placed on Negative Credit Watch for imminent downgrade to below the minimum required ratings, the Treasurer will make the decision whether to continue to retain or sell the security. For all other security rating downgrades, and for securities placed on Negative Credit Watch, the decision to retain or sell the security will be left to the Investment Manager, and OCTA will be notified immediately of the decision along with rationale regarding the decision to retain or sell.

The Authority will notify the Board through its monthly reporting practices of all securities on Credit Watch at the time of purchase, placed on Credit Watch or downgraded during the reporting period. Securities whose credit rating falls below the minimum requirements, will be noticed in the monthly debt and investment reports until the security is sold or meets the minimum credit rating requirements.

Diversification and Maturity Restrictions

Diversification and maturity restrictions ensure the portfolio is not unduly concentrated in the securities of one type, industry, entity, or specific maturity thereby assuring adequate portfolio liquidity should one sector or company experience difficulties.

Outside portfolio managers must review the portfolios they manage to ensure compliance with OCTA's diversification guidelines on an ongoing basis.

AUTHORIZED INVESTMENTS, ISSUER CONCENTRATION & MATURITY RESTRICTIONS

Proposed Authorized Investments, Issuer Concentration and Maturity Restrictions					
Type of Investment	CA Code Maximum Maturity	CA Code Maximum % of Portfolio	CA Code Minimum Quality Requirements	OCTA Maximum % of Portfolio*	OCTA Code Minimum Quality Requirements
OCTA Notes and Bonds	5 Years	100%	None	25%	Same as CA Code
U.S. Treasury Obligations	5 Years	100%	None	Same as CA Code	Same as CA Code
Federal Agency's or U.S. Government Sponsored Enterprises	5 Years	100%	None	Same as CA Code	Same as CA Code
Municipal Debt	5 Years	100%	None	30% total, no more than 5% by any one issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by an NRSRO
Bankers Acceptances	180 Days	40%, 30% of a single issuer	None	30%, no more than 5% any single issuer	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Commercial Paper	270 Days	40% of the agency's money	"A-1" rated, or its equivalent or higher by an NRSRO	40%, no more than 10% by any one single issuer	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Negotiable Certificates of Deposit	5 Years	30%	None	30%, no more than 5% in any single issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by 2 NRSROs
Repurchase Agreements	1 Year	100%	None	25%	"A" rating category or "A-1" rated, or its equivalent

					or higher, by 2 NRSROs
Medium Term Maturity Notes	5 Years	30%	"A" rating category, or its equivalent or higher, by an NRSRO	30% total, no more than 5% in any one issuer	Same as CA Code
Money Market/Mutual Funds	N/A	20%, 10% of any one mutual fund	"AAA" rated, or its equivalent, by 2 NRSROs	20%, 10% of fund's assets, 10% of any one mutual fund	Same as CA Code
Mortgage Pass-Through and Asset-backed Securities	5 Years	20%	"AA" rating category, or its equivalent or higher, by an NRSRO	Same as CA Code	Same as CA Code
Supranationals	5 Years	30%	"AA" rating category, or its equivalent or higher, by an NRSRO	20%, no more than 10% in any single issuer	Same as CA Code
Local Agency Investment Fund (LAIF)**	N/A	\$75 million per account	None	\$75 million per account	Same as CA Code
Orange County Investment Pool (OCIP)	N/A	100%	None	10%	Same as CA Code
Joint Powers Authority (JPA) Investment Pools	N/A	100%	None	10%	Same as CA Code

*Additional portfolio restrictions include bank deposits (5%) and variable and floating rate securities (30%)

**Current deposit limits for LAIF regular account are set by the State Treasurer

Issuer/Counter-Party Diversification Guidelines for All Securities Except U.S. Treasuries and U.S. Government Agency Securities

Unless otherwise specified in this policy, any one corporation, bank, local agency, special purpose vehicle or other corporate issuer name for one or more series of securities shall not exceed 5% of the portfolio.

Issuer/Counter-Party Diversification Guidelines for OCTA's Debt

The Authority can purchase all or a portion of the Orange County Transportation Authority's debt, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency or authority of OCTA which may bear interest at a fixed or floating rate, providing the purchase does not exceed 25% of the Maximum Portfolio.

12. PROHIBITED INVESTMENT VEHICLES AND PRACTICES

- State law notwithstanding, any investments not specifically described herein are prohibited, including, but not limited to futures and options.
- In accordance with Government Code, Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips is prohibited.
- Investment in any security that could result in a zero-interest accrual if held to maturity is prohibited. Except securities backed by the U.S. Government that could result in a zero- or negative-interest accrual if held to maturity are permitted, under a provision sunseting on January 1, 2026,
- Trading securities for the sole purpose of speculating on the future direction of interest rates is prohibited.
- Purchasing or selling securities on margin is prohibited.
- The use of reverse repurchase agreements, securities lending or any other form of borrowing or leverage is prohibited.
- The purchase of foreign currency denominated securities is prohibited.
- Agencies that are not Qualified Institutional Buyers (QIB) as defined by the Securities and Exchange Commission are prohibited from purchasing Private Placement Securities. The SEC defines a QIB as having at least \$100,000,000 in securities owned and invested.

13. SECURITIES SAFE KEEPING

All deliverable security transactions, including collateral for repurchase agreements, entered into by OCTA shall be conducted on a delivery-versus-payment basis. Deliverable securities shall be held by a third-party custodian designated by the Treasurer, evidenced by safe keeping receipts and in compliance with Code Section 53608.

14. BROKER DEALERS

The Treasurer, and investment professionals authorized by the Treasurer, may buy securities from a list of broker dealers and financial institutions that will be periodically reviewed.

Outside portfolio managers must certify that they will purchase securities from broker/dealers (other than themselves) or financial institutions in compliance with this Investment Policy.

15. INVESTMENT POLICY REVIEW

This Investment Policy shall be reviewed annually by the Finance and Administration Committee of the OCTA Board of Directors to ensure its consistency with the overall objectives of preservation of principal, liquidity, yield and diversification and its relevance to current law and economic trends.

16. DEFINITION OF TERMS

ACCRUED INTEREST: The amount of interest that is earned but unpaid since the last interest payment date.

AGENCY SECURITIES: (See U.S. Government Agency Securities)

ASK PRICE: (Offer Price) The price at which securities are offered from a seller.

ASSET BACKED SECURITIES (ABS): Securities collateralized or backed by receivables such as automobile loans and credit card receivables. The assets are transferred or sold by the company to a Special Purpose Vehicle and held in trust. The SPV or trust will issue debt collateralized by the receivables.

BANKERS ACCEPTANCES (BAs): Time drafts which a bank "accepts" as its financial responsibility as part of a trade finance process. These short-term notes are sold at a discount and are obligations of the drawer (the bank's trade finance client) as well as the bank. Once accepted, the bank is irrevocably obligated to pay the BA upon maturity if the drawer does not.

BASIS POINT: When a yield is expressed as X.YZ%, the YZ digits to the right of the decimal point are known as basis points. One basis point equals 1/100 of one percent. Basis points are used more often to describe changes in yields on bonds, notes and other fixed-income securities.

BID PRICE: The price at which a buyer offers to buy a security.

BOOK ENTRY: The system, maintained by the Federal Reserve, by which most securities are "delivered" to an investor's custodian bank. The Federal Reserve maintains an electronic record of the ownership of these securities and records any changes in ownership corresponding to payments made over the Federal Reserve wire (delivery versus payment). These securities do not receive physical certificates.

BOOK VALUE: The original cost of the investment.

CALLABLE BONDS: A bond issue which all or part of its outstanding principal amount may be redeemed before maturity by the issuer under specified conditions.

CAPITAL GAIN/LOSS: The profit or loss realized from the sale of a security.

CERTIFICATES OF DEPOSIT (NEGOTIABLE CDs): A negotiable (marketable or transferable) receipt for a time deposit at a bank or other financial institution for a fixed time and interest rate.

COLLATERAL: Securities or cash pledged by a borrower to secure repayment of a loan or repurchase agreement. Also, securities pledged by a financial institution to secure deposits in an Investment Agreement.

COMMERCIAL PAPER (CP): Unsecured promissory notes issued by companies and government entities usually at a discount. Commercial paper is negotiable, although it is typically held to maturity.

COUPON: The annual rate of interest received by an investor from the issuer of certain types of fixed-income securities. Also known as "interest rate."

CURRENT YIELD: The annual income from an investment divided by the current market value. Since the mathematical calculation relies on the current market value rather than the

investor's cost, current yield is unrelated to the actual return the investor will earn if the security is held to maturity.

CUSTODIAN: A bank or other financial institution that keeps custody of assets in the name of the depositor.

DELIVERY VERSUS PAYMENT (DVP): Delivery of securities with a simultaneous exchange of money for the securities.

DERIVATIVE SECURITY: Financial instrument created from, or whose value depends upon, one or more underlying assets or indexes of asset values.

DISCOUNT: The difference between the par value of a bond and the cost of the bond, when the cost is below par. Some short-term securities, such as Treasury bills and bankers' acceptances, are known as discount securities. They sell at a discount from par and return the par value to the investor at maturity without additional interest. Other securities, which have fixed coupons, trade at a discount when the coupon rate is lower than the current market rate for securities of that maturity and/or quality.

DIVERSIFICATION: An investment principal designed to spread the risk in a portfolio by dividing investments by sector, maturity and quality rating.

DOLLAR-WEIGHTED AVERAGE MATURITY: A calculation that expresses the "average maturity" of an investment portfolio using each investment's maturity weighted by the size or book-value of that investment.

DURATION: A measure of the timing of cash flows, such as the interest payments and principal repayment, to be received from a given fixed-income security.

FEDERAL FUNDS RATE: Interest rate at which banks lend federal funds to each other.

FEDERAL OPEN MARKET COMMITTEE (FOMC): A committee within the Federal Reserve System that makes short-term monetary policy for the Fed. The committee decides either to sell securities to reduce the money supply, or to buy government securities to increase the money supply. Decisions made at FOMC meetings will cause interest rates to either rise or fall.

FEDERAL RESERVE SYSTEM: A U.S. centralized banking system which has supervisory powers over the 12 Federal Reserve banks and about 3,000-member banks.

FITCH Ratings referred to as Fitch: (See Nationally Recognized Statistical Rating Organizations)

INTEREST: The amount earned while owning a debt security, generally calculated as a percentage of the principal amount.

INTEREST RATE RISK: The risk associated with declines or rises in interest rates, which causes the market price of a fixed-income security to increase or decrease in value.

LIQUIDITY: The speed and ease with which an investment can be converted to cash.

MARK-TO-MARKET: The process by where the value of a security is adjusted to reflect current market conditions.

MARKET RISK: The risk that the value of a security will rise or decline as a result in changes in market conditions.

MARKET VALUE: The current market price of a security.

MATURITY: The date that the principal or stated value of an investment becomes due and payable.

MEDIUM TERM MATURITY CORPORATE SECURITIES: Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

MONEY MARKET: The market in which short-term debt instruments (Treasury bills, discount notes, commercial paper, bankers' acceptances, etc.) are issued and traded.

MONEY MARKET MUTUAL FUNDS: An investment company that pools money from investors and invest in a variety of short-term money market instruments.

MOODY'S INVESTORS SERVICE, INC. referred to as Moody's: (See Nationally Recognized Statistical Rating Organizations)

MORTGAGE-BACKED SECURITY: A debt instrument with a pool of real estate loans as the underlying collateral. The mortgage payments of the individual real estate assets are used to pay interest and principal on the bonds.

MUNICIPAL DEBT: Issued by public entities to meet capital needs.

NATIONALLY RECOGNIZED STATISTICAL RATING ORGANIZATIONS (NRSRO's): Firms that review the creditworthiness of the issuers of debt securities, and express their opinion in the form of letter ratings (e.g. AAA, AA, A, BBB, etc.) The primary rating agencies include Standard & Poor's Global Ratings; Moody's Investor Services, Inc., Fitch Ratings and Kroll Bond Rating Agency, Inc.

NEGOTIABLE CD: (See Certificates of Deposit)

NET ASSET VALUE (NAV): The market value of one share of an investment company, such as a mutual fund. This figure is calculated by totaling the fund's assets which includes securities, cash and accrued earnings, then subtracting this from the fund's liabilities and dividing by the total number of shares outstanding. This is calculated once a day based on the closing price for each security in the fund's portfolio.

NON-CALLABLE: Bond that is exempt from any kind of redemption for a stated time period.

OCTA BONDS: Bonds, notes, warrants, or other evidences of indebtedness.

OFFER PRICE: An indicated price at which market participants are willing to sell a security.

PAR VALUE: The amount of principal that must be paid at maturity. Also referred to as the face amount of a bond, normally quoted in \$1,000 increments per bond.

PHYSICAL DELIVERY: The delivery of an investment to a custodian bank in the form of a certificate and/or supporting documents evidencing the investment (as opposed to "book entry" delivery).

PORTFOLIO: A group of securities held by an investor.

PREMIUM: The amount by which the price paid for a security exceeds the security's par value.

PRIME RATE: A preferred interest rate charged by commercial banks to their most creditworthy customers.

PRINCIPAL: The face value or par value of an investment.

PURCHASE DATE: See (Trade Date)

REINVESTMENT RISK: The risk that coupon payments (or other payments received) cannot be reinvested at the same rate as the initial investment.

REPURCHASE AGREEMENTS (REPOS): A purchase of securities under a simultaneous agreement to sell these securities back at a fixed price on some future date. This is in essence a collateralized investment, with the difference between the purchase price and sales price determining the earnings.

SAFEKEEPING: Holding of assets (e.g. securities) by a financial institution.

SECURITIES & EXCHANGE COMMISSION (SEC): The federal agency responsible for supervising and regulating the securities industry.

SETTLEMENT DATE: The date on which the purchase or sale of securities is executed. For example, in a purchase transaction, the day securities are physically delivered or wired to the buyer in exchange for cash is the settlement date.

SPECIAL PURPOSE VEHICLE (SPV): A trust or similar structure created specifically to purchase securities and reprofile cash flows and/or credit risk. Mortgage or Asset-backed securities may be issued out of the SPV and secured by the collateral transferred from the corporation.

STANDARD & POOR'S GLOBAL RATINGS referred to as Standard and Poor's or S & P: (See Nationally Recognized Statistical Rating Organizations)

SUPRANATIONAL: A supranational is a multi-national organization whereby member states transcend national boundaries or interests to share in the decision making to promote economic development in member countries.

THIRD-PARTY CUSTODIAL AGREEMENT: (See Custodian)

TOTAL RETURN: The sum of all investment income plus changes in the capital value of the portfolio.

TRADE DATE: The date and time corresponding to an investor's commitment to buy or sell a security.

U.S. GOVERNMENT AGENCY SECURITIES or FEDERAL AGENCIES: U.S. Government related organizations, the largest of which are government financial intermediaries assisting specific credit markets (housing, agriculture).

U.S. TREASURY OBLIGATIONS: Securities issued by the U.S. Treasury and backed by the full faith and credit of the United States. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury bills: non-interest-bearing discount securities of the U.S. Treasury with maturities under one year.

Treasury notes: interest-bearing obligations of the U.S. Treasury with maturities ranging from two to ten years from the date of issue.

Treasury bond: interest-bearing obligations issued by the U.S. Treasury with maturities ranging from ten to thirty years from the date of issue.

Treasury STRIPS: U.S. Treasury securities that have been separated into their component parts of principal and interest payments and recorded as such in the Federal Reserve book entry record-keeping system.

Treasury TIPS: U.S. Treasury securities whose principal increases at the same rate as the Consumer Price Index. The interest payment is then calculated from the inflated principal and repaid at maturity.

VARIABLE AND FLOATING RATE SECURITIES: Variable and floating rate securities are appropriate investments when used to enhance yield and reduce risk. They should have the same stability, liquidity and quality as traditional money market securities.

VOLATILITY: The degree of fluctuation in the price and valuation of securities.

YIELD: The current rate of return on an investment security generally expressed as a percentage of the securities current price.

ZERO COUPON SECURITIES: Security that is issued at a discount and makes no periodic interest payments. The rate of return consists of a gradual accretion of the principal of the security and is payable at par upon maturity.

Orange County Transportation Authority
Fiscal Year 2021-2022 Investment Policy
July 1, ~~June 9-10, 2021~~

1. PURPOSE

This Investment Policy sets forth the investment guidelines for all funds of the Orange County Transportation Authority (OCTA) invested on and after July 1, 2021~~June 9-10, 2021~~. The objective of this Investment Policy is to ensure OCTA's funds are prudently invested to preserve capital, provide necessary liquidity and to achieve a market-average rate of return through economic cycles.

Investments may only be made as authorized by this Investment Policy. ~~—~~The OCTA Investment Policy conforms to the California Government Code (the Code) as well as customary standards of prudent investment management. ~~—~~Irrespective of these policy provisions, ~~—~~should the provisions of the Code be or become more restrictive than those contained herein, such provisions will be considered immediately incorporated into the Investment Policy and adhered ~~—~~to.

2. SCOPE

The policy applies to the investment of all funds, excluding the investment of employees' retirement funds, separate trusts, Environmental Mitigation Program Endowment Fund and funds invested separately under Bond Indenture Agreements (Bond Agreements). Bond Funds and Accounts (Bond Funds) shall be invested in the securities permitted by the applicable Bond Agreements. If the Bond Agreements are silent as to the permitted investments, the Bond Funds will be invested in the securities permitted by this Policy. Notwithstanding the other provisions of this Policy, the percentage limitations listed elsewhere in this Policy do not apply to Bond Funds.

3. INVESTMENT OBJECTIVES

The primary objectives, in priority order, of investment activities shall be:

- a. **Safety of Principal** -- Safety of principal is the foremost objective of the OCTA. Each investment transaction shall seek to ensure that capital losses are avoided, whether from institutional default, broker-dealer default, or erosion of market value of the securities.
- b. **Liquidity** -- It is important that the portfolio contain investments for which there is an active secondary market, and which offer the flexibility to be easily sold at any time with minimal risk of loss of either the principal or interest based upon then prevailing rates.
- c. **Total Return** -- The OCTA's portfolio shall be designed to attain a market-average rate of return through economic cycles.
- d. **Diversification** -- Finally, the OCTA shall diversify its portfolio(s) to avoid incurring unreasonable market risks.

4. PRUDENCE

OCTA's Board of Directors or persons authorized to make investment decisions on behalf of OCTA are trustees and fiduciaries subject to the prudent investor standard.

The standard of prudence to be used by investment officials shall be the "prudent investor" standard as defined in the Code below and shall be applied in the context of managing an overall portfolio. OCTA's investment professionals acting in accordance with written procedures and the Investment Policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control developments.

The Prudent Investor Standard: When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including but not limited to, the general economic conditions and the anticipated needs of OCTA, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency.

5. ETHICS AND CONFLICTS OF INTEREST

OCTA's officers and employees involved in the investment process shall not participate in personal business activity that conflicts with the proper execution of OCTA's investment program, or which impairs their ability to make impartial investment decisions. OCTA's investment professionals and Treasury/Public Finance Department employees are not permitted to have any material financial interests in financial institutions that conduct business with OCTA, and they are not permitted to have any personal financial/investment holdings that have a material effect on the performance of OCTA's investments.

6. DELEGATION OF AUTHORITY

Authority to manage OCTA's investment program is derived from an order of the Board of Directors. Management responsibility for the investment program is hereby delegated to OCTA's Treasurer pursuant to Section 53607 of the Code. On an annual basis, the Board of Directors is required to renew the authority of OCTA's Treasurer to invest or reinvest OCTA funds. The Treasurer is hereby authorized to delegate his authority as he determines to be appropriate. No person may engage in an investment transaction except as provided under the terms of this Investment Policy and the procedures established by the Treasurer. The Treasurer shall be responsible for all actions undertaken and shall establish a system of controls to regulate the activities of subordinate professionals.

The Treasurer shall develop administrative procedures and internal control, consistent with this Investment Policy, for the operation of OCTA's investment program. Such procedures shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, or imprudent actions by employees of OCTA.

7. RESPONSIBILITIES

The Finance and Administration Committee of the OCTA Board of Directors, subject to the approval of the OCTA Board of Directors, is responsible for establishing the Investment Policy and ensuring investments are made in compliance with this Investment Policy. This Investment Policy shall be reviewed annually by the Board of Directors at a public meeting.

The Treasurer is responsible for making investments and for compliance with this policy pursuant to the delegation of authority to invest funds or to sell or exchange securities. Pursuant to Section 53607 of the Code, the Treasurer shall make a monthly report to the Board of Directors. The OCTA provides a monthly report to the Finance and Administration Committee and the Board of Directors in accordance with Section 53607 of the Code

The Treasurer is responsible for establishing a procedural manual for OCTA's investment program and for having an annual independent audit performed on OCTA's investments.

8. COMPLIANCE

The OCTA has provided each of its portfolio managers with a copy of this Investment Policy as a part of their contract and expects its portfolio managers to invest each portfolio they manage for OCTA in accordance with the provisions of the Investment Policy or the respective Bond Agreements as applicable. When diversification limits are exceeded by a portfolio manager, the Treasurer will document the situation and include a write-up in the monthly Debt and Investment Report to the Finance and Administration Committee and the Board of Directors.

The OCTA Treasurer is responsible for verifying each portfolio manager's compliance as well as OCTA's entire portfolio's compliance with the provisions of the Investment Policy.

If OCTA's Treasurer, in his sole discretion, finds that a portfolio manager has made an investment that does not comply with the provisions of the Investment Policy, the Treasurer shall immediately notify the portfolio manager of the compliance violation. At that point, the portfolio manager is on probation for a period of one year. The second time a violation occurs while the portfolio manager is on probation, the Finance and Administration Committee shall review the error and may request that the portfolio manager responsible for the compliance violation meet with the Chair of the Finance and Administration Committee and the Treasurer as soon as practical at which time it will be decided whether the Board of Directors will be notified of the violation.

If OCTA's Treasurer finds that the portfolio manager has made a third investment while on probation that does not comply with the provisions of the Investment Policy, the Treasurer shall notify the Board of Directors of the compliance violations. OCTA may terminate services for its convenience any time by providing at least 30 days written notice.

9. FINANCIAL BENCHMARKS

In order to establish a basis for evaluating investment results, the Authority uses two nationally recognized fixed income security performance benchmarks to evaluate return on investments. The ICE/BAML 1-3-year Treasury Index and the ICE/BAML 1–3-year AAA-A U.S. Corporate and Government Index benchmarks are used for OCTA’s short-term portfolios.

10. SAFEKEEPING AND CUSTODY

To protect against potential losses by collapse of individual securities dealers, all deliverable securities owned by OCTA, including collateral on repurchase agreements, shall be held in safekeeping by a third-party bank trust department acting as agent for OCTA under the terms of a custody agreement executed by the bank and by OCTA. All deliverable securities will be received and delivered using standard delivery-versus-payment procedures.

11. PERMITTED INVESTMENTS

Maturity and Term

All investments, unless otherwise specified, are subject to a maximum stated term of five years. Maturity shall mean the stated final maturity or the mandatory redemption date of the security, or the unconditional put option date if the security contains such a provision. Term or tenure shall mean the remaining time to maturity from the settlement date.

The Board of Directors must grant express written authority to make an investment or to establish an investment program of a longer term no less than three months prior to the investment

Eligible Instruments and Quality

OCTA policy is to invest only in high quality instruments as permitted by the Code, subject to the limitations of this Investment Policy. If an eligible security already contained in the Authority’s portfolio is subsequently placed on “Negative Credit Watch” (Credit Watch) by any of the three Nationally Recognized Statistical Rating Organizations (NRSROs), or a purchase is made of a security already on “Negative Credit Watch” (Credit Watch) by any of the three NRSROs, which is permitted under this Investment Policy, then the security will be handled under the provisions of Credit Rating Actions. Percentage holding limits and credit quality minimums in this section are applicable at the time of purchase.

11-1. OCTA NOTES AND BONDS

Notes and bonds issued by OCTA, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency or authority of OCTA which may bear interest at a fixed or floating rate.

11-2. U.S. TREASURY OBLIGATIONS

United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.

11-3. FEDERAL AGENCY OR U.S. GOVERNMENT SPONSORED ENTERPRISES

Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or the U.S. government sponsored enterprises.

11-4. MUNICIPAL DEBT

Such instruments defined as being issued by a local or state agency, including:

- A. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state.
- B. Bonds, notes, warrants, or other evidence of indebtedness of a local agency within this state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or local agency or by a department, board, agency or authority of the local agency.
- C. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California.
- D. Defeased state and local obligations (as defined in A, B, or C above) as long as the obligations have been legally defeased with State and Local Government Series (SLGS), U.S. Treasury, and U.S. Agency securities and such obligations mature or otherwise terminate within five years of the date of purchase.

11-5. BANKERS ACCEPTANCES

Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank.

11-6. COMMERCIAL PAPER

The entity that issues commercial paper shall meet the following conditions:

- A. be issued by corporations that have debt other than commercial paper, if any, that is rated in the ratings category of A or its equivalent or higher by two NRSROs
- B. be issued by corporations organized and operating within the United States and having total assets in excess of five hundred million dollars (\$500,000,000)

- C. may not purchase more than 10 percent of the outstanding paper of any single issuer.

11-7. NEGOTIABLE CERTIFICATES OF DEPOSIT

Negotiable Certificates of Deposit issued by a nationally or state-chartered bank or state, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federally licensed or state licensed branch of a foreign bank.

11-8. REPURCHASE AGREEMENTS

Repurchase agreements collateralized by U.S. Treasuries or Agency securities as defined in the Investment Policy with any registered broker-dealer subject to the Securities Investors Protection Act or any commercial banks insured by the FDIC provided:

- A. a Securities Industry and Financial Markets Association (SIFMA) master repurchase agreement and a tri-party agreement, if applicable, representing a custodial undertaking in connection with a master repurchase agreement, which governs the transaction and has been signed by OCTA; and
- B. the securities are held free and clear of any lien by OCTA's custodian or trustee or an independent third party acting as agent "Agent" for the custodian or trustee, and such third party is (i) a Federal Reserve Bank, or (ii) a bank which is a member of the Federal Deposit Insurance Corporation and which has combined capital, surplus and undivided profits of not less than \$50 million and the custodian or trustee shall have received written confirmation from such third party that it holds such securities, free and clear of any lien, as agent for OCTA's custodian or trustee; and
- C. a perfected first security interest under the Uniform Commercial Code, or book entry procedures prescribed at 31 C.F.R. 306.1 et seq. or 31 C.F.R. 350.0 et seq. in such securities is created for the benefit of OCTA's custodian or trustee and OCTA; and
- D. the Agent provides OCTA's custodian or trustee and OCTA with valuation of the collateral securities no less frequently than weekly and will liquidate the collateral securities if any deficiency in the required 102 percent collateral percentage is not restored within two business days of such valuation.

11-9. MEDIUM TERM NOTES

Medium term notes are defined as all corporate and depository institution debt securities issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

11-10. MONEY MARKET MUTUAL FUNDS

Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the

Investment Company Act of 1940. Shares may not represent more than 10 percent of the funds or pool's asset and no more than 10% of the total portfolio may be invested in shares of any one money market mutual fund.

11-11. MORTGAGE OR ASSET-BACKED SECURITIES

Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate, or consumer receivable-backed bond.

11-12. SUPRANATIONALS

US Dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

11-13. STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND (LAIF)

LAIF is a pooled fund managed by the State Treasurer referred to in Section 16429.1 of the Code. All securities are purchased under the authority of the Code Section 16430 and 16480.4.

11-14. ORANGE COUNTY TREASURY INVESTMENT POOL (OCIP)

The OCIP is a pooled fund managed by the Orange County Treasurer and is comprised of two funds, the Money Market Fund and Extended Fund. The Money Market Fund is invested in cash equivalent securities. The Extended Fund is for cash requirements past one year and is based on the Code Sections 53601 and 53635. These pools are based on the investment requirements detailed in Government Code Sections 53600 et seq. and 53630 et seq.

11-15. INVESTMENT POOLS

Shares of beneficial interest issued by a joint powers authority organized pursuant to Government Code Section 6509.7 that invests in the securities and obligations as authorized under the pools investment policy and that comply with the investment restrictions of Government Code Sections 53600 through 53610 and Section 53630.

11-16. VARIABLE AND FLOATING RATE SECURITIES

Variable and floating rate securities are restricted to investments in securities with a final maturity of not to exceed five years as described above, must utilize traditional money market reset indices such as U. S. Treasury bills, Federal Funds, commercial paper or LIBOR (London Interbank Offered Rate) or SOFR (Secured Overnight Financing Rate), and must meet all minimum credit requirements previously detailed in the Investment Policy. Investments in floating rate securities whose reset is calculated using more than one of the above indices are not permitted, i.e. dual index notes.

11-17. BANK DEPOSITS

Bank deposits in California banks which have a minimum short-term rating of A-1, or its equivalent or higher, by a NRSRO. Bank deposits are required to be collateralized as specified under Government Code section 53630. The Treasurer shall draft and execute a contract describing provisions for bank deposits.

11-18. DERIVATIVES

Derivatives are to be used as a tool for bonafide hedging investments only where deemed appropriate. Derivatives shall not be used for the purpose of interest rate speculation.

Derivative products in any of the eligible investment categories listed above may be permitted. The Treasurer has the sole responsibility for determining which prospective investments are derivatives. Each prospective investment in a derivative product must be documented by the Treasurer as to the purpose and specific financial risk being hedged. Each such investment must be approved by the Finance and Administration Committee prior to entering into such investment.

No investments shall be permitted that have the possibility of returning a zero or negative yield if held to maturity. In addition, the investment in inverse floaters, range notes, strips derived from mortgage obligations, step-up notes and dual index notes are not permitted investments.

Credit Rating Actions

Rating criteria will apply at the time of purchase of a security and monitored for changes while retained within OCTA's portfolio. A security whose credit rating **is** on Credit Watch at the time of purchase, has been placed on Credit Watch, or whose credit rating has been downgraded (including downgrades resulting in the rating falling below the minimum credit rating requirements) subsequent to the time of purchase, is not a violation of OCTA's Investment Policy.

For any security, whose credit rating falls below the minimum required rating as per the California Government Code and the Investment Policy or placed on Negative Credit Watch for imminent downgrade to below the minimum required ratings, the Treasurer will make the decision whether to continue to retain or sell the security. For all other security rating downgrades, and for securities placed on Negative Credit Watch, the decision to retain or sell the security will be left to the Investment Manager, and OCTA will be notified immediately of the decision along with rationale regarding the decision to retain or sell.

Investment Managers are to notify OCTA (the Director of Finance and Administration, the Department Manager for Treasury and Public Finance, and the Department Analyst) regarding any security whose credit rating has been placed on Credit Watch or downgraded. The notice shall include a risk assessment based on OCTA's Investment Objectives, and a recommendation to retain or sell the security. The security shall be immediately reviewed by

~~the Treasurer for action. The decision to retain the security, sell the security, or other action shall be approved by the Treasurer.~~

The Authority will notify the Board through its monthly reporting practices of all securities on Credit Watch at the time of purchase, placed on Credit Watch or downgraded during the reporting period. Securities whose credit rating falls below the minimum requirements, will be noticed in the monthly debt and investment reports until the security is sold or meets the minimum credit rating requirements.

Diversification and Maturity Restrictions

Diversification and maturity restrictions ensure the portfolio is not unduly concentrated in the securities of one type, industry, entity, or specific maturity thereby assuring adequate portfolio liquidity should one sector or company experience difficulties.

Outside portfolio managers must review the portfolios they manage to ensure compliance with OCTA's diversification guidelines on an ongoing basis.

AUTHORIZED INVESTMENTS, ISSUER CONCENTRATION & MATURITY RESTRICTIONS

Proposed Authorized Investments, Issuer Concentration and Maturity Restrictions					
Type of Investment	CA Code Maximum Maturity	CA Code Maximum % of Portfolio	CA Code Minimum Quality Requirements	OCTA Maximum % of Portfolio*	OCTA Code Minimum Quality Requirements
OCTA Notes and Bonds	5 Years	100%	None	25%	Same as CA Code
U.S. Treasury Obligations	5 Years	100%	None	Same as CA Code	Same as CA Code
Federal Agency's or U.S. Government Sponsored Enterprises	5 Years	100%	None	Same as CA Code	Same as CA Code
Municipal Debt	5 Years	100%	None	30% total, no more than 5% by any one issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by an NRSRO
Bankers Acceptances	180 Days	40%, 30% of a single issuer	None	30%, no more than 5% any single issuer	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Commercial Paper	270 Days	<u>40% of the agency's money 25%, 10% in a single issuer</u>	"A-1" rated, or its equivalent or higher by an NRSRO	<u>40%, no more than 10% by any one single issuer</u> <u>Same as CA Code</u>	"A-1" rated, or its equivalent or higher, by 2 NRSROs
Negotiable Certificates of Deposit	5 Years	30%	None	30%, no more than 5% in any single issuer	"A" rating category or "A-1" rated, or its equivalent or higher, by 2 NRSROs
Repurchase Agreements	1 Year	100%	None	25%	"A" rating category or "A-1" rated, or its equivalent or higher, by 2 NRSROs
Medium Term Maturity Notes	5 Years	30%	"A" rating category, or its	30% total, no more	Same as CA Code

			equivalent or higher, by an NRSRO	than 5% in any one issuer	
Money Market/Mutual Funds	N/A	20%, 10% of any one mutual fund	"AAA" rated, or its equivalent, by 2 NRSROs	20%, 10% of fund's assets, 10% of any one mutual fund	Same as CA Code
Mortgage Pass-Through and Asset-backed Securities	5 Years	20%	"AA" rating category, or its equivalent or higher, by an NRSRO	Same as CA Code 20%, no more than 10% in Asset-backed Securities, no more than 5% in any single issuer	Same as CA Code
Supranationals	5 Years	30%	"AA" rating category, or its equivalent or higher, by an NRSRO	20%, no more than 10% in any single issuer	Same as CA Code
Local Agency Investment Fund (LAIF)**	N/A	\$75 million per account	None	\$75 million per account	Same as CA Code
Orange County Investment Pool (OCIP)	N/A	100%	None	10%	Same as CA Code
Joint Powers Authority (JPA) Investment Pools	N/A	100%	None	10%	Same as CA Code

*Additional portfolio restrictions include bank deposits (5%) and variable and floating rate securities (30%)

**Current deposit limits for LAIF regular account are set by the State Treasurer

Issuer/Counter-Party Diversification Guidelines for All Securities Except U.S. Treasuries and U.S. Government Agency Securities

Unless otherwise specified in this policy, any one corporation, bank, local agency, special purpose vehicle or other corporate issuer name for one or more series of securities shall not exceed 5% of the portfolio.

Issuer/Counter-Party Diversification Guidelines for OCTA's Debt

The Authority can purchase all or a portion of the Orange County Transportation Authority's debt, including notes and bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by OCTA or by a department, board, agency or authority of OCTA which may bear interest at a fixed or floating rate, providing the purchase does not exceed 25% of the Maximum Portfolio.

12. PROHIBITED INVESTMENT VEHICLES AND PRACTICES

- State law notwithstanding, any investments not specifically described herein are prohibited, including, but not limited to futures and options.
- In accordance with Government Code, Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips is prohibited.
- Investment in any security that could result in a zero-interest accrual if held to maturity is prohibited. Except securities backed by the U.S. Government that could result in a zero- or negative-interest accrual if held to maturity are permitted, under a provision sunseting on January 1, 2026.
- Trading securities for the sole purpose of speculating on the future direction of interest rates is prohibited.
- Purchasing or selling securities on margin is prohibited.
- The use of reverse repurchase agreements, securities lending or any other form of borrowing or leverage is prohibited.
- The purchase of foreign currency denominated securities is prohibited.
- Agencies that are not Qualified Institutional Buyers (QIB) as defined by the Securities and Exchange Commission are prohibited from purchasing Private Placement Securities. The SEC defines a QIB as having at least \$100,000,000 in securities owned and invested.

132. SECURITIES SAFE KEEPING

All deliverable security transactions, including collateral for repurchase agreements, entered into by OCTA shall be conducted on a delivery-versus-payment basis. Deliverable securities shall be held by a third-party custodian designated by the Treasurer, evidenced by safe keeping receipts and in compliance with Code Section 53608.

143. BROKER DEALERS

The Treasurer, and investment professionals authorized by the Treasurer, may buy securities from a list of broker dealers and financial institutions that will be periodically reviewed.

Outside portfolio managers must certify that they will purchase securities from broker/dealers (other than themselves) or financial institutions in compliance with this Investment Policy.

154. INVESTMENT POLICY REVIEW

This Investment Policy shall be reviewed annually by the Finance and Administration Committee of the OCTA Board of Directors to ensure its consistency with the overall objectives of preservation of principal, liquidity, yield and diversification and its relevance to current law and economic trends.

165. DEFINITION OF TERMS

ACCRUED INTEREST: The amount of interest that is earned but unpaid since the last interest payment date.

AGENCY SECURITIES: (See U.S. Government Agency Securities)

ASK PRICE: (Offer Price) The price at which securities are offered from a seller.

ASSET BACKED SECURITIES (ABS): Securities collateralized or backed by receivables such as automobile loans and credit card receivables. The assets are transferred or sold by the company to a Special Purpose Vehicle and held in trust. The SPV or trust will issue debt collateralized by the receivables.

BANKERS ACCEPTANCES (BAs): Time drafts which a bank "accepts" as its financial responsibility as part of a trade finance process. These short-term notes are sold at a discount and are obligations of the drawer (the bank's trade finance client) as well as the bank. Once accepted, the bank is irrevocably obligated to pay the BA upon maturity if the drawer does not.

BASIS POINT: When a yield is expressed as X.YZ%, the YZ digits to the right of the decimal point are known as basis points. One basis point equals 1/100 of one percent. Basis points are used more often to describe changes in yields on bonds, notes and other fixed-income securities.

BID PRICE: The price at which a buyer offers to buy a security.

BOOK ENTRY: The system, maintained by the Federal Reserve, by which most securities are "delivered" to an investor's custodian bank. The Federal Reserve maintains an electronic record of the ownership of these securities and records any changes in ownership corresponding to payments made over the Federal Reserve wire (delivery versus payment). These securities do not receive physical certificates.

BOOK VALUE: The original cost of the investment.

CALLABLE BONDS: A bond issue which all or part of its outstanding principal amount may be redeemed before maturity by the issuer under specified conditions.

CAPITAL GAIN/LOSS: The profit or loss realized from the sale of a security.

CERTIFICATES OF DEPOSIT (NEGOTIABLE CDs): A negotiable (marketable or transferable) receipt for a time deposit at a bank or other financial institution for a fixed time and interest rate.

COLLATERAL: Securities or cash pledged by a borrower to secure repayment of a loan or repurchase agreement. Also, securities pledged by a financial institution to secure deposits in an Investment Agreement.

COMMERCIAL PAPER (CP): Unsecured promissory notes issued by companies and government entities usually at a discount. Commercial paper is negotiable, although it is typically held to maturity.

COUPON: The annual rate of interest received by an investor from the issuer of certain types of fixed-income securities. Also known as "interest rate."

CURRENT YIELD: The annual income from an investment divided by the current market value. Since the mathematical calculation relies on the current market value rather than the investor's cost, current yield is unrelated to the actual return the investor will earn if the security is held to maturity.

CUSTODIAN: A bank or other financial institution that keeps custody of assets in the name of the depositor.

DELIVERY VERSUS PAYMENT (DVP): Delivery of securities with a simultaneous exchange of money for the securities.

DERIVATIVE SECURITY: Financial instrument created from, or whose value depends upon, one or more underlying assets or indexes of asset values.

DISCOUNT: The difference between the par value of a bond and the cost of the bond, when the cost is below par. Some short-term securities, such as Treasury bills and bankers' acceptances, are known as discount securities. They sell at a discount from par and return the par value to the investor at maturity without additional interest. Other securities, which have fixed coupons, trade at a discount when the coupon rate is lower than the current market rate for securities of that maturity and/or quality.

DIVERSIFICATION: An investment principal designed to spread the risk in a portfolio by dividing investments by sector, maturity and quality rating.

DOLLAR-WEIGHTED AVERAGE MATURITY: A calculation that expresses the "average maturity" of an investment portfolio using each investment's maturity weighted by the size or book-value of that investment.

DURATION: A measure of the timing of cash flows, such as the interest payments and principal repayment, to be received from a given fixed-income security.

FEDERAL FUNDS RATE: Interest rate at which banks lend federal funds to each other.

FEDERAL OPEN MARKET COMMITTEE (FOMC): A committee within the Federal Reserve System that makes short-term monetary policy for the Fed. The committee decides either to sell securities to reduce the money supply, or to buy government securities to increase the money supply. Decisions made at FOMC meetings will cause interest rates to either rise or fall.

FEDERAL RESERVE SYSTEM: A U.S. centralized banking system which has supervisory powers over the 12 Federal Reserve banks and about 3,000-member banks.

FITCH Ratings referred to as Fitch: (See Nationally Recognized Statistical Rating Organizations)

INTEREST: The amount earned while owning a debt security, generally calculated as a percentage of the principal amount.

INTEREST RATE RISK: The risk associated with declines or rises in interest rates, which causes the market price of a fixed-income security to increase or decrease in value.

LIQUIDITY: The speed and ease with which an investment can be converted to cash.

MARK-TO-MARKET: The process by which the value of a security is adjusted to reflect current market conditions.

MARKET RISK: The risk that the value of a security will rise or decline as a result of changes in market conditions.

MARKET VALUE: The current market price of a security.

MATURITY: The date that the principal or stated value of an investment becomes due and payable.

MEDIUM TERM MATURITY CORPORATE SECURITIES: Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

MONEY MARKET: The market in which short-term debt instruments (Treasury bills, discount notes, commercial paper, bankers' acceptances, etc.) are issued and traded.

MONEY MARKET MUTUAL FUNDS: An investment company that pools money from investors and invests in a variety of short-term money market instruments.

MOODY'S INVESTORS SERVICE, INC. referred to as Moody's: (See Nationally Recognized Statistical Rating Organizations)

MORTGAGE-BACKED SECURITY: A debt instrument with a pool of real estate loans as the underlying collateral. The mortgage payments of the individual real estate assets are used to pay interest and principal on the bonds.

MUNICIPAL DEBT: Issued by public entities to meet capital needs.

NATIONALLY RECOGNIZED STATISTICAL RATING ORGANIZATIONS (NRSRO's): Firms that review the creditworthiness of the issuers of debt securities, and express their opinion in the form of letter ratings (e.g. AAA, AA, A, BBB, etc.) The primary rating agencies include Standard & Poor's Global Ratings; Moody's Investor Services, Inc., Fitch Ratings and Kroll Bond Rating Agency, Inc.

NEGOTIABLE CD: (See Certificates of Deposit)

NET ASSET VALUE (NAV): The market value of one share of an investment company, such as a mutual fund. This figure is calculated by totaling the fund's assets which includes securities, cash and accrued earnings, then subtracting this from the fund's liabilities and dividing by the total number of shares outstanding. This is calculated once a day based on the closing price for each security in the fund's portfolio.

NON-CALLABLE: Bond that is exempt from any kind of redemption for a stated time period.

OCTA BONDS: Bonds, notes, warrants, or other evidences of indebtedness.

OFFER PRICE: An indicated price at which market participants are willing to sell a security.

PAR VALUE: The amount of principal that must be paid at maturity. Also referred to as the face amount of a bond, normally quoted in \$1,000 increments per bond.

PHYSICAL DELIVERY: The delivery of an investment to a custodian bank in the form of a certificate and/or supporting documents evidencing the investment (as opposed to "book entry" delivery).

PORTFOLIO: A group of securities held by an investor.

PREMIUM: The amount by which the price paid for a security exceeds the security's par value.

PRIME RATE: A preferred interest rate charged by commercial banks to their most creditworthy customers.

PRINCIPAL: The face value or par value of an investment.

PURCHASE DATE: See (Trade Date)

REINVESTMENT RISK: The risk that coupon payments (or other payments received) cannot be reinvested at the same rate as the initial investment.

REPURCHASE AGREEMENTS (REPOS): A purchase of securities under a simultaneous agreement to sell these securities back at a fixed price on some future date. This is in essence a collateralized investment, with the difference between the purchase price and sales price determining the earnings.

SAFEKEEPING: Holding of assets (e.g. securities) by a financial institution.

SECURITIES & EXCHANGE COMMISSION (SEC): The federal agency responsible for supervising and regulating the securities industry.

SETTLEMENT DATE: The date on which the purchase or sale of securities is executed. For example, in a purchase transaction, the day securities are physically delivered or wired to the buyer in exchange for cash is the settlement date.

SPECIAL PURPOSE VEHICLE (SPV): A trust or similar structure created specifically to purchase securities and reprofile cash flows and/or credit risk. Mortgage or Asset-backed securities may be issued out of the SPV and secured by the collateral transferred from the corporation.

STANDARD & POOR'S GLOBAL RATINGS referred to as Standard and Poor's or S & P: (See Nationally Recognized Statistical Rating Organizations)

SUPRANATIONAL: A supranational is a multi-national organization whereby member states transcend national boundaries or interests to share in the decision making to promote economic development in member countries.

THIRD-PARTY CUSTODIAL AGREEMENT: (See Custodian)

TOTAL RETURN: The sum of all investment income plus changes in the capital value of the portfolio.

TRADE DATE: The date and time corresponding to an investor's commitment to buy or sell a security.

U.S. GOVERNMENT AGENCY SECURITIES or FEDERAL AGENCIES: U.S. Government related organizations, the largest of which are government financial intermediaries assisting specific credit markets (housing, agriculture).

U.S. TREASURY OBLIGATIONS: Securities issued by the U.S. Treasury and backed by the full faith and credit of the United States. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury bills: non-interest-bearing discount securities of the U.S. Treasury with maturities under one year.

Treasury notes: interest-bearing obligations of the U.S. Treasury with maturities ranging from two to ten years from the date of issue.

Treasury bond: interest-bearing obligations issued by the U.S. Treasury with maturities ranging from ten to thirty years from the date of issue.

Treasury STRIPS: U.S. Treasury securities that have been separated into their component parts of principal and interest payments and recorded as such in the Federal Reserve book entry record-keeping system.

Treasury TIPS: U.S. Treasury securities whose principal increases at the same rate as the Consumer Price Index. The interest payment is then calculated from the inflated principal and repaid at maturity.

VARIABLE AND FLOATING RATE SECURITIES: Variable and floating rate securities are appropriate investments when used to enhance yield and reduce risk. They should have the same stability, liquidity and quality as traditional money market securities.

VOLATILITY: The degree of fluctuation in the price and valuation of securities.

YIELD: The current rate of return on an investment security generally expressed as a percentage of the securities current price.

ZERO COUPON SECURITIES: Security that is issued at a discount and makes no periodic interest payments. The rate of return consists of a gradual accretion of the principal of the security and is payable at par upon maturity.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Federal Transit Administration Program of Projects for Federal Fiscal Year 2020-21, Federal Coronavirus, Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Transit Funding

Transit Committee Meeting of June 10, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendations

- A. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Program of projects, including federal and local funds, and the use of match credit for projects included in this report.
- B. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
- C. Authorize the acceptance and use of \$1.207 million in Federal Transit Administration Section 5339 Bus and Bus Facilities Competitive Program funds and \$0.386 million of local match funds for rehabilitation and renovation projects at the Orange County Transportation Authority bus facilities.



Committee Recommendations (Continued)

- D. Authorize the use of \$43.489 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Public Law 116-260) funds and \$186.658 million in American Rescue Plan Act of 2021 (Public Law 117-2) funds for bus and rail operating expenses.
- E. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- F. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications required for the recommendations above to the Federal Transit Administration.
- G. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Transit Administration Program of Projects for Federal Fiscal Year 2020-21, Federal Coronavirus, Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Transit Funding

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2020-21 program, including amendments to prior programs, is presented for Board of Directors' review and approval. Also included are recommendations for the use of federal transit funding being provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and the American Rescue Plan Act of 2021.

Recommendations

- A. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Program of projects, including federal and local funds, and the use of match credit for projects included in this report.
- B. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
- C. Authorize the acceptance and use of \$1.207 million in Federal Transit Administration Section 5339 Bus and Bus Facilities Competitive Program funds and \$0.386 million of local match funds for rehabilitation and renovation projects at the Orange County Transportation Authority bus facilities.

- D. Authorize the use of \$43.489 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Public Law 116-260) funds and \$186.658 million in American Rescue Plan Act of 2021 (Public Law 117-2) funds for bus and rail operating expenses.
- E. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- F. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications required for the recommendations above to the Federal Transit Administration.
- G. 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 Fixing America's Surface Transportation (FAST) Act provides transportation funding for federal fiscal year (FFY) 2015-16 through FFY 2019-20. On October 1, 2020, the Continuing Appropriations Act, 2021 and Other Extensions Act was enacted, which extended the FAST Act through FFY 2020-21. Under the FAST Act, the Federal Transit Administration (FTA) makes federal formula funds available through four major funding programs.

- 1) FTA Section 5307 Urbanized Area Formula Program (FTA 5307),
- 2) FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA 5310),
- 3) FTA Section 5337 State of Good Repair Program (FTA 5337), and
- 4) FTA Section 5339 Bus and Bus Facilities Program (FTA 5339).

OCTA is an eligible recipient for each of these four programs. The FTA publishes annual apportionments for each program. The Southern California Association of Governments (SCAG) then confirms the apportionments for each recipient in the SCAG region. Following that confirmation, the transit agencies are able to submit grant applications consistent with the authorized apportionment. The full apportionment for FFY 2020-21 was released by the FTA in January 2021.

The proposed selection of projects for FTA funding is based on the current policies outlined in the Capital Programming Policies (CPP) (Attachment A), federal funding rules and regulations, and the Orange County Transportation Authority's (OCTA) adopted Comprehensive Business Plan (CBP). Project descriptions for the proposed FTA program of projects (POP) are provided in Attachment B. The FTA requires agencies to have a public participation process for transit POP. OCTA satisfies this requirement through the SCAG Federal Transportation Improvement Program approval process, which includes a public hearing and meets the FTA requirement.

OCTA was awarded \$1.207 million in FTA Section 5339 Bus and Bus Facilities Competitive Program (FTA 5339) funds for rehabilitation and renovation projects at OCTA bus facilities. Those funds will also be included in this FTA POP report. In addition to the traditional FTA programs noted above, OCTA also expects to program approximately \$230 million in federal stimulus funds, which are made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), Title IV of Division M, Public Law 116-260, which was signed into law on December 27, 2020, and the American Rescue Plan Act of 2021 (ARPA), Public Law 117-2, which was signed into law on March 11, 2021. Both programs are meant to support the transit industry due to the impacts from the coronavirus (COVID-19) pandemic and will be distributed through the FTA 5307 and FTA 5310 formula grant programs.

Discussion

FTA 5307

OCTA expects to receive \$60.143 million in FTA 5307 funds for FFY 2020-21. The proposed projects are consistent with the selection of projects listed in the CPP and CBP and how these funds were used in previous years. The use of funds for the projects listed below allows for the most immediate use of grant funds, thereby improving OCTA's transit program cash flow. The proposed projects/programs for these funds are also provided in Attachment C.

- Preventive maintenance (\$34.781 million),
- Capital cost of contracting (\$13.333 million), and
- Non-fixed-route paratransit operating assistance (\$12.029 million).

Changes to prior year grants are also reflected in Attachment C. The five-year programming plan for FTA 5307 projects is provided in Attachment D.

FTA 5310

OCTA expects to receive \$2.291 million in FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for FFY 2020-21. These funds are proposed to be used for the capital cost of contracting for OC ACCESS services (Attachment E), consistent with the CPP assumptions. OC ACCESS service provides enhanced curb-to-curb paratransit service for seniors and disabled in Orange County. Also, as the Consolidated Transportation Services Agency for Orange County, OCTA coordinates and provides services for seniors and disabled, which allows OCTA to utilize FTA 5310 funds for OC ACCESS services. OCTA certifies that OC ACCESS services are included in the locally developed Human Services Transportation Coordination Plan, which was approved by the Board of Directors (Board) on November 23, 2020. OCTA conducted extensive local outreach in developing this plan including contacting local providers for input, conducting surveys, and hosting interviews and meetings with stakeholders. The proposed use of funds also allows for the most immediate use of grant funds, thereby improving OCTA cash flow. In addition, changes to prior year grants and the five-year programming plan for FTA 5310 funds are provided in Attachment E. The five-year plan for these funds recommends that continued use for OC ACCESS services over the five-year period.

OCTA is currently developing the Enhanced Mobility for Senior and Disabled (EMSD) call for projects (call), which will provide funding to non-profit organizations and local public agencies to help meet the special transportation needs of seniors and individuals with disabilities. Notification of funding availability and local outreach efforts have included two workshops in April 2021, email notifications, surveys, and presentations at the January 2021 and April 2021 Senior Needs Advisory Committee meetings. The EMSD call will utilize local funds in lieu of federal funding, which allows grantees to streamline project implementation. OCTA retains the federal apportionment to support OC ACCESS service and to reduce the risk of non-compliance with federal requirements.

FTA 5337

OCTA expects to receive \$18.316 million in FTA 5337 State of Good Repair funds for FFY 2020-21. The following projects are proposed for these funds (Attachment F).

- Southern California Regional Rail Authority (SCRRA) rehabilitation (\$14.398 million),
- San Juan Creek Bridge Replacement Project (\$0.643 million),
- Metrolink Station Tactile Tile Project (\$0.316 million),
- Railroad Corridor Slope and culvert improvements (\$0.300 million), and

- OCTA bus preventive maintenance (\$2.659 million).

Each year, OCTA, as a member agency of SCRRA, is asked to fund rehabilitation projects that are required to maintain the system in a state of good repair. FTA 5337 can only be used for this type of work. Consistent with the CPP, funds are split between rail and bus based on the formula used to calculate the revenues.

A five-year programming plan for FTA 5337 projects, focusing on OCTA bus preventive maintenance and commuter rail rehabilitation projects, is provided in Attachment G. In addition, changes to prior year grants are reflected in Attachment F.

FTA 5339

OCTA expects to receive \$6.201 million in FTA 5339 bus and bus facilities funds for FFY 2020-21. The use of these funds is proposed for the Paratransit Vehicle Replacement Project and capital cost of contracting expenses (Attachment H).

There are currently 117 paratransit vehicles that are due to be replaced in FFY 2020-21, consistent with the useful life of vehicles defined by OCTA's Transit Asset Management Plan. The FFY 2020-21 funds will support the replacement of 15 vehicles, and a combination of local funds and prior grants will fund the remaining vehicles.

- Paratransit Vehicle Replacement Project (\$1.725 million), and
- Capital cost of contracting (\$4.476 million).

Changes to prior year grants are reflected in Attachment H. A five-year programming plan for FTA 5339 projects, focusing on completing the replacement of paratransit vehicles and capital cost of contracting in FFY 2020-21, is provided in Attachment I.

FTA 5339 Competitive

Staff proposes to utilize \$1.207 million in FTA 5339 Competitive funds and \$0.386 million of local match funds for rehabilitation and renovation projects at OCTA bus facilities. The projects include heating, ventilation and air conditioner replacements, and rehabilitation of a bus wash and steam cleaning areas to maintain the bus fleet. This program is essential to maintaining the OCTA facilities and rolling stock.

CRRSAA and ARPA

OCTA expects to receive \$43.489 million in CRRSAA funds and \$186.658 million in ARPA funds, with no local match required, which will support bus and rail COVID-19-related operating expenses. These funds will be distributed through the FTA 5307 and FTA 5310 formula programs. The following projects are proposed for these funds (Attachment J).

FTA 5307

- OCTA COVID-19-related operating costs (\$38.042 million in CRRSAA and \$161.194 million in ARPA),
- SCRRA COVID-19-related operating costs (\$4.351 million in CRRSAA and \$22.274 million in ARPA), and
- Anaheim Transportation Network COVID-19-related operating costs (\$0.705 million in CRRSAA and \$2.799 million in ARPA).

FTA 5310

- Capital cost of contracting and COVID-19-related operating costs for ACCESS services (\$0.391 million in CRRSAA and \$0.391 million in ARPA).

SCRRA will receive the amount of CRRSAA and ARPA funding that has been provided to Orange County based on commuter rail operations in Orange County. These funds will be used for qualifying operating expenses that are typically funded through OCTA's standard share of the SCRRA annual essential operating budget. These funds will also support costs for deep cleaning of the trains and offices. Staff will monitor the use of these funds and ensure that SCRRA assigns these funds in lieu of requesting additional subsidy from OCTA to address the OCTA share of additional subsidies due to loss of fares and other revenues supporting the service. The use of these funds aligns with the intent of CRRSAA to mitigate revenue loss due to the pandemic and ARPA to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic.

**Federal Transit Administration Program of Projects for
Federal Fiscal Year 2020-21, Federal Coronavirus, Response
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FFY 2020-21 FTA POP

The following table summarizes the recommended formula programming for the FFY 2020-21 FTA POP.

Formula Programs	Bus	Rail	Total
FTA 5307	\$ 60,143,314		\$ 60,143,314
FTA 5310	\$ 2,291,380		\$ 2,291,380
FTA 5337	\$ 2,658,762	\$15,656,815	\$ 18,315,576
FTA 5339	\$ 6,200,560		\$ 6,200,560
CRRSAA	\$ 39,138,524	\$ 4,350,630	\$ 43,489,154
ARPA	\$164,384,560	\$22,273,889	\$186,658,449
Total	\$274,817,100	\$42,281,334	\$317,098,433

Overall, the proposed POP includes \$317.098 million of FTA formula funding for transit projects, of which approximately 13 percent is for investments in rail and approximately 87 percent will be utilized for bus transit. This funding also breaks down to approximately 89 percent directed towards operating expenses and approximately 11 percent for capital projects. Directing the majority of the federal funds towards operating expenses allows for timely use of grant funds, hereby reducing pressure on local transit funds which were affected by the pandemic.

Next Steps

With Board approval, staff will initiate the programming and grant process for the projects included in this report. The changes that are requested in this report have been added to the OCTA Capital Funding Program Report in Attachment K.

Summary

Board approval is requested to program \$86.951 million in FTA formula funding for the FFY 2020-21 FTA POP, the five-year programming plan for FTA 5307, 5310, 5337, and 5339, and to adjust prior year programming. The Board is also asked to direct \$230.147 million in CRRSAA and ARPA funds to bus and rail operating costs and to confirm the use of \$1.207 million in FTA 5339 Competitive funds for bus rehabilitation and renovation projects.

Attachments

- A. Excerpt from Capital Programming Policies by Fund Source, February 2019
- B. Orange County Transportation Authority, Federal Transit Administration Program of Projects Description
- C. Program of Projects for FTA Section 5307 Funds (FFY 2018-19 through FFY 2020-21)
- D. Proposed Five-Year Programming Plan for FTA Section 5307 Funds, Urbanized Area Formula Program (FFY 2020-21 through FFY 2024-25)
- E. Program of Projects for FTA Section 5310 Funds (FFY 2019-20 through FFY 2020-21)
- F. Program of Projects for FTA Section 5337 Funds (FFY 2017-18 through FFY 2020-21)
- G. Proposed Five-Year Programming Plan for FTA Section 5337 Funds, State of Good Repair Program (FFY 2020-21 through FFY 2024-25)
- H. Program of Projects for FTA Section 5339 Funds (FFY 2019-20 through FFY 2020-21)
- I. Proposed Five-Year Programming Plan for FTA Section 5339 Funds, Bus and Bus Facilities Program (FFY 2020-21 through FFY 2024-25)
- J. Program of Projects for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Funds
- K. Capital Funding Program Report

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**Excerpt from Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/California Department of Transportation (Caltrans) for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • Measure M2 (M2) fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, • as match to leverage funding for Orange County 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 State of Good Repair 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	Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.
FTA Section 5310 Formula Funds/FTA	Use funds for eligible enhancements to paratransit capital and operations.
FTA Section 5337 Formula Funds/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair, and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.

**Excerpt from Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies (Adopted February 2019)
Federal	
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 FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/California Transportation Commission (CTC) for FHWA	Currently, these funds are administered by the state through the Trade Corridors Enhancement Program (TCEP). See TCEP above.
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Delivery 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/Southern California Association of Governments through Active Transportation Plan (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.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

This attachment includes project descriptions for all projects noted throughout the federal fiscal year 2020-21 FTA POP staff report. Additionally, project descriptions for projects that received prior year funding revisions, which are included in the attachments, are also included here for reference.

Preventive Maintenance

The OC Bus preventive maintenance costs include all maintenance costs related to maintaining buses, fixed-route infrastructure equipment and facilities, salaries, and benefits of maintenance personnel, as well as building and vehicle repair. Preventive maintenance is funded through Federal Transit Administration (FTA) 5307 and FTA 5337 funds.

Non-Fixed-Route Paratransit Operations Assistance

OC ACCESS is Orange County Transportation Authority's (OCTA) paratransit service that provides specialized services for passengers who are unable to use OCTA's fixed-route bus service because of functional limitations caused by a disability. The proposed FTA 5307 funds will support operating assistance to continue existing OC ACCESS service or increase service to meet routine changes in demand.

Capital Cost of Contracting

The capital costs associated with contracting for transit and maintenance services includes OC ACCESS paratransit service (described above) and contracted OC Bus fixed-route service of revenue fleet vehicles owned by OCTA. Fixed-route service refers to a vehicle operated along a fixed route on a specific schedule. Eligible components include the capital costs of the vehicles used in the services, as well as the capital component of overhead (e.g., offices and equipment for the provider of the OC ACCESS paratransit service). Capital cost of contracting is funded through FTA 5307, FTA 5310, and FTA 5339.

Paratransit Vehicle Replacement Project

The Paratransit Vehicle Replacement Project includes the purchase of 23-foot alternative fuel OC ACCESS paratransit vehicles to replace aging buses in the OCTA transit fleet. The proposed FTA 5339 funds will support the acquisition of these OC ACCESS paratransit replacement vehicles consistent with the Fleet Outlook and the Comprehensive Business Plan.

Southern California Regional Rail Authority (SCRRA) Rehabilitation/Renovation

The SCRRA Rehabilitation/Renovation Project will rehabilitate and/or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

commuter rail system in a state of good repair. FTA 5337 funds will support these commuter rail rehabilitation/renovation projects.

Since fiscal year (FY) 2012-13, OCTA's share of the SCRRA Rehabilitation/Renovation Program has been reduced through the Rotem Rail Cars Settlement Plan (Settlement Plan). The Settlement Plan provides OCTA with a total credit of \$33.147 million and as of FY 2020-21, the credit has been paid in full by the SCRRA member agencies.

SCRRA Preventive Maintenance

The commuter rail preventive maintenance costs include all maintenance costs related to maintaining rolling stock, vehicles, rail infrastructure, equipment and facilities, salaries, and benefits of maintenance personnel for the commuter rail service. The proposed FTA 5307 funds will support OCTA's share of preventive maintenance costs for SCRRA.

SCRRA New Capital

SCRRA New Capital projects add new track, signal, communications, rolling stock, and other equipment and facilities to the Metrolink system. In most cases, the projects are eligible for FTA Section 5337, if not, FTA 5307 funds are used for New Capital projects.

Metrolink Station Tactile Tile

Tactile tile is placed on the edge of Metrolink Station platforms to warn riders they are at the edge of the platform. This project is to replace worn tactile tile at Orange County stations and the proposed funding plan is shown below.

Proposed Funding in 000s	Total	FTA Section 5337	FTA Section 5307	M2
Construction	\$ 1,304	\$ 1,149	\$ 124	\$ 31
TOTAL	\$ 1,304	\$ 1,149	\$ 124	\$ 31
Increase/(Decrease)	\$ 316	\$ 316	-	-

M2 – Measure M2

Railroad Corridor Slope and Culvert Improvements

This project includes slope rehabilitation and culvert improvements on OCTA's existing right-of-way (ROW). There are several locations where the existing sloped area is suffering severe soil erosion and mass wasting along the railroad, potentially putting the railroad at risk. Mitigation efforts may include placing shotcrete along the exposed slopes face or recompacting the slope face and place new vegetation to provide long-term stability. Furthermore, an existing earthen culvert that is located on the property line of OCTA's ROW and a private development is experiencing erosion and overgrowth of weed

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

and plants. Efforts to mitigate these issues would include to concrete line the culvert and add a vehicle crossing to provide access to a signal mass located within the same area. This effort would include clearing the area of any environment requirements, any technical studies to support the project, and any permits requirements.

Orange County Maintenance Facility

The Orange County Maintenance Facility (OCMF) will be located on a 21.3-acre parcel owned by OCTA, adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City of Irvine. SCRRRA completed a project study report in January 2019, which defined the purpose and need for the OCMF. Existing Metrolink maintenance facilities are at full capacity, and there is a need to perform maintenance on locomotives and rail cars to comply with safety and operations standards. The proposed OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular and efficient basis. Much of the inspection and maintenance activity is federally mandated and must be performed at specific intervals.

San Juan Creek Bridge Replacement

The San Juan Creek Bridge is a 100-year-old bridge that crosses over San Juan Creek between Control Point (CP) Oso and CP Capistrano on the Orange Subdivision, owned by OCTA, in the Los Angeles-San Diego Rail Corridor. This project will support the replacement and construction of a new bridge that will significantly reduce the amount of maintenance required and will meet current design standards and rail load capabilities. Construction is anticipated to begin in March 2023. Proposed FTA 5337 funds will support the replacement of the bridge. The current funding plan is provided below.

Funding in 000s	Total	FTA Section 5337	CMAQ	Demo	Proposition 1B TSSSDRA	M2
Engineering	\$ 1,300	\$ 1,300				
Right-of-Way	\$ 1,438				\$ 59	\$ 1,379
Construction	\$ 40,353	\$ 38,532	\$ 908	\$ 913		
TOTAL	\$ 43,091	\$ 39,832	\$ 908	\$ 913	\$ 59	\$ 1,379

Demo – Federal Demonstration funds

TSSSDRA - Transit System Safety, Security and Disaster Response Account

CMAQ – Congestion Mitigation and Air Quality

Rehabilitation and Renovation at OCTA Bus Facilities

This project at various OCTA bus facilities includes heating, ventilation and air conditioner replacements, and rehabilitation of a bus wash and steam cleaning areas to maintain the bus fleet. This program is essential to maintaining the overall stock of both federally funded facilities and rolling stock.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

OCTA Coronavirus (COVID-19)-Related Operating Expenses

This project includes various expenses such as salaries and benefits for OCTA-employed coach operators and administrative staff, COVID-19 contracted fixed-route costs, and emergency supplies. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and the American Rescue Plan of 2021 (ARPA) funds will support salaries and benefits for OCTA-employed coach operators and OCTA administrative employees, which are directly related to extra work caused by COVID-19, administrative leave due to COVID-19 regulations, and additional cleaning needs. The COVID-19 contracted fixed-route costs will support First Transit, the contractor for fixed-route service for expenses related to furloughs and administrative leave caused by COVID-19. These funds will also be utilized for COVID-19 emergency supplies, such as face masks, gloves, cleaning products, and sanitizing products.

Anaheim Transportation Network (ATN) COVID-19-Related Operating Expenses

These CRRSAA and APRA funds will support ATN's operating expenses, which were incurred as a result of the COVID-19 pandemic.

SCRRA COVID-19-Related Operating Expenses

These CRRSAA and APRA funds will support SCRRA's operating expenses, which were incurred as a result of the COVID-19 pandemic. Operating expenses include items such as train operations, fuel, security, public safety, passenger relations, ticket vending machine maintenance/collection, marketing, media, and external communications, utilities, system transfer agreements, general and administrative costs, insurance and various equipment, and facility and station maintenance expenses not covered by other FTA grants.

COVID-19-Related Operating Expenses for OC ACCESS Services

These CRRSAA and ARPA FTA 5310 grant funds will cover contract costs for paratransit services, along with any COVID-19-related costs incurred by the OC ACCESS contractor MV Transportation.

Program of Projects for FTA Section 5307 Funds (FFY 2018-19 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ⁴
Preventive Maintenance	34,781,305	-	34,781,305	100%	6,956,261
Capital Cost of Contracting ¹	13,333,346	-	13,333,346	100%	2,666,669
Non Fixed-Route Paratransit Operations Assistance ²	12,028,663	48,114,652	60,143,315	20%	-
FFY 2020-21 Total (All Projects) ³	\$ 60,143,314	\$ 48,114,652	\$ 108,257,966		\$ 9,622,930

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5307 Amount	Adjustment Increase (Decrease) ⁵	Revised FTA 5307 Amount	Statewide Match Credit ⁴
Preventive Maintenance	20,767,980	366,441	21,134,421	4,226,884
Capital Cost of Contracting ¹	18,956,090	-	18,956,090	3,791,218
Non Fixed-Route Paratransit Operations Assistance ²	12,056,017	91,611	12,147,628	
SCRRA Preventive Maintenance	8,500,000	-	8,500,000	1,700,000
FFY 2019-20 Total (All Projects)	60,280,087	\$ 458,052	\$ 60,738,139	\$ 9,718,102

FFY 2018-19 Adjustments

Line Item Description	FFY 2018-19 FTA 5307 Amount	Adjustment Increase (Decrease)	Revised FTA 5307 Amount	Statewide Match Credit ⁴
Preventive Maintenance	20,899,245	5,978	20,905,223	4,181,045
Non Fixed-Route Paratransit Operations Assistance	11,813,834	(5,978)	11,807,856	-
Capital Cost of Contracting ¹	17,856,090	-	17,856,090	3,571,218
SCRRA Preventive Maintenance	8,479,026		8,479,026	1,695,805
SCRRA New Capital ⁶	20,974		20,974	
FFY 2018-19 Total (All Projects)	\$ 59,069,169	\$ -	\$ 59,069,169	\$ 9,448,068

Notes:

- The project includes \$28.434 million in local OCTA funds in FFY 2019-20 and \$26.784 million in local OCTA funds in FFY 2018-19.
- The overall project cost requires local and state funds, which are already committed to the project. As a result, the match credit is not used on this project.
- SCRRA will utilize CARES Act funding for their FFY 2020-21 preventive maintenance costs.
- The projects are utilizing statewide match credit which allows projects to be funded with federal funds at 100 percent.
- Actual apportionments were more than Board-approved FTA 5307 funding.
- \$20,974 of OCTA's share of SCRRA New Capital was not eligible for FTA Section 5337, substituted FTA Section 5307 previously programmed for preventive maintenance. \$20,974 of FTA Section 5337 was programmed to preventive maintenance in exchange.

Acronyms:

Board - Board of Directors
 CARES - Coronavirus Aid, Relief, and Economic Security Act
 FFY - Federal fiscal year

FTA - Federal Transit Administration
 OCTA - Orange County Transportation Authority
 SCRRA - Southern California Regional Rail Authority

Proposed Five-Year Programming Plan for FTA Section 5307 Funds
Urbanized Area Formula Program (FFY 2020-21 through FFY 2024-25)

(Pending Board approval on June 14, 2021)

Line Item Description	FFY 2020-21 ⁴	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ⁵
Preventive Maintenance ¹	34,781,305	17,558,561	17,558,561	17,558,561	17,558,561
Capital Cost of Contracting ¹	13,333,346	22,056,090	22,056,090	22,056,090	22,056,090
Non Fixed-Route Paratransit Operations Assistance	12,028,663	12,028,663	12,028,663	12,028,663	12,028,663
SCRRRA Preventive Maintenance/Commuter Rail Projects ^{1,2,3}		8,500,000	8,500,000	8,500,000	8,500,000
FFY 2020-21 to 2024-25 Total (All Projects)	\$ 60,143,314	\$ 60,143,314	\$ 60,143,314	\$ 60,143,314	\$ 60,143,314

Notes:

- The projects are proposed to use statewide match credit which allows projects to be federally-funded at 100 percent.
- Federal formula funds generated through rail operations will be used for commuter rail projects.
- SCRRRA will utilize CARES Act funding for FFY 2020-21 preventive maintenance projects.
- Continuing Appropriations Act of 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
- Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors
 CARES - Coronavirus Aid, Relief, and Economic Security Act
 FTA - Federal Transit Administration
 FFY - Federal fiscal year
 SCRRRA - Southern California Regional Rail Authority

Program of Projects for FTA Section 5310 Funds (FFY 2019-20 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ¹
Capital Cost of Contracting for ACCESS Services	2,291,380	-	2,291,380	100%	458,276
FFY 2020-21 Total (All Projects)	\$ 2,291,380	\$ -	\$ 2,291,380		\$ 458,276

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5310 Amount	Adjustment Increase (Decrease) ²	Revised FTA 5310 Amount	Statewide Match Credit ¹
Capital Cost of Contracting for ACCESS Services	2,223,572	31,601	2,255,173	451,035
FFY 2019-20 Total (All Projects)	\$ 2,223,572	\$ 31,601	\$ 2,255,173	\$ 451,035

Notes:

- Projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
- Actual apportionments were greater than Board-approved FTA 5310 funding.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

Proposed Five-Year Programming Plan for FTA Section 5310 Funds
Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2020-21 through FFY 2024-25)

(Pending Board approval on June 14, 2021)

Line Item Description	FFY 2020-21 ²	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ³
Capital Cost of Contracting for ACCESS Services ¹	2,291,380	2,291,380	2,291,380	2,291,380	2,291,380
FFY 2020-21 to 2024-25 Total (All Projects)	\$ 2,291,380	\$ 2,291,380	\$ 2,291,380	\$ 2,291,380	2291380

Notes:

- The projects are proposed to use statewide match credit which allows projects to be federally funded at 100 percent.
- Continuing Appropriations Act of 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
- Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Program of Projects for FTA Section 5337 Funds (FFY 2017-18 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	14,397,467	-	14,397,467	100%	2,879,493
San Juan Creek Bridge Replacement	643,347	-	643,347	100%	128,669
Tactile Tile	316,000	-	316,000	100%	63,200
Slope and Culvert Improvements	300,000	-	300,000	100%	60,000
OCTA Bus Preventive Maintenance ³	2,658,762	-	2,658,762	100%	531,752
FFY 2020-21 Total (All Projects)	\$ 18,315,576	\$ -	\$ 18,315,576	100%	\$ 3,663,114

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5337 Amount	Adjustment Increase (Decrease) ⁴	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	16,922,245	(5,569,009)	11,353,236	2,270,647
San Juan Creek Bridge Replacement ⁵	-	2,663,838	2,663,838	532,768
Fullerton Transportation Center Stairs Repair	-	1,295,000	1,295,000	259,000
OCTA Bus Preventive Maintenance ³	3,814,170	(343,716)	3,470,454	694,091
FFY 2019-20 Total (All Projects)	\$ 20,736,415	\$ (1,953,887)	\$ 18,782,528	\$ 3,756,506

FFY 2018-19 Adjustments

Line Item Description	FFY 2018-19 FTA 5337 Amount	Adjustment Increase (Decrease)	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	13,287,099	(13,082,665)	204,434	40,887
SCRRA Preventive Maintenance ⁶	20,974	(20,974)	-	-
SCRRA New Capital ⁷	495,006	(495,006)	-	-
San Juan Creek Bridge Replacement	2,833,025	13,598,645	16,431,670	3,286,334
OCTA Bus Preventive Maintenance ³	3,749,676	-	3,749,676	749,935
FFY 2018-19 Total (All Projects)	\$ 20,385,780	\$ (0)	\$ 20,385,780	\$ 4,077,156

Program of Projects for FTA Section 5337 Funds (FFY 2017-18 through FFY 2020-21)

FFY 2017-18 Adjustments

Line Item Description	FFY 2017-18 FTA 5337 Amount	Adjustment Increase (Decrease) ⁸	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	-	4,284,386	4,284,386	856,877
San Juan Creek Bridge Replacement	17,594,262	-	17,594,262	3,518,852
OCTA Bus Preventive Maintenance ³	3,766,601	-	3,766,601	753,320
FFY 2017-18 Total (All Projects)	\$ 21,360,863	\$ 4,284,386	\$ 25,645,249	\$ 5,129,049

FFY 2016-17 Adjustments

Line Item Description	FFY 2016-17 FTA 5337 Amount	Adjustment Increase (Decrease) ⁸	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	793,245	8,600,279	9,393,524	1,878,705
SCRRA Preventive Maintenance ⁶	-	20,974	20,974	4,195
San Juan Creek Bridge Replacement	13,598,645	(13,598,645)	-	-
Tactile Tile	833,000	-	833,000	166,600
SCRRA New Capital	-	495,006	495,006	99,001
OC Maintenance Facility	-	198,000	198,000	39,600
OCTA Bus Preventive Maintenance ³	3,137,729	-	3,137,729	627,546
FFY 2016-17 Total (All Projects)	\$ 18,362,619	\$ (4,284,386)	\$ 14,078,233	\$ 2,815,647

Notes:

1. The Rotem Rail Cars Settlement Plan provides OCTA with a total credit of \$33.147 million. SCRRA member agencies' rolling stock repayment contributions (METRO, SBCTA, and VCTC) reduced amount of funding required from OCTA's share of SCRRA rehabilitation and renovation.
2. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
3. Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance. Other funds are FTA 5307.
4. Actual apportionments were less than Board-approved FTA 5337 funding.
5. OCTA grant of \$965,770 and balance in an SCRRA grant.
6. \$20,974 of OCTA's share of SCRRA New Capital was not eligible for FTA Section 5337, substituted FTA Section 5307 previously programmed for preventive maintenance. \$20,974 of FTA Section 5337 was programmed to preventive maintenance in exchange.
7. SCRRA New Capital projects eligible for FTA Section 5337.
8. Fund swap of \$4.284 million from FFY2016-17 to FFY2017-18 with SCRRA results in net zero across fiscal years.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

METRO - Los Angeles County Metropolitan Transportation Authority

OC - Orange County

OCTA - Orange County Transportation Authority

SBCTA - San Bernardino County Transportation Authority

SCRRA - Southern California Regional Rail Authority

VCTC - Ventura County Transportation Commission

Proposed Five-Year Programming Plan for FTA Section 5337 Funds State of Good Repair Program (FFY 2020-21 through FFY 2024-25)

(Pending Board approval on June 14, 2021)

Line Item Description	FFY 2020-21 ⁵	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ⁶
SCRRA Rehabilitation/Renovation FY 2020-21 ^{1,2}	14,397,467	-	-	-	-
SCRRA Rehabilitation/Renovation FY 2021-22 ^{1,2}	-	15,656,814	-	-	-
SCRRA Rehabilitation/Renovation FY 2022-23 ^{1,2}	-	-	15,656,814	-	-
SCRRA Rehabilitation/Renovation FY 2023-24 ^{1,2}	-	-	-	15,656,814	-
SCRRA Rehabilitation/Renovation FY 2024-25 ^{1,2}	-	-	-	-	15,656,814
San Juan Creek Bridge Replacement ³	643,347	-	-	-	-
Tactile Tile ³	316,000	-	-	-	-
Slope and Culvert Improvements ³	300,000				
OCTA Bus Preventive Maintenance ^{1,4}	2,658,762	2,658,762	2,658,762	2,658,762	2,658,762
Total (All Projects)	\$ 18,315,576	\$ 18,315,576	\$ 18,315,576	\$ 18,315,576	\$ 18,315,576

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. SCRRA rehabilitation amounts are based on the SCRRA-adopted FY 2020-21 Budget and the OCTA Comprehensive Business Plan thereafter.
3. These funds will be in an OCTA grant.
4. Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance.
5. Continuing Appropriations Act of 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
6. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors

FFY - Federal fiscal year

FTA - Federal Transit Administration

FY - Fiscal year

OCTA - Orange County Transportation Authority

SCRRA - Southern California Regional Rail Authority

Program of Projects for FTA Section 5339 Funds (FFY 2019-20 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ¹
Capital Cost of Contracting	4,475,458	-	4,475,458	100%	895,092
Paratransit Vehicle Replacement Project	1,725,102	-	1,725,102	100%	345,020
FFY 2020-21 Total (All Projects)	\$ 6,200,560	\$ -	\$ 6,200,560		\$ 1,240,112

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5339 Amount	FTA 5339 Funding Increase (Decrease) ²	Revised FTA 5339 Amount	Statewide Match Credit ¹
Paratransit Vehicle Replacement Project	6,739,788	54,912	6,794,700	1,358,940
FFY 2019-20 Total (All Projects)	\$ 6,739,788	\$ 54,912	\$ 6,794,700	\$ 1,358,940

Notes:

1. The project is utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. Actual apportionments were greater than Board-approved FTA 5339 funding.

Acronyms:

Board - Board of Directors
 FTA - Federal Transit Administration
 FFY - Federal fiscal year

Proposed Five-Year Programming Plan for FTA Section 5339 Funds
Bus and Bus Facilities Program (FFY 2020-21 through FFY 2024-25)

(Pending Board approval on May 24, 2021)

Line Item Description	FFY 2020-21 ²	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ³
Capital Cost of Contracting ¹	4,475,458	6,200,560	6,200,560	6,200,560	6,200,560
Paratransit Vehicle Replacement Project	1,725,102	-	-	-	-
FFY 2020-21 to 2024-25 Total (All Projects)	\$ 6,200,560	\$ 6,200,560	\$ 6,200,560	\$ 6,200,560	\$ 6,200,560

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. Continuing Appropriations Act, 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
3. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

Program of Projects for Coronavirus Response and Relief Supplemental Appropriations Act of 2021
and American Rescue Plan Act of 2021 Funds

(Pending Board approval on June 14, 2021)

CRRSAA

Line Item Description	FTA 5307	FTA 5310	Total
OCTA COVID-19-Related Operating Expenses	38,041,875	-	38,041,875
SCRRA COVID-19-Related Operating Expenses	4,350,630	-	4,350,630
ATN COVID-19-Related Operating Expenses	705,344	-	705,344
OCTA Capital Cost of Contracting and COVID-19-Related Operating Expenses for ACCESS	-	391,305	391,305
CRRSAA Total (All Projects)	\$ 43,097,849	\$ 391,305	\$ 43,489,154

(Pending Board approval on June 14, 2021)

ARPA

Line Item Description	FTA 5307	FTA 5310	Total
OCTA COVID-19-Related Operating Expenses	161,194,361	-	161,194,361
SCRRA COVID-19 Related Operating Expenses	22,273,889	-	22,273,889
ATN COVID-19-Related Operating Expenses	2,798,887	-	2,798,887
OCTA Capital Cost of Contracting and COVID-19-Related Operating Expenses for ACCESS	-	391,311	391,311
ARPA Total (All Projects)	\$ 186,267,137	\$ 391,311	\$ 186,658,448

Acronyms:

ATN - Anaheim Transportation Network

Board - Board of Directors

COVID-19 - Coronavirus

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021

FTA - Federal Transit Administration



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Bus Transit 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
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Capital cost of contracting FY2018-19 to FY2024-25 (ACCESS and contracted fixed-route contracts) ^{1,2}		\$349,243		\$185,623							\$163,620
Engine rebuild		\$16,294		\$14,824				\$1,470			
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
iShuttle replacement buses (five)		\$2,800					\$2,520				\$280
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2018-19 to FY 2024-25 ^{1,2}		\$420,500		\$84,101							\$336,399
OC Mobility Hubs Strategy		\$300	\$266			\$34					
OCTA Transit Security & Operations Center		\$6,310	\$50					\$6,260			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ^{1,2}		\$167,572		\$167,572							
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Purchase 117 replacement paratransit vehicles ¹		\$14,995		\$14,995							
Rehabilitation and Renovation at OCTA Bus Facilities ³		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security Program		\$3,167						\$3,167			
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Bus Transit Project Totals		\$1,569,498	\$214,453	\$622,969	\$341	\$210	\$21,830	\$43,155	\$5,730	\$55,845	\$604,965

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Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Bus Transit Project												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Federal Funding Total		\$837,763										
State Funding Total		\$65,195										
Local Funding Total		\$666,540										
Total Funding (000's)		\$1,569,498										

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Heating ventilation unit replacements		\$405		\$313			\$92					
Zero-emission hydrogen fuel cell buses (10)		\$12,978					\$5,640	\$7,338				
Bus Transit Project Completed Totals		\$13,383		\$313			\$5,732	\$7,338				
Federal Funding Total		\$313										
State Funding Total		\$13,070										
Local Funding Total		\$0										
Total Funding (000's)		\$13,383										



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Board Actions:

1. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
2. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
3. Authorize the use of \$1.207 million in Federal Transit Administration Section 5339b Bus and Bus Facilities Competitive Program funds and \$0.386 million of local match funds for rehabilitation and renovation projects at the Orange County Transportation Authority bus facilities.

Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - Chapter 5, Statutes of 2017
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Rail 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
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
OC Streetcar (New Starts)	M1/S	\$423,438	\$62,412	\$162,554				\$25,586		\$172,886	
OC Streetcar (non-New Starts)	M1/S	\$8,601		\$341					\$6,904	\$1,213	\$143
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Fullerton Transportation Center Stair Rehabilitation	R	\$1,330		\$1,295							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$36,360	\$25,056	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital	R	\$516		\$516							
Metrolink rehabilitation/renovation - FY 2016-17 to FY 2024-25 ^{1,2}	R	\$102,257		\$102,257							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Orange Olive Wye Connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive Maintenance (SCRRRA - Metrolink) - FY 16-17 to FY 24-25 ^{1,2}	R	\$51,000		\$51,000							
San Juan Creek Bridge replacement ¹	R	\$43,092	\$908	\$39,833	\$913			\$59		\$1,379	
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Ticket vending machines	R	\$6,857									\$6,857
VSS at Commuter Rail Stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Maintenance Facility ¹		\$198		\$198							
Slope and Culvert Improvements ¹		\$300		\$300							
Tactile Tile Project ¹		\$1,304		\$1,273						\$31	
Rail Project Totals		\$886,819	\$118,858	\$371,801	\$913	\$32,750		\$89,870	\$16,622	\$219,860	\$36,145
Federal Funding Total		\$491,572									
State Funding Total		\$122,620									
Local Funding Total		\$272,627									
Total Funding (000's)		\$886,819									

Rail 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
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177	\$2,800	\$732					\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Rail 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
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium Crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail Station Platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail Crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed Totals		\$809,073	\$93,439	\$99,160	\$4,735	\$44,081		\$193,357	\$205,975	\$83,692	\$84,634
Federal Funding Total		\$197,334									
State Funding Total		\$237,438									
Local Funding Total		\$374,301									
Total Funding (000's)		\$809,073									



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Board Actions:

1. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
2. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.

Acronyms:

ADA - Americans with Disabilities Act
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
OC - Orange County
OCTA - Orange County Transportation Authority
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Draft 2021 State Route 91 Implementation Plan

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller,
Murphy, and Sarmiento
Absent: None

Committee Vote

Following the discussion, no action was taken on this item.

Staff Recommendation

Receive and file as an information item.



June 7, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Draft 2021 State Route 91 Implementation Plan

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over a light blue rectangular background.

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2021 State Route 91 Implementation Plan is provided for information purposes.

Recommendation

Receive and file as an information item.

Background

SB 1316 (Chapter 714, Statutes of 2008) requires the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) to prepare a plan for potential improvements annually along the State Route 91 (SR-91) corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The Draft 2021 SR-91 Implementation Plan (Plan) serves as a snapshot of current and planned activities within the SR-91 corridor. The Plan describes projects, transportation benefits, and anticipated costs and schedules to implement through the post-2035 timeframe. The intent of the Plan is to provide a compilation of information for projects along the SR-91 corridor. This Plan was prepared in consultation with the California Department of Transportation (Caltrans), the Transportation Corridor Agencies (TCA), and the cities of Anaheim, Corona, Orange, and Yorba Linda.

Discussion

Since 2003, substantial progress has been made in improving the SR-91 corridor. Over \$1.9 billion has been invested with the completion of nine projects, including the addition of 66.5 lane miles throughout the SR-91 corridor. Average daily traffic throughput has also increased by 15 percent. This indicates that improvements within the corridor have helped alleviate population growth and employment between Orange and Riverside counties by enhancing capacity and improving mobility. Completed projects include:

- Green River Road Overcrossing Improvement Project;
- North Main Street Corona Metrolink Parking Structure Project;
- Eastbound (EB) lane addition from State Route 241 (SR-241) to State Route 71 (SR-71);
- Lane addition in both directions between State Route 55 (SR-55) and SR-241;
- Westbound (WB) lane addition at Tustin Avenue;
- Metrolink service improvements;
- SR-91 Corridor Improvement Project initial phase;
- Express Bus Service; and
- La Sierra Metrolink parking improvements.

OCTA and RCTC have adopted similar goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for motorists traversing seamlessly between the two counties. These guiding principles include:

- Optimizing vehicle throughput at free-flow speeds and increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls, as well as carpoolers (3+) who are offered discounted tolls;
- Generating sufficient revenue to sustain the financial viability of the 91 Express Lanes;
- Paying debt service and maintaining debt service coverage; and
- Reinvesting net revenues on the SR-91 corridor to improve regional mobility, when appropriate.

Information for projects in the Plan is updated annually. This ensures that the planning and implementation of each project are carefully coordinated to determine the appropriate timing to provide maximum benefits within the SR-91 corridor. Additionally, projects in the corridor should be coordinated to minimize construction impacts to commuters and the surrounding communities. In the future, operational analysis by OCTA and RCTC will be prepared for each project before implementation to ensure that the projects meet the OCTA and RCTC goals for the SR-91 corridor.

In October 2019, a consensus was reached that set the stage for a series of projects included in the Plan to be implemented sequentially to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans District 8 and District 12, as well as Caltrans Headquarters agreed to project sequencing in order to enable the streamlining of the SR-241/SR-91 Tolloed Express Lanes Connector Project while minimizing impacts to the SR-91 corridor. The agencies reached a consensus on a program of projects and sequencing as follows:

1. 15/91 Express Lanes Connector
2. SR-91 Corridor Operations Project
3. SR-71/SR-91 interchange improvements*
4. SR-241/SR-91 Tolloed Express Lanes Connector

*Note: SR-241/SR-91 Tolloed Express Lanes Connector is not dependent upon completing SR-71/SR-91 interchange improvements.

Coordination efforts for the Plan (Attachment A) resulted in various updates to project status, costs, and schedules. Projects included in the Plan are organized as follows: Orange County projects, Riverside County projects, and bi-county projects.

- Orange County projects include three improvements at a total cost of approximately \$524 million:
 - SR-91 improvements between SR-57 and SR-55;
 - Anaheim Canyon Metrolink Station improvements; and
 - Placentia Metrolink Rail Station.
- Riverside County projects include three improvements, totaling over \$390 million:
 - 15/91 Express Lanes Connector;
 - SR-71/SR-91 interchange; and
 - Improvements east of I-15.
- Bi-county projects, which benefit both Orange and Riverside counties, total over \$288 million and include:
 - SR-91 Corridor Operations Project;
 - Sixth general-purpose lane addition from SR-241 to SR-71; and
 - SR-241/SR-91 Tolloed Express Lanes Connector.

Due to the effects of the coronavirus (COVID-19) pandemic, the 2020 traffic patterns are not considered a true reflection of the typical existing conditions nor as a proper baseline to forecast the future demand and operations of the SR-91 corridor. Daily travel demand on the SR-91 corridor shifted from an uptrend of four percent in January and February 2020 compared to the same months in 2019.

There was a 12 percent reduction in March 2020 and a reduction of 30 percent in April 2020, when compared to the respective months in 2019. From May 2020 through December 2020, the SR-91 traffic demand changes varied from three percent to 16 percent lower than the same months in 2019. Therefore, the pre-COVID-19 traffic conditions are being utilized for the 2021 Plan.

The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the capacity-enhancing projects in 2030 and beyond. The WB morning traffic analysis results indicate that for the year 2030 forecasts, travel times are anticipated to improve in Riverside County (by about six minutes), and in Orange County (by about 11 minutes). The EB afternoon traffic analysis indicates that for the year 2030 forecasts, travel times in Riverside County are anticipated to improve (by about seven minutes), and increase (by about 11 minutes) in Orange County. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2021. If traffic conditions show a trend of normalization, then the traffic analysis will be updated for the 2022 Plan.

The improvements included in Appendix A of the Plan are highly conceptual in nature. Some of the concepts are derived from the Riverside-Orange County Major Investment Study (MIS). Appendix A includes the following concepts:

- Elevated four-lane facility between SR-241 and I-15 (MIS Corridor A);
- Anaheim to Ontario International Airport high-speed ground transportation system;
- Irvine-Corona Expressway (ICE) from SR-241/State Route 133 to I-15/Cajalco Road;
- Connector improvements at the SR-91/SR-55 interchange;
- EB fifth lane addition near SR-241; and
- Improvements at Fairmont Boulevard.

The projected cost of the conceptual improvements exceeds \$14 billion, and the implementation would require a significant amount of planning, design, external funding, and future policy and public input.

Staff continues to monitor the financial viability and geotechnical feasibility of the ICE concept as requested by the SR-91 Advisory Committee and the Riverside Orange Corridor Authority in 2010. A review of recent tunneling projects shows feasibility for the ICE tunnel concept is slowly improving as tunneling technology progresses. Technology has not advanced to the point where long, wide highway tunnels can be constructed at a reasonable, fundable, or viable cost. However, modern boring methods have lowered the cost on smaller, shorter tunnels. If this scales to larger tunnels, then the ICE corridor could become more feasible. Although some tunneling projects have been completed in California with similar lane configurations as the ICE concept, without significant state and federal funding, this project will be a major challenge to complete.

Summary

OCTA and RCTC have completed the 2021 update to the Plan required by SB 1316. As the Plan is updated annually, it is important to ensure that projects are coordinated in such a way that they provide maximum benefits to the SR-91 corridor. This would be achieved through implementing projects that optimize the operations of the corridor and the 91 Express Lanes.

The Plan serves as a compilation of future potential projects and project-level decisions can be made when individual projects are being considered for implementation. Traffic conditions on the SR-91 corridor are expecting continued changes due to uncertainties related to the COVID-19 pandemic. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the 2021 year.

Attachment

- A. Draft State Route 91 Implementation Plan 2021

Prepared by:



Alison Army
Principal Transportation Analyst,
Project Development
(714) 560-5537

Approved by:

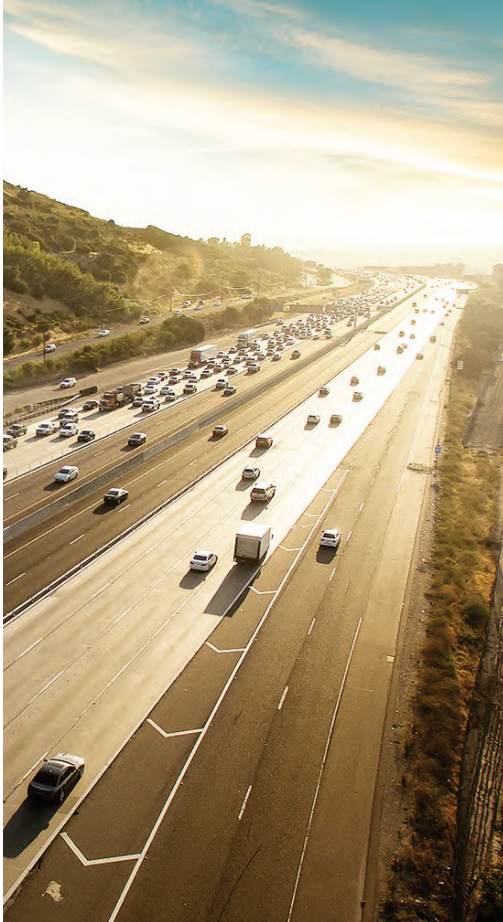


Kia Mortazavi
Executive Director, Planning
(714) 560-5741

STATE ROUTE 91

IMPLEMENTATION PLAN 2021

DRAFT



PREPARED BY:

Michael Baker
INTERNATIONAL



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

STATE ROUTE 91 (SR-91) IMPLEMENTATION PLAN

KEEPING MOTORISTS MOVING ON THE SR-91 CORRIDOR

Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

BENEFITS		<ul style="list-style-type: none"> • Provides seamless connectivity between Orange and Riverside Counties • Increases travel options • Optimizes vehicle throughput • Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility • Investments to date: \$1.9 billion 		
COMPLETED EFFORTS		PROJECT	COST (MILLIONS)	COMPLETION
	Orange County	Eastbound Lane Addition (SR-241 to SR-71)	\$51.2	2010
		Fifth Lane Addition (SR-55 to SR-241)	\$85.2	2013
		Westbound Lane at Tustin Avenue	\$43.2	2016
	Riverside County	Green River Road Overcrossing	\$24.3	2009
		North Main Street Corona Metrolink Parking Structure	\$25	2009
		91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
		La Sierra Metrolink Parking Improvements	\$6.3	2019
	Bi-County	Metrolink Service Improvements	\$249	2016
		Express Bus Service	\$6	2019
ANTICIPATED PROJECTS		PROJECT	COST (MILLIONS)	CURRENT PHASE
	Orange County	SR-91 Improvements (SR-57 to SR-55)	\$460	Final Design
		Anaheim Canyon Metrolink Station Improvements	\$29.8	Final Design
		Placentia Metrolink Rail Station	\$34.8	Final Design
	Riverside County	15/91 Express Lanes Connector	\$270	Final Design
		SR-71/SR-91 Interchange Improvements	\$121	Final Design
		Improvements East of I-15	TBD	Environmental
	Bi-County	SR-91 Corridor Operations Project	\$38	Construction
		6th General Purpose Lane Addition (SR-241 to SR-71)	TBD	Preliminary Engineering
		SR-241/SR-91 Tolloed Express Lanes Connector	\$250	Final Design
CONCEPTS	LOCATION			COST (MILLIONS)
	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 (Post-2035)			\$2,720
	Anaheim to Ontario International Airport Maglev High Speed Rail (Post-2035)			\$2,770 - \$3,200
	Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road (Post-2035)			\$8,855
	WB SR-91 to SB SR-55 Connector Improvements (Post-2035)			\$75 - \$150
	EB SR-91 Fifth Lane Addition at SR-241			\$31
	Fairmont Boulevard Improvements			\$76.8

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SECTION 1: INTRODUCTION

2021 STATUS REPORT AND UPDATE

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate non-compete clause that prohibited capacity-enhancing improvements from being made to SR-91. Although the 91 Express Lanes operate within a 10-mile stretch of Orange County, between SR-55 and Orange/Riverside county lines the franchise technically allowed operation of toll lanes into Riverside County. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete

provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 also requires OCTA and RCTC, in consultation with Caltrans, to continue to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2021 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2020 Plan. This year's update includes concepts that were identified in the 2006 Riverside County – Orange County Major Investment Study (MIS) as well as other project development efforts, including the RCTC 10-Year Western County Highway Delivery Plan that outlines a number of projects such as the extension of the 91 Express Lanes from the Orange/Riverside County line to I-15. The projects included in the 2021 Plan have been infused with various sources of local, state, and federal funding. The 2021 Plan includes overviews, status summaries, and proposed costs and schedules for project packages to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan will provide OCTA, RCTC, and Caltrans with a framework to

implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are now approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals below take into consideration the 91 Express Lanes as well as the SR-91 corridor at large. These guiding principles include:

- optimizing vehicle throughput at free flow speeds;
- increasing average vehicle occupancy;
- balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- paying debt service and maintaining debt service coverage;
- generating sufficient revenue to sustain the financial viability of the 91 Express Lanes; and
- when appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

PROJECT ACCOMPLISHMENTS

Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2021 Plan includes select completed project exhibits as a historical reference (see Appendix B).

Completed Construction/Improvement Projects

The following improvements have been constructed or implemented:

- ❖ Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- ❖ On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This

project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.

- ❖ The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- ❖ On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- ❖ Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- ❖ Green River Road overcrossing replacement (see Appendix B).
- ❖ Metrolink parking structure at the North Main Street Corona Metrolink Station (see Appendix B).
- ❖ EB SR-91 lane addition from SR-241 to SR-71 (see Appendix B).
- ❖ Additional SR-91 WB and EB travel lane between SR-55 and SR-241 (see Appendix B).
- ❖ SR-91 WB bypass lane to Tustin Avenue at SR-55 (see Appendix B).
- ❖ Metrolink Service Improvements (see Appendix B).
- ❖ Initial SR-91 Corridor Improvement Project (CIP) (see Appendix B).
- ❖ La Sierra Metrolink Parking Improvements (see Appendix B)
- ❖ Express Bus Service (see Appendix B)

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91



Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements save time, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that contributed to operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

In addition, there are two projects that impact future SR-91 widening projects. The first is the \$2.8 billion U.S. Army Corps of Engineers (Corps) Santa Ana River Mainstem project that provides flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. The Corps and Orange County Flood Control District recently amended a cooperative agreement which would allow the Corps to use federal funds under the Bipartisan Budget Act to complete select features of the project.

The other project with a direct impact to SR-91 is the \$120 million Santa Ana Regional Interceptor (SARI) sewer trunk line relocation. The existing SARI line is within the Santa Ana River floodplain and was in jeopardy of failure due to scour from the potential increased flood releases by the aforementioned Corps project. This project was completed in 2014.

SR-91 project teams have coordinated with the Corps, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to accommodate planned SR-91 improvements adjacent to the Santa Ana River.

Completed Designs and Reports

There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These

documents include:

- ❖ MIS – Final Project Report: Locally Preferred Strategy Report (January 2006).
- ❖ Renewed Measure M Transportation Investment Plan (November 2006).
- ❖ RCTC 10-Year Western County Highway Delivery Plan (December 2006).
- ❖ SR-91/Fairmont Boulevard Feasibility Study (December 2009).
- ❖ Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010).
- ❖ Renewed Measure M Early Action Plan, approved August 2007 and subsequently renamed as the Capital Action Plan (April 2011).
- ❖ PSR-PDS for SR-241/SR-91 Tolled Express Lanes Connector (January 2012).
- ❖ Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- ❖ PSR-PDS on SR-91 between SR-57 and SR-55 (October 2014).
- ❖ SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015).
- ❖ 2020 Next 10 Delivery Plan approved by OCTA Board, (October 2020).
- ❖ Project Report & Environmental Document for 15/91 Express Lanes Connector (June 2019)
- ❖ Project Report & Environmental Document for 91 Corridor Operations Project (April 2020)
- ❖ Project Report & Environmental Document for SR-241/SR-91 Tolled Express Lanes Connector (April 2020).

SR-91 CORRIDOR CONDITIONS

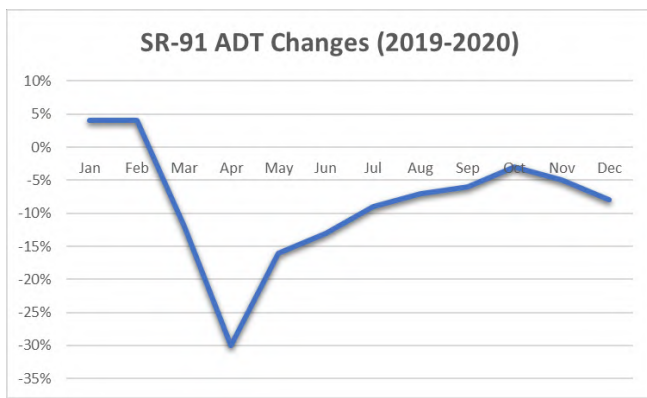
Project Limits

The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

Existing Traffic Conditions Summary

Similar to other parts of the state, traffic conditions on Orange County roadways including the SR-91 corridor encountered significant variations in 2020. Due to the COVID-19 pandemic, the Stay-at-Home Order was imposed in mid-March of 2020 and this significantly influenced travel patterns. Daily travel demand on the SR-91 corridor shifted from an uptrend of 4% in January and February of 2020 compared to the same months in 2019, to a reduction of 12% in March and a reduction of 30% in April, when compared to the respective months in 2019. From May 2020 through December 2020, the SR-91 traffic demand changes ranged from 3% to 16% lower than the same months in 2019 (see Figure 1).

Figure 1



Due to the effects of the COVID-19 pandemic, the 2020 traffic patterns are not deemed as a true reflection of the typical existing conditions nor as a proper baseline to forecast the future demand and operations of the SR-91 corridor. Therefore, the 2019 traffic conditions are being utilized for the 2021 Plan.

Traffic conditions on the SR-91 corridor are expecting continued changes due to uncertainties related to the COVID-19 effect. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout the year of 2021. If traffic conditions are showing a trend of normalization (reverting back to pre-pandemic conditions), then the traffic analysis will be updated for the 2022 Plan.

A review of the 2019 traffic conditions in the corridor indicates that the existing capacity of the facility is inadequate to accommodate current and future peak demand volumes. Level of Service (LOS) F

prevails in the peak direction during the entire peak period. The definition of LOS F is a density of more than 45 passenger cars/lane/mile and the worst freeway operating condition. The results also indicate that there are several physical conditions that contribute to unacceptable traffic queues.

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles counties. The corridor is generally congested between the peak period of 6 a.m. to 10 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the 15/91 Express Lane Connector, SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- ❖ Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- ❖ SR-71 traffic demand as well as physical and operational constraints for the EB SR-91 to NB SR-71 connector contribute to mainline and EB SR-91 corridor delays.
- ❖ Traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps contribute to mainline congestion during the AM peak period.
- ❖ High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- ❖ One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes.

- ❖ At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- ❖ WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.
- ❖ WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91. The existing two-lane connector from WB SR-91 to SB SR-55 traffic volume exceeds operational capacity causing a queue on the SR-91 mainline.
- ❖ A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.

Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the

stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 TOLLED Express Lanes Connector project while minimizing impacts to the 91 corridor. The subject matter of the multi-agency consensus is outlined below:

1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
2. Allowing completion of the environmental approval process and updating related programming documents;
3. Clarifying lead agencies for final design, construction, and maintenance;
4. Identifying the principal funding agency for final design, construction, and maintenance; and
5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:

- ❖ 15/91 Express Lanes Connector
- ❖ SR-91 Corridor Operations Project
- ❖ SR-71/SR-91 Interchange Improvements*
- ❖ SR-241/SR-91 TOLLED Express Lanes Connector

*Note: SR-241/SR-91 TOLLED Express Lanes Connector is not dependent upon completion of SR-71/SR-91 Interchange Improvements

PROJECT SUMMARY

Many of the highway projects and concepts identified in this 2021 Plan are based on the MIS that was completed in January 2006. The projects are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, construction, or procurement and implementation, varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects and Appendix B for selected complete projects:

- ❖ The Orange County projects have a total cost of approximately \$524 million. The projects include the SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, and Placentia Metrolink rail station.
- ❖ The Riverside County projects have a total cost of over \$391 million. The improvements include: a 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange Improvements, and the SR-91 improvements east of I-15.
- ❖ The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$288 million. The improvements include: SR-91 Corridor Operations Project, a Sixth General Purpose Lane Addition (SR-241 to SR-71), and a SR-241/SR-91 Tolloed Express Lanes Connector.

Traffic Analysis

For the 2021 Plan, the traffic analysis for major SR-91 capacity projects used the Caliper TransModeler software model and traffic data calibrated to reflect existing traffic patterns of 2019 as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models. This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway

Table 1 – SR-91 Implementation Plan Projects

Project Summary	Cost (\$M)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	29.8
Placentia Metrolink Rail Station	34.8
SUBTOTAL	524.6
Riverside County Projects	
15/91 Express Lanes Connector	270
SR-71/SR-91 Interchange Improvements	121
SR-91 Improvements East of I-15	TBD
SUBTOTAL	391+
Bi-County Projects	
SR-91 Corridor Operations Project	38
Sixth General Purpose Lane Addition (SR-241 to SR-71)	TBD
SR-241/SR-91 Tolloed Express Lanes Connector	250
SUBTOTAL	288+
Concept Project Summary	Cost (\$M)
Conceptual Projects	
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770 – 3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
Westbound SR-91 to Southbound SR-55 Improvements	75 – 150
Eastbound SR-91 Fifth Lane Addition at SR-241	31
Fairmont Boulevard Improvements	76.8
SUBTOTAL	14,527.8–15,032.8
Completed Project Summary Since 2006 (Constructed Year)	Cost (\$M)
Green River Road Overcrossing Replacement (March 2009)	24.3
North Main Street Corona Metrolink Station Parking Structure (June 2009)	25
Eastbound Lane Addition from SR-241 to SR-71 (September 2010)	51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction (January 2013)	85.2
SR-91 WB Lane at Tustin Avenue (April 2016)	43.2
Metrolink Service Improvements (June 2016)	249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	1,407
Express Bus Service (2019)	6
La Sierra Metrolink Parking Improvements (2019)	6.3
SUBTOTAL	1,897



merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time from the beginning to the end of the study corridor and vehicle hours of delay experienced on study corridor, which both focus on operations for vehicles on SR-91. A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major capacity enhancing projects:

Year 2030

- ❖ SR-91 Improvements between SR-57 and SR-55
- ❖ 15/91 Express Lanes Connector
- ❖ SR-71/SR-91 Interchange Improvements
- ❖ SR-91 Corridor Operations Project
- ❖ SR-241/SR-91 Tolled Express Lanes Connector

Year 2045

- ❖ Projects completed in 2030
- ❖ SR-91 Improvements East of I-15
- ❖ SR-91 Sixth General Purpose Lane Addition
- ❖ Fairmont Boulevard Improvements

Westbound Analysis

The WB morning (a.m.) traffic analysis results indicate that for the year 2030 forecasts, peak hour travel times are anticipated to improve in Riverside County (by about 6 minutes) and in Orange County (by about 11 minutes). In addition to decreasing travel time, overall vehicle hours of delay in the corridor will decrease (by about 20 percent), while the entire system is serving more vehicles (by about 9 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area. The main bottlenecks in Riverside County will be relieved due to the

completion of proposed projects. The bottleneck at the SR-55 interchange will also be relieved. However, with the additional vehicles traveling downstream, there is additional congestion at the SR-57 interchange. For the year 2045, travel times are anticipated to decrease (by about 16 minutes) in Riverside County, and increase (by about 23 minutes) in Orange County when compared to 2030. Overall vehicle hours of delay will increase (by about 68 percent) in the corridor, but the number of vehicles the system is serving will increase (by about 6 percent). Bottlenecks appear at SR-71 and at SR-57. Due to the SR-71 Corridor Improvement Project, there is a large increase of vehicles going to and from SR-71. Travel time in Orange County shows an increase in 2045 due to the growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes in the westbound direction operate satisfactorily in all the analysis years.

Eastbound Analysis

The EB evening (p.m.) traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to decrease (by about 7 minutes) in Riverside County and increase (by about 11 minutes) in Orange County. Although the overall travel time through the corridor will increase slightly, the vehicle hours of delay will decrease (by about 25 percent) and the number of vehicles served by the system will increase (by about 12 percent). The major bottleneck still occurs at the county line. Improvement projects near SR-55 and I-15 should alleviate congestion in those areas. For the year 2045, travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease in Orange County (by about 18 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 40 percent) but the number of vehicles the system is serving will be greater (by about 8 percent). The main bottleneck remains at the county line. However, with the inclusion of the Sixth General Purpose Lane Addition project, the congestion at the county line will be reduced. More vehicles traveling downstream will slightly increase congestion in Riverside County near I-15.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served

vehicles, respectively. Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-1 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Corridor Vehicle Hours of Delay

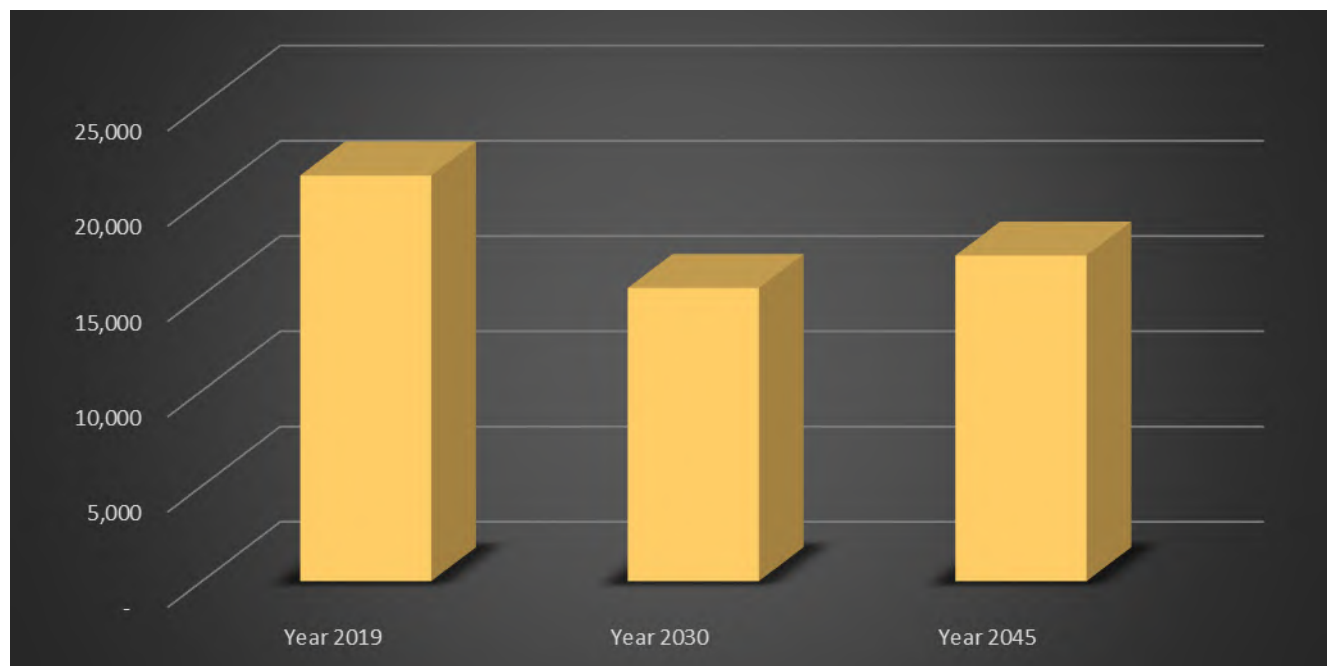


Figure 1-2 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Systemwide Served Vehicles

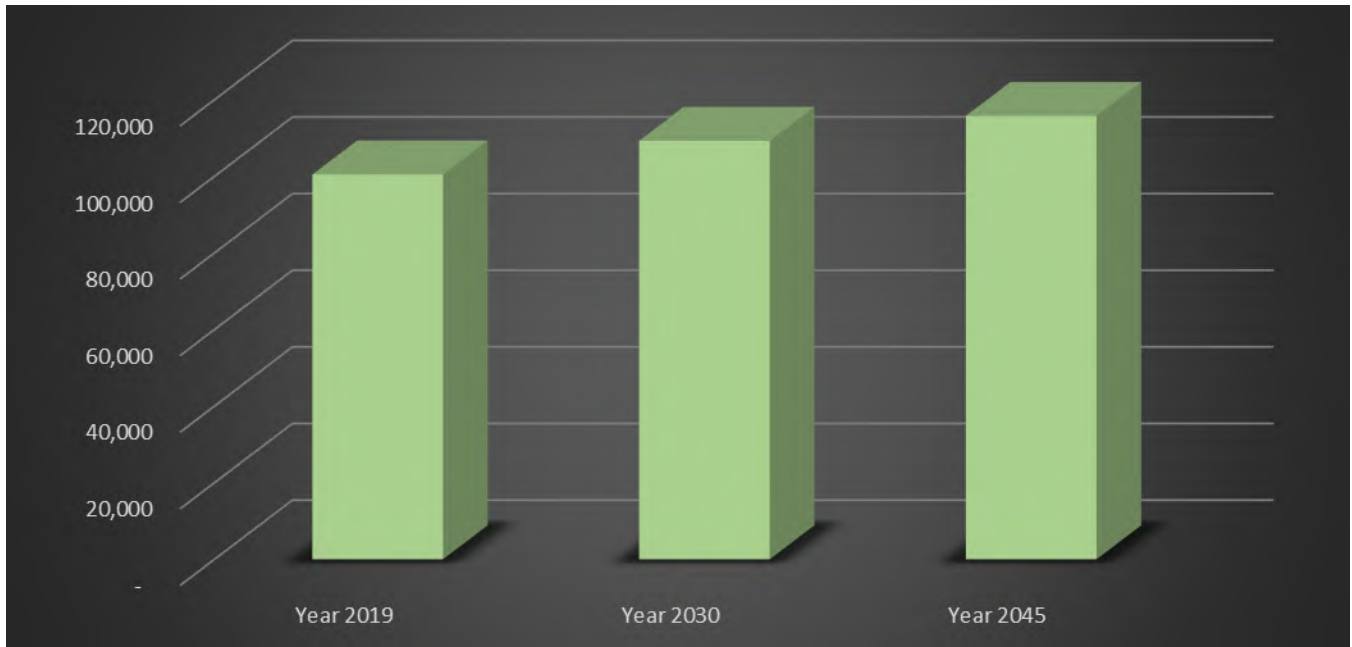


Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Corridor Vehicle Hours of Delay

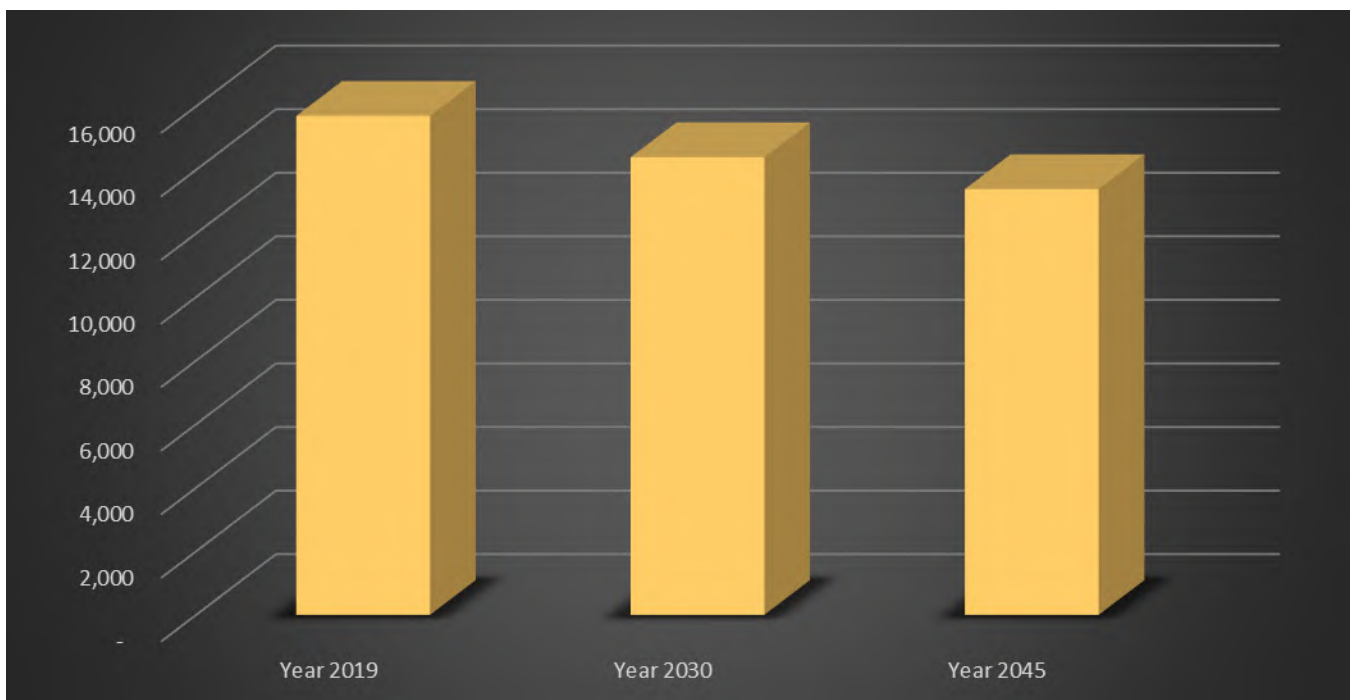
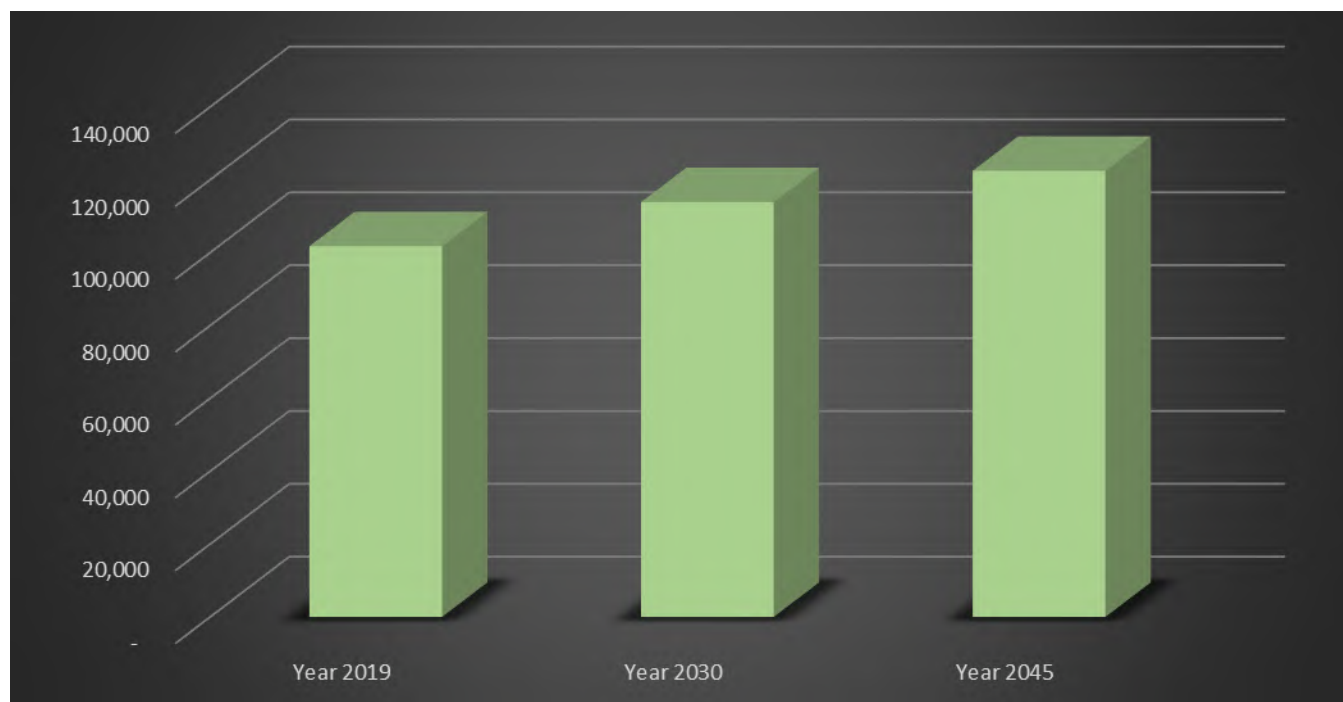


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Systemwide Served Vehicles



CONCEPT PROJECT SUMMARY

Many of the highway concept projects identified in this 2021 Plan are long lead time projects and/or projects without sufficient project development detail to be advanced into the Project Summary section. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input. Many of these concept projects are multi-billion-dollar improvements that will remain a challenge to implement. Refer to Appendix A for details on each concept project.

IRVINE CORONA EXPRESSWAY STATUS SUMMARY

The Irvine Corona Expressway (ICE) concept was conceived as part of the MIS and was established as part of a suite of projects to support future peak demand volumes between Riverside and Orange Counties. The ICE was further evaluated in the 2009 ICE Feasibility Study for financial and geotechnical feasibility. Seven (7) primary feasibility issues were considered:

- ❖ Geologic, hydrogeologic/hydrologic, and geotechnical conditions.
- ❖ Corridor concepts (full tunnel and partial tunnel/partial surface road).
- ❖ Tunnel configuration.
- ❖ Tunnel excavation and support methods.
- ❖ Tunnel systems (e.g., ventilation, emergency fire system, operation building, toll system, etc.).
- ❖ Construction considerations.
- ❖ Construction, Operation & Maintenance (O&M) costs.

Per the direction of the Riverside-Orange Corridor Authority Board (ROCA) in 2010, staff has reevaluated the concept annually, as part of the preparation of this Plan, to determine if construction costs and tunneling technology have changed and become less prohibitive.

Planned and constructed tunnel projects were reviewed for insight into how tunnel construction technology is changing. Projects such as the Las Vegas

Convention Center (LVCC) Loop and the Ontario International Airport (ONT) Loop are utilizing innovative ideas that could deliver transit tunnel projects with faster construction timelines and at a lower cost. These projects propose smaller diameter tunnels (12-14 feet) and are designed to accommodate specialized vehicles with the intent of eventually incorporating autonomous vehicles. The Boring Company constructed the 1.7-mile LVCC Loop dual tunnels for \$52.5 million over approximately two years. The current estimated cost (including all phases and support) for the 4-mile ONT Loop is \$85 million.

The Boring Company plans to develop technology to construct tunnels faster and at lower cost. To accomplish this, The Boring Company plans to reduce tunnel diameters and increase the speed and efficiency of TBMs. Additional initiatives include electrifying and automating TBMs to increase safety and efficiency.

Two shorter tunnels were constructed in California with similar lane configurations to the ICE concept. The Devil's Slide Tunnel in San Mateo County and the Caldecott Fourth Bore Tunnel in Contra Costa County both opened in 2013. These tunnels used a method of drilling and blasting (known as the New Austrian Tunneling Method), rather than operating a TBM. Both tunnels were approximately 1.2 miles long and took six years and three years to construct, respectively.

Based on recent tunnel projects, the challenges that were identified in the ICE Feasibility Study were also experienced by other tunnel construction projects which provides insight into how tunneling technologies have changed. The New Austrian Tunneling Method may be a way to reduce the cost of boring for the ICE tunnel. This method was discussed in the 2009 ICE Feasibility Study but was dismissed due to the proposed length of the ICE tunnel concept. In the future, more investigation would be required to assess the feasibility of using a boring method other than a TBM, and to qualitatively assess possible impacts to the ICE corridor construction cost and duration.

Reducing the bore diameter and proposed cross section of the ICE corridor concept may be another way to reduce the cost of the project. More investigation is required to

determine how the cross section and bore size could be reduced. Additionally, there are several regulatory requirements that would likely need to be considered in designing the cross section. While it may be difficult to reduce the highway or rail tunnel cross section, a smaller diameter could be considered for an alternative design vehicle. The ONT Loop and LVCC Loop are example projects where smaller diameter bores were allowable for autonomous transit use.

The review of recent tunneling projects shows feasibility for the ICE tunnel concept is slowly improving as tunneling technology is progressing. Technology has not advanced to the point where long, wide highway tunnels can be constructed at a lower cost. However, modern boring methods have lowered the cost on smaller, shorter tunnels. If this scales to larger tunnels, then the ICE corridor could become more feasible.

OVERVIEW

The 2021 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2021 dollars, or as noted) for major projects and concepts through Post-2035. Some of the projects and concepts identified in this Implementation Plan are based on the MIS that was completed in January 2006. The projects are grouped as follows: Orange County Projects, Riverside County Projects and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- ❖ **Conceptual Engineering = Pre-Project Study Report (Pre-PSR)** – Conceptual planning and engineering for project scoping and feasibility prior to initiating the PSR phase.
- ❖ **Preliminary Engineering = Project Study Report (PSR)** – Conceptual planning and engineering phase that allows for programming of funds.
- ❖ **Environmental = Project Approval/Environmental Document (PA/ED)** – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2-3 years.
- ❖ **Design = Plans, Specifications and Estimates (PS&E)** – Provide detailed design to contractors for construction bidding and implementation.
- ❖ **Construction** = The project has completed construction and will provide congestion relief to motorists.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15



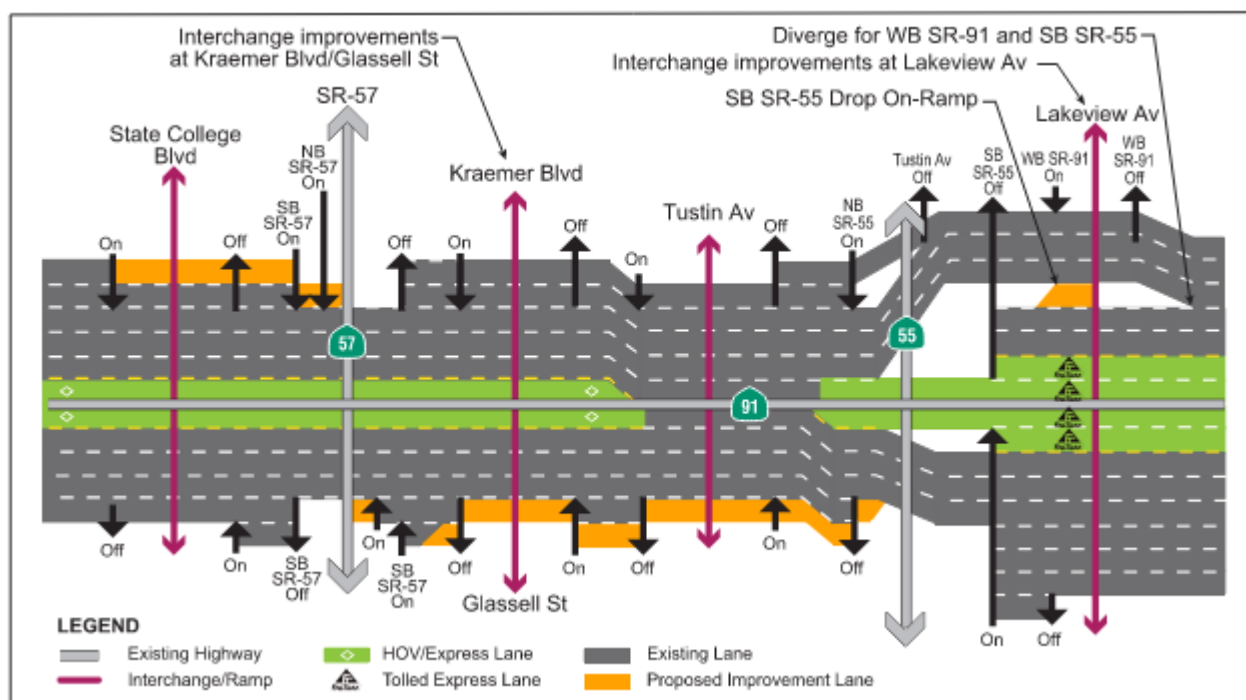
ORANGE COUNTY PROJECTS

The Orange County set of projects includes three improvements at a total cost of approximately \$524.6 million (in 2021 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, and new Placentia Metrolink rail station. Further details for each of the projects are included in the following summaries.

Orange County Project Summary	Cost (\$M)
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	29.8
Placentia Metrolink Rail Station	34.8
SUBTOTAL	524.6



SR-91 Improvements between SR-57 and SR-55



Project Description

The project proposes to add EB capacity between SR-55 and SR-57, improve the SR-91/SR-57 and SR-91/SR-55 interchanges and local interchanges. In the SR-91/SR-57 interchange area, improvements identified in Project Approval/Environmental Document (PA/ED) phase include splitting the WB SR-91 Connector into separate exits for NB and SB SR-57 and extending an additional lane on WB SR-91 from the NB SR-57 to WB SR-91 connector through State College Boulevard and terminating at the auxiliary lane to Raymond Avenue-East Street. At the SR-91/SR-55 interchange area, a drop on-ramp from Lakeview Avenue would be constructed between realigned WB SR-91 lanes for direct access to SB SR-55, allowing for the exit to SB SR-55 to be moved further east, with a barrier separating WB SR-91 and SB SR-55 traffic west of the Lakeview Avenue bridge. The 91 Express Lanes will not be impacted by the project. In order to accommodate the improvements, the Lakeview, Tustin, Kraemer/Glassell, and La Palma bridges are proposed to be replaced. The improvements have been developed in cooperation with local jurisdictions and affected communities.

Key Considerations

The proposed project improvements on WB and EB SR-91 may require minor partial right-of-way acquisition and Temporary Construction

Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

Benefits

The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will reduce congestion and delay and reduce weaving.

Current Status

The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014 and the Project Approval/Environmental Document (PA/ED) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. The proposed improvements are included in the Measure M program.

Schedule and Cost

Construction is anticipated to be completed in 2027 and the total project cost is estimated to be approximately \$460,000,000.

Anaheim Canyon Metrolink Station Improvements

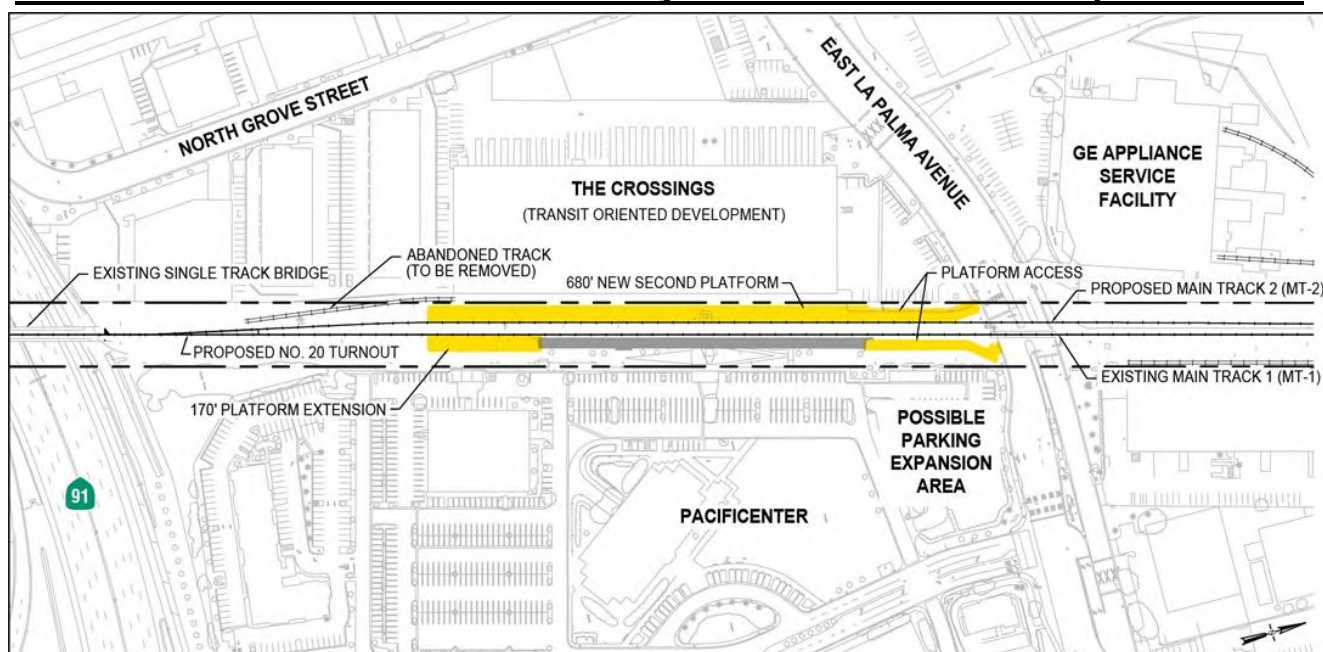


Image source:
Anaheim Canyon Station Project Definition Report, February 23, 2015

Project Description

The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

Benefits

The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status

OCTA is the lead agency on the project. Funding for the project is programmed to use Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), 5307 Federal Formula, M2 (OC Go), and City of Anaheim funds.

Schedule and Cost

The plans were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in October 2022. The total project cost is estimated to be \$29.8 million.



Image source: www.placentia.org/Placentia-Metrolink-Site-Plan (Wildan Engineering)

Project Description

The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

Benefits

The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

Current Status

The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll

Revenues, M2 (OC Go) and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), OC Go and City funds are programmed for the design and right-of-way costs.

Schedule and Cost

Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$34.8 million.

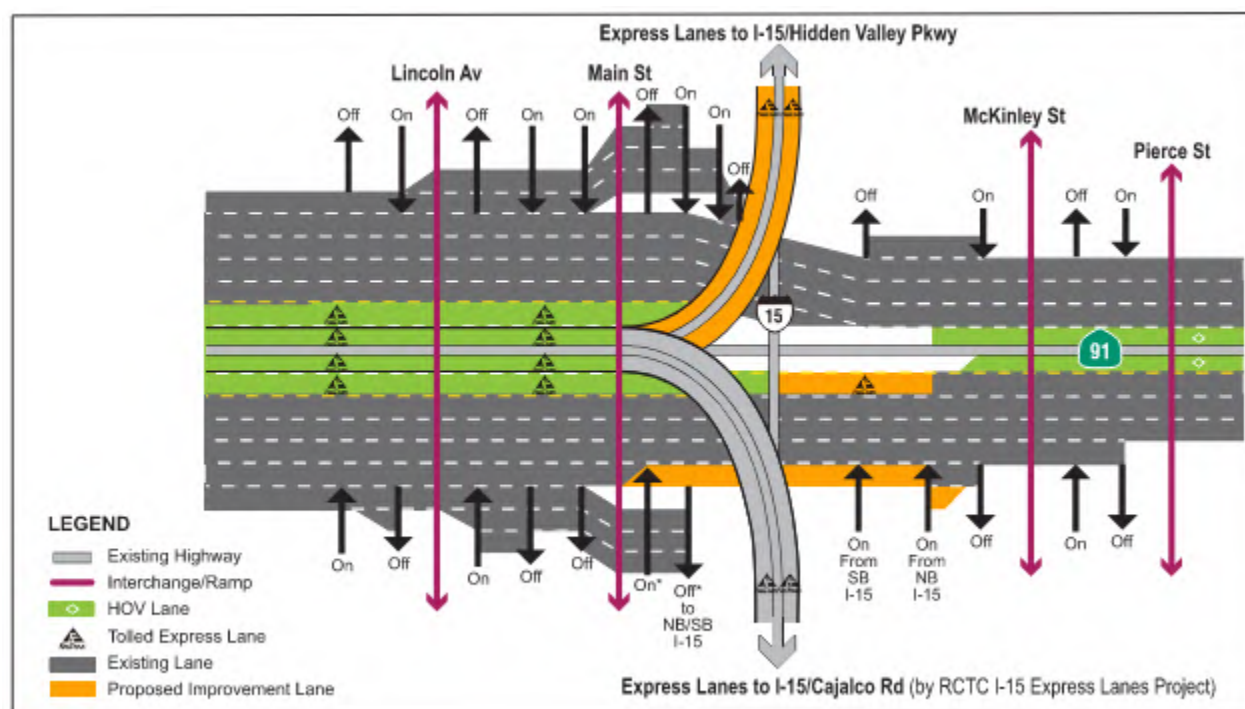
RIVERSIDE COUNTY PROJECTS

The Riverside County set of projects includes three improvements: a 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange Improvements, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost in excess of \$391 million (in 2021 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
15/91 Express Lanes Connector		270
SR-71/SR-91 Interchange Improvements		121
SR-91 Improvements East of I-15		TBD
SUBTOTAL		391+



15/91 Express Lanes Connector



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each

project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Lanes Connector, and RCTC's I-15 Express Lanes Project.

Benefits

The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

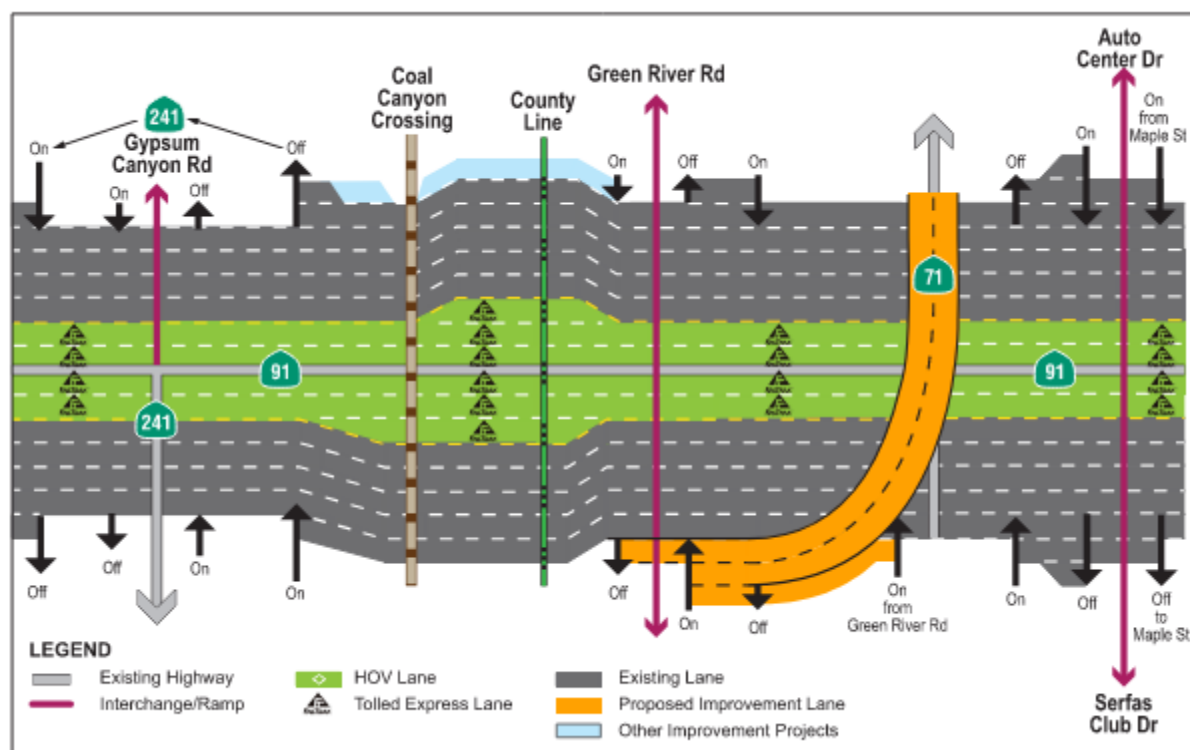
Current Status

The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020.

Schedule and Cost

Construction is planned to be completed in 2023. The total project cost is estimated to be \$270,000,000.

SR-71/SR-91 Interchange Improvements



Project Description

The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

Key Considerations

Project improvements must be coordinated with the following projects: the SR-91 Sixth GP Lane Addition and the SR-241/SR-91 Tolled Express Lanes Connector. Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.

Benefits

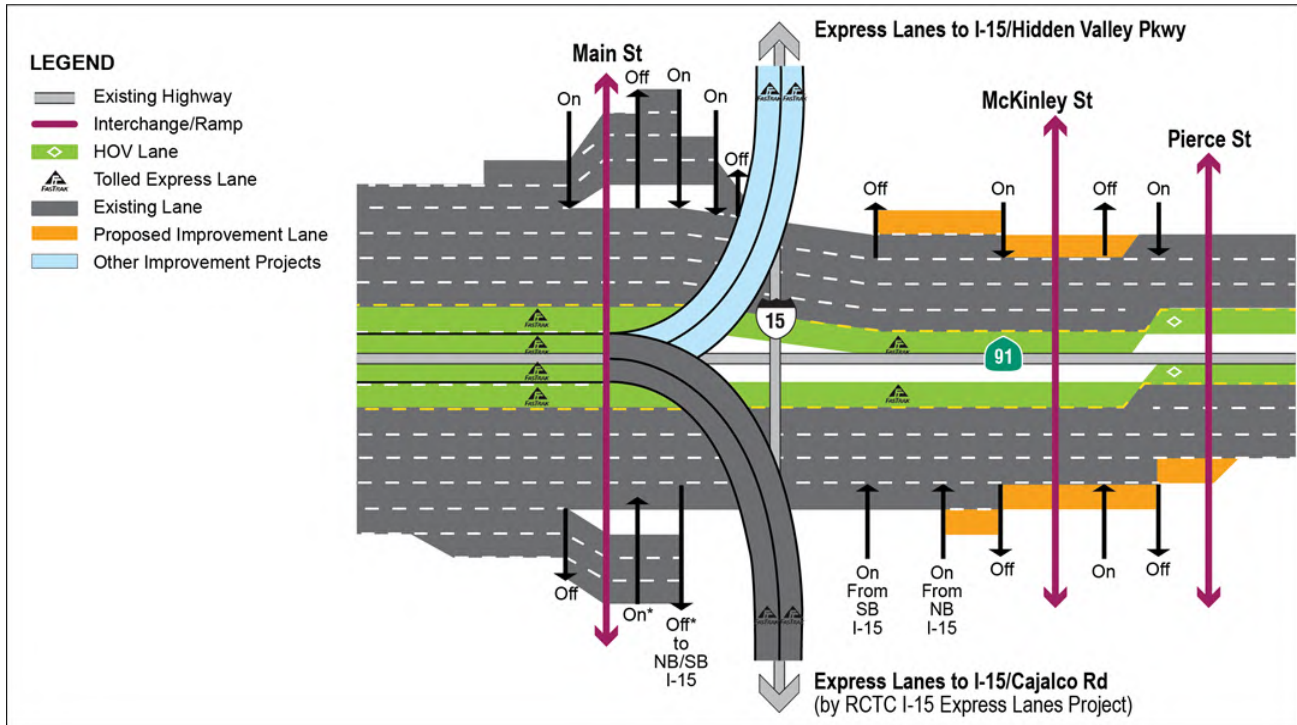
The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

Current Status

The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design is underway.

Schedule and Cost

Construction is planned for completion in 2024. Construction cost is estimated to be \$121,000,000.



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 improvements east of I-15, which includes extending an Express Lane east of McKinley Street and adding a general purpose lane to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to

accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Lanes Connector, 15/91 Express Lanes Connector, and RCTC's I-15 Express Lanes Project.

Benefits

The SR-91 Improvements east of I-15 will reduce congestion and delays by providing additional SR-91 capacity from I-15 to Pierce Street.

Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Improvements east of I-15 is currently discussed in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

Schedule and Cost

Anticipated project completion and cost are to be determined.

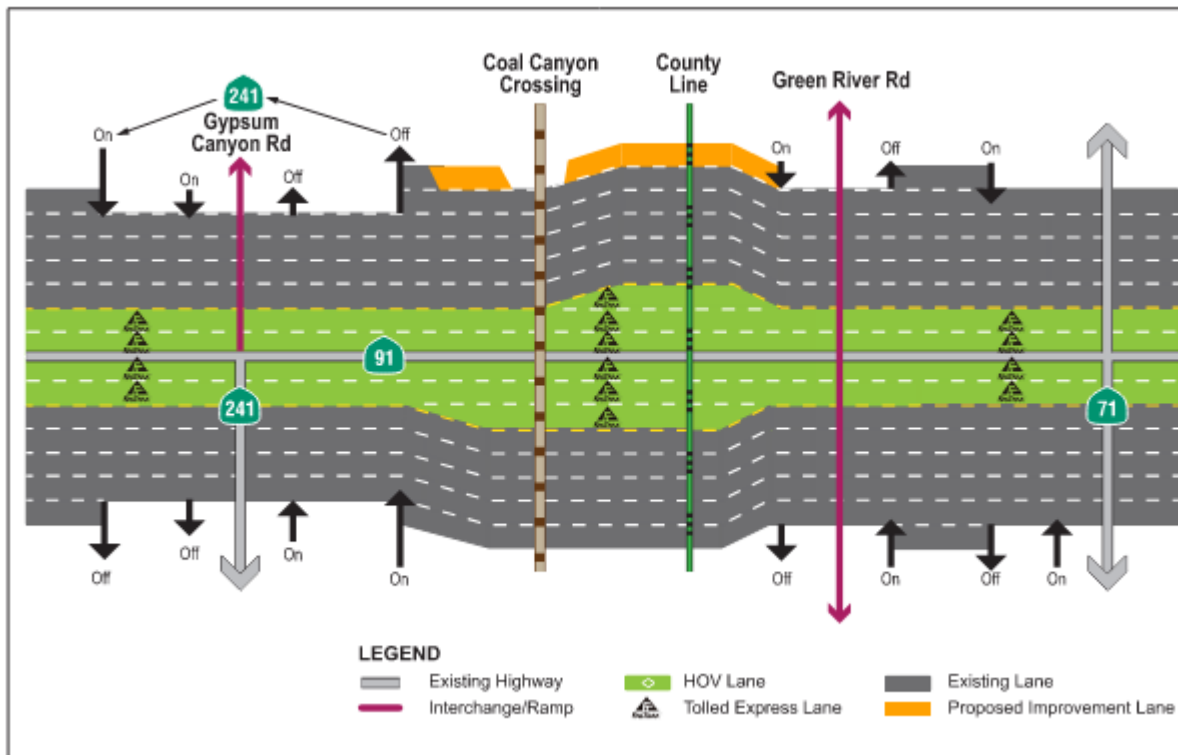
BI-COUNTY PROJECTS

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: SR-91 Corridor Operations Project, a Sixth General Purpose Lane Addition (SR-241 to SR-71), and the SR-241/SR-91 Tolled Express Lanes Connector. The total cost for the three projects is expected to be more than \$288 million (in 2021 dollars, or as noted).

Bi-County Project Summary	Cost (\$M)
SR-91 Corridor Operations Project	38
Sixth General Purpose Lane Addition (SR-241 to SR-71)	TBD
SR-241/SR-91 Tolled Express Lanes Connector	250
SUBTOTAL	288+



SR-91 Corridor Operations Project



Project Description

The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

Key Considerations

The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations

include reducing impacts to adjacent land and local streets by the use of retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Lanes Connector and the SR-91 Sixth GP Lane Addition projects.

Benefits

The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Current Status

This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP was completed in Spring 2020. Construction began in November 2020.

Schedule and Cost

Construction is planned for completion in 2022. The total project cost is estimated to be \$38,000,000.

[illegible]

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 sixth general purpose lane in each direction between SR-241 and SR-71 (the subject of this project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for

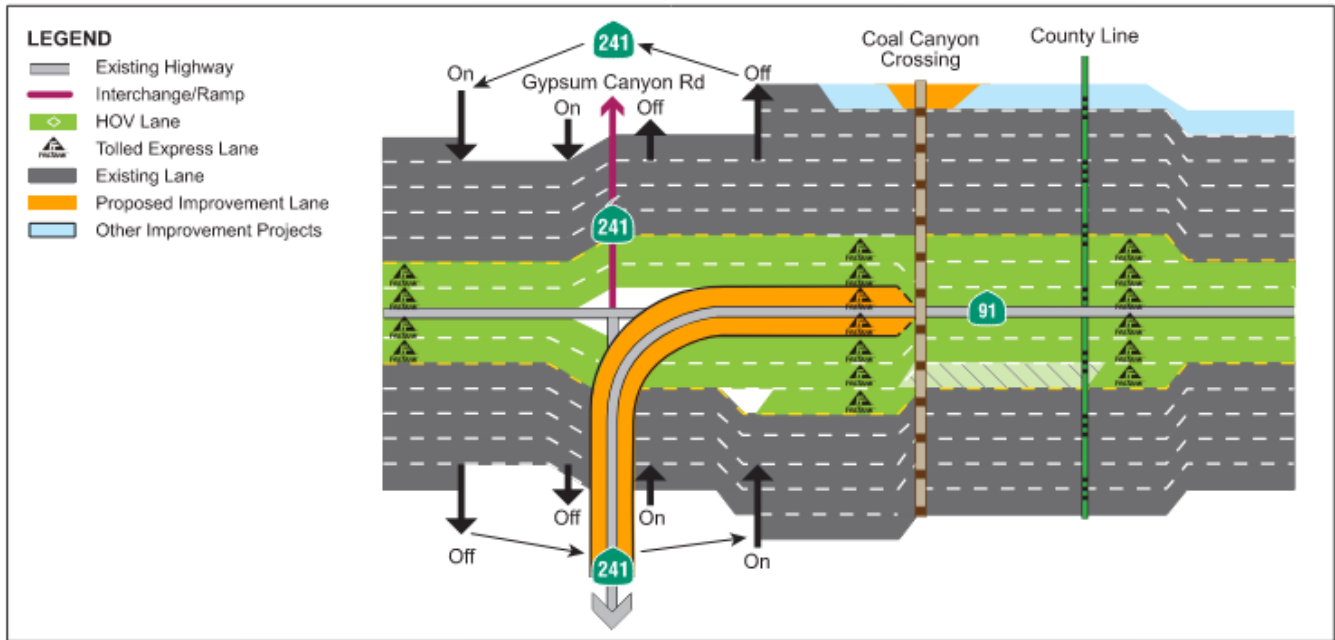
each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the 91 COP, SR-71/SR-91 interchange and the SR-241/SR-91 Tolled Express Lanes Connector.

The SR-91 Sixth General Purpose Lane Addition will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to SR-71.

An Alternatives Analysis (to be completed in 2021) is being performed to evaluate potential alternatives. Prior preliminary engineering was completed but may need to be revisited at a future date. The SR-91 Sixth General Purpose Lane Addition is currently discussed in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

Anticipated project completion and cost are to be determined

SR-241/SR-91 Tolloed Express Lanes Connector



Project Description

The SR-241/SR-91 Tolloed Express Lanes Connector will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

Key Considerations

The purpose of the project is to implement the build out of the Eastern Transportation Corridor as approved in 1994 in order to improve traffic operations on the northbound 241 Toll Road and the SR-91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes which were all key considerations in Caltrans' approval of the project. The project will require widening of SR-91 to accommodate the direct connector and associated Express Auxiliary Lanes in the median. The project's planned construction is aligned with the implementation of other planned improvements in the area including the 15/91 Express Lanes Connector, SR-91 Corridor Operations Project, and SR-71/SR-91 Interchange Improvements. Coordination will be conducted with local agencies to ensure the project avoids impacts to planned bicycle and trail connections on Gypsum Canyon Road per the City of Anaheim General Plan and OCTA Commuter Bikeways Strategic Plan.

Benefits

The project will provide connectivity between the 91 Express Lanes and the 241 Toll Road, which will enhance

operations along the SR-91 general purpose lanes while also improving traffic operations on the northbound 241 Toll Road.

Current Status

Preliminary engineering concepts for a SR-241/SR-91 Tolloed Express Lanes Connector have been developed by the Foothill/Eastern Transportation Corridor Agency (F/E TCA) and Caltrans, which were utilized for the environmental analysis. The 91 Express Lanes Extension and SR-241 Connector Feasibility Study was completed in March 2009 and was initiated to evaluate various alternatives. A Project Study Report was initiated in January 2011 and was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016, through January 9, 2017. Caltrans's approval of the project with the Record of Decision was completed in March 2020. Final design is in progress.

Schedule and Cost

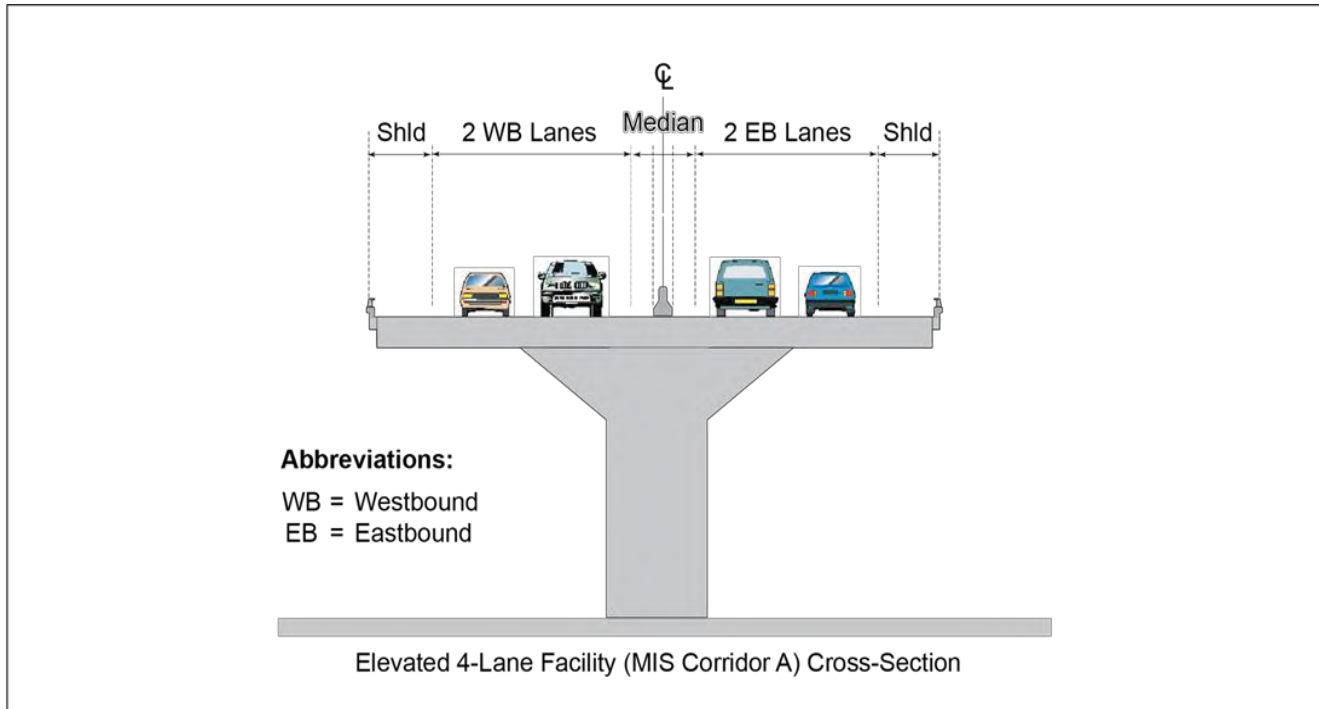
Agreements to document roles and responsibilities for F/ETCA funding, Caltrans construction, and OCTA/RCTC tolling operation of the project are under development by the multi-agency team. Final Design is expected to be completed in 2022. Construction is anticipated to last approximately 26 months beginning in 2023 with project opening in 2025. The total cost of the project will be approximately \$250,000,000.

APPENDIX A - POST-2035 AND CONCEPTUAL PROJECTS

Concepts for potential Post-2035 implementation (potentially earlier if funding becomes available) focus on longer-lead time projects. This multi-billion dollar program may include: an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; the Anaheim to Ontario International Airport Maglev High Speed Rail; the Irvine-Corona Expressway (ICE) 4-lane facility from SR-241/SR-133 to I-15/Cajalco Road (formerly known as MIS Corridor B), Westbound SR-91 to Southbound SR-55 Connector Improvements, Eastbound SR-91 Fifth Lane Addition at SR-241 and Fairmont Boulevard Improvements. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input.

Concept Summary	Cost (\$M)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770-3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
Westbound SR-91 to Southbound SR-55 Connector Improvements	75-150
Eastbound SR-91 Fifth Lane Addition at SR-241	31
Fairmont Boulevard Improvements	76.8
SUBTOTAL	14,527.8– 15,032.8

Elevated 4-Lane Facility from SR-241 to I-15 (MIS Corridor A)



Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts. Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be

required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. Corridor A as managed lanes, with the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to “parallel” tolled facilities.

Benefits

The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

Current Status

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).

Anaheim to Ontario International Airport Maglev High Speed Rail



REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

Concept Description

Proposals for a new super-speed train corridor from Anaheim to Ontario are included in this concept. This concept includes an alternative that would use SR-91 right-of-way or would be aligned adjacent to SR-91 right-of-way or could potentially be co-located with the Major Investment Study (MIS) Corridor A alignment. Another alignment opportunity is being investigated along SR-57.

Key Considerations

Alternative alignment impacts to SR-91 right-of-way envelope and/or Santa Ana River are undetermined. The choice of alignment will potentially impact MIS Corridor A. Right-of-way (R/W) will be required to implement the improvements. Potential considerations for co-locating the Magnetic Levitation (Maglev) train adjacent to Corridor A (and also SR-91) include providing a two-column structure with a barrier between the trains and vehicles. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. See the MIS Corridor A project for additional considerations. Coordination with Metrolink improvements will be required.

Benefits

The concept would provide congestion relief by providing a direct high-speed/high-capacity connection with Ontario International Airport for Orange County air passengers and business next-day deliveries. Maglev will make the trip in just 14.5 minutes. Relieves congestion on SR-91 by providing additional capacity in the corridor.

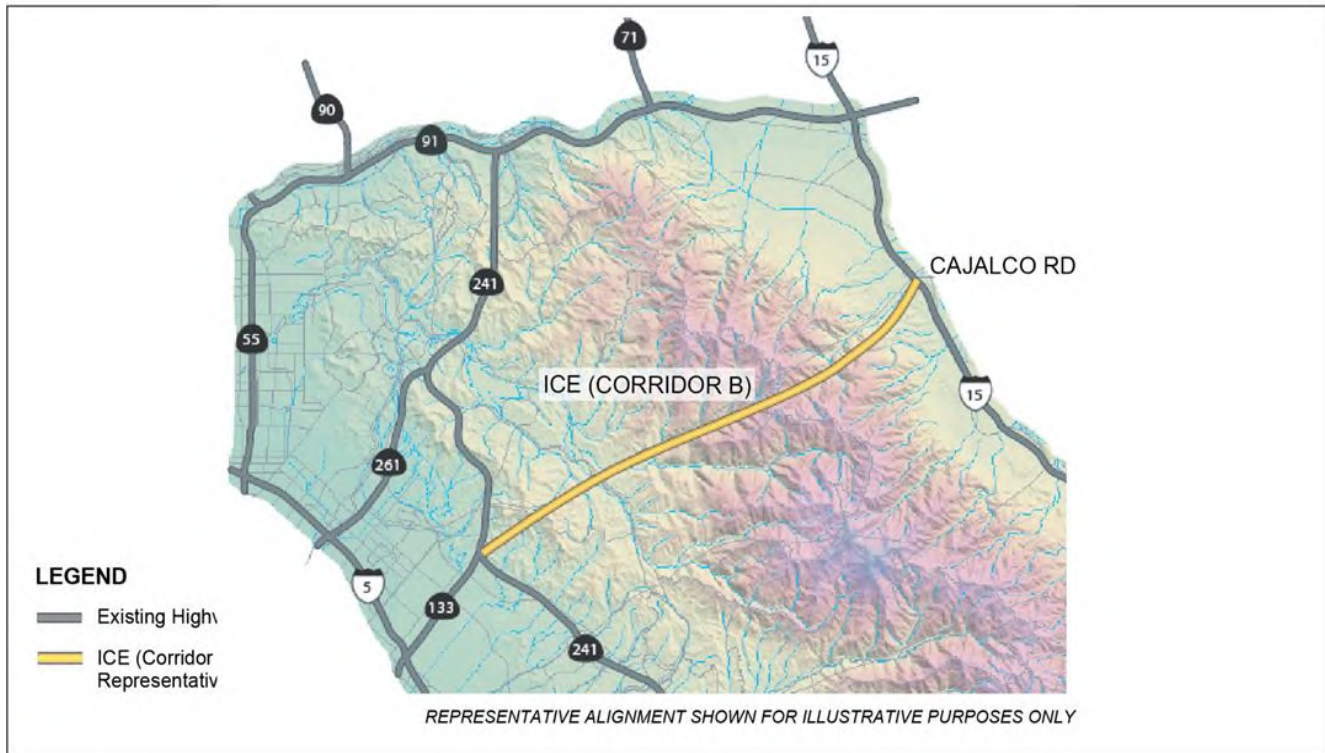
Current Status

Since 2012, no progress on this project has occurred. Preliminary design, engineering and Phases 1 and 2 of a Preliminary Environmental Impact Statement/Environmental Impact Statement (PEIS/EIS) are completed. Congress approved \$45M in SAFETEA-LU for the environmental phase of the project. Construction funding of up to \$7 billion was identified through a loan commitment from the China Export-Import Bank.

Schedule and Cost

Anticipated project completion is to be determined and construction cost is estimated to be from \$2,770,000,000 to \$3,200,000,000 (2012 dollars).

Irvine-Corona Expressway (ICE) from SR-241/SR-133 to I-15



Concept Description

The improvements primarily consist of constructing a highway and rail facility through the Cleveland National Forest with freeway-to-freeway connectors at SR-241/SR-133 and I-15/Cajalco Road. The facility would essentially be a continuation of SR-133 on the west end of the corridor, to I-15 on the east end.

Key Considerations

The tunnel concept is technically feasible based on the geotechnical investigation completed in December 2009. The initial project phase would be the construction of one 2-lane highway tunnel and one rail tunnel. The second project phase would include construction of a second 2-lane highway tunnel. Additional technical studies and geotechnical borings would be needed to refine the tunnel alignments and grades. Costs associated with the Irvine-Corona Expressway (ICE) tunnels are based on the Feasibility Evaluation Report completed in December 2009. A financial analysis will be needed for the construction, operations and toll requirements of the ICE tunnels.

Benefits

The concept would provide significant congestion relief by providing an alternative route between Orange and Riverside counties and would allow vehicles to bypass SR-91 between SR-241 and I-15. The concept would not disrupt SR-91 traffic during construction and would allow for additional route selection for incident management, emergency evacuation, and for continuity of the highway network by linking SR-133 to I-15.

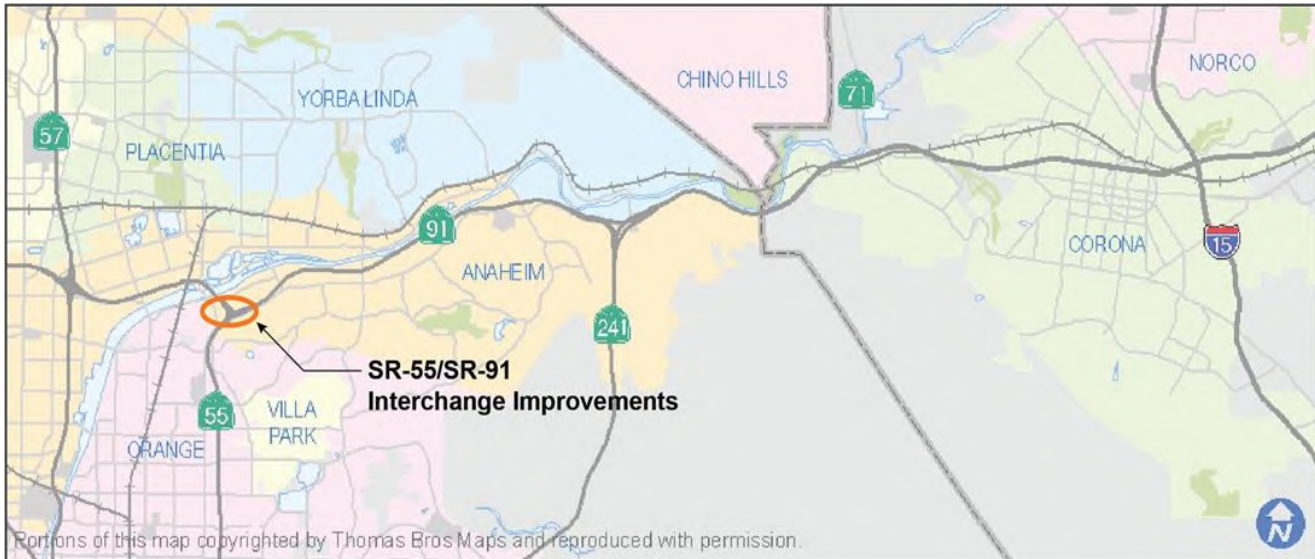
Current Status

On August 27, 2010 the Riverside Orange Corridor Authority Board took action to defer additional study of the ICE concept until such time as financial considerations improve and/or technological advancements warrant reexamination. Review of the concept shall be done annually through the SR-91 Implementation Plan update to determine if any of the major assumptions about financial considerations, private sector interest, or technological advancements have changed to make the tunnel financially viable. (See "ICE status summary" for further discussion).

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$8,855,000,000 (2009 dollars).

Westbound SR-91 to Southbound SR-55 Connector Improvements



Concept Description

The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue, and with the SR-91 Environmental Study Improvements from SR-57 to SR-55. This study is currently being conducted.

Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview AV has been designed to accommodate three WB through lanes on either side in order to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

Benefits

Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

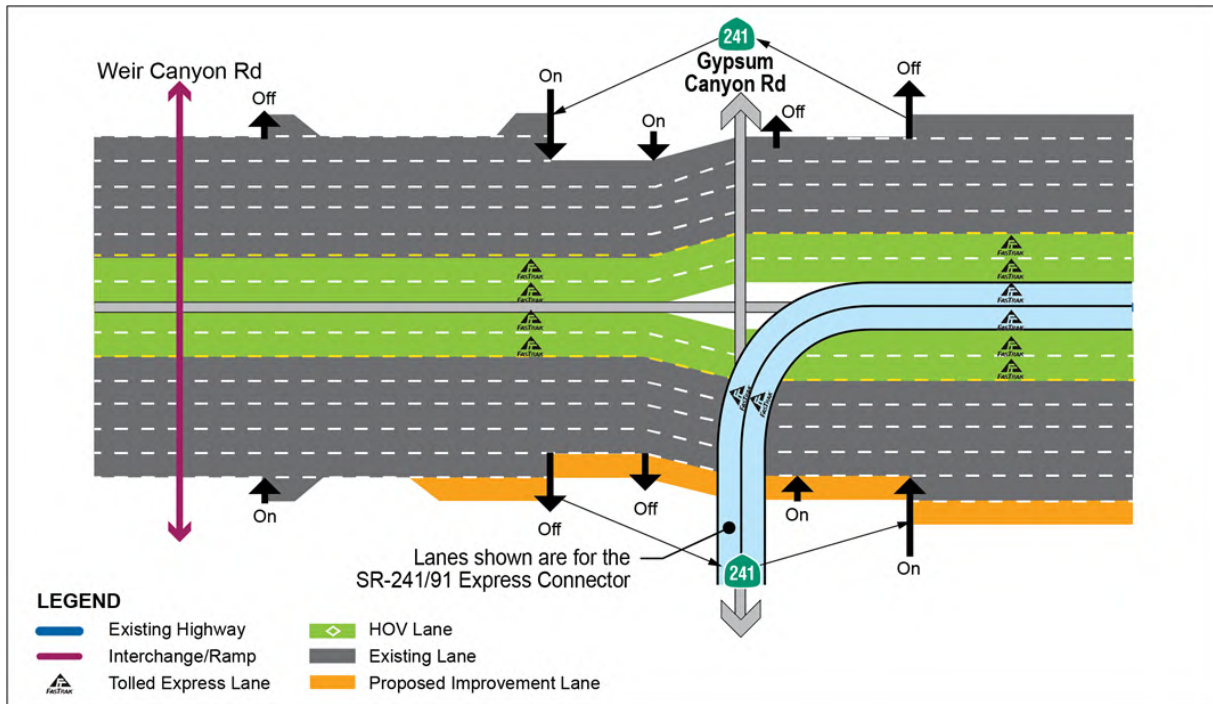
Current Status

SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).

Eastbound Fifth Lane Addition at SR-241



Concept Description

The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of four GP lanes and two managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

Key Considerations

This segment with four GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits

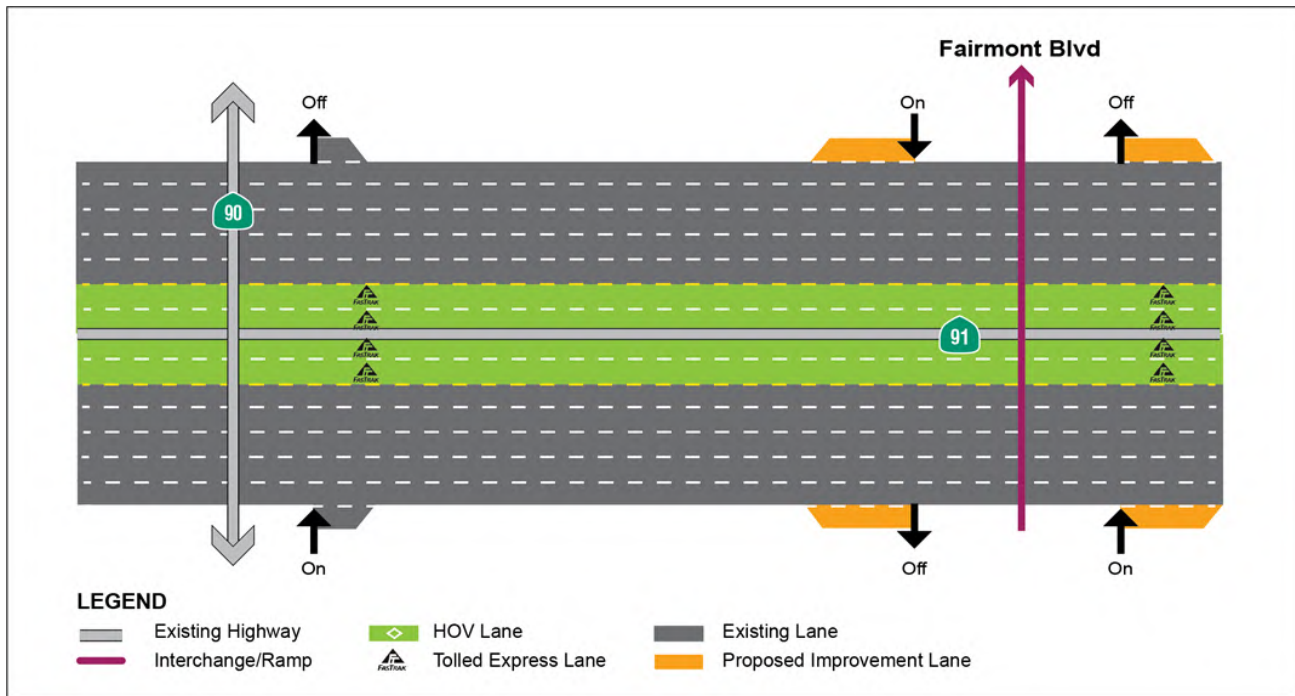
- 1) Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- 2) Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
- 3) Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
- 4) Potentially provide balanced lane utilization at high traffic demand area.

Current Status

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4-lane segment between 5-lane freeway segments.

Schedule and Cost

Total project cost, based on Caltrans' estimate, is \$31.25 million. Project schedule has not been determined.



Project Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations

Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account, or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

Benefits

The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

Current Status

The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

Schedule and Cost

Anticipated project completion is post 2035 and construction cost is estimated to be \$76,800,000 (costs from 2009 Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.

APPENDIX B- COMPLETED PROJECT EXHIBITS

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	March 2009
North Main Street Corona Metrolink Station Parking Structure	June 2009
Eastbound Lane Addition from SR-241 to SR-71	September 2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction	December 2012
SR-91 WB Lane at Tustin Avenue	April 2016
Metrolink Service Improvements	June 2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	July 2017
Express Bus Service	2019
La Sierra Metrolink Parking Improvements	February 2019

Green River Road Overcrossing Replacement

Appendix Project No: B-1

Actual Completion: March 2009

Project Costs

Capital Cost	\$ 21,000,000
Support Cost	\$ 3,000,000
R/W Cost	\$301,000
Total Project Cost	\$ 24,301,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4-span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within existing right of way.

Key Considerations

Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71, SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Benefits

The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general purpose lanes, thus contributing to congestion relief on SR-91.

Current Status

The project began construction in March 2007 and was completed in March 2009.

Project Schedule Caltrans Equivalents:

Preliminary Engineering = PID

Environmental = PA/ED

Design = PS&E

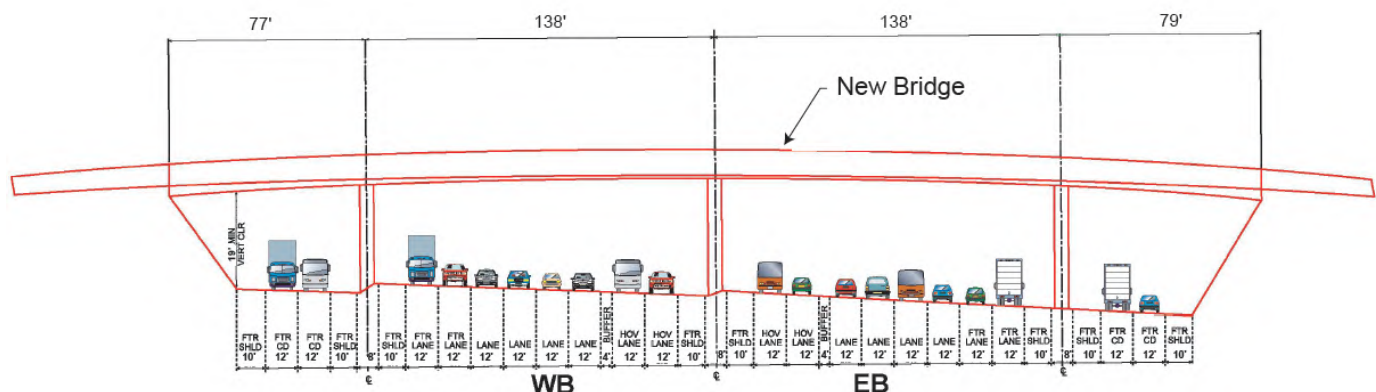
Abbreviations:

CD = Collector Distributor Lane

FTR = Future

HOV = High Occupancy Vehicle

SHLD = Shoulder



GREEN RIVER BRIDGE CROSS-SECTION

NOTE: All dimensions are approximate



North Main Street Corona Metrolink Station Parking Structure

Appendix Project No: B-2

Actual Completion: June 2009

Project Costs

Capital Cost	\$ 20,000,000
Support Cost	\$ 5,000,000
R/W Cost	\$0
Total Project Cost	\$ 25,000,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

Key Considerations

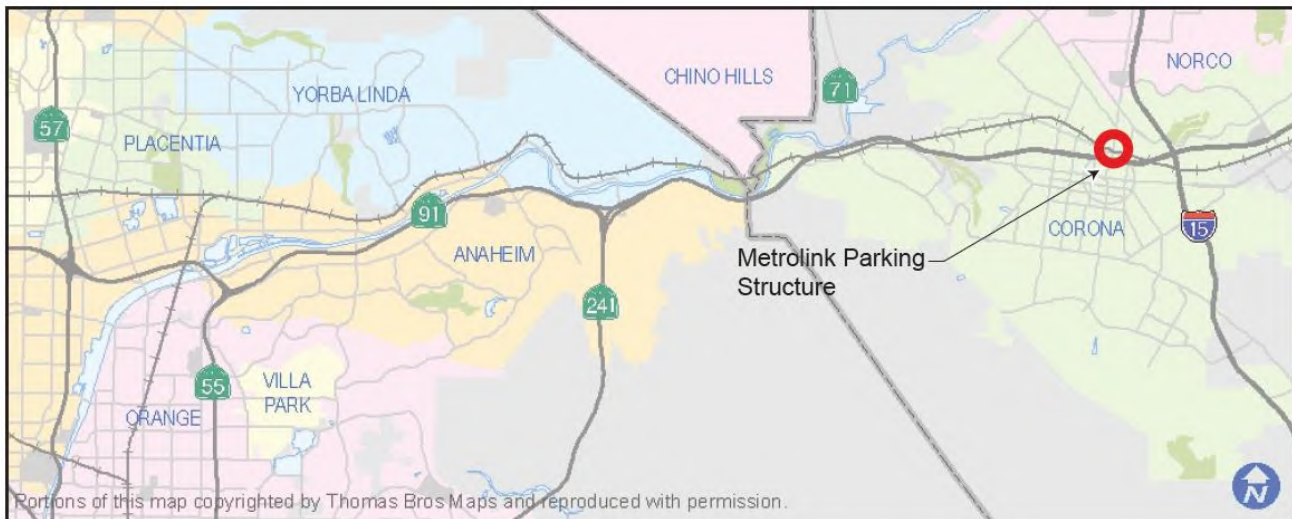
Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

Benefits

Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

Current Status

Construction was initiated in January 2008 and was completed in June 2009. The project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.



Eastbound Lane Addition from SR-241 to SR-71

Appendix Project No: B-3

Actual Completion: September 2010

Project Cost Estimate

Capital Cost	\$ 41,000,000
Support Cost	\$ 8,000,000
R/W Cost	\$ 2,200,000
Total Project Cost	\$ 51,200,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

Key Considerations

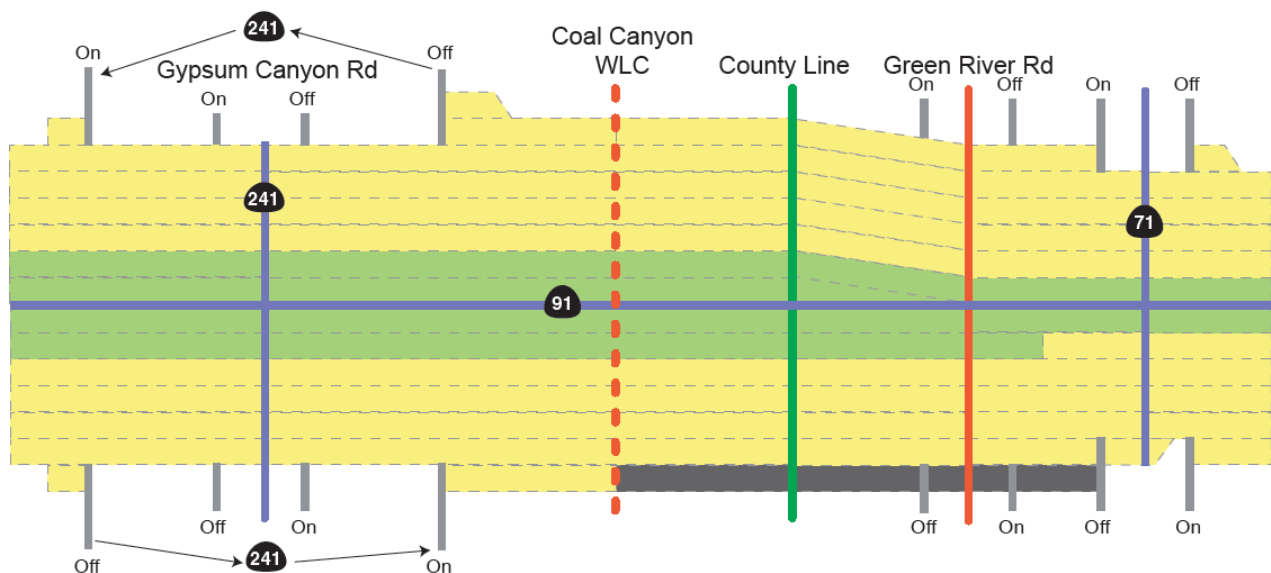
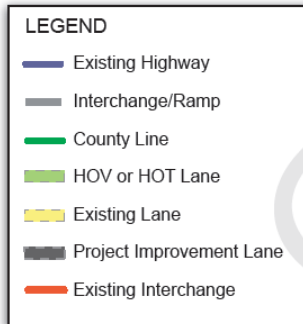
Coordination with the SR-91 Corridor Improvement Projects (Project #3 and #11) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12 foot width to provide for future widening as contemplated by Project #3 and #11.

Benefits

The lane addition would help to alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

Current Status

Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.



Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction

Appendix Project No: B-4 Actual Completion: January 2013

Project Costs

Capital Cost	\$ 65,005,000
Support Cost	\$ 19,639,000
R/W Cost	\$ 573,000
Total Project Cost	\$ 85,217,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

This project proposes capacity and operational improvements by adding one general purpose (GP) lane on eastbound (EB) SR-91 from the SR-55/SR-91 connector to east of the Weir Canyon Road interchange and on westbound (WB) SR-91 from just east of Weir Canyon Road interchange to the Imperial Highway (SR-90) interchange. Additionally, this project would facilitate truck traffic approaching the truck scales in both directions.

Key Considerations

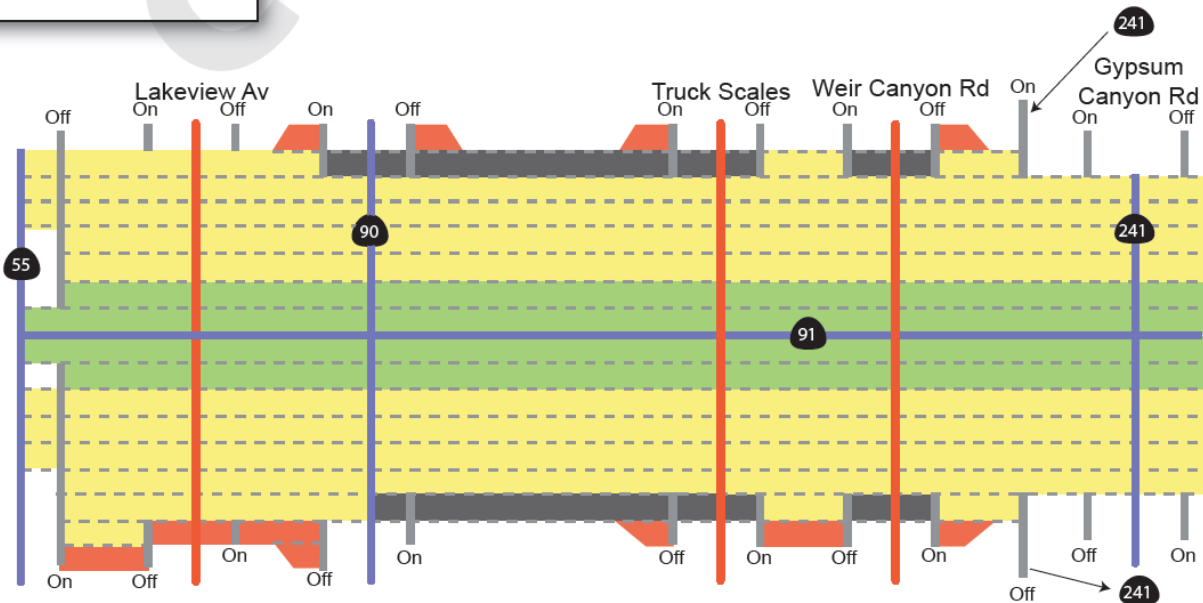
Caltrans is not considering relocation of the truck scales at this time.

Benefits

Alleviates congestion on WB SR-91 by eliminating the lane drop at the truck scales and providing a continuous GP lane to SR-90. Alleviates congestion on EB SR-91 by eliminating the lane drop for northbound (NB) SR-55 at SR-91 by providing an auxiliary lane to Lakeview Avenue, and at SR-90 by providing a continuous GP lane through Weir Canyon

LEGEND

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Auxiliary Lane



NOTE: FAIRMONT BLVD IS CONTINGENT UPON IMPLEMENTATION OF THE PROJECT



SR-91 WB Lane at Tustin Avenue

Appendix Project No: B-5 Actual Completion: April 2016

Project Cost Estimate*

Capital Cost	\$ 22,218,000
Support Cost	\$ 16,382,000
R/W Cost	\$ 4,682,000
Total Project Cost	\$ 43,282,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

Key Considerations

Build Alternative 3 was selected from the Project Study Report (PSR), *On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange*, and requires additional right-of-way. City of Anaheim utilities are within close proximity of the proposed widening section. Widening of the Santa Ana River bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed in early 2011.








Benefits

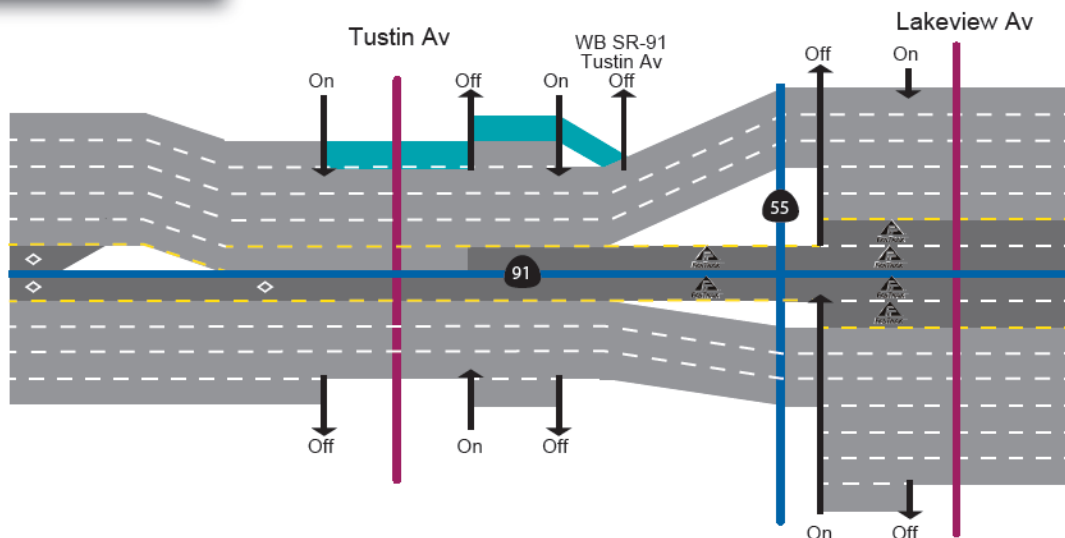
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

Current Status

Preliminary engineering was completed and approved by Caltrans. The environmental phase was completed in November 2010, and design was completed in mid-2013. Construction was initiated in February 2014. The project received \$14M from the Proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

LEGEND

-  Existing Highway
-  Interchange/Ramp
-  County Line
-  HOV Lane
-  Tolloed Express Lane
-  Existing Lane
-  Proposed Improvement Lane



Metrolink Service Improvements

Appendix Project No: B-6

Actual Completion: 2016

Project Cost Estimate*

IEOC Service Cost	\$ 1,160,000
Perris Valley Line Cost	\$ 248,000,000
Total Metrolink Costs	\$ 249,160,000

Project Schedule

Complete 2016

* Costs from OCTA and RCTC
(in 2015 dollars)

Project Description

There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013, cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations

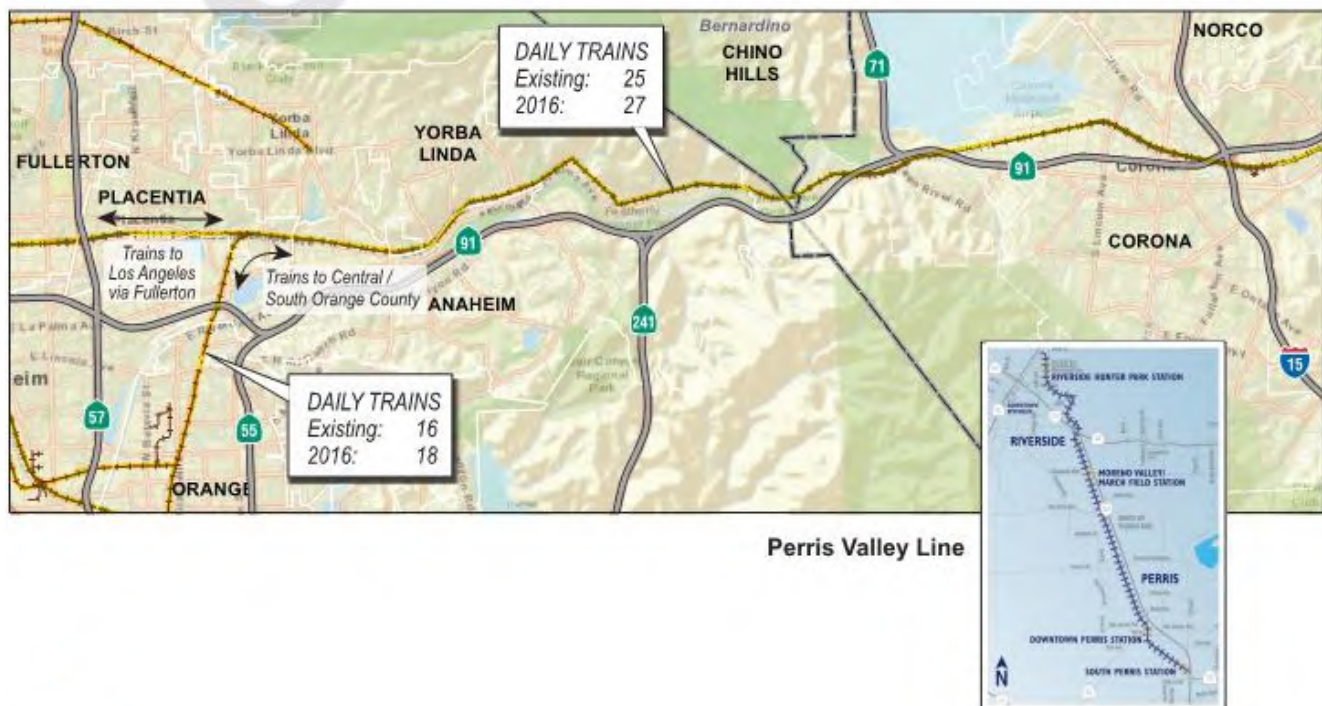
Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for future expansion of the IEOC rail service.

Benefits

Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status

Two additional IEOC Line roundtrips were added in late 2015, and in mid-2016, nine trains began service on the Perris Valley extension to the 91/PV Line.



Initial Phase CIP: Widen SR-91 by One GP lane In Each Direction East of Green River Road, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System / Local Interchange Improvements

Project No: B-7

Actual Completion: 2017

Project Cost Estimate*

Total Capital Cost	\$ 1,161,000,000
Support Cost	\$ 246,000,000
Total Project Cost	\$ 1,407,000,000

Project Schedule**

Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

* Cost obtained for Initial Phase is from RCTC (2014 dollars)

** Schedule for Initial Phase; subsequent phase for Ultimate Project anticipated in 2035

Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10-Year Delivery Plan recommended the following in addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/Hidden Valley Parkway. An Express Lanes ingress/egress lane is also planned near the County Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes North to Hidden Valley Parkway (Project #9); general purpose lanes and Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations

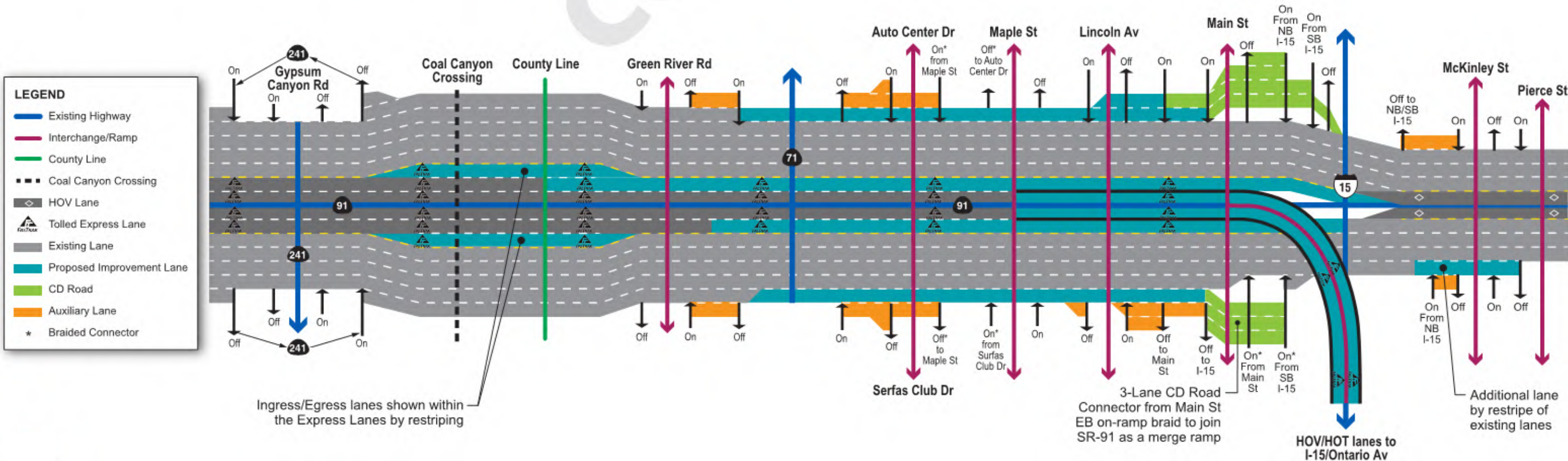
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.

Benefits

The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the north. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Current Status

The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.



Express Bus Service Improvements



Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90-120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

New Service

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Key Considerations

Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

Benefits

Express Bus services contribute to congestion relief on SR-91.

Current Status

Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.

Schedule and Cost

The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

La Sierra Metrolink Parking Improvements



*Image source:
Riverside Transit Agency, April 2019*

Project Description

There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes in the future.

Benefits

The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking, RTA express service, commuter rail, and vanpool.

Current Status

Construction and project implementation has begun.

Schedule and Cost

Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.

APPENDIX C - REFERENCES

The following documents and resources were used in the development of the 2021 Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.

Measure M Next 10 Delivery Plan (Next 10 Plan), November 14, 2016

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for “Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange”, 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Tolloed Express Lanes Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report “Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon”, May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR “On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)”, June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

California – Nevada Interstate Maglev Project Report, Anaheim-Ontario Segment; California-Nevada Super Speed Train Commission, American Magline Group, August 2003

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12





COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Consultant Selection for the Freeway Chokepoint Improvement Study

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 8-0 by the Members present.

Committee Recommendations

- A. Approve the selection of Kittelson and Associates, Inc., as the firm to provide consulting services to conduct the Freeway Chokepoint Improvement Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3346 between the Orange County Transportation Authority and Kittelson and Associates, Inc., in the amount of \$297,337, to provide consulting services to conduct the Freeway Chokepoint Improvement Study.



June 7, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for the Freeway Chokepoint Improvement Study

Overview

The Orange County Transportation Authority is retaining a consultant to conduct an 18-month study to identify freeway chokepoints remaining in Orange County after the implementation of the Measure M2 Freeway Program and to develop improvement strategies. Board of Directors' approval for the selection of a firm to perform the required work is requested.

Recommendations

- A. Approve the selection of Kittelson and Associates, Inc., as the firm to provide consulting services to conduct the Freeway Chokepoint Improvement Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3346 between the Orange County Transportation Authority and Kittelson and Associates, Inc., in the amount of \$297,337, to provide consulting services to conduct the Freeway Chokepoint Improvement Study.

Discussion

Freeway chokepoints are areas of predictable and recurring congestion that may occur due to lane drops, merging, weaving, and other inefficient freeway operational or design elements. The 2018 Long-Range Transportation Plan (LRTP) Short-Term Action Plan recommended the development of a Freeway Chokepoint Improvement Study to identify and address future chokepoint locations, with a baseline assumption that the Measure M2 Freeway Program is fully implemented. In response, a scope of work was developed with a primary goal of identifying cost-effective, low-impact freeway chokepoint mitigation projects that increase safety, improve traffic operations, and reduce

congestion. The scope of work also includes the identification of opportunities to improve air quality, active transportation, and social equity.

A request for proposals (RFP) was issued to seek qualified consultants to conduct the Freeway Chokepoint Improvement Study. The consultant will be expected to deliver on the tasks and goals outlined in the scope of work. The Orange County Transportation Authority (OCTA) and the consultant will also incorporate a collaborative planning process to engage the California Department of Transportation (Caltrans) and potentially affected jurisdictions in the identification of chokepoints and evaluation improvement strategies. The results of this study will provide enough project detail so that the improvement options at priority locations can be considered for inclusion in the next LRTP.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors-approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as project organization and staffing, prior experience with similar projects, work plan, as well as cost and price.

On March 1, 2021, RFP 1-3346 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on March 1 and March 8, 2021. A pre-proposal teleconference was held on March 10, 2021, with 17 attendees representing 12 firms. An addendum was issued to provide a copy of the pre-proposal registration sheet and to respond to questions related to the RFP.

On March 25, 2021, five proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Planning and Analysis, Project Development, Transportation Modeling, and Project Management departments met to review all proposals received.

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

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 20 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 35 percent |
| • Cost and Price | 20 percent |

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 20 percent because firms had to demonstrate experience on similar projects, such as freeway chokepoint improvement projects or studies that reduce congestion, increase safety, and improve traffic operations. Staffing and project organization was weighted at 25 percent as the project team had to demonstrate expertise with project management and experience in identifying freeway chokepoints and developing improvement strategies. The work plan was weighted highest at 35 percent because the firm had to present an approach that demonstrated how they would develop a conceptual planning strategy to address chokepoints identified in the scope of work. Cost and price was weighted at 20 percent to ensure OCTA receives competitive pricing for the proposed services.

On April 14, 2021, the evaluation committee reviewed all proposals received based on the evaluation criteria and short-listed the three most qualified firms. The three short-listed firms are listed below in alphabetical order:

Firm and Location

HDR Engineering, Inc.(HDR)
Irvine, California

Iteris, Inc. (Iteris)
Santa Ana, California

Kittelson and Associates, Inc. (Kittelson)
Orange, California

On April 20, 2021, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements for this project. The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' experience performing similar services with projects

involving freeway chokepoint improvement studies. The firms were asked to discuss considerations, constraints, or risks that need to be assessed in executing the work plan and explain their approach to ensure successful completion of this study within the 18-month schedule. Finally, firms were asked clarifying questions related to each firm's proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary rankings and made adjustments to individual scores; however, the overall ranking of the firms did not change as a result of the interviews.

Based on the evaluation of the written proposals, information obtained from the interviews, as well as cost and price, the evaluation committee recommends Kittelson for award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The short-listed firms are qualified and demonstrated experience providing related services.

Kittelson was founded in 1985 and has 250 employees across 24 offices in the United States. Kittelson's Southern California regional office, located in the City of Orange, provides multimodal transportation planning and traffic engineering to local, regional, and state agencies. Kittelson has experience working on relevant projects, such as the Pennsylvania Department of Transportation Freeway Planning and Operations Analysis System where the firm evaluated systemwide freeway operations to propose future improvements and traffic management strategies, some of which were at chokepoint locations. The firm also worked on several studies with the Florida Department of Transportation to identify future potential freeway-congested locations and assess freeway operation impacts of constructing dual high-occupancy vehicles/high-occupancy toll at managed lanes access points. Other relevant efforts included projects with the North Carolina Department of Transportation, Contra Costa Transportation Authority, and multiple projects for OCTA including the State Route 91 Geometric and Design Alternatives Analysis, the Beach Boulevard Corridor Study, and the Master Plan of Arterial Highways (MPAH) Complete Streets Assessment.

Iteris was founded in 1987 and the firm's headquarters, as well as project office, is located in the City of Santa Ana. Iteris' 19 offices and 425 employees specialize in transportation planning and traffic engineering. The firm has proven experience contracting with transit companies and public agencies with projects

that include the Inland Empire comprehensive corridor plans for the Southern California Association of Governments, the United States 101 Multimodal Corridor Study for Ventura County, a highway system assessment and hot spot analysis for the Los Angeles County Metropolitan Transportation Authority (LA Metro), an update to the monitoring process for the Congestion Management Program for the San Bernardino County Transportation Authority (SBCTA), an MPAH reclassification traffic analysis for the County of Orange, and development and maintenance of a traffic management plan for the Interstate 405 (I-405) Design-Build Improvement Project for OCTA.

HDR was founded in 1917 and has been in Southern California since 1973, and the local office is located in the City of Irvine. The firm has over 10,000 employees in 200 locations worldwide specializing in infrastructure planning and design, transportation planning, strategic planning, traffic studies, tolling studies, and public outreach. The firm has worked with OCTA on multiple projects including the Orange County Freeway Study, Pacific Coast Highway Corridor Study, and South Orange County Multimodal Transportation Study. Additionally, the firm has relevant experience with LA Metro, on the Interstate 605 Corridor Improvement Project, developed alternatives and proposed geometric improvements on State Route 133 for the City of Laguna Beach, and developed a strategic assessment for Riverside County Transportation Commission.

Staffing and Project Organization

Kittelson proposed a qualified team with transportation planning, traffic engineering, and conceptual design experience. The firm proposed a co-project manager approach with two project managers assigned to the effort. The first proposed co-project manager has more than 24 years of experience and six years with the firm coordinating with local and regional transportation and environmental agencies in Southern California and is experienced on planning and engineering projects in Orange County. The proposed co-project manager provided project management on the MPAH Complete Streets Assessment and has worked on other projects to develop solutions for freeway congestion and street problems in coordination with OCTA and Caltrans. The second proposed co-project manager has 41 years of experience and 35 years with the firm. The individual has conducted freeway operations studies of lane options for several freeways in the Orlando, Tampa Bay, and Fort Meyers areas of Florida. The proposed project team demonstrated transportation backgrounds and familiarity with freeway operations. During the interview, the project team provided comprehensive responses to the evaluation committee's questions.

Iteris proposed an experienced team. The proposed project manager has over ten years of experience working in the field of transportation engineering and three years with the firm. The project manager has demonstrated knowledge and experience in traffic operations analysis and transportation impact analysis. The proposed principal-in-charge has five years of experience with the firm and has a background in transportation systems development and designing, as well as designing and deploying projects involving technologies, including traffic management systems for application in the traffic and transit environments. During the interview, the project manager was unable to clarify how they would manage potential problems and escalating issues.

HDR proposed an experienced team with prior transportation and Orange County freeway project history. The project manager has 11 years of experience with the firm and has managed projects involving transportation planning, traffic engineering, and travel demand forecasting for over 40 years. His relevant projects include the Orange County Freeway Study and Pacific Coast Highway Corridor Study. The proposed planner has more than 16 years of experience in planning and transportation including multiple Southern California projects and has one year of experience with the firm. The firm proposed reasonable availability of key staff but did not include sufficient details describing the level of commitment at the support staff level. During the interview, the firm proposed to assign project staff as the project progresses but was unable to identify any specific support personnel during the interview.

Work Plan

Kittelson presented a work plan that addressed all elements of the scope of work and its requirements. The firm provided a thorough approach to completing each task and proposed enhancements to the scope of work requirements including looking at active transportation and demand management strategies, as well as identifying other issues, such as the coronavirus (COVID-19) and the work from home impacts on traffic. The firm also discussed potential future scenarios and proposed a clear plan on how the improvement strategies would be analyzed and screened. The proposed work plan focused on delivering a product tailored for OCTA's needs. The proposal included the use of datasets, such as the Caltrans Performance Measurement System, Street Light Data, INRIX, or the Federal Highway Administration's National Performance Management Research Set to identify chokepoints. The proposal demonstrated how FREEVAL, an advanced corridor-based traffic operations assessment tool can be used to assess the current and future chokepoint locations and offered to share the model with OCTA and provide any needed training at the end of the project.

Iteris' work plan demonstrated an understanding of the project requirements. The firm discussed specifics of the scope of work and presented a detailed work plan. Iteris provided details on the firm's approach using a big data analytics platform, ClearGuide, to identify freeway chokepoints and provided examples of its use in traffic management for OCTA's I-405 Improvement Project, LA Metro's Measure Up Arterial Performance Measure Pilot, and monitoring arterial roadways for SBCTA. The big data approach utilizes larger, more complex data sets that cannot be managed and analyzed by traditional data processing software. In transportation, big data may be collected from cell phone data, sensors, or connected vehicles and allows for more detailed and real time understanding of traffic congestion. The firm also identified potential issues, such as data collection through the Caltrans Performance Measurement System, uncertainty over future traffic growth due to COVID-19, and the potential for different results when utilizing different tools. The work plan relied heavily on utilizing ClearGuide, in conjunction with the Caltrans Performance Measurement System data, but did not articulate the impact of COVID-19 in identifying existing chokepoint locations as required in the scope of work.

The work plan proposed by HDR addressed the requirements of the scope of work, and the firm demonstrated an understanding of lessons learned from the 2018 Orange County Freeway Needs Study. The firm stressed the importance of big data to evaluate congestion on statewide freeways and establish a thorough understanding of existing chokepoints in Orange County. The firm identified several key issues, such as considering improvements on a corridor-wide level, the effects of emerging technologies, and the effects of COVID-19 on the transportation system. During the interview, the firm stated that they plan to utilize INRIX and the Caltrans Performance Measurement System data, but additional data sources may need to be provided by OCTA. The proposal included details on how the firm will analyze proposed chokepoint improvement strategies; however, this process was not clearly explained during the interview.

Cost and Price

Pricing scores were based on a formula, which assigned the highest score to the firm with the lowest total firm-fixed price and scored the other proposals' total firm-fixed price based on its relation to the lowest total firm-fixed price. Kittelson's total firm-fixed price to complete the study was competitive among the firms and was also lower than the OCTA project manager's independent cost estimate. Therefore, Kittelson's proposed firm-fixed price is deemed fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the firm's qualifications, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Kittelson as the top-ranked firm to conduct the Freeway Chokepoint Improvement Study. Kittelson demonstrated strong relevant experience, competitive pricing, and submitted a thorough and comprehensive proposal that was responsive to all requirements of the RFP.

Fiscal Impact

The project is included in OCTA's Fiscal Year 2020-21 Budget, Planning and Analysis Division, Account No. 1531-7519-A4461-0YW, and is funded by State Transportation Improvement Program funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3346 between the Orange County Transportation Authority and Kittelson and Associates, Inc., in the amount of \$297,337, to provide consulting services to conduct the Freeway Chokepoint Improvement Study.

Attachments

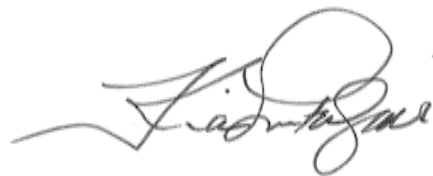
- A. Review of Proposals, RFP 1-3346 Freeway Chokepoint Improvement Study
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 1-3346 Freeway Chokepoint Improvement Study
- C. Contract History for the Past Two Years, RFP 1-3346 Freeway Chokepoint Improvement Study

Prepared by:



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Review of Proposals
RFP 1-3346 Freeway Chokepoint Improvement Study

Presented to the Regional Planning and Highways Committee on June 7, 2021
Five proposals were received, three firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Firm-Fixed Price Total
1	87	Kittelson and Associates, Inc. Orange, California	Associated Civil and Transportation Consultant Engineers, Inc.	The firm has provided planning, design, analytics and outreach strategies since 1985. The firm has 250 employees and is located in the City of Orange. The firm has worked on similar projects. The first proposed co-project manager/principal planner has 24 years of experience and six years with the firm. The second proposed co-project manager/senior principal engineer has 41 years of experience and 35 years with the firm. The firm provided a thorough approach to completing each task and proposed enhancements to the scope of work. The firm proposed FREEVAL, an advanced corridor-based traffic operations assessment tool for assessing current and future chokepoint locations. The project team provided comprehensive responses to the evaluation committee's questions and all team members participated.	\$297,337
2	81	Iteris, Inc. Santa Ana, California	Sommer Engineering	The firm was founded in 1987. The firm has 425 employees and is located in the City of Santa Ana. The firm has proven experience contracting with transit companies and public agencies. The proposed project manager has 10 years of experience and three years with the firm. The proposed principal has five years of experience. The firm provided details on the firm's approach using a data analytics platform, ClearGuide, to identify freeway chokepoints. There was no mention of field visits or aerials in the work plan. The firm provided competitive pricing. Individuals from the proposed project team responded to questions during the interview.	\$299,935
3	80	HDR Engineering, Inc. Irvine, California	SMG Traffic Operations	Firm was founded in 1917 and established in Southern California in 1973. The firm has over 10,000 employees in 200 locations worldwide. The firm has relevant experience. The proposed project manager has 41 years of experience and 11 years with the firm. The proposed planner has one year with the firm. The proposal provided little information regarding quality assurance and quality control, enhancements or potential issues, otherwise the firm had a clear understanding of the work plan. The firm responded to all questions during the interview.	\$273,994

Evaluation Committee

Contracts Administration and Materials Management (1)
Planning and Analysis (1)
Transportation Modeling (1)
Project Development (1)
Project Management (1)

Evaluation Criteria

Qualifications of the Firm
Staff and Project Organization
Work Plan
Cost and Price

Weight Factors

20 percent
25 percent
35 percent
20 percent

Acronym

RFP - Request for proposal

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 1-3346 Freeway Chokepoint Improvement Study

Kittelson and Associates, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.5	4.0	4	16.40
Staffing/Project Organization	4.5	4.0	4.0	4.5	4.5	5	21.50
Work Plan	4.0	4.5	4.5	4.5	4.5	7	30.80
Cost and Price	4.6	4.6	4.6	4.6	4.6	4	18.44
Overall Score	84.9	85.9	85.9	90.4	88.4		87
Iteris, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	3.5	4	15.60
Staffing/Project Organization	4.0	4.0	4.0	4.0	3.5	5	19.50
Work Plan	4.0	4.0	4.0	4.0	4.0	7	28.00
Cost and Price	4.6	4.6	4.6	4.6	4.6	4	18.28
Overall Score	82.3	82.3	82.3	82.3	77.8		81
HDR Engineering, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4	16.00
Staffing/Project Organization	3.5	3.5	3.5	4.0	4.0	5	18.50
Work Plan	3.5	4.0	3.5	3.5	4.0	7	25.90
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20.00
Overall Score	78.0	81.5	78.0	80.5	84.0		80

Range of scores for Non-Short-Listed firms is 65 to 74.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 1-3346 Freeway Chokepoint Improvement Study

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Kittelson and Associates, Inc.						
Contract Type: Time and expense	C-7-1568	Master Plan of Arterial Highways	May 1, 2017	September 30, 2019		\$187,690
Subconsultants:						
Leslie Scott Consulting					\$8,370	
Steer Davies and Gleave					\$36,260	
Contract Type: Time and expense	C-8-1683	Beach Boulevard Corridor Study	October 3, 2018	April 30, 2020		\$439,998
Subconsultants:						
Albert Grover & Associates					\$99,067	
Leslie Scott Consulting					\$10,901	
Arellano Associates					\$61,737	
Steer Davies and Gleave					\$45,970	
Optitrans Engineering					\$27,611	
Total						\$627,688
Iiteris, Inc.						
Contract Type: Firm-Fixed Price	C-9-1066	Main Street Regional Traffic Signal Synchronization Project	December 30, 2019	June 30, 2023		\$3,610,264
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, 2024		\$4,689,352
Subconsultants:						
National Data & Surveying Services					\$ 37,649	
Michael Baker International					\$ 88,077	
Crosstown Electric & Data, Inc.					\$ 1,037,506	
Contract Type: Contract Task Order	A29152	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	A32249	Bristol Street Regional Traffic Signal Synchronization Project	June 29, 2015	March 31, 2020		\$2,252,469
Subconsultants:						
Crosstown Electrical & Data, Inc.						
Contract Type: Contract Task Order	A35288	Pacific Coast Highway Regional Traffic Signal Synchronization Project	June 23, 2016	June 30, 2019		\$2,209,254
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	A39893	Brookhurst Street Regional Traffic Signal Synchronization Project	June 26, 2018	June 30, 2023		\$3,534,110
Subconsultants:						
Crosstown Electrical and Data, Inc.						

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 1-3346 Freeway Chokepoint Improvement Study

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Iteris, Inc., Continued						
Contract Type: Contract Task Order	C-9-1812	On-Call Traffic Engineering and Intelligent Transportation Systems Services	March 9, 2021	December 31, 2027		\$5,328,000
Subconsultants:						
Econolite						
Crosstown Electrical and Data, Inc.						
AIM Traffic Data LLC						
LIN Consulting, Inc.						
Contract Type:	C-8-1488	Intelligent Transportation Systems Update	April 17, 2018	December 31, 2027		\$104,950
Subconsultants: None						
Contract Type: Time and expense	C-8-2075	Traffic Engineering Support	April 30, 2019	March 31, 2022		\$49,800
Subconsultants: None						
Contract Type: Contract Task Order	C-1-3056	College Park Soundwall-West County Connectors	March 4, 2014	December 30, 2019		\$18,814,379
Subconsultants: None						
Total						\$41,998,845
HDR Engineering, Inc.						
Contract Type: Contract Task Order	A42030	On-Call Row and Property Management	April 8, 2019	November 30, 2020		\$974,983
Subconsultants: None						
Contract Type: Time and expense	C-0-1587	Environmental Document and Project Report for SR-55, Between I-405 and I-5.	March 21, 2011	December 31, 2019		\$6,508,025
Subconsultants:						
LSA					\$1,169,372	
Fehr & Peers					\$682,343	
Guida Surveying, Inc.					\$507,106	
Leighton Consulting, Inc.					\$348,972	
Transystems RMC, Inc.					\$275,356	
The Wild Horse Group					\$72,505	
MTS Engineers					\$402,443	
Contract Type: Time and expense	C-4-1854	Project Management Consultant Services for the Santa Ana - Garden Grove Streetcar Project	September 4, 2015	March 31, 2022		\$29,026,290
Subconsultants:						
IBI Group						
Nossaman, LLP						
Sperry Capital, Inc.						
The Solis Group						
Steve Green and Associates						
Intueor Consulting, Inc.						
CivilSource						
SNC-Lavalin Constructors (PAC)						
Arellano Associates						
Shiels Obletz Johnsen						
Boothe Transit Consulting, Inc.						
Mott MacDonald, LLC						

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 1-3346 Freeway Chokepoint Improvement Study

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
HDR Engineering, Inc., Continued						
Contract Type: Time and expense	C-8-1512	Program Management Consultant Services for Regional Rail Programs	March 28, 2019	March 24, 2024		\$7,500,000
Subconsultants:						
Tri-County Drilling, Inc.						
AP Engineering and Testing						
Cogstone Resource Management						
VSCE Inc.						
B A Inc.						
Prescience Corporation						
Mott MacDonald, LLC						
DB Engineering and Consulting, Inc.						
Contract Type: Time and expense	C-8-1840	GIS Technical Support Consultant Services	November 15, 2018	September 30, 2019		\$50,000
Subconsultants: None						
Contract Type: Time and expense	C-9-1121	South Orange County Multimodal Study	September 19, 2019	August 31, 2021		\$749,969
Subconsultants:						
Placeworks						
Nelson/Nygaard Consulting Associates, Inc.						
System Metrics Group, Inc.						
Alta Planning + Design						
Land CM Corporation						
Urbantrans North America						
Contract Type: Time and expense	C-9-1580	Professional Services for GIS	January 28, 2020	October 31, 2021		\$55,000
Subconsultants: None						
Contract Type: Time and expense	C-4-1786		March 1, 2015	November 30, 2020		\$10,000,000
Subconsultants:						
VA Consulting, Inc.						
Construction Surveying						
Desmond Marcello						
Pacific Real Estate						
Lazar Translating and Interpreting						
Real Estate Consulting Services						
Environmental Resources Management						
Pacific Environmental Company						
Donna Desmond Associates						
Hennessey and Hennessey						
The Bernard Johnson Group						
Cal Pacific Land Services						
Integra Realty Resources						
Wiggins and Willett, Inc.						
The Bernard Johnson Group						
Golden State Escrow, Inc.						
Title 365						
Hodges Lacey and Associates						
Total						\$54,864,267

RFP - Request for Proposal; SR-55 - State Route 55; I-405 - Interstate 405; I-5 - Interstate 5; GIS - Geographic Information System



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Programming Recommendations for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and Mid Cycle State Transportation Improvement Program

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 8-0 by the Members present.


Committee Recommendations

- A. Approve the 2021 mid-cycle State Transportation Improvement Program submittal to program Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for the following:
- \$800,000 for the State Route 74 Ortega Highway Improvement Project, and
 - \$588,506 for planning, programming, and monitoring.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.



June 7, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Programming Recommendations for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and Mid-Cycle State Transportation Improvement Program

Overview

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021, signed into law on December 27, 2020, appropriated funding for transportation infrastructure and programs to mitigate revenue loss due to the coronavirus pandemic. Based on state guidelines, these funds will flow through the mid-cycle process for the State Transportation Improvement Program. Programming recommendations are presented for the Board of Directors' consideration and approval.

Recommendations

- A. Approve the 2021 mid-cycle State Transportation Improvement Program submittal to program Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for the following:
- \$800,000 for the State Route 74 Ortega Highway Improvement Project, and
 - \$588,506 for planning, programming, and monitoring.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Background

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), signed into law on December 27, 2020, appropriated \$10 billion for Highway Infrastructure Programs. The State of California was apportioned \$911.8 million of which approximately \$364.7 million,

or 40 percent, will be distributed to regional agencies. The remaining 60 percent, or \$547.1 million, will be utilized by the State of California through the State Highway Operations Improvement Program and the Interregional Improvement Program. Fifty percent of the regional funds (\$182.4 million) will be distributed through a 2021 mid-cycle State Transportation Improvement Program (STIP) through the California Transportation Commission (CTC). The Orange County Transportation Authority (OCTA) will receive \$11.8 million through the mid-cycle STIP. The remaining 50 percent will be distributed through the CRRSAA program. Recommendations for the use of those funds will be presented to the Board of Directors (Board) in a future item.

The CTC approved the mid-cycle STIP schedule, share distribution, and program guidelines on May 12, 2021, with projects initially considered for adoption in June 2021. OCTA's \$11.8 million in the mid-cycle STIP CRRSAA funding can be used to support new projects, augment existing STIP projects, provide cash flow to advance existing STIP projects, or these funds may be included in the 2022 STIP, which is anticipated to be considered by the Board in fall 2021.

Projects are recommended for the mid-cycle STIP CRRSAA funding based on the CTC mid-cycle STIP Guidelines and OCTA's programming priorities included in the February 11, 2019, Board-approved Capital Programming Policies.

Discussion

For the mid-cycle STIP CRRSAA funding, staff is proposing one STIP project advancement and augmentation of the existing planning, programming, and monitoring (PPM) set of projects. In developing this recommendation, staff reviewed several existing and potential new projects, as well as the potential to program funding for the 2022 STIP.

Staff is recommending, as part of the mid-cycle STIP CRRSAA funding program, the advancement of \$800,000 of the \$8.5 million in programmed future STIP funds to support plans, specifications, and estimates (PS&E) or final design for the State Route 74 (SR-74) Ortega Highway Improvements, from Calle Entradero to Reata Road Project. The project will widen SR-74/Ortega Highway from two lanes to four lanes by adding one lane in each direction. In addition, the project will enhance safety by providing a traffic signal, a 12-foot striped median, a five-to-eight-foot shoulder to accommodate a Class II bicycle lane and reconstruct the existing sidewalk. The City of San Juan Capistrano has been approved to receive \$5.3 million in Measure M2 Project O funds for the PS&E phase for this project, matched with \$1.8 million in local match funds. The

advancement of the STIP funds will allow supplemental work related to the PS&E to be completed and ready the project for the right-of-way and construction phases. Additional information for this project is provided in Attachment A. Because this portion of the already programmed funding for the project is being advanced, it frees up 2020 STIP funding that will be incorporated into the 2022 STIP cycle.

Staff is also requesting approval to use approximately \$588,506 for PPM activities, which is the five percent STIP set aside that can be used for this purpose. OCTA uses five percent of STIP funds or STIP PPM in each cycle to support the development of the Regional Transportation Plan and to develop plans to address the short- and long-term multimodal transportation needs of Orange County and the region. Activities include preparation and updates to countywide transportation plans and feasibility studies, as well as consultant, management, and staff support to prioritize, allocate, program, and manage transportation funding. Finally, staff is proposing to program the remaining \$10.4 million in mid-cycle STIP funds as part of the 2022 STIP. The CTC guidelines indicate that these funds are guaranteed to OCTA if they are programmed as part of the 2022 STIP and are not at risk to be redistributed to other agencies. Reserving these funds for the 2022 STIP provides OCTA the opportunity to combine these with any new STIP funds for high-priority projects. The proposed mid-cycle STIP CRRSAA funding program is provided in the table below:

OCTA Projects Proposed for 2021 Mid-Cycle STIP	
Project	2021 STIP (\$ millions; rounded)
Consider for 2022 STIP	\$10.4
SR-74 Ortega Highway Improvements (Calle Entradero to Reata Road)	\$0.8
PPM	\$0.6
Total:	\$11. 8

With Board approval, OCTA will confirm the project list with CTC. The CTC is expected to adopt the program on June 23, 2021. Attachment B provides the updated Capital Funding Plan, which includes recommended changes pending Board approval on June 14, 2021.

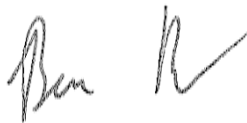
Summary

OCTA is responsible for the development and programming of CRRSAA funding for Orange County. OCTA is proposing to submit two projects for \$1.4 million in CRSAA STIP and will return later this year with a recommendation for the remaining mid-cycle STIP and the CTC CRRSAA funds.

Attachments

- A. Orange County Transportation Authority, Coronavirus Response and Relief Supplemental Appropriations Act of 2021, Project Descriptions and Programming Information
- B. Capital Funding Program Report

Prepared by:



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

Approved by:



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

**Orange County Transportation Authority
Coronavirus Response and Relief Supplemental
Appropriations Act of 2021
Project Descriptions and Programming Information**

Project Augmentation

Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. State Transportation Improvement Program (STIP) funds will be used to develop plans that recommend programs and projects that address the short- and long-term multimodal transportation needs of Orange County and the region. Activities include preparation and updates to the countywide transportation plan and feasibility studies, as well as consultant, management, and staff support to prioritize, allocate, program, and manage transportation funding. The California Transportation Commission allows a set aside five percent of the STIP for regional agencies to carry out planning activities.

The Orange County Transportation Agency is requesting the set aside of \$588,506 in STIP PPM to support consultants and staff in developing the Long-Range Transportation Plan and multimodal strategies to address the short- and long-term transportation needs for Orange County and regional connections, and to guide the expenditure of federal, state, and local transportation funds.

Project Advancement

State Route 74 (SR-74) Ortega Highway Improvements from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1)

This project will widen SR-74/Ortega Highway from two to four lanes by adding one lane in each direction in the City of San Juan Capistrano from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1). The project preliminary plans include installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a class II bicycle lane, and reconstruct the existing sidewalk. The project also requires seven retaining walls. The plans, specifications, and estimates phase is anticipated to take 12-18 months to complete.

This is an existing project approved in the 2020 STIP, and staff is recommending the advancement of \$800,000 of the STIP funds for the design phase in fiscal year (FY) 2021-22. Currently, the \$8.5 million in STIP is programmed in FY 2024-25. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds will be used in place of 2020 STIP funds which were previously programmed to the project. Those funds will be added into the available programming as part of the 2022 STIP program of projects.

**Orange County Transportation Authority
Coronavirus Response and Relief Supplemental
Appropriations Act of 2021
Project Descriptions and Programming Information**

The SR-74/Ortega Highway Widening Project is an important project for the region and one of the most heavily utilized local roads in the area. Currently, the existing traffic demand exceeds traffic capacity and operates at a level of service (LOS) E and will operate at a LOS F in the year 2025. LOS is used to measure traffic flow with LOS A being free flow, and F being stop-and-go or heavily congested. It has also received funding in the past through the Measure M2 (M2) Project O - Regional Capacity Program.

Existing funding levels are depicted below.

Existing Funding (\$000s)	STIP*	M2	Local**	SHOPP	TOTAL
Environmental	\$ 5,513	\$ 1,950	\$ 400	\$ 250	\$ 8,113
Design	\$ 8,540	\$ 5,250	\$ 1,750	\$ -	\$ 15,540
Total	\$ 14,053	\$ 7,200	\$ 2,150	\$ 250	\$ 23,653

Proposed Funding (\$000s)	STIP*	M2	Local**	SHOPP	TOTAL
Environmental	\$ 5,513	\$ 1,950	\$ 400	\$ 250	\$ 8,113
Design	\$ 800	\$ 5,250	\$ 1,750	\$ -	\$ 7,800
TBD	\$ 7,740	\$ -	\$ -	\$ -	\$ 7,740
Total	\$ 14,053	\$ 7,200	\$ 2,150	\$ 250	\$ 23,653

SHOPP - State Highway Operations and Protection Plan

TBD – To be determined

*\$5.5 million in environmental phase was from STIP - Interregional Program

** \$0.4 million is County developer fees and \$1.750 million are city funds



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

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	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$230,482	\$52,357			\$95,338	\$44,791			\$37,996	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$17,425	\$15,027							\$2,398	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
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	\$12,365				\$6,000				\$6,365	
I-5/El Toro Interchange	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91)	F	\$13,921	\$5,000							\$8,921	
SR-55 widening between I-405 and I-5	F	\$504,000	\$160,500		\$41,900	\$80,000	\$140,000			\$81,600	
SR-57 Orangewood Avenue to Katella Avenue	G	\$9,327	\$2,500		\$3,240					\$3,587	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$16,201	\$1,770							\$30	\$14,401
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$15,779	\$1,770							\$30	\$13,979
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$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								\$4,824	
241/91 Express Lanes (HOT) Connector		\$182,298	\$50								\$182,248
I-5 HOV Lane Extension from Avenida Pico to San Diego County Line (PSR/PDS)		\$6,071	\$6,071								
SR-74 widening, Calle Entradero to Reata Road ¹		\$23,653			\$250	\$14,053				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$4,051,716	\$486,512		\$75,120	\$346,475	\$194,179	\$140,392		\$1,857,096	\$951,942
Federal Funding Total		\$561,632									
State Funding Total		\$681,046									
Local Funding Total		\$2,809,038									
Total Funding (000's)		\$4,051,716									

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 lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

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, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
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	
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		\$849,856	\$110,629		\$97,888	\$134,007		\$359,663	\$20,578	\$110,489	\$16,602

Federal Funding Total	\$208,517
State Funding Total	\$493,670
Local Funding Total	\$147,669
Total Funding (000's)	\$849,856

Board Actions:

1. Approve the 2021 Mid-Cycle State Transportation Improvement Program submittal to program \$0.800 million for the SR-74 Ortega Highway Improvement Project in Coronavirus Response and Relief Supplemental Appropriations Act, 2021 Highway Infrastructure Program funds

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



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Active Transportation Program Biannual Update

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller,
Murphy, and Sarmiento
Absent: None

Committee Vote

Following the discussion, no action was taken on this item.

Staff Recommendation

Receive and file as an information item.



June 7, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Active Transportation Program Biannual Update

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) Board of Directors receives biannual updates on regional active transportation (bicycling and walking) projects and programs. These efforts support OCTA's vision for a multimodal transportation system.

Discussion

This report provides an update on active transportation education, safety, and evaluation programs and projects. In response to the coronavirus (COVID-19), OCTA has been adapting project and program deliverables to fit the current situation, creatively undertaking public involvement, and evaluating the effects COVID-19 is having on active transportation in Orange County.

Safety

OCTA received two grants related to Safe Routes to School (SRTS) and pedestrian safety efforts. These included the SRTS Action Plan (Action Plan) and the Safe Travels Education Program (STEP) Campaign. These two efforts deliver SRTS activities to schools and increase the reach of SRTS programs countywide.

Both projects foster continued collaboration and partnership between OCTA, school districts, the Orange County Health Care Agency, cities, law enforcement agencies, and the California Department of Transportation (Caltrans).

SRTS Action Plan

The Action Plan evaluated SRTS efforts countywide, delivered SRTS activities to schools, developed a list of action items, and identified potential agencies and organizations to lead future SRTS efforts. The final report (completed in February 2021) includes a summary of engagement activities, a needs assessment for Orange County schools, and recommendations for developing a countywide SRTS Program. The recommendations are categorized into four goals, nine supporting strategies, and 32 implementation actions (Attachment A). The four goals are: establish a countywide SRTS Program, create and sustain lasting partnerships, develop a culture of safety, and fund and implement infrastructure improvements. OCTA is currently working with stakeholders to determine lead agencies for the study recommendations. Staff will return with specific implementation recommendations by the end of the calendar year.

STEP Campaign

The STEP Campaign develops educational and encouragement activities for walking and bicycling at 25 public elementary schools serving disadvantaged communities. A range of activities will be offered based on school interest and time availability for assemblies, walk or bicycle-to-school day events, and training activities. In response to the COVID-19 pandemic, the project team adapted activities to be compatible with virtual and hybrid schooling. This included developing online modules and educational videos for various age groups focusing on safe walking and bicycling. The project is on partial hold until the end of this school year to accommodate COVID-19 restrictions but will resume outreach and engagement with schools in the upcoming fall 2021 school year. The campaign will continue through November 2022.

System Evaluation

OCTA is undertaking several initiatives to better understand how active transportation users experience Orange County's transportation system. These projects include the Bike Gap Closure Feasibility Study and the Cyclic Counts Program.

Bike Gap Closure Feasibility Study

A comprehensive assessment will evaluate three key bikeway gaps in Orange County. Regional bikeway trails in central and south Orange County, as well as the Cross County Connector bikeway (Attachment B) will be studied. The study will recommend a backbone network that links to other regional and local bikeways. It will also provide grant-ready cost estimates and trail alignments, which can be used by cities to pursue funding opportunities for implementation. The project is funded by \$160,000 in Caltrans Sustainable Community Grant funds and \$40,000 in State Transportation Improvement Program planning, programming, and monitoring funds. The project was initiated in April 2021 and will be completed by spring 2023.

Cyclic Counts Program

This program kicked off in April 2020, and collected bicycle counts at 120 locations throughout Orange County between May 1 and June 6, 2020 (not including Memorial Day weekend). Assessing changes in active transportation travel behavior during the pandemic presented a unique opportunity for data collection. When using this data in the future, it will be noted that it was collected during the pandemic. This data will provide critical information for local agencies for grant applications, evaluation of existing facilities, and assist with decision making about where to locate facilities in the future. Additional counts (approximately 100 locations) will take place during May and June of 2021 to complete the project.

Grant Applications

OCTA submitted an Active Transportation Program Cycle 5 grant application to fund the environmental clearance phase of the Garden Grove-Santa Ana Rails-to-Trails Gap Closure Study (Attachment C). The grant application is to study a potential bikeway on a four-mile section of the Pacific Electric Right-of-Way between Raitt Street and Euclid Street. This project has been consistently identified in planning documents as an important gap closure. The trail would provide direct bicycle and pedestrian access to downtown Garden Grove and Santa Ana, as well as several regional trails in central Orange County. The funding request is for \$3 million and awards will be announced in June 2021.

OCTA also submitted a Southern California Association of Governments (SCAG) Sustainable Communities grant application to fund a Bus Stop Safety and Accessibility Study for OCTA's 13 busiest bus stops (Attachment D).

In coordination with the surrounding communities and local stakeholders, this project will identify first/last mile improvements in the areas directly surrounding OCTA bus stops to facilitate better connections between the adjacent communities and OCTA bus stops. The funding request is for \$300,000 and awards will be announced in June 2021.

Summary

OCTA has advanced planning, education, encouragement, and enforcement efforts to improve active transportation throughout Orange County. Coordination and collaboration will continue between SCAG, Caltrans, and stakeholders to encourage and support walking and bicycling within Orange County.

Attachments

- A. Orange County Bike Connectors
- B. Safe Routes to School Action Plan Executive Summary
- C. Project Fact Sheet, Garden Grove-Santa Ana Rails-to-Trails Gap Closure Project
- D. Orange County Transportation Authority, OCTA Bus Stop Safety and Accessibility Study Caltrans Sustainable Transportation Planning Grant/SCAG Sustainable Community Grant 2021/2022 Project Summary

Prepared by:

Peter Sotherland
Active Transportation Coordinator
(714) 560-5386

Approved by:

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



Safe Routes to School Action Plan Executive Summary

This Safe Routes to School (SRTS) Action Plan (Action Plan) summarizes findings and recommendations for Safe Routes to School support throughout Orange County. The Action Plan recommends that the critical first step in improving SRTS in Orange County is to establish a countywide SRTS Program.

The project team assessed existing SRTS efforts already underway in the County and engaged with stakeholders and those impacted by or interested in supporting safe school travel to learn about opportunities and challenges for SRTS efforts countywide. Results of this engagement and research found that although schools, school districts and cities across Orange County are already conducting a wide range of SRTS activities and improving active transportation infrastructure, they are experiencing challenges with competing priorities as well as a lack of staff resources to dedicate to ongoing SRTS programs. Seventy percent of the County's schools fall into the top two of the three tiers of the Action Plan's needs analysis, demonstrating the opportunity and need for more support for SRTS.

The Action Plan's main recommendations include:

- 1) Establish a countywide SRTS Program,
- 2) Create and sustain lasting partnerships,
- 3) Develop a culture of safety,
- 4) Fund and build safe streets.

This Action Plan includes specific actions and strategies to achieve its four main recommendations, as well as appendices of further resources to support implementation of SRTS activities across the County.

Project Fact Sheet

GARDEN GROVE - SANTA ANA RAILS-TO-TRAILS GAP CLOSURE PROJECT

LENGTH
4 miles

AFFECTED CITIES
Garden Grove and Santa Ana

AT A GLANCE

PROJECT COST:

Approximately \$42,327,000

FUNDING:

Requesting funds for Project Approval & Environmental Document (PA&ED):
\$3,000,000

Plans, Specifications, and Estimate (PS&E): \$3,871,000

Right-of-Way Acquisition: \$8,571,000

Construction: \$26,885,000

Fact Sheet Updated 7/2020

For questions, please contact
Peter Sotherland,
Active Transportation Coordinator
at (714) 560-5386 or
psotherland@octa.net



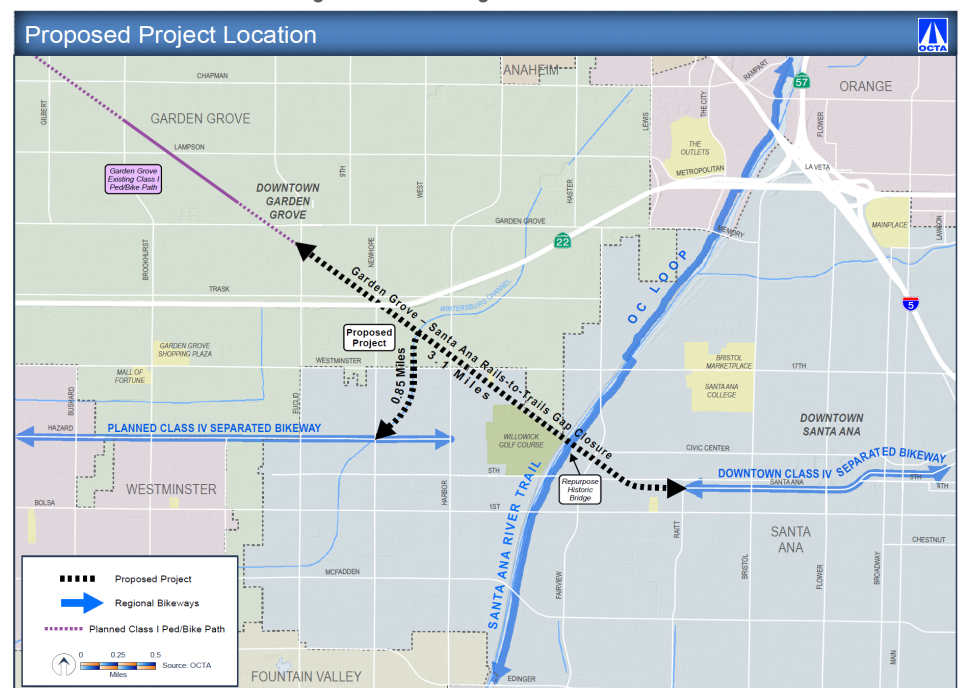
Overview

The Garden Grove - Santa Ana Rails-to-Trails Gap Closure is a four-mile Class I multi-use path which will transform 3.1 miles of OCTA-owned former Pacific Electric corridor and 0.85-mile of the Wintersburg Channel. The project is located between the two cities' downtown areas and is surrounded by high-traffic streets and disadvantaged neighborhoods providing a critical connection with public access the trail from 15 different entry points.

Active Transportation Program funds are being sought for the Project Approval and Environmental Document (PA&ED) phase to support advancing subsequent project phases to be led by the cities of Garden Grove and Santa Ana.

Benefits

The Garden Grove - Santa Ana Rails-to-Trails Gap Closure will increase the use of active transportation travel modes, provide a no-cost, zero-emission transportation alternative, enhance safety and mobility for non-motorized users, facilitating travel away from high-speed and high-volume traffic in several disadvantaged communities. This trail project will link two downtown cities and connect to the Santa Ana River Trail, part of 66-mile Class I OC Loop bikeway, which is 88% complete. The OC Loop connects to beaches, 200 parks, 180 schools, three Metrolink stations and 17 cities. Additionally, the project will result in greenhouse gas emissions reduction, improved air quality and public health in communities with higher than average rates of asthma and cardiovascular disease.





ORANGE COUNTY TRANSPORTATION AUTHORITY
OCTA BUS STOP SAFETY AND ACCESSIBILITY STUDY
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT/
SCAG SUSTAINABLE COMMUNITY GRANT
2021/2022 PROJECT SUMMARY

PROJECT SUMMARY AND FACTS

PROJECT SCOPE

The Orange County Transportation Authority (OCTA) submitted the OCTA Bus Stop Safety and Accessibility Study for Caltrans Sustainable Transportation Planning Grants 2021/2022 funding and Southern California Association of Governments (SCAG) Sustainable Community Grant 2021/2022. OCTA will hire a consultant to lead walk audits and preparation of a report detailing pedestrian accessibility and safety improvements in the areas surrounding the OCTA bus stops with highest ridership in Orange County. The evaluation and recommendations will focus on pedestrian-specific improvements within one fourth mile of these bus stops. The evaluation would position cities for future implementation of infrastructure improvements at the highest ridership locations. The walk audits and recommendations will include public input and be coordination with local jurisdictional staff. The study will include approximately 12 locations that include 41 of the busiest bus stops (300+ riders per day) and serve over 12,500 daily riders in four jurisdictions (Anaheim, Costa Mesa, Garden Grove, and Santa Ana).

PROJECT COST ESTIMATES

Fund Source (Caltrans)	Total
Planning Grant Request	\$265,500
Matching Funds	\$34,500
Total	\$300,000

Fund Source (SCAG)	Total
Planning Grant Request	\$300,000
Matching Funds	\$0
Total	\$300,000



ORANGE COUNTY TRANSPORTATION AUTHORITY
OCTA BUS STOP SAFETY AND ACCESSIBILITY STUDY
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT/
SCAG SUSTAINABLE COMMUNITY GRANT
2021/2022 PROJECT SUMMARY

PROJECT SUMMARY AND FACTS

SUMMARY OF BENEFITS

The evaluation will focus on strengthening pedestrian access for transit users and the public near OCTA bus stops. Recommendations will use industry standardized best practices and will build on recommendations included in the OC Active report and the Systemic Safety Plan. Recommendations will include cost estimates such that they can be used by local jurisdictions to secure grants or allocate funding for implementation.

The study will provide the following benefits.

- Identify deficiencies in the pedestrian system and develop recommendations to improve safety.
- Address the needs of disadvantaged communities - All but one of the bus stops directly serve state-identified disadvantaged communities. In addition, 36 of the 41 bus stops are located within the City of Santa Ana, a community where 55 percent of the residents do not have access to an automobile and up to 50 percent of residents are transit dependent.
- Engage the public and stakeholders with focused attention on disadvantaged communities. Additionally, the project development team consisting of agency staff from project jurisdictions will be asked for the best methods to engage disadvantaged community members within their agency. This customized approach will allow for varying outreach depending on local demographics and cultural norms.
- Encourage increased travel by walking and riding the bus to reduce vehicle miles traveled and greenhouse gas emissions (GHG).
- Position cities to secure funding for grant-ready projects.
- Promote the region's sustainable transportation choices.



ORANGE COUNTY TRANSPORTATION AUTHORITY

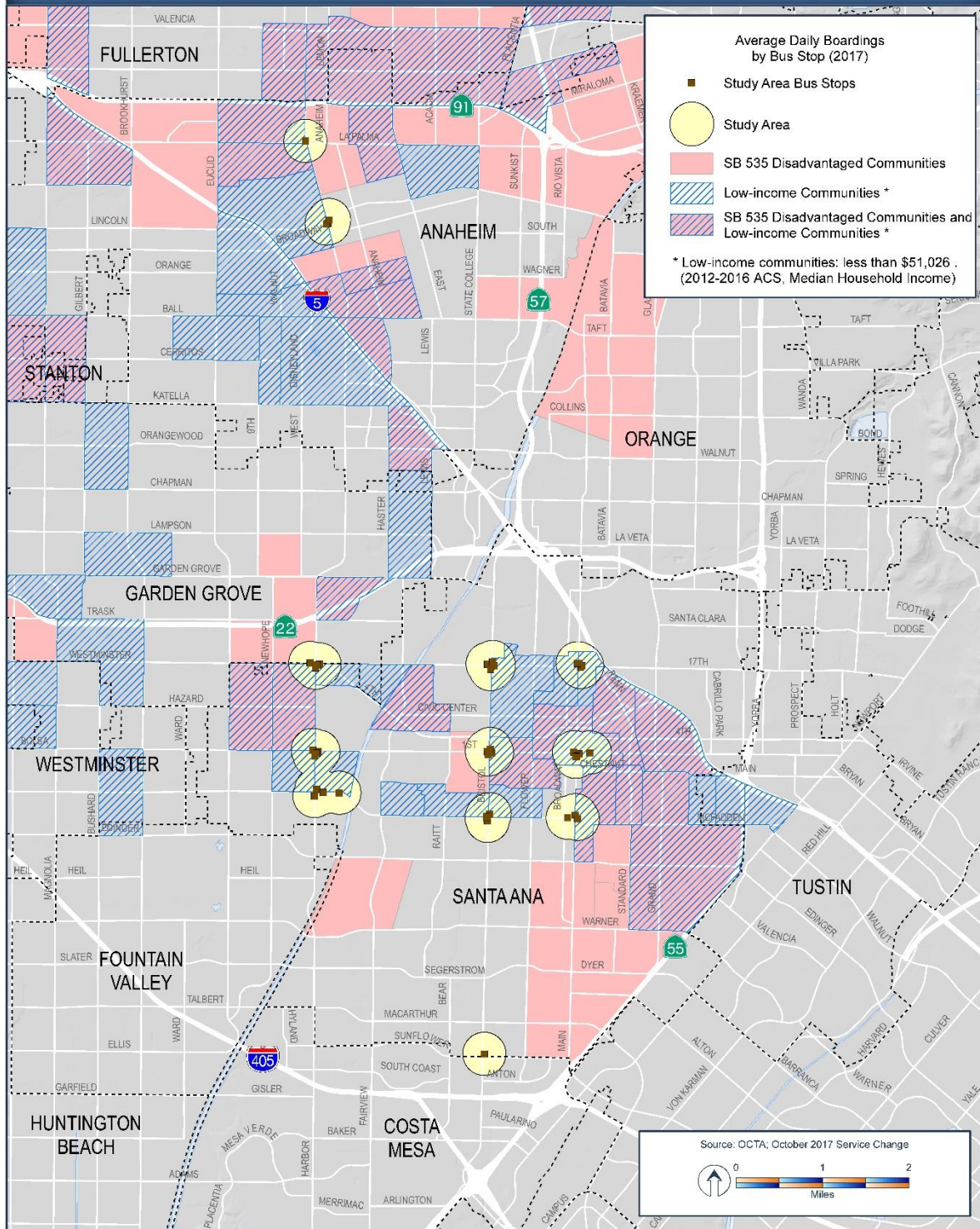
OCTA BUS STOP SAFETY AND ACCESSIBILITY STUDY
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT/
SCAG SUSTAINABLE COMMUNITY GRANT
2021/2022 PROJECT SUMMARY

PROJECT SUMMARY AND FACTS

The study will address the grant program objectives as follows.

- Sustainability - Promotes reliable and efficient mobility for all residents of Orange County, while helping to meet the State's GHG reduction goals through the promotion of sustainable transportation modes.
- Preservation - Preserves the transportation system through promoting energy conservation, improving the quality of life, and promoting consistency between transportation improvements and local planning growth and economic development patterns.
- Mobility - Increases the access to non-single occupancy vehicle (SOV) travel options.
- Safety - Increases the safety and/or security of the transportation system for all users.
- Innovation - Promotes innovative designs to improve the accessibility and social equity of the transportation system and provides sustainable transportation options.
- Economy - Supports the economic vitality of Orange County through increased activity and reduced barriers to employment.
- Health - Decreases exposure to local pollution sources through the promotion of non-SOV trips, reduces serious injuries and fatalities on the transportation system by reducing congestion, promotes strategies to support pedestrian and bicycle travel options, and promotes physical activity.
- Social Equity - Promotes transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution, and climate change. Promotes solutions that integrate community values with transportation safety and accessibility while encouraging greater than average public involvement in the transportation decision-making process.

OCTA Bus Stop Safety and Accessibility Study



10/6/2020

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COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Transportation Control Measures – Substitute Program of Projects

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 8-0 by the Members present.

Committee Recommendations

- A. Direct staff to work with the Southern California Association of Governments to replace the previously planned projects in the Federal Transportation Improvement Program with the substitute program of projects included in this report.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a cooperative agreement with the Transportation Corridor Agencies for improvements on existing toll facilities.



June 7, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Transportation Control Measures - Substitute Program of Projects

Overview

The Orange County Transportation Authority, the Transportation Corridor Agencies, and the County of Orange have made project delivery commitments to specific projects that fulfill short-term air quality conformity requirements. Based on air quality regulations, these previously planned projects, known as transportation control measures, must be implemented by December 2022 and December 2023. If not, substitute projects with an equivalent air quality benefit must be delivered in a similar timeframe. Due to project delays, a substitute program of projects is recommended to move forward for implementation. Recommendations are presented to initiate the substitution process with the Southern California Association of Governments, and authorization to negotiate and execute a cooperative agreement with the Transportation Corridor Agencies for toll road improvements within the existing toll facility rights-of-way.

Recommendations

- A. Direct staff to work with the Southern California Association of Governments to replace the previously planned projects in the Federal Transportation Improvement Program with the substitute program of projects included in this report.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a cooperative agreement with the Transportation Corridor Agencies for improvements on existing toll facilities.

Background

Transportation control measures (TCM) are specific transportation projects and programs committed to help improve air quality. TCMs are required by the federal Clean Air Act (CAA) in areas that do not meet the National Ambient Air Quality Standards. The South Coast Air Basin, including Orange County, is one

of those areas in the Southern California Association of Governments (SCAG) region. TCMs are considered committed for timely implementation when funds have been programmed for implementation within the first two years of a Federal Transportation Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM follows a process specified in the federal CAA §176(c). In that event, the implementing agencies, the county transportation planning agency, and SCAG work together to overcome the delay or identify a substitute set of projects with similar air quality benefits, serving the same county, and with a demonstrated financial commitment.

The County of Orange, the Orange County Transportation Authority (OCTA), and Transportation Corridor Agencies (TCA) have previously committed TCM projects in the current FTIP for which completion is delayed or deferred beyond December 2022 and December 2023. These committed TCM projects are described below.

Hazard Avenue Bikeway

The County of Orange previously committed to complete the Hazard Avenue Bikeway project (FTIP Project ID: ORA170205) by December 2023. This project would have added approximately four miles of Class IV bikeway on Hazard Avenue between Goldenwest Street and Euclid Avenue. As part of this project, the number of lanes on Hazard Avenue would have been modified from four lanes to two lanes with a two-way left-turn lane median. The County of Orange has put this project on hold due to a lack of community support, and the December 2023 implementation date cannot be met.

15 Expansion Paratransit Vans

OCTA previously committed to purchase 15 Expansion Paratransit Vans (FTIP Project ID: ORA130099) by December 2022. These vans would have expanded OCTA's existing paratransit fleet. However, consistent with the OCTA Bus Fleet Plan, these expansion vehicles are no longer needed in the near term. This is particularly true following the impacts of the coronavirus pandemic, which has resulted in a reduction in the use of paratransit service.

Placentia Metrolink Station

OCTA previously committed to complete the Placentia Metrolink Station (FTIP Project ID: ORA030612) by December 2022. This project is planned to add a new Metrolink station in the City of Placentia near the intersection of Crowther Avenue and Melrose Street, to be served by Metrolink's 91 Line.

The project will include the construction of a parking facility to serve the station. Completion of this TCM project has been delayed beyond the committed completion date due to protracted negotiations with BNSF Railway, which owns the tracks that will serve the station.

TCA Capital Projects

TCA previously committed to deliver three capital improvement projects along portions of TCA facilities within Orange County by December 2022 that are further described below.

- The San Joaquin Hills Transportation Corridor (State Route 73) would have added an additional mixed-flow lane in each direction, plus climbing and auxiliary lanes for 15 miles between Interstate 5 (I-5) in San Juan Capistrano and Irvine (FTIP Project ID: 10254).
- The Eastern Transportation Corridor (State Route 261) would have added an additional two mixed-flow lanes in each direction, plus climbing and auxiliary lanes for the length of the facility (26.4 miles) between I-5 via State Route 261 and State Route 133 to State Route 91 (FTIP Project ID: ORA050).
- The Foothill Transportation Corridor (State Route 241) would have added an additional two mixed-flow lanes in each direction, plus climbing and auxiliary lanes for 12.7 miles between Oso Parkway and State Route 261 (FTIP Project ID: ORA051).

These designated TCM projects have been deferred by TCA, and TCA has indicated that the agency is committed to delivering these projects post-2035. Further, the agency has committed to pursue key, strategic widening projects that will address congestion on TCA facilities prior to 2035 (Attachment A). To memorialize these commitments, an OCTA/TCA cooperative agreement is recommended that would require TCA to:

- Implement key strategic widening projects by 2035 that achieve the same air quality benefit as the prior projects; and
- Continue to provide updates of its annual Capital Improvement Program and promptly notify OCTA of any delays to the strategic widening projects; and
- Provide full funding to OCTA to implement an alternative program of projects (that provide an equivalent air quality benefit as the prior projects) should TCA not implement the strategic widening projects by 2035.

With Board of Directors' (Board) authorization, staff will work with TCA to negotiate and execute a cooperative agreement consistent with these terms.

Discussion

For air quality conformity purposes, OCTA is proposing a substitute program of projects as a replacement to these previously planned TCMs. The recommended substitute program of projects consists of three signal synchronization projects spanning approximately 33 miles of roadway. The substitute program of projects will be implemented by December 2022, and have equivalent air quality benefits to the region as the previously planned TCMs described above. Current funding, as part of Measure M2, will be used for these three signal synchronization projects. Project descriptions and air quality modeling results are discussed below.

Portola Parkway Signal Synchronization Project (SSP)

The Portola Parkway SSP implements optimized signal timing between Paloma Parkway to Plano Trabuco Road. The project includes select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection. The project is being implemented by OCTA and is anticipated to cost approximately \$2,200,000, is 7.1 miles long, and will be completed by December 2022.

1st Street/Bolsa Chica Street SSP

The 1st Street/Bolsa Chica Street SSP implements optimized signal timing between Bolsa Chica Street to Newport Avenue. The project includes select upgrades to key equipment including ATC, communications, and detection. The project is being implemented by OCTA and is anticipated to cost approximately \$3,800,000, is 13.1 miles long, and will be completed by December 2022.

Alton Parkway SSP

The Alton Parkway SSP implements optimized signal timing between Red Hill Street to Portola Parkway. The project includes select upgrades to key equipment including ATC, communications, and detection. The project is 12.8 miles. The project is being implemented by OCTA and is anticipated to cost approximately \$3,900,000, is 12.8 miles long, and will be completed by December 2022.

Air Quality Analysis Findings

The air quality forecasts with the previously planned TCM projects were compared with those of the substitute program of projects using a stepwise method built on SCAG's emissions methodology, the Orange County Transportation Analysis Model, and the California Air Resources Board Emission Factors (EMFAC) model. The EMFAC is used throughout California to calculate emission rates from motor vehicles, such as passenger cars and heavy-duty trucks operating on freeways and local roads. Outputs are measured in daily tons of emissions for three forecast years (2022, 2037, and 2045). OCTA compared the results of all the projects in the approved FTIP both with the previously planned projects and with the substitute program of projects. The results are included in Attachment B and indicate that the substitute program of projects will have generally equivalent air quality benefits in Orange County and the region.

Next Steps

With Board approval, staff will initiate the TCM replacement process with SCAG and negotiate and execute a cooperative agreement with TCA, consistent with the terms outlined in this report. This process includes obtaining formal approval of SCAG's Transportation Conformity Working Group and related committees. This process also includes concurrence with the federal Environmental Protection Agency to replace the previously planned projects with the substitute program of projects to provide equivalent air quality benefits. Finally, the three SSPs will be programmed into the FTIP and will replace the previously planned projects, which will be removed from the FTIP.

Summary

A substitute program of TCM projects is recommended for Board approval to meet federal air quality regulations. The substitute program of projects offers equivalent emissions reduction, serves a similar geographic area, and meets other criteria required by the SCAG.

Attachments

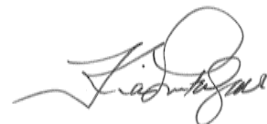
- A. Letter from Valarie McFall, Deputy Chief Executive Officer, Transportation Corridor Agencies, to Kurt Brotcke, Orange County Transportation Authority, Subject: Request to Substitute Transportation Control Measures, dated May 18, 2021
- B. Air Quality Analysis

Prepared by:



Anup Kulkarni
Section Manager, Regional Modeling
and Traffic Operations
(714) 560-5867

Approved by:



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

San Joaquin Hills
Transportation
Corridor Agency
Chair: Patricia Kelley
Mission Viejo



Foothill/Eastern
Transportation
Corridor Agency
Chair: Peggy Huang
Yorba Linda

May 18, 2021

Kurt Brotcke
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

Subject: Request to Substitute Transportation Control Measures

Dear Mr. Brotcke:

The Transportation Corridor Agencies (TCA) appreciates the Orange County Transportation Authority's (OCTA) assistance with transferring the Transportation Control Measure (TCM) designation from the San Joaquin Hills (FTIP Project ID: ORA10254) and the Foothill/Eastern Transportation Corridors (FTIP Project IDs: ORA050 and ORA051) to an OCTA program of projects that achieves an equivalent air quality benefit by December 2022.

As we have discussed, to complete the needed TCM substitution OCTA and TCA will enter into a cooperative agreement that will clarify the roles and responsibilities of our agencies in the TCM transfer process. It will also provide that the current TCA TCM's will be deferred until 2035, providing all agencies sufficient time to assess congestion levels post the COVID-19 pandemic and advance projects accordingly. As part of the cooperative agreement, TCA will agree to pursue key, strategic widening projects to address congestion on The Toll Roads prior to 2035. To memorialize these commitments, the cooperative agreement between our agencies would require TCA to:

- Implement key strategic widening projects by 2035 that achieve the same air quality benefit as the prior projects; and
- Continue to provide updates of its annual Capital Improvement Program and promptly notify OCTA of any delays to the strategic widening projects; and
- Provide full funding to OCTA to implement an alternative program of projects (that provide an equivalent air quality benefit as the prior projects) should TCA not implement the strategic widening projects by 2035.

TCA remains committed to delivering its Board approved projects and the transportation benefit The Toll Roads provide. Again, I appreciate your assistance and look forward to working with your agency to complete the needed TCM substitution. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Valarie McFall
Deputy Chief Executive Officer

Air Quality Analysis

Year 2022

Summer Emissions - Ozone (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	14.1	14.1
NOx	25.5	25.5

CO, NO_x - Winter Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
NOx	27.1	27.1
CO	126.6	126.6

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	13.9	13.9
NOx	27.5	27.5
PM10	4.4	4.4
PM2.5	2.0	2.0

Air Quality Analysis

Year 2037

Summer Emissions - Ozone (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	8.9	8.9
NOx	15.8	15.8

CO, NO_x - Winter Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
NOx	16.7	16.7
CO	87.1	87.1

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	8.8	8.8
NOx	16.9	17.0
PM10	4.5	4.5
PM2.5	1.9	1.9

Air Quality Analysis

Year 2045

Summer Emissions - Ozone (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	6.2	6.2
NOx	10.7	10.7

CO, NO_x - Winter Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
NOx	11.2	11.2
CO	66.0	66.1

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	6.1	6.1
NOx	11.3	11.3
PM10	4.5	4.5
PM2.5	1.8	1.8

CO – Carbon Monoxide
NOx – Oxides of Nitrogen
PM – Particulate Matter
ROG – Reactive Organic Gas



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Department of Motor Vehicles Employer Pull Notice Program

Finance and Administration Committee Meeting of June 9, 2021

Present: Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones, and Muller
Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendation

Direct staff to implement three recommendations provided in Department of Motor Vehicles Employer Pull Notice Program, Internal Audit Report No. 21-508.



June 9, 2021

To: Finance and Administration Committee

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

Subject: Department of Motor Vehicles Employer Pull Notice Program

Overview

The Internal Audit Department of the Orange County Transportation Authority has completed an audit of the Department of Motor Vehicles Employer Pull Notice Program. Based on the audit, controls are in place to ensure compliance with regulatory requirements and policies and procedures; however, recommendations are being made to enhance review controls and documentation, to update policy and job descriptions to reflect current requirements, and to consistently and timely perform monitoring activities.

Recommendation

Direct staff to implement three recommendations provided in Department of Motor Vehicles Employer Pull Notice Program, Internal Audit Report No. 21-508.

Background

The State of California and Orange County Transportation Authority's (OCTA) Employee Qualifications to Drive Motor Vehicles Policy (policy) require the monitoring of employee driving records (pull notice) through the Department of Motor Vehicles Employer Pull Notice Program (Program). A pull notice is automatically generated and mailed to OCTA for newly enrolled drivers, upon an applicable action or activity such as driver's license suspensions or revocations, or annually for currently enrolled drivers. Regulated employees are those required by the California Vehicle Code (CVC) to enroll in the Program, whereas non-regulated employees are not subject to the CVC and include most administrative employees. OCTA monitors pull notices of approximately 1,400 employees using a software system called the Department of Motor Vehicles System (DMVS). The Health, Safety, and Environmental Compliance (HSEC)

Department staff obtains employee pull notices from the Program and administers the DMVS. Operations Division (Operations) staff digitally signs regulated employee pull notices after a review to determine if driver credentials are current and whether licenses have been suspended or revoked, and Human Resources (HR) Department staff performs the same process for non-regulated employees.

Annual base inspections include a review of commercial driver's licenses for a sample of both coach operators and maintenance employees. As an added monitoring control, the Maintenance Department conducts annual mock California Highway Patrol (CHP) inspections that include a review of driver credentials and pull notices for a sample of maintenance employees.

Discussion

HR staff does not monitor pull notices for six non-regulated staff and does not have a mechanism for documenting actions taken when investigating expired driver's licenses or license suspensions. There was also no evidence of follow-up by Operations staff for several regulated Bus Operations supervisors with expired medical certifications. Another 37 employee pull notices were not signed within 30 days of receiving the record, and three employees signed their own pull notices. Recommendations were made to improve review controls and documentation of activities. Management agreed and indicated that recommended actions will be implemented.

OCTA's policy identifies service workers and automotive mechanics as regulated employees; however, they are no longer required to hold commercial driver's licenses. In addition, a couple of job descriptions for positions no longer requiring a commercial driver's license need to be updated. Also, evidence of written notice provided to employees and their manager's confirming opt-out status is not retained. Finally, a few errors/omissions were identified on the No Drive listing maintained by HR. Internal Audit recommended the policy be updated, that evidence of required notices be retained, and that controls for updates to the No Drive listing be enhanced. Management agreed and indicated that recommendations will be implemented.

Thirteen employees were not timely removed from the DMVS upon termination or change in status and system access had not been removed for one terminated employee. In addition, a mock CHP inspection of the Santa Ana Base was not performed in 2020. Internal Audit recommended strengthening of DMVS controls and consistent performance of mock inspections, which serve as a monitoring control. Management responded that the DMVS issues will be addressed, and mock inspections, which were impacted by other priorities due to the pandemic, will be resumed on an annual basis.

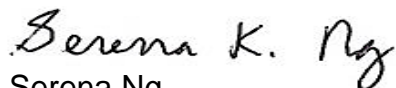
Summary

Internal Audit made three recommendations to enhance review controls and documentation, update policy and job descriptions to reflect current requirements, and to consistently and timely perform monitoring activities.

Attachment

A. Department of Motor Vehicles Employer Pull Notice Program

Prepared by:



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714-560-5938

Approved by:



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

ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



Department of Motor Vehicles Employer Pull Notice Program

Internal Audit Report No. 21-508

May 19, 2021



Performed by Serena Ng, CPA, Senior Manager
Janet Sutter, CIA, Executive Director

Serena K. Ng

Distributed to: Maggie McJilton, Executive Director, Human Resources and Organizational Development
Jennifer Bergener, Beth McCormick, Cliff Thorne, Ana Ripalda, Dayle Withers,
Matthew DesRosier, Karen DeCrescenzo, Bill Habibe, Steve Elkins

**ORANGE COUNTY TRANSPORTATION AUTHORITY
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Department of Motor Vehicles Employer Pull Notice Program
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Conclusion

The Internal Audit Department (Internal Audit) of the Orange County Transportation Authority (OCTA) has completed an audit of the Department of Motor Vehicles (DMV) Employer Pull Notice Program (Program). Based on the audit, controls are in place to ensure compliance with DMV requirements and OCTA policies and procedures; however, recommendations are being made to enhance review controls and documentation, to update policy and job descriptions to reflect current requirements, and to consistently and timely perform monitoring activities.

Background

The State of California and OCTA's Employee Qualifications to Drive Motor Vehicles Policy (policy) require the monitoring of employee driving records (pull notice) through the Program. Under California Vehicle Code (CVC) Section 1808.1, the employer of a driver driving a vehicle for an operation requiring a commercial class A or B driver's license must participate in the Program. A pull notice is automatically generated and mailed to OCTA for newly enrolled drivers, upon an applicable action or activity such as driver's license suspensions or revocations, or annually for currently enrolled drivers. Regulated employees are those required by the CVC to enroll in the Program, and non-regulated employees are those not subject to the CVC and include most administrative employees. Minimum qualifications established in the policy include possession of a valid California driver's license, with regulated employees required to possess a valid California class A or B commercial driver's license and a valid DMV medical certification card. OCTA monitors pull notices of approximately 1,400 employees using a software system called the Department of Motor Vehicles System (DMVS). DMVS users are required to sign an Information Security Statement (security) form every year.

The policy defines Program responsibilities. Health, Safety, and Environmental Compliance (HSEC) Department staff obtain employee pull notices from the Program and administer the DMVS. Operations Division (Operations) staff review regulated employee driver records, Human Resources (HR) Department staff review non-regulated employee driver records and enforce driving-related policy rules, and Information Systems (IS) Department staff maintain the DMVS and data transfer links with the DMV. New employees fill out a form that authorizes release of pull notice information, with non-regulated employees being given a choice to opt out of the Program. HR maintains a listing of employees who have selected the No Drive option. Operations and HR staff review pull notices to determine if driver credentials are current, whether licenses have been suspended or revoked, and whether restrictions or points identify any concerns. Staff will perform follow-up, as necessary, and then digitally approve the pull notices.

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Annual mock California Highway Patrol (CHP) inspections include a review of driver credentials and pull notices for a sample of maintenance employees. Annual Chief Executive Officer (CEO) base inspections include a review of commercial driver's licenses for a sample of both coach operators and maintenance employees.

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Objectives, Scope, and Methodology

The objectives were to assess internal controls in place to ensure compliance with DMV requirements and OCTA policies and procedures.

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:

- Control Environment
 - OCTA demonstrates a commitment to attract, develop, and retain competent individuals in alignment with objectives.
- Control Activities
 - OCTA selects and develops control activities that contribute to the mitigation of risks to the achievement of objectives to acceptable levels.
- Monitoring
 - OCTA selects, develops, and performs ongoing and/or separate evaluations to ascertain whether the components of internal control are present and functioning.

The methodology consisted of reviewing the policy, reconciling individuals in the DMVS to the employee roster and No Drive listing, reviewing the enrollment/No Drive forms for all employees that opted out of the Program, confirming that current security forms are on file for all authorized users of the DMVS, reviewing mock CHP and CEO base inspections, and testing pull notices for evidence of controls and compliance with policy and regulatory requirements.

The scope is limited to internal controls over the Program and compliance with related regulations. The scope included the mock CHP and CEO base inspections for the last three years. The scope also included pull notices for employees with expired driver credentials and/or license suspensions. The judgmental samples were selected to provide coverage of the more recent inspections and pull notices which identify potential issues. Since the samples were 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.

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.

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We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

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Audit Comments, Recommendations, and Management Responses

Review of Pull Notices

HR does not review pull notices for six Materials Management and Motorist Services non-regulated staff, as indicated in the policy. In addition, HR does not have a tracking mechanism or process for documenting actions taken when investigating and performing follow-up of expired driver's licenses or license suspensions.

There was also no evidence of follow-up by Operations staff for several regulated employees with expired medical certifications, consisting of Bus Operations supervisors and section supervisors.

Additionally, 37 employee pull notices were not signed by HR or Operations staff within 30 days of receiving the record, and three Operations employees signed their own pull notices in the DMVS.

Recommendation 1:

Internal Audit recommends HR review pull notices, as indicated in the policy, for all non-regulated employees. HR should also log comments in the DMVS, or an alternative tracking mechanism, to evidence review of expired driver's licenses and license suspensions, and to evidence regular follow-up, as needed. Internal Audit also recommends that Operations staff review the medical certification card status for Bus Operations supervisors and section supervisors, periodically. Finally, pull notices should be reviewed and signed in a timely manner, and employees should be prohibited from signing their own pull notices.

Management Response (HR):

HR will review pull notices as indicated in the policy for all non-regulated employees. HR will log comments in the DMVS, or an alternative tracking mechanism, to evidence review of expired driver's licenses and license suspensions, and to evidence regular follow-up, as needed. Pull notices will be reviewed and signed within 30 days of receiving the record.

Management Response (Bus Operations):

Previously, reports available to OCTA through the Program had been used to monitor the renewal of credentials and overall compliance with the Program. Since March 2020, the accuracy of these reports has been inconsistent, and in response, in addition to reviewing the DMV reports, Bus Operations staff is now manually reviewing the medical certification card status for coach operators, Bus Operations supervisors, and section supervisors, on a regular basis. To track this manual activity, base staff has been putting comments into DMVS to document when records have been checked; however, the use of comments

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has been mostly limited to coach operator records. To ensure compliance and consistency in checking records, staff has been instructed to use comments when checking credentials for all Bus Operations staff, coach operators, and administrative staff. Additionally, all Bus Operations administrative staff checking credentials using DMVS were reminded that all pull notices should be reviewed and signed in a timely manner, and that each individual is prohibited from signing their own pull notice.

Policy and Compliance

OCTA's policy identifies coach operators, mechanics, service workers, field supervisors, and Operations trainers as regulated employees; however, service workers and automotive mechanics are no longer required to hold commercial driver's licenses. Additionally, the job descriptions of Automotive Mechanic I and Electronic Technicians need to be updated to remove the commercial driver's license requirement.

According to policy, non-regulated employees are assigned to the No Drive provision if they opt out of the program by signing a form or if they do not meet the minimum driver qualifications. Written notice of the No Drive status is then sent to the employee and their manager. Testing found there were no forms on file to support the opt-out status of three employees, and evidence that written notice is sent to employees and their managers is not maintained by HR. Additionally, HR's No Drive listing incorrectly included three employees who are currently enrolled in the Program and omitted two employees who opted out.

Recommendation 2:

Internal Audit recommends that HR update the policy and job descriptions to be consistent with the changes to commercial driver's license requirements. Internal Audit also recommends that controls be established to ensure the timely update of the No Drive listing, as supported by signed forms.

Management Response (HR):

HR will review the policy, along with HSEC, to determine if any updates are needed. Job descriptions are reviewed each time there is an active recruitment for a position, to make any necessary changes. Although there are incumbents in the Automotive Mechanic I classification, it is no longer a position that is recruited for and the job description is no longer used. The Electronic Technician position has not undergone a recruitment since 2017, which was before the requirement for a commercial driver's license was removed. Acknowledging the aforementioned and the discovery in this audit, HR will review the job description for Electronic Technician to remove the commercial driver's license requirement.

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HR will work with HSEC to ensure the timely update of the No Drive listing as supported by signed forms.

System and Monitoring Controls

Thirteen terminated or No Drive employees were not timely removed from the DMVS, and DMVS access had not been removed for one terminated employee.

In addition, Transit Technical Services (TTS) did not perform the annual mock CHP inspection at the Santa Ana Base in 2020. Mock CHP inspections are considered a monitoring control, as TTS reviews driver credentials and pull notices for a sample of maintenance employees.

Recommendation 3:

Internal Audit recommends that HSEC work with IS to develop DMVS user access controls and strengthen internal controls to ensure timely removal of terminated and No Drive employees from the DMVS. Internal Audit also recommends that TTS consistently perform the annual mock CHP inspections.

Management Response (HSEC):

HSEC agrees with the recommendation. Although sufficient user access controls and controls to ensure timely removal of terminated and No Drive employees do exist, the audit did discover a technical “glitch” concerning the DMVS database archive. Inactive data belonging to nine terminated employees and four “No Drive” employees was found within the DMVS archived data that was provided to Internal Audit by the programmer. However, this data was not accessible through the DMVS, nor viewable by DMVS users. HSEC has requested the programmer purge this data and will work with the programmer to remedy the glitch. Anticipated completion within 30 days.

The DMVS is accessed through the OCTA network. Upon termination, IS immediately disables employee access to that network. Subsequently, HSEC removes the employee from the user list during a monthly administrative process. Therefore, the single terminated user discovered during the audit did not have access to the DMVS after termination. However, the user’s name did remain on the list past the administrative cycle. This has been corrected and HSEC will be more diligent during the monthly administrative process.

Management Response (Maintenance):

The Maintenance Department (Maintenance) acknowledges the importance of annual mock CHP inspections as it pertains to a control measure. In 2020, TTS was inundated with high priority projects related to coronavirus mitigation projects which included

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designing, fabricating, and installing driver shields on all OCTA buses as well as hand sanitizer and face mask dispensers. In addition, TTS completed procurements for 299 40-foot buses, 117 paratransit buses, and ten battery electric buses. Due to the heavy workload, the Santa Ana Base mock CHP inspection was deferred and completed on February 17, 2021. Maintenance/TTS will continue conducting mock CHP inspections on an annual basis.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Award of Agreement for the Purchase of Battery Chargers for 40-Foot Plug-In Battery-Electric Buses

Transit Committee Meeting of June 10, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendations

- A. Find La Marche Manufacturing Co. and Siemens Industry Inc., the apparent low bidders, as non-responsive for failure to bid on approved equipment that meets the technical specifications as identified in the invitations for bid.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2731 between the Orange County Transportation Authority and One Source Distributors, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in battery-electric buses.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Agreement for the Purchase of Battery Chargers for 40-Foot Plug-In Battery-Electric Buses

Overview

The Orange County Transportation Authority Board of Directors approved the purchase of ten battery-electric buses for use as a pilot for operation of OC Bus fixed-route service. Charging the buses will require a combination of electrical infrastructure provided by Southern California Edison through the Charge Ready Transport Program and battery chargers secured through a separate procurement. Staff is requesting Board of Directors' approval to award an agreement for battery chargers necessary to support the battery-electric bus pilot.

Recommendations

- A. Find La Marche Manufacturing Co. and Siemens Industry Inc., the apparent low bidders, as non-responsive for failure to bid on approved equipment that meets the technical specifications as identified in the invitations for bid.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2731 between the Orange County Transportation Authority and One Source Distributors, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in battery-electric buses.

Discussion

On October 8, 2020, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the purchase of ten, battery-electric buses (BEB) as a pilot for operation of OC Bus fixed-route service. Two of the pilot buses are projected to arrive in September 2021. To support the charging of these vehicles, OCTA is partnering with Southern California Edison (SCE) and the Charge Ready Transport Program to provide electrical infrastructure at the Garden Grove Base. In order to qualify for the program, which covers the cost of the electrical infrastructure, only battery chargers from the SCE-approved list can be used in

conjunction with the SCE-installed infrastructure. As such, the only battery chargers that will be permitted for use are those approved by SCE, capable of delivering a minimum 150 Kilowatts (KW) of energy. In addition to the equipment being provided by SCE, OCTA is required to provide the BEB chargers. The chargers will consist of ten, 150KW battery chargers that will provide power to ten depot charging stations. The chargers can supply power evenly or sequentially to the charging stations. This allows buses to be intelligently charged in a manner tailored to the power and logistical needs of each bus. Once installed and connected to the SCE equipment, the chargers will provide the power, interface, and connection to the BEB. In addition to the hardware components, training for both charging station operators and the facilities technicians who will maintain the equipment is included in the pricing.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for competitive sealed bid procurements. 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 bidding process.

On March 22, 2021, the Board authorized the release of Invitation for Bids (IFB) 0-2731 through OCTA's CAMM NET system. The project was advertised on March 23 and March 29, 2021, in a newspaper of general circulation. A pre-bid conference was held on March 30, 2021 and was attended by three firms. Four addenda were issued to post the pre-bid conference registration sheets, respond to questions received, and handle administrative issues related to the IFB. On April 13, 2021, four bids were received and publicly opened.

All bids were reviewed by staff from both Contracts Administration and Materials Management and Maintenance Administration departments to ensure compliance with the contract terms and conditions, as well as technical specifications.

The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
La Marche Manufacturing Co. Des Plaines, Illinois	\$348,000
Siemens Industry Inc. Windell, North Carolina	\$805,875

**Award of Agreement for the Purchase of Battery Chargers for
40-Foot Plug-In Battery-Electric Buses**

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OneSource Distributors Oceanside, California	\$863,079
New Flyer of America, Inc. Winnipeg, Canada	\$1,224,542

The apparent lowest bidder, La Marche Manufacturing Co., as well as the apparent second lowest bidder, Siemens Industry Inc., submitted bids on chargers that are not on the published SCE-approved list at the time of bid submission, as required on the equipment specifications of the IFB. Therefore, these two firms were found non-responsive for failure to meet the required technical specifications identified in the IFB. As such, award is being recommended to OneSource Distributors, as the lowest responsive, responsible bidder.

The cost estimate for this project was \$1,406,072. The recommended firm's bid is approximately 39 percent lower than the OCTA project manager's independent cost 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 OneSource Distributors, the lowest responsive, responsible bidder, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in BEBs.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2021 Budget, Operations Division/Maintenance Department, Account No. 2114-9022-D2108-OUV, and is funded through the Low Carbon Transit Operations Program.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2731 between the Orange County Transportation Authority and OneSource Distributors, the lowest responsive, responsible bidder, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in battery-electric buses.

Attachment

None.

Prepared by:



Dayle Withers
Department Manager, Maintenance
(714) 560-5538

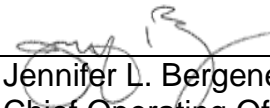
Approved by:



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COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Amendment to Agreement for 40-Foot Compressed Natural Gas-Powered Buses

Transit Committee Meeting of June 10, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for 40-Foot Compressed Natural Gas-Powered Buses

Overview

On October 12, 2020, the Orange County Transportation Authority Board of Directors approved the selection of GILLIG LLC, as the firm to provide up to 165, 40-foot compressed natural gas-powered buses, with an option to purchase up to 134 additional buses. Bus configuration changes have been identified through the ongoing design review process and an amendment is necessary to incorporate these changes.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.

Discussion

On October 12, 2020, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the selection of GILLIG LLC (GILLIG), as the firm to provide up to 165, 40-foot compressed natural gas (CNG)-powered buses in the amount of \$100,371,600, with an option to purchase up to 134 additional CNG-powered buses. The configuration of the 165 buses was based on the known and anticipated needs at the time of award, including five buses configured for BRAVO! service and five buses configured for EXPRESS. As a result of the coronavirus pandemic and the decrease in ridership, staff reviewed the configuration of the bus order and recommends that it be modified

to match the current OCTA bus service plan. This means that the configuration for five BRAVO! and five EXPRESS buses will be moved to the optional 134, CNG-powered bus lot, and those ten buses will be converted to a regular service configured bus for the initial order. OCTA anticipates exercising a portion of the 134, CNG-powered bus option no later than December 2022.

In addition, staff recommends three additional changes:

- Removing the option for the tire pressure monitoring system and the rear end collision avoidance system
- Adding the GILLIG Low Floor Plus configuration
- Adding passenger and driver's storage box Universal Serial Bus (USB) charging ports for mobile device charging to the bus order

Based on the various tire pressure monitoring products available on the market for heavy duty applications, staff recommends testing a tire pressure monitoring system before implementation on the entire bus fleet.

The rear end collision avoidance offered by GILLIG consists only of provisions for cabling, wiring, and the needed power supply for a potential future installation of such device(s), which are not yet available for transit buses in the commercial market. The Maintenance Department will consider a pilot program with bus builders and industry suppliers of these devices to explore the feasibility of these systems in transit buses.

GILLIG's Low Floor Plus configuration was recently presented to OCTA and includes an improved roofline design which can assist in mitigating slip and fall accidents while mechanics work on the roof of the bus. The more aerodynamic profile will match the current configuration of the OCTA bus fleet.

Passenger USB charging ports for mobile devices, such as cell phones, is a recurring customer amenity requested by OCTA bus riders. Most recently during the June 2021 service change public involvement process, OCTA gathered feedback on current OC Bus service using a variety of tactics, including an online/print questionnaire (2,108 responses) and virtual community meetings (169 attendees).

When asked for desired amenities, several respondents to the questionnaire and virtual customer roundtables requested the addition of USB charging ports for their mobile and electronic devices. OCTA received seven questionnaire write-in

responses and two roundtable suggestions regarding adding USB charging ports.

It is likely that the ubiquity of mobile phones and electronics is behind the interest in USB charging ports. Nearly all questionnaire respondents reported having either a smartphone or cellphone (98 percent), with most respondents owning a smartphone (91 percent). In addition, bus riders do not always have an opportunity to charge their mobile device throughout the day; therefore, providing a USB charging port on the bus can be an important amenity for many bus riders, which also supports the use of OCTA's mobile apps. The USB charging ports will be located in the driver's storage box and below the passenger seats.

Procurement Approach

This amendment was handled in accordance with OCTA's Board-approved policies and procedures for goods and services. The original agreement was awarded on October 12, 2020, in the amount of \$100,371,600, for the purchase of up to 165, 40-foot CNG-powered buses, with an option to purchase up to 134 additional buses.

The proposed Amendment No. 1 is to change the bus configuration to match OCTA's current bus service plan and change five BRAVO! configured buses and five EXPRESS configured buses to regular service configured buses on the original 165, 40-foot CNG-powered bus order. In addition, this amendment will also remove the tire pressure monitoring and rear end collisions systems and add GILLIG's Low Floor Plus configuration and USB ports in the driver's storage box and below passenger seats. The additional firm-fixed costs after removing the optional provisions, moving the BRAVO! and EXPRESS bus configuration to the option lot, and changing the bus configuration is illustrated in the following chart:

Item	Quantity	Price Per Each Including Sales Tax	Total Cost
Remove BRAVO! Configuration	5	(\$605,822)	(\$3,029,112)
Remove EXPRESS Configuration	5	(\$614,888)	(\$3,074,442)
Remove Tire Pressure Monitoring System	165	(\$953)	(\$157,164)
Remove Rear End Collision System	165	(\$1,014)	(\$167,298)
Add Standard Low Floor Configuration	10	\$604,771	\$6,047,707
Add Low Floor Plus	165	\$8,189	\$1,351,185
USB Passenger Ports (20 Per Bus)	165	\$3,004	\$495,672
USB Driver's Box Port (1 Per Bus)	165	\$119	\$19,557
Net Additions			\$1,486,105

Contracts Administration and Materials Management staff conducted a price review based on the changes and deemed the costs to be fair and reasonable, as the updated configuration is approximately one percent lower than the overall total of the next closest bid when originally competed.

Amending this agreement will increase the maximum cumulative payment obligation by \$1,486,105, bringing the total contract value to \$101,857,705 which will allow for the configuration changes to the 40-foot CNG-powered buses. A subsequent amendment will be presented to the Board for the option purchase, if exercised.

Fiscal Impact

Funds for the procurement of 40-foot CNG-powered buses are included in OCTA's Fiscal Year 2020-21 Budget, Transit Technical Services, Account No. 2114-9024-D2108-00Q, and is funded with Federal Transit Administration Section 5307 Congestion Mitigation and Air Quality Improvement Program funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.

Attachment

A. GILLIG LLC, Agreement No. C-9-1836 Fact Sheet

Prepared by:



Dayle Withers
Department Manager, Maintenance
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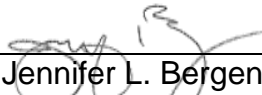
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Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
(714) 560-5462

GILLIG LLC
Agreement No. C-9-1836 Fact Sheet

1. October 12, 2020, Agreement No. C-9-1836, \$100,371,600, approved by the Board of Directors (Board).
 - Agreement to purchase up to 165, 40-foot compressed natural gas (CNG)-powered buses with an option to purchase up to 134 additional buses.
 - Agreement term effective December 23, 2020 through December 22, 2025.
2. June 14, 2021, Amendment No. 1 to Agreement No. C-9-1836, \$1,486,105, pending approval by the Board.
 - Move BRAVO! and EXPRESS configured buses to the optional lot of 134, 40-foot CNG-powered buses.
 - Remove the tire pressure monitoring and rear end collision systems from the original bus order.
 - Add GILLIG's Low Floor Plus configuration and USB charging ports.

Total funds committed to GILLIG LLC after approval of Amendment No. 1 to Agreement No. C-9-1836: \$101,857,705.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Amendment to Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service

Transit Committee Meeting of June 10, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$69,714,520, to exercise the second two-year option term to provide contracted fixed-route services through May 31, 2023, with adjustment of the end date to June 10, 2023, and permit reimbursement of First Transit, Inc. expenses related to maintaining a state of readiness and eligible for federal funding at amounts not to exceed \$5,000,000 for the first and \$3,000,000 for the second year of the option term, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to the Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route, Stationlink, and express bus services. The initial term of the agreement expired on May 31, 2019. The first option term was exercised in 2019 and expired May 31, 2021. To ensure continuity of these services, until this item could be finalized and brought before the Board of Directors, an administrative amendment was executed to extend the agreement through June 30, 2021. At this time, staff seeks Board of Directors' approval to exercise the second and final, two-year option term and apply revised rates for the option term through June 10, 2023.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$69,714,520, to exercise the second two-year option term to provide contracted fixed-route services through May 31, 2023, with adjustment of the end date to June 10, 2023, and permit reimbursement of First Transit, Inc. expenses related to maintaining a state of readiness and eligible for federal funding at amounts not to exceed \$5,000,000 for the first and \$3,000,000 for the second year of the option term, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.

Background

The Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to First Transit, Inc. (First Transit) to provide management, operations, and vehicle maintenance of contracted fixed-route service in

March 2015. First Transit began operating the service in June 2015, following the transition from the prior contractor. The original agreement was for an initial term of four years, with two, two-year options. The contract reimbursement structure includes both a fixed rate and variable rate that are estimated based on an assumed number of revenue vehicle hours (RVH) to be operated during each year of the contract. This agreement has been amended 14 times to expand the scope of work to include providing iShuttle services and additional Measure M2 Project V-funded circulators on behalf of cities as well as to exercise the first option term and adjust reimbursement rates.

Discussion

The contract was most recently amended through approval by the Board in February 2021, to modify the fiscal year (FY) 2020-21 rates and authorize payment of additional financial relief using federal funds for coronavirus (COVID-19) pandemic-related impacts. Previously, the agreement has been amended 13 times, including two amendments, in June 2020 and December 2020, approved by the Board to provide financial relief related to the impacts of the COVID-19 pandemic for the period March 23, 2020 through May 31, 2021. Amendment No. 13 was administratively approved to extend the current contract term from May 31, 2021 to June 30, 2021, to afford staff additional time to re-present the costs associated with exercising the second option term, now presented for approval as Amendment No. 14. All amendments to this agreement are detailed in Attachment A.

Option Term: The maximum term for the agreement, including the second and final option term as defined in the original agreement, expires on May 31, 2023. Following the administrative amendment to extend the current option term for one month to June 30, 2021, as noted above, staff seeks Board approval to exercise the second option term effective July 1, 2021, with the first-year rates effective retroactively to the original option term start date of June 1, 2021. Staff also seeks Board approval to exercise this option term with the addition of ten days so the contract will expire on June 10, 2023, which aligns with the planned June 11, 2023 service change. A procurement will be conducted prior to this date to select a contractor to perform these services beginning June 11, 2023, and this ten-day period will facilitate an orderly transition to a new agreement.

Service Levels: OCTA has incrementally increased the amount of service provided by First Transit from less than 28 percent in March 2015 to levels ranging between 38 to 40 percent of OC Bus service.

In March 2020, due to the COVID-19 pandemic and the state's stay-at-home order, OC Bus fixed-route service was reduced to Sunday service levels seven days a week, approximately 40 percent of the total service provided on weekdays prior to the COVID-19 pandemic. This in turn reduced the amount of service First Transit provides by more than 50 percent. In June 2020, a Saturday service was implemented six days a week, which resulted in a slight increase to the service levels operated by First Transit, increasing to approximately 67 percent of the service provided pre-pandemic. A small increase is expected in June 2021, and staff will develop service level plans for contracted services through June 10, 2023.

From June 14, 2020 to June 12, 2021, First Transit will provide approximately 415,000 RVH, which is 35 percent of total OC Bus service. During the first year of the second and final option term, it is anticipated some level of additional bus service will be deployed to meet growing demands for service as COVID-19 pandemic-related restrictions continue to ease and weekday traffic patterns begin to return to pre-COVID-19 pandemic conditions. The proposed changes in the option term allow for an agreed-upon adjustment to the rates should service levels increase or decrease 20 percent or more, providing staff with flexibility in meeting service demand as it may change over the next two years. During the second year of the option term, staff will develop a service plan and conduct a procurement for the operation of contract fixed-route services, allowing for an award and transition period to have a new contract in place by June 11, 2023.

Option Term Rates: The current agreement does not contain rates reflective of the magnitude of the decrease in service resulting from the COVID-19 pandemic. Staff and First Transit have worked to develop rates for the final two-year option, which will be effective from July 1, 2021 through June 10, 2023, with the first-year rates retroactively applied to the original option term start date of June 1, 2021.

First Transit anticipates additional labor costs associated with the implementation of the state-mandated \$1.00 increase in the minimum wage, effective January 1, 2022. Those costs are spread over the first and second years. The rates for both years reflect a continued reliance on federal funding to off-set COVID-19 pandemic-related expenses and costs associated with maintaining a state of readiness. Reliance on the federal funding is anticipated to gradually subside as the OC Bus service levels increase.

Based on 415,000 RVH, the proposed rates result in a less than five percent increase in total annual cost in both years of the option term.

OC Bus Rates	Fixed Monthly Rate	Percent Increase	Variable Rate	Percent Increase	Annual Cost	Overall Percent Increase
Current Year	\$246,122		\$69.90		\$31,961,964	
Option Year 1	\$255,475	3.80%	\$73.40	5.01%	\$33,526,700	4.90%
Option Year 2	\$265,183	3.80%	\$76.92	4.80%	\$35,103,996	4.70%

To determine a reasonable level of increase to the fixed and variable rates, staff surveyed transit operators who contract for the operation and maintenance of fixed-route service and have current competitive bid proposal results. Recognizing that service delivery models vary and looking at the relationship of percent increase in the overall cost per RVH, the percentage increases range from two and a half percent to six percent.

As previously mentioned, rates have also been developed to allow for flexibility in meeting growing demand for OC Bus service as the COVID-19 pandemic-related restrictions begin to lessen, and the service plan requires changes resulting in an increase or decrease of 20 percent or more; these are provided below. Should either of these occur, staff would present the service plan to the Board consistent with prior practice, and the applicable variable rate would become effective on the same date as the service change in which the change becomes effective.

OC Bus Rates	Base Variable Rate	RVH Increase Greater than 20%	RVH Decrease Greater than 20%
Current Year	\$69.90	\$69.22	\$72.96
Option Year 1	\$73.40	\$72.22	\$76.91
Option Year 2	\$76.92	\$76.51	\$80.08

The option term rates continue to be based on operational and maintenance costs, with all costs related to the COVID-19 pandemic handled separately. Costs incurred due to the COVID-19 pandemic will continue to be eligible for reimbursement with Coronavirus Aid, Relief, and Economic Security (CARES) Act funds and subject to review and approval by OCTA staff as part of the invoice approval process. Based on experience gained since March 2020, a total of \$8 million has been estimated as possible costs associated with COVID-19 that would qualify for reimbursement during the second option term, dependent upon CARES Act eligibility.

iShuttle Rates: With the onset of the COVID-19 pandemic and issuance of the state's stay-at-home order, the iShuttle service was suspended in March 2020. The City of Irvine has requested that OCTA resume operation of four of the six routes on July 1, 2021, routes 400A, 401B, 403D, and 405F. The remaining two routes (402C and 404E) may be resumed in fall 2021, but resumption will be dependent on service demands. The iShuttle hourly variable rates will match the OC Bus variable rate. The fixed monthly rates are specific to the iShuttle service and will be \$25,974 in year one, and \$29,478 per month in year two of the option term. Costs associated with this service are tracked and billed separately from the OC Bus service, since these costs are reimbursed by the City of Irvine and have alternative sources of funding.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved policies and procedures for professional and technical services.

On March 23, 2015, the Board approved the award of the agreement with First Transit for a four-year initial term with two, two-year option terms in the amount of \$143,487,171, from June 1, 2015, through May 31, 2019. The original agreement was awarded on a competitive basis and was previously amended as described in Attachment A.

The proposed Amendment No. 14 is to exercise the second two-year option term of the agreement through June 10, 2023. This amendment will also include the negotiated rates for the reduced service levels as a result of the COVID-19 pandemic during the second option term, as well as the estimated additional pass-through reimbursement of COVID-19 pandemic-related expenses effective June 1, 2021, through June 10, 2023.

OCTA staff has reviewed all the itemized costs of eligible expenses, including salaries and benefits for contracted employees on leave due to reduced service levels, bus maintenance costs, and personal protective equipment (PPE) and cleaning supplies provided by First Transit. Based on the reduced service levels, the total cost of PPE and cleaning supplies to meet safety requirements, and the level of efforts associated with maintaining the buses, as well as the cost to ensure a state of readiness is maintained, staff found the hourly rates and the estimated pass-through total amount to be fair and reasonable.

Amending this agreement using the rates discussed above and estimated RVH will increase costs by \$97,018,249. The prior maximum contract obligation was \$246,142,285. Because of the pandemic, OC Bus provided a lower level of service beginning on March 23, 2020. As a result of this significant reduction in

OC Bus service, the maximum obligation for the first option term has not been exhausted. In considering the lower level of service provided during the first option term with the anticipated service plan and the estimated costs for the second option term, this reconciliation indicates that the maximum obligation needs to only be adjusted by \$69,714,520, bringing the maximum contract obligation to \$315,856,805. The amendment will allow continued management, operation, and vehicle maintenance of contracted fixed-route service for two additional years through June 10, 2023.

	Two-Year Option Term
iShuttle, For Two Years	\$ 4,096,741
iShuttle, For 10 Days (6/1/2023-6/10/2023)	\$ 57,891
OC Bus, Year 1, 486,000 RVH and OC Bus, Year 2, 540,000 RVH	\$ 83,457,096
OC Bus, For 10 Days (6/1/2023-6/10/2023)	\$ 1,225,178
Additional Services (Bus Bridge, Non-iShuttle Project V, OC Fair)	\$ 82,373
Maintenance Cost	\$ 98,970
Total Fixed-Route Service:	\$ 89,018,249
COVID-19 Expenses/State of Readiness	\$ 8,000,000
Total Amendment 14 Cost	\$ 97,018,249
Current Contract Underrun	\$ (27,303,729)
Net Contract Increase for OC Bus and iShuttle	\$ 69,714,520
Prior Contract Maximum Obligation	\$ 246,142,285
New Maximum Contract Obligation:	\$ 315,856,805

Fiscal Impact

Funding for this project will be included in OCTA's Proposed FY 2021-22, Operations Division Budget.

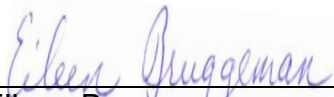
Summary

Staff requests Board authorization for the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-4-1737 between OCTA and First Transit to exercise the second two-year option term to provide contracted fixed-route services through June 10, 2023, and implement rates effective June 1, 2021 through end of the contract, for an additional \$69,714,520 inclusive of major maintenance, additional services, and an amount not-to-exceed \$8,000,000 for COVID-19-related costs, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.

Attachment

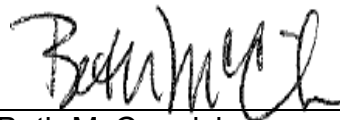
A. First Transit, Inc., Agreement No. C-4-1737 Fact Sheet

Prepared by:



Eileen Bruggeman
Section Manager III
Contracted Services, Operations
714-560-5846

Approved by:



Beth McCormick
Executive Director, Operations
714-560-5964



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



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

**First Transit, Inc.
Agreement No. C-4-1737 Fact Sheet**

1. March 23, 2015, Agreement No. C-4-1737, \$143,487,171, approved by the Board of Directors (Board).
 - Agreement to provide all management and operation of contracted fixed-route, StationLink, and express bus service.
 - Initial term effective June 1, 2015 through May 31, 2019, with two, two-year option terms.
2. October 26, 2015, Amendment No. 1 to Agreement No. C-4-1737, \$0, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Amendment to reimburse for costs associated with start-up of the operation.
 - Reimbursement costs for the start-up of the operation were included as part of the original agreement.
3. May 23, 2016, Amendment No. 2 to Agreement No. C-4-1737, \$3,476,956, approved by the Board.
 - Amendment to transfer the management and operation of the iShuttle service to First Transit, Inc., on June 13, 2016.
4. November 14, 2016, Amendment No. 3 to Agreement No. C-4-1737, \$1,838,402, approved by the Board.
 - Amendment to accommodate the operation of additional community circulator services through the Measure M2 Project V program.
5. April 10, 2018, Amendment No. 4 to Agreement No. C-4-1737, (\$286,021), approved by CAMM.
 - Amendment to update the price summary to capture the original contract amount and subsequent addenda.
6. April 26, 2018, Amendment No. 5 to Agreement No. C-4-1737, \$0, approved by CAMM.
 - Amendment to revise exhibit A, scope of work, related to assessment of penalties, performance of repair, and/or replacement of major mechanical components.

First Transit, Inc.
Agreement No. C-4-1737 Fact Sheet

7. June 25, 2018, Amendment No. 6 to Agreement No. C-4-1737, \$383,744, approved by the Board.
 - Amendment to increase service to accommodate the expansion of the iShuttle service.
8. November 2, 2018, Amendment No. 7 to Agreement No. C-4-1737, \$0, approved by CAMM.
 - Amendment to update First Transit key personnel assigned to the local management team.
9. November 12, 2018, Amendment No. 8 to Agreement No. C-4-1737, \$87,126,726, approved by the Board.
 - Amendment to exercise the first two-year option term to extend the current agreement through May 31, 2021.
10. July 22, 2019, Amendment No. 9 to Agreement No. C-4-1737, \$6,544,810, approved by the Board.
 - Amendment to increase the contract value to accommodate a wage increase for coach operators, dispatchers, road supervisors, and trainers.
11. June 22, 2020, Amendment No. 10 to Agreement No. C-4-1737, \$1,750,555, approved by the Board.
 - Amendment to allow reimbursement of specific expenses related to the coronavirus (COVID-19) pandemic effective March 23, 2020 through June 13, 2020.
12. December 14, 2020, Amendment No. 11 to Agreement No. C-4-1737, \$1,819,942, approved by the Board.
 - Amendment to allow reimbursement of specific expenses related to the COVID-19 pandemic effective June 14, 2020 through May 31, 2021.
13. February 22, 2021, Amendment No. 12 to Agreement No. C-4-1737, \$0.00, approved by the Board.
 - Amendment to allow additional reimbursement of specific expenses related to the COVID-19 pandemic in the amount of \$3,149,737, effective June 14, 2020 through May 31, 2021.
 - Revised the price summary sheet to include the negotiated rates, which reflect service levels during the pandemic effective June 14, 2020 through May 31, 2021.

First Transit, Inc.
Agreement No. C-4-1737 Fact Sheet

14. May 20, 2021, Amendment No. 13 to Agreement No. C-4-1737, \$0.00, approved by CAMM.
 - Amendment to extend the first option term through June 30, 2021.
15. June 14, 2021, Amendment No. 14 to Agreement No. C-4-1737, \$69,714,520, pending Board approval.
 - Amendment to exercise the second two-year option term to extend the current agreement through June 10, 2023.
 - Allow additional reimbursement of specific expenses related to the COVID-19 pandemic in the amount of \$8,000,000, effective June 1, 2021 through June 10, 2023.
 - Revise the price summary sheet to include the negotiated rates, which reflect service levels during the pandemic effective June 1, 2021 through June 10, 2023.

Total committed to First Transit, Inc., Agreement No. C-4-1737: \$315,856,805.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Joint Agreement with the County of Orange for the Operation, Maintenance, and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System

Transit Committee Meeting of June 10, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3535 between the Orange County Transportation Authority and the County of Orange, in the amount of \$90,315, to share in the cost of the operation, maintenance, and repair of the Orange County Transportation Authority equipment used on the system, equipment replacement, and financial management of the Countywide Coordinated Communications System for fiscal year 2021-22. Amendments for each subsequent fiscal year budget will be brought forth to the Board of Directors for consideration on an annual basis.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Joint Agreement with the County of Orange for the Operation, Maintenance, and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System

Overview

On December 13, 2004, the Board of Directors approved a joint agreement with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System. The Orange County Transportation Authority utilizes both the Countywide Coordinated Communications System and its own Intelligent Transit Management System to provide an integrated, robust, and redundant communication network with interoperable connectivity to the Orange County Sheriff's Department, Transit Police Services, and other County emergency management agencies. The Countywide Coordinated Communications System Governance Committee and County of Orange have developed a new agreement for continued membership.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3535 between the Orange County Transportation Authority and the County of Orange, in the amount of \$90,315, to share in the cost of the operation, maintenance, and repair of the Orange County Transportation Authority equipment used on the system, equipment replacement, and financial management of the Countywide Coordinated Communications System for fiscal year 2021-22. Amendments for each subsequent fiscal year budget will be brought forth to the Board of Directors for consideration on an annual basis.

Discussion

The Orange County Transportation Authority (OCTA) entered into a joint agreement in 2005 with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System (CCCS) connecting OCTA to 36 cities, eight county members and 18 mutual aid members on a common communication platform with shared operation and management costs across members. In June 2015, OCTA executed an amendment to the agreement for the upgrade of the CCCS required to bring the system to the Project 25 (P25) standards mandated for public safety and first responders. The agreement to assist with the upgrade includes 54 cities and agencies, including OCTA, sharing the cost of the upgrade to the system. The upgrade also required each of the participating cities and agencies to replace equipment at the time with P25-compliant equipment.

Having completed upgrades to CCCS to comply with the P25 standards, the CCCS Governance Committee made the decision to issue a new joint agreement replacing the agreement that originated in 2004.

Membership in the CCCS is important to OCTA as members of the Orange County Emergency Operations Plan, allowing communication with all other members when the Emergency Operations Center is activated, or any other time OCTA needs to coordinate with another city or agency. Another benefit of being a member of CCCS is that OCTA has access to several private communication channels for use by OCTA during emergencies and to support daily operating activities, including communication between Transit Police Services, Field Supervision, Central Communications and Maintenance groups. To continue as members of the CCCS, OCTA is required to continue to contribute to the operation, maintenance, and financial management of the system. While any participating member may withdraw from this agreement by serving written notice to the Governance Committee of their intent to withdraw, this agreement automatically renews each year.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3535 between the Orange County Transportation Authority and the County of Orange, in the amount of \$90,315, to share in the cost of the operation, maintenance, and repair of the OCTA equipment used on the system,

**Joint Agreement with the County of Orange for the Operation,
Maintenance, and Financial Management of the Orange
County 800 Megahertz Countywide Coordinated
Communications System**

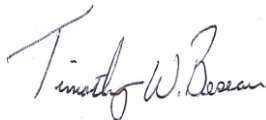
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equipment replacement, and financial management of the Countywide Coordinated Communications System for fiscal year 2021-22. Amendments for each subsequent fiscal year budget will be brought forth to the Board of Directors for consideration on an annual basis.

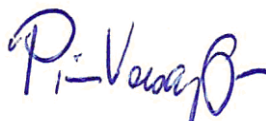
Attachment

- A. County of Orange 800 MHz Backbone Cost Sharing – Cost Allocations Based on Radio Counts

Prepared by:



Timothy W. Beseau
Manager, Operations Support
714-265-4359



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

Approved by:



Beth McCormick
Executive Director, Operations
714-560-5964



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

County of Orange 800 MHz Backbone Cost Sharing
Cost Allocations Based on Radio Counts

ATTACHMENT A

800 MHz Backbone Cost Sharing - Cost Allocations based on Radio Counts

FY 21-22 COST ALLOCATION

Financial -
Attachment #2

	FY 21-22 RADIO COUNT							FY 21-22 Annual Payment								
	LAW EQUIP.	FIRE EQUIP.	LIFEGR D EQUIP.	PW EQUIP.	TOTAL	ALLOCATION PERCENT (60/40)		PAYMENT FOR FY 21-22			TOTAL Straight Radio Count	FY 20-21 PAYMENT	FY 20-21 Radio Counts	# CHANGE	\$ Change over FY 19-20	
CITY/AGENCY							OPERATIONS	BACKBONE INFRASTR. (1)	800 MHZ SUSTAIN. FUND (1)	TOTAL (60/40)						
ALISO VIEJO	42	0	0	12	54	0.41%	\$12,987	\$2,199	\$1,034	\$16,220	\$18,756	\$ 17,079	54	0	\$ (858)	
ANAHEIM	1081	459	0	363	1,903	14.35%	\$457,668	\$77,493	\$36,452	\$571,614	\$660,962	\$ 599,967	1,897	6	\$ (28,353)	
BREA	227	87	0	38	352	2.66%	\$84,655	\$14,334	\$6,743	\$105,732	\$122,259	\$ 105,635	334	18	\$ 97	
BUENA PARK	232	0	0	59	291	2.19%	\$69,985	\$11,850	\$5,574	\$87,409	\$101,072	\$ 92,035	291	0	\$ (4,626)	
COSTA MESA	380	157	0	111	648	4.89%	\$155,843	\$26,388	\$12,413	\$194,643	\$225,067	\$ 204,944	648	0	\$ (10,301)	
CYPRESS	144	0	0	33	177	1.34%	\$42,568	\$7,208	\$3,390	\$53,166	\$61,477	\$ 55,664	176	1	\$ (2,497)	
DANA POINT	54	0	0	4	58	0.44%	\$13,949	\$2,362	\$1,111	\$17,422	\$20,145	\$ 17,079	54	4	\$ 343	
FOUNTAIN VALLEY	127	64	0	63	254	1.92%	\$61,087	\$10,343	\$4,865	\$76,295	\$88,221	\$ 80,017	253	1	\$ (3,721)	
FULLERTON	331	144	0	34	509	3.84%	\$122,414	\$20,727	\$9,750	\$152,891	\$176,789	\$ 160,033	506	3	\$ (7,142)	
GARDEN GROVE	406	0	0	67	473	3.57%	\$113,756	\$19,261	\$9,060	\$142,077	\$164,285	\$ 149,596	473	0	\$ (7,519)	
HUNTINGTON BEACH	518	197	79	164	958	7.23%	\$230,397	\$39,011	\$18,351	\$287,759	\$332,739	\$ 302,672	957	1	\$ (14,912)	
IRVINE	570	0	0	165	735	5.54%	\$176,766	\$29,930	\$14,079	\$220,776	\$255,285	\$ 221,390	700	35	\$ (614)	
LAGUNA BEACH	155	98	60	68	381	2.87%	\$91,630	\$15,515	\$7,298	\$114,443	\$132,331	\$ 119,551	378	3	\$ (5,108)	
LAGUNA HILLS	38	0	0	4	42	0.32%	\$10,101	\$1,710	\$805	\$12,616	\$14,588	\$ 13,283	42	0	\$ (668)	
LAGUNA NIGUEL	76	0	0	12	88	0.66%	\$21,164	\$3,584	\$1,686	\$26,433	\$30,565	\$ 27,832	88	0	\$ (1,399)	
LAGUNA WOODS	11	0	0	0	11	0.08%	\$2,645	\$448	\$211	\$3,304	\$3,821	\$ 3,479	11	0	\$ (175)	
LAKE FOREST	89	0	0	4	93	0.70%	\$22,366	\$3,787	\$1,781	\$27,935	\$32,301	\$ 29,413	93	0	\$ (1,478)	
LA HABRA	172	14	0	58	244	1.84%	\$58,682	\$9,936	\$4,674	\$73,292	\$84,748	\$ 77,170	244	0	\$ (3,879)	
LA PALMA	61	0	0	11	72	0.54%	\$17,316	\$2,932	\$1,379	\$21,627	\$25,007	\$ 22,772	72	0	\$ (1,145)	
LOS ALAMITOS	51	0	0	0	51	0.38%	\$12,265	\$2,077	\$977	\$15,319	\$17,714	\$ 16,130	51	0	\$ (811)	
MISSION VIEJO	96	0	0	22	118	0.89%	\$28,379	\$4,805	\$2,260	\$35,444	\$40,984	\$ 36,687	116	2	\$ (1,243)	
NEWPORT BEACH	320	122	62	119	623	4.70%	\$149,830	\$25,370	\$11,934	\$187,134	\$216,384	\$ 197,353	624	(1)	\$ (10,220)	
ORANGE	340	215	0	104	659	4.97%	\$158,488	\$26,836	\$12,623	\$197,947	\$228,888	\$ 210,004	664	(5)	\$ (12,057)	
PLACENTIA	152	48	0	0	200	1.51%	\$48,100	\$8,144	\$3,831	\$60,075	\$69,465	\$ 45,859	145	55	\$ 14,216	
RANCHO SANTA MARGARITA	41	0	0	1	42	0.32%	\$10,101	\$1,710	\$805	\$12,616	\$14,588	\$ 13,283	42	0	\$ (668)	
SAN CLEMENTE	86	0	15	5	106	0.80%	\$25,493	\$4,317	\$2,030	\$31,840	\$36,817	\$ 33,525	106	0	\$ (1,685)	
SAN JUAN CAPISTRANO	39	0	0	2	41	0.31%	\$9,860	\$1,670	\$785	\$12,315	\$14,240	\$ 12,651	40	1	\$ (335)	
SANTA ANA	648	0	0	151	799	6.03%	\$192,158	\$32,537	\$15,305	\$240,000	\$277,514	\$ 246,692	780	19	\$ (6,692)	
SEAL BEACH	134	0	27	8	169	1.27%	\$40,644	\$6,882	\$3,237	\$50,763	\$58,698	\$ 53,134	168	1	\$ (2,370)	
STANTON	57	0	0	23	80	0.60%	\$19,240	\$3,258	\$1,532	\$24,030	\$27,786	\$ 25,302	80	0	\$ (1,272)	
TUSTIN	228	0	0	39	267	2.01%	\$64,213	\$10,873	\$5,114	\$80,200	\$92,736	\$ 83,812	265	2	\$ (3,612)	
VILLA PARK	5	0	0	2	7	0.05%	\$1,683	\$285	\$134	\$2,103	\$2,431	\$ 2,214	7	0	\$ (111)	
WESTMINSTER	196	0	0	59	255	1.92%	\$61,327	\$10,384	\$4,885	\$76,596	\$88,568	\$ 80,333	254	1	\$ (3,737)	
YORBA LINDA	53	0	0	48	101	0.76%	\$24,290	\$4,113	\$1,935	\$30,338	\$35,080	\$ 31,627	100	1	\$ (1,289)	
METRONET	0	55	0	0	55	0.41%	\$13,227	\$2,240	\$1,054	\$16,521	\$19,103	\$ 17,395	55	0	\$ (874)	
															\$ -	
CITY TOTAL	7,160	1,660	243	1,853	10,916	82.34%	\$2,625,279	\$444,519	\$209,097	\$3,278,895	\$3,791,414	\$ 3,405,609	10,768	148	\$ (126,715)	
OCFA	0	1,916	0	0	1,916	14.45%	\$460,795	\$78,023	\$36,701	\$575,519	\$665,477	\$ 596,804	1,887	29	\$ (21,285)	
OCTA	0	0	0	124	124	0.94%	\$29,822	\$5,049	\$2,375	\$37,247	\$43,068	\$ 39,218	124	0	\$ (1,971)	
OC LIFEGUARD TOTAL	0	0	54	0	54	0.41%	\$12,987	\$2,199	\$1,034	\$16,220	\$18,756	\$ 17,079	54	0	\$ (859)	
COAST COMMUNITY COLLEGE DISTRICT	12	0	0	0	12	0.09%	\$2,886	\$489	\$230	\$3,605	\$4,168	\$ 3,795	12	0	\$ (190)	
IRVINE VALLEY COLLEGE POLICE	23	0	0	0	23	0.17%	\$5,531	\$937	\$441	\$6,909	\$7,989	\$ 7,274	23	0	\$ (365)	
SADDLEBACK COLLEGE CAMPUS PD	18	0	0	0	18	0.14%	\$4,329	\$733	\$345	\$5,407	\$6,252	\$ 6,009	19	(1)	\$ (602)	
CAL STATE FULLERTON	76	0	0	0	76	0.57%	\$18,278	\$3,095	\$1,456	\$22,829	\$26,397	\$ 24,037	76	0	\$ (1,208)	
SANTA ANA UNIF. SCH. DIST. POLICE	70	0	0	0	70	0.53%	\$16,835	\$2,851	\$1,341	\$21,026	\$24,313	\$ 22,139	0	70	\$ (1,113)	
COSTA MESA SANITARY DISTRIC	0	0	0	8	8	0.06%	\$1,924	\$326	\$153	\$2,403	\$2,779	\$ 2,530	8	0	\$ (127)	
EAST ORANGE COUNTY WATER DISTRICT	0	0	0	7	7	0.05%	\$1,683	\$285	\$134	\$2,103	\$2,431	\$ 2,214	7	0	\$ (111)	
EL TORO WATER DISTRICT	0	0	0	2	2	0.02%	\$481	\$81	\$38	\$601	\$695	\$ 633	2	0	\$ (32)	
GOLDEN STATE WATER COMPANY	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)	
IRVINE RANCH WATER DISTRICT	0	0	0	4	4	0.03%	\$962	\$163	\$77	\$1,202	\$1,389	\$ 1,265	4	0	\$ (64)	
MOULTON NIGUEL WATER DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)	
MIDWAY SANITATION DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)	
MESA WATER DISTRICT	0	0	0	5	5	0.04%	\$1,202	\$204	\$96	\$1,502	\$1,737	\$ 1,581	5	0	\$ (79)	
METROPOLITAN WATER DISTRICT OF SO. C	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)	
ORANGE COUNTY WATER DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)	
SANTA MARGARITA WATER DISTRICT	0	0	0	4	4	0.03%	\$962	\$163	\$77	\$1,202	\$1,389	\$ 316	1	3	\$ 885	
SOUTH ORANGE COUNTY WATER AUTHORITY	0	0	0	4	4	0.03%	\$962	\$163	\$77	\$1,202	\$1,389	\$ 1,265	4	0	\$ (64)	
SERRANO WATER DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)	
TRABUCO CANYON WATER DISTRICT	0	0	0	2	2	0.02%	\$481	\$81	\$38	\$601	\$695	\$ 316	1	1	\$ 284	
MUNICIPAL WATER DISTRICT OF OC (WERO	0	0	0	5	5	0.04%	\$1,202	\$204	\$96	\$1,502	\$1,737	\$ 1,581	5	0	\$ (79)	
YORBA LINDA WATER DISTRICT	0	0	0	2	2	0.02%										



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Amendments to Cooperative Agreements with Special Agencies for the Provision of Transportation Services

Transit Committee Meeting of June 10, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No C-8-1917 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,302,621 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1918 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,343,599 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.



Committee Recommendations (Continued)

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1919 between the Orange County Transportation Authority and Alzheimer's Orange County for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$566,323, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1920 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,362,793, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1921 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services and to adjust the per trip rate to \$16.18, and the Regional Center of Orange County pass-through per trip rate to \$6.18, for continued services effective July 1, 2021 through June 30, 2022. This increase in rate will not change the contract maximum obligation of \$3,111,668, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendments to Cooperative Agreements with Special Agencies for the Provision of Transportation Services

Overview

The Orange County Transportation Authority contracts with six special agencies to assist in providing and managing the demand for OC ACCESS service. On October 22, 2018, the Board of Directors approved five-year cooperative agreements with six special agencies to provide this service. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations. Board of Directors' approval is requested to amend the cooperative agreements with five special agencies for the provision of transportation services.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No C-8-1917 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,302,621 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1918 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,343,599 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1919 between the Orange County Transportation Authority and Alzheimer's Orange County for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$566,323, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1920 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,362,793, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1921 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services and to adjust the per trip rate to \$16.18, and the Regional Center of Orange County pass-through per trip rate to \$6.18, for continued services effective July 1, 2021 through June 30, 2022. This increase in rate will not change the contract maximum obligation of \$3,111,668, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.

Discussion

Since the implementation of the paratransit growth management strategies beginning in 2005, the Orange County Transportation Authority (OCTA) has been proactive in establishing community partnerships and encouraging the availability of alternative transportation programs as a viable option for OC ACCESS riders to help reduce the growth in the demand and cost of the OC ACCESS service. A significant portion of OC ACCESS trips are provided to and from special agencies that serve seniors and persons with disabilities. For example, these special agencies offer programs that include nutrition sites, adult day care, educational or social programs, rehabilitative programs, sheltered workshops, and vocational programs. OCTA has had long-standing cost sharing agreements with six special agencies in which OC ACCESS riders have been transitioned to alternative transportation providers. OCTA provides a

reimbursement of up to 80 percent of the total cost of these trips while the special agencies must pay a minimum of 20 percent of the total cost per trip.

Under these cooperative agreements, OCTA provides an operating subsidy based on a per trip cost for OC ACCESS-eligible riders traveling between their homes and the special agencies utilizing an alternative transportation provider. Since 2006, OCTA has worked in coordination with these special agencies and their transportation service providers to successfully transition more than 750 OC ACCESS riders to transportation services selected by the special agencies receiving these subsidies. This allows individuals to receive transportation that meets their specialized needs. The per trip subsidy provided by OCTA ranges from \$16.18 per trip to \$16.55 per trip. It should be noted, one of the special agencies, Sultan Adult Day Health Care, has suspended service until January 2022, and the existing agreement does not require an amendment at this time.

Implementation of these community transportation partnerships have been a benefit to OCTA and the special agencies. OCTA's potential cost savings for trips provided by these agreements is estimated to be \$7.6 million if these trips were operated on the OC ACCESS service at the fiscal year (FY) 2019-20 cost per trip of \$55.49. The special agencies are able to provide specialized assistance to their participants, such as door-through-door service, and better manage the daily attendance of participants, a key function to their operation.

Under the terms of the current agreements, the total cost for all five agreements for FY 2021-22 is projected to be \$4.6 million. OCTA's share is estimated at \$3.7 million based on the per trip subsidies provided and the special agencies' share is estimated at \$900,000. There is a provision in the agreements to increase the reimbursement rate by an inflation factor on an annual basis. The agreements also cap the annual number of trips subsidized by OCTA for each special agency. However, there is a provision in each contract that allows for the total number of trips to grow beyond the cap amount if the special agency can provide information to OCTA that demonstrates that the additional trips would provide a direct-cost offset to OC ACCESS service.

Fiscal Impact

The project is included in the proposed OCTA FY 2021-22 Budget, Operations Division, Account No. 2131-7312-D1208, and is funded through the Local Transportation Fund.


Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with North County Senior Services, LLC, doing business as Acacia Adult Day Services, Alzheimer's Family Service Center, Alzheimer's Orange County, Community SeniorServ doing business as Meals on Wheels Orange County, and Orange County Adult Achievement Center, doing business as My Day Counts. These amendments adjust the cost per trip rates, which will provide an operating subsidy for trips transitioned from the OC ACCESS service to alternate service providers through June 30, 2022. The increase in rates will not change the contract maximum obligations due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.

Attachments

- A. North County Senior Services, LLC doing business as Acacia Adult Day Services, Cooperative Agreement No. C-8-1917 Fact Sheet
- B. Alzheimer's Family Center, Cooperative Agreement No. C-8-1918 Fact Sheet
- C. Alzheimer's Orange County, Cooperative Agreement No. C-8-1919 Fact Sheet
- D. Community SeniorServ doing business as Meals on Wheels Orange County, Cooperative Agreement No. C-8-1920 Fact Sheet
- E. Orange County Adult Achievement Center doing business as My Day Counts, Cooperative Agreement No. C-8-1921 Fact Sheet

Prepared by:



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Senior Community Transportation
Coordinator
714-560-5660

Approved by:



Beth McCormick
Executive Director, Bus Operations
714-560-5964



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



Jennifer L. Bergener
Deputy Chief Executive Officer/
Chief Operating Officer, Operations
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North County Senior Services, LLC doing business as Acacia Adult Day Services
Cooperative Agreement No. C-8-1917 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1917, \$676,001, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1917, \$626,620, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1917, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

Total committed to North County Senior Services, LLC doing business as Acacia Adult Day Services Cooperative Agreement No. C-8-1917: \$1,302,621.

Alzheimer's Family Center
Cooperative Agreement No. C-8-1918 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1918, \$733,469, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1918, \$610,130, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1918, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

Total committed to Alzheimer's Family Center Cooperative Agreement No. C-8-1918:
\$1,343,599.

Alzheimer's Orange County
Cooperative Agreement No. C-8-1919 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1919, \$360,198, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1919, \$206,125, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1919, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

Total committed to Alzheimer's Orange County Cooperative Agreement No. C-8-1919: \$566,323.

ATTACHMENT D

Community SeniorServ doing business as Meals on Wheels Orange County Cooperative Agreement No. C-8-1920 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1920, \$769,153, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1920, \$593,640, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1920, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

Total committed to Community SeniorServ doing business as Meals on Wheels Orange County Cooperative Agreement No. C-8-1920: \$1,362,793.

ATTACHMENT E

Orange County Adult Achievement Center doing business as My Day Counts Cooperative Agreement No. C-8-1921 Fact Sheet

1. October 22 ,2018, Cooperative Agreement No. C-8-1921, \$1,705,661, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$15.56 per trip and the Regional Center of Orange County pass-through per trip rate is \$5.96 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1921, \$1,406,007, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase the reimbursed trip rate to \$16.07 per trip and their Regional Center of Orange County pass-through per trip rate to \$6.14 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1921, \$0.00, pending approval by the Board.
 - Amendment to increase the reimbursed trip rate to \$16.18 per trip and the Regional Center of Orange County pass-through per trip rate to \$6.18 per trip.

Total committed to Orange County Adult Achievement Center doing business as My Day Counts Cooperative Agreement No. C-8-1921: \$3,111,668.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Measure M2 Quarterly Progress Report for the Period of January 2021 Through March 2021

Executive Committee Meeting of June 7, 2021

Present: Directors Do, Bartlett, Hennessey, Jones, Murphy, and Shaw

Absent: None

Committee Vote

Following the discussion, no action was taken on this item.

Staff Recommendation

Receive and file as an information item.



June 7, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of January 2021 Through March 2021

Overview

Staff has prepared the Measure M2 quarterly progress report for the third quarter of fiscal year 2020-21, covering January 2021 through March 2021, as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance, which defines the requirements for implementing the Plan. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the OCTA Board of Directors (Board). The Board is also provided with individual project staff reports and overall reports on the status of various capital projects by the Capital Programs Division.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of January 1, 2021 through March 31, 2021 (Attachment A). The report includes project budget and schedule information as provided and reported in the Capital Action Plan. Information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included.

Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities that have taken place during the quarter. Two areas are highlighted below.

Market Conditions Forecast and Risk Analysis

At the Boards' direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated in a cost pressure index model to identify potential cost risk factors on M2 project delivery. The results of the fall analysis were presented to the Board on November 9, 2020. The report identified that OCTA may experience a low inflation cost environment (ranging negative two percent to one percent) during 2021 and 2022, followed by a more normal inflation cost environment in 2023 (ranging two to six percent).

During the quarter, the consultant team completed an update of the cost pressure index model through March 2021. The spring report indicated that OCTA could potentially experience a low inflationary cost environment (ranging negative two percent to one percent) during 2021, a minimal cost inflation (one percent to two percent) in 2022, followed by a more increasing cost environment in 2023 (ranging from six percent to 11 percent). Cost pressures have increased slightly in the most recent data and are primarily attributed to the economy reopening. Staff will continue to monitor market conditions and will provide updates to the Board as appropriate.

Next 10 Delivery Plan (Next 10 Plan)

Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs. On October 26, 2020, the 2020 M2 sales tax revenue forecast of \$11.6 billion was presented to the Board. This year-over-year decline of \$1.8 billion is attributed to the economic impacts of the coronavirus (COVID-19) pandemic and represents the lowest forecast since M2 inception. On December 14, 2020, the Board directed staff to pursue a financially prudent course of action with a proactive stance on project delivery. Given the fluidity of current events,

the Board directed staff to review fiscal year (FY) 2020-21 second-quarter sales tax revenue actuals to provide an additional financial data point prior to updating the Next 10 Plan. At the March 8, 2021 Board meeting, staff presented an update on sales tax collections through December 2020. The sales tax receipts did not materially impact the short- or long-term sales tax forecasts and reconfirmed the October 2020 forecast of \$11.6 billion.

The 2020 Next 10 Plan was presented to the Board on April 12, 2021. The update incorporated the reconfirmed \$11.6 billion sales tax revenue forecast, revised project and program cash flows, and included the fall market conditions forecast and risk analysis report. As a result of OCTA's strategic planning to date, the 2020 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the third quarter of FY 2020-21.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. Currently, while in year ten of the 30-year program, 13 project segments are complete, four are in construction, and another five are readying for construction. The remaining eight project segments are in various stages of project development.

Key freeway project highlights taking place this quarter are highlighted below.

- Interstate 5 (I-5) between State Route 73 (SR-73) to El Toro Road – An update on construction activities for all three segments of the I-5 between SR-73 and the El Toro Road Project was provided to the Regional Planning and Highways (RPH) Committee on March 1, 2021, and to the Board on March 8, 2021. All three segments are anticipated to complete construction by early 2025. (Project C and Project D)
- State Route 55 (SR-55) between Interstate 405 (I-405) and I-5 – In early December 2020, the California Transportation Commission awarded OCTA \$140 million in competitive SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program and SB 1 Local Partnership Program-Competitive funding. This infusion of external funding helped reduce the draw on M2 funds, temper the need for

additional bonding, and allowed OCTA to keep other M2 freeway projects on schedule as part of the 2020 Next 10 Plan. On January 11, 2021, the Board adopted two resolutions to formally accept the \$140 million. (Project F)

- State Route 57 (SR-57) Northbound between Orangewood Avenue and Katella Avenue – On March 8, 2021, the Board approved the release of a request for proposals for the preparation of plans, specifications, and estimates. Proposals were due on April 5, 2021, with design efforts anticipated to begin in early 2022. (Project G)
- I-405 between SR-73 and Interstate 605 – A quarterly project update was provided to the RPH Committee on January 4, 2021, and to the Board on January 11, 2021. During the quarter, the first halves of the new Fairview Road and Westminster Boulevard overcrossing bridges opened to traffic in January and February 2021, respectively. The full bridges are anticipated to be completed early next year. (Project K)
- Freeway Service Patrol (FSP) – On March 8, 2021, the Board awarded contracts for FSP services serving six areas in Orange County. OCTA contracts with private tow service firms to provide FSP services that comply with standard operating guidelines developed by the California Highway Patrol and OCTA. Through these contracts, the tow service firms provide assistance to motorists whose vehicles have become disabled on Orange County freeways and remove congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. (Project N)

Streets and Roads

Since 2011, approximately \$912 million has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. To date, 419 project phases have been allocated through the streets and roads competitive funding programs. Of the 419 project phases, 288 phases, equating to nearly 70 percent, have been completed. Additionally, M2 provided \$149 million, a portion of the \$668.7 million total project cost, to grade-separate seven streets and rail crossings, leveraging the majority of the funds (\$519.7 million) from local, state, and federal sources.

- Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) – During the quarter, staff reviewed the 2021 RCP and RTSSP call for projects (call) applications for eligibility, consistency, and adherence to guidelines and overall program objectives. Programming recommendations for 12 projects, totaling \$28.6 million, were presented to the RPH Committee on May 3, 2021, and to the Board on May 10, 2021. (Project O and Project P)

Transit

The M2 transit mode includes a number of programs designed to provide additional transportation options. M2 is the main funding source for Metrolink commuter rail service in Orange County and provides funding for rail station improvements and transit connections to extend the reach of the services.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van extension services connecting to Metrolink (\$483,133 to date), local community-based transit circulators and planning studies (\$41.9 million to date), and bus stop improvements (\$2.9 million to date). In parallel, M2 provides a set amount of annual funding to support three programs intended to meet the needs of seniors and persons with disabilities (\$88.1 million¹ to date). Key transit project activities taking place this quarter, along with updates, are highlighted below.

- **Anaheim Canyon Metrolink Station Improvements** – On March 22, 2021, the Board awarded the construction contract. The recommended firm's bid is 14.5 percent above the engineer's estimate. The engineer's analysis of the bids concluded that the higher bid may be attributed to several factors including the difficulty of construction due to site constraints, construction near an active railroad track, and high steel prices. Construction began in April 2021 and is anticipated to be completed by the end of 2022. (Project R)
- **OC Streetcar** – A quarterly update was provided to the Transit Committee on January 14, 2021, and to the Board on January 25, 2021. The update included information on the status of construction activities, vehicle manufacturing, and delivery. (Project S)
- **Community-Based Transit Circulators Program** – A ridership report was provided to the Transit Committee on January 14, 2021, and to the Board on January 25, 2021. In addition, the Board approved program revisions to address impacts related to COVID-19 by modifying the program's minimum performance requirements and service parameters to allow for the re-establishment of services. The Board also approved an annual escalation of funding within the programmed grant amount to account for inflationary adjustment. (Project V)

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the Senior Mobility Program Guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) with specific activity, and the Environmental Mitigation Program (EMP) with funding from the M2 Freeway Program. The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets biological impacts of freeway projects.

Since 2011, the ECP has allocated approximately \$51.4 million to local jurisdictions for 178 projects for trash removal devices (Tier 1), and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 33 million gallons of trash have been captured since the inception of the program, which is the equivalent of filling nearly 78 football fields with one-foot deep of trash.

- The 11th Tier 1 call was released on February 8, 2021, in the amount of \$2.8 million. Applications were due on May 6, 2021, and programming recommendations are anticipated to be presented to the Board in late 2021. (Project X)

Additionally, the Board previously authorized \$55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and develop the Natural Community Conservation Plan/Habitat Conservation Plan. OCTA has acquired more than 1,300 acres (Preserves) and funded 12 restoration projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary freeway program mitigation needs.

- On March 8, 2021, the Board approved a consultant to provide professional environmental support for the M2 EMP with various tasks related to freeway project permitting, the Preserves, and the restoration projects.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. OCTA has made five deposits of approximately \$2.9 million annually into the endowment; the performance of the endowment fund may affect the time frame for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. As of March 31, 2021, the balance of the endowment was just over \$18 million.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- The environmental phase of the I-5/El Toro Road Interchange Project was originally anticipated to be complete by the end of 2019; however, the lack of consensus on a project alternative has delayed the completion. Built into M2 is a promise that projects would be delivered in cooperation with local agencies. As such, efforts to reach a consensus have continued with the cities of Laguna Hills, Laguna Woods, and Lake Forest, the California Department of Transportation, and OCTA. In September 2020, an assessment was initiated to analyze all alternatives. The assessment is nearing completion and an update will be presented to the Board in the summer of 2021.
- The critical, complex right-of-way (ROW) activities for the SR-55 project between I-405 and I-5 are currently underway. These property rights are needed in order to advance the project into the construction phase and are being closely monitored as the target ROW certification date is August 2021.
- The OC Streetcar Project has faced many challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control, and compliance, added oversight and approvals, and an extensive number of change requests. The project supplemental contingency has been drawn down more quickly than anticipated due to these challenges. On March 22, 2021, the Board approved an additional \$15.68 million for supplemental contingency funding. The Federal Transit Administration project management oversight consultant is performing a comprehensive project risk, cost, and schedule assessment, which is anticipated to be completed later this year.

From changes in sales tax revenue forecast and traffic patterns to transit ridership and administrative processes, the COVID-19 pandemic affected all elements of M2. To grant some flexibility and help local jurisdictions manage COVID-19 impacts, the Board has approved multiple adjustments, which are detailed in Attachment B.

While recent M2 sales tax forecast updates have been relatively optimistic, the extent of recovery to pre-pandemic revenue levels in FY 2021-22 remains unclear. To assist local jurisdictions with the transition back to the pre-pandemic maintenance of effort (MOE) benchmarks, on April 12, 2021, the Board directed staff to initiate an M2 Ordinance amendment. In June 2020, the Board amended the M2 Ordinance to revise MOE requirements for FY 2019-20 and FY 2020-21

in anticipation of near-term negative general fund revenue (GFR) growth due to COVID-19. For FY 2019-20, local jurisdictions reported actual MOE expenditures, which could be below the MOE benchmark. For FY 2020-21, local jurisdictions were given the option of meeting either the MOE benchmark or a proportional MOE calculation. The proportional calculation used the local jurisdictions' MOE benchmark compared to GFR, as reported in the local jurisdictions' FY 2018-19 Comprehensive Annual Financial Reports. This option allowed local jurisdictions to scale the MOE requirement with fluctuations in their GFR in FY 2020-21. On May 24, 2021, the Board amended the M2 Ordinance to extend the revised MOE requirement for FY 2020-21 through FY 2021-22.

Staff will continue to monitor all COVID-19 impacts and program challenges closely to ensure M2 remains deliverable as promised to voters.

Summary

As required by the M2 Ordinance, a quarterly report covering activities from January 2021 through March 2021, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachments

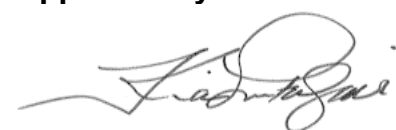
- A. Measure M2 Quarterly Progress Report, Third Quarter of Fiscal Year 2020-21, January 1, 2021 through March 31, 2021
- B. Measure M2 (M2) Adjustments Related to the Coronavirus (COVID-19) Pandemic

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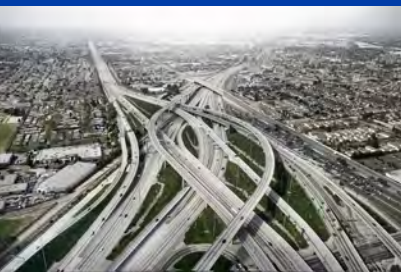


MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2020 – 21
January 1, 2021 through March 31, 2021

Third Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary





MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by the M2 Ordinance No. 3, a quarterly report covering activities from January 1, 2021, through March 31, 2021, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, Measure M2 progress reports are presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



The cover photo shows the installation of a debris separating baffle box, an advanced stormwater treatment system to capture trash, debris and other pollutants, in the City of Orange. This project is funded through the M2 Environmental Clean Up Program (Project X). The 11th Tier 1 call for projects was released in February 2021 to help improve overall water quality in Orange County from transportation-generated pollution.



MEASURE M2 PROGRESS REPORT

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COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Annual Eligibility Review	AER
Board of Directors	Board
Burlington Northern Santa Fe	BNSF
California Department of Fish and Wildlife	CDFW
California Department of Tax and Fee Administration	CDTFA
California Department of Transportation	Caltrans
California Transportation Commission	CTC
Capital Action Plan	CAP
Capital Investment Grant	CIG
Chief Executive Officer	CEO
Cost Estimate Review	CER
Congestion Mitigation and Air Quality	CMAQ
Design Standard Decision Document	DSDD
Draft Environmental Document	DED
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Federal Transportation Improvement Program	FTIP
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 15	I-15
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Los Angeles County Metropolitan Transportation Authority	LA Metro
Measure M2 or Renewed Measure M	M2
Memorandum of Understanding	MOU
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP



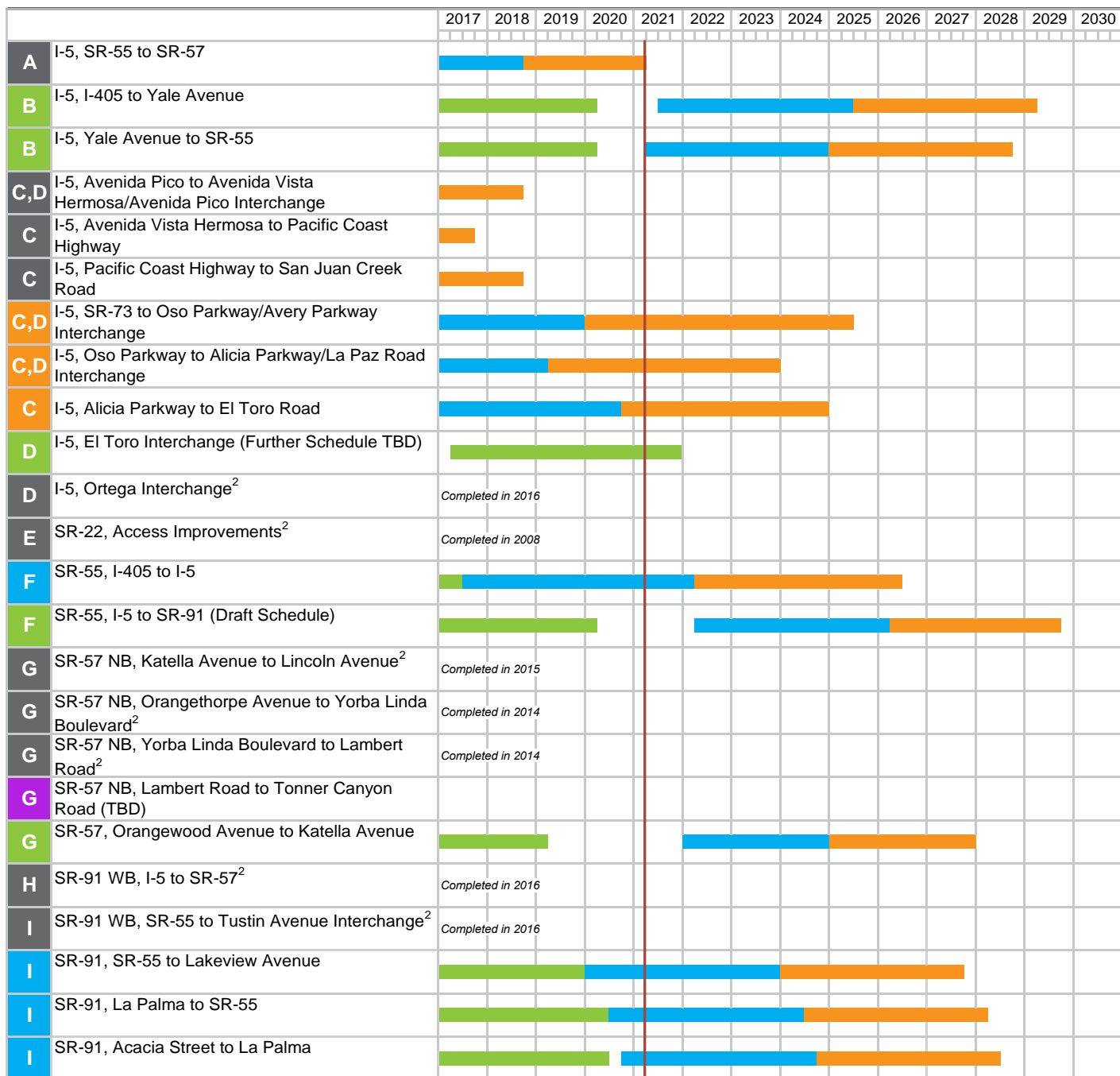
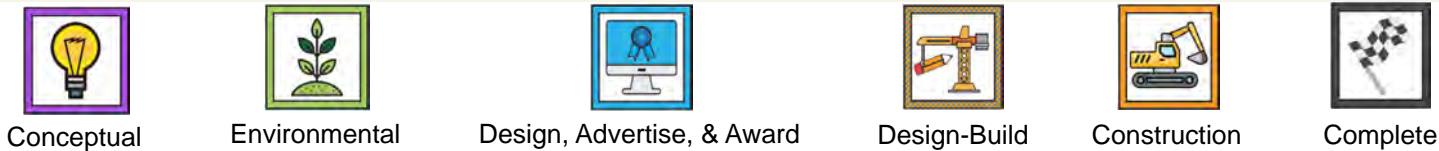
COMMON ABBREVIATIONS

Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E
Program Management Office	PMO
Project Development Team	PDT
Project Study Report	PSR
Ready to List	RTL
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Association of Governments	SCAG
State Route 133	SR-133
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Southern California Regional Rail Authority	SCRRA
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Trade Corridors Improvement Funds	TCIF
Transportation Infrastructure Finance and Innovation Act	TIFIA
United States Army Corps of Engineers	ACOE
United States Fish and Wildlife Service	USFWS
United States Department of Transportation	USDOT





MEASURE M2 PROJECT SCHEDULES



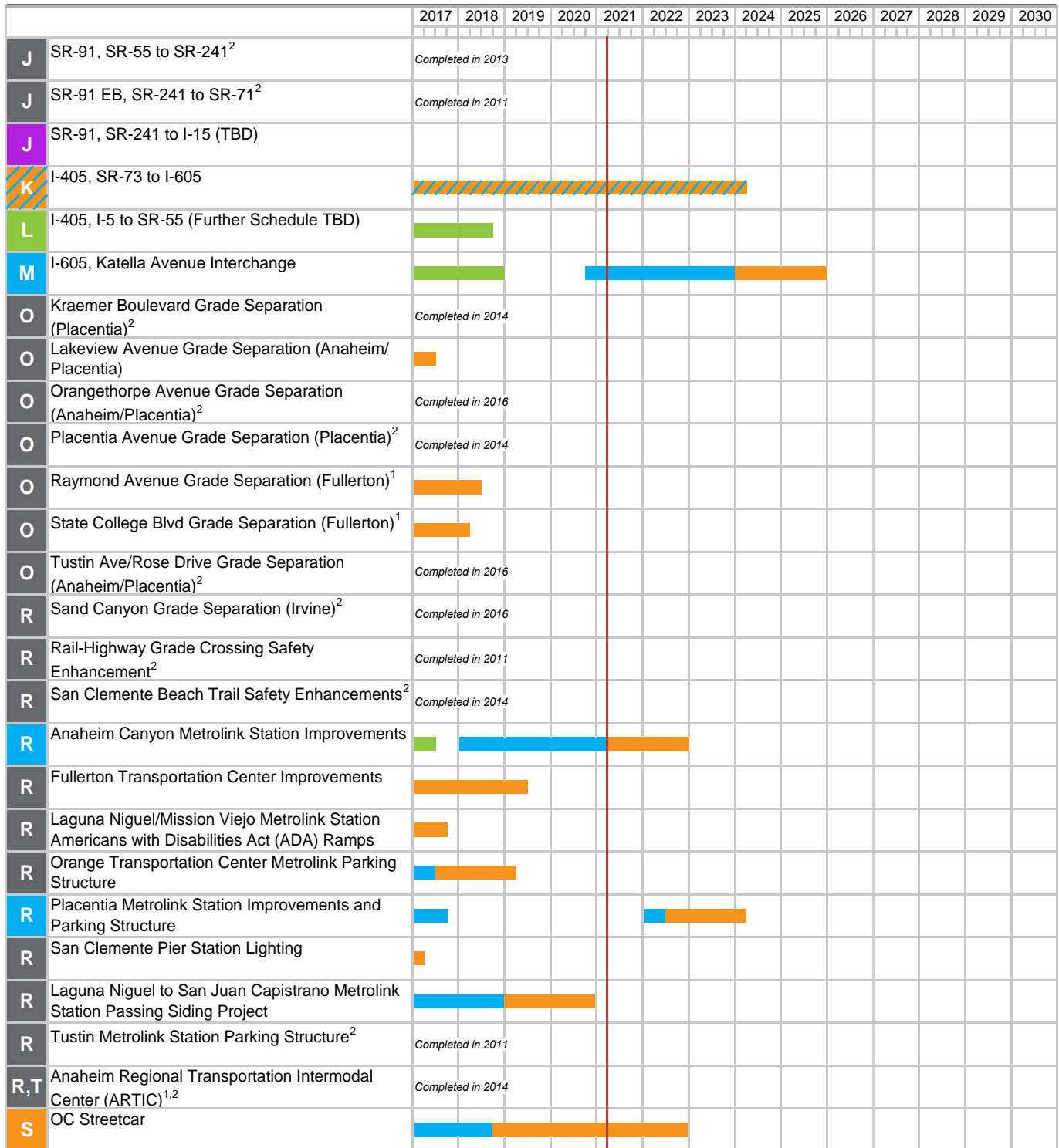
Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

² For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#!/schedule>



MEASURE M2 PROJECT SCHEDULES



Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

² For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#!/schedule>



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk		Explanation	Proposed Action
Financial			
1	The 2020 M2 revenue forecast is \$11.6 billion, which is a \$1.8 billion (13 percent) decrease from the 2019 M2 revenue forecast due to the coronavirus (COVID-19) pandemic. If sales tax revenues continue to be lower than projects, this will further challenge delivery.	COVID-19 added risk to the M2 program sales tax revenue. The latest \$11.6 billion revenue forecast represents the lowest forecast since M2 inception.	On March 8, 2021, staff provided the Board an update on M2 sales tax revenue through the second quarter (December 2020). The update confirmed that the receipts aligned with the \$11.6 billion forecast; this forecast will be incorporated in the 2020 Next 10 Plan.
2	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.	OCTA will work closely with California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs.
3	Schedule and scope changes on critical capital projects impacting delivery and project costs.	Changes as a result of updated highway standards or issues identified in the field regularly impact scope, schedule, and costs.	OCTA will work closely with Caltrans and project contractors to limit changes in scope and schedule to a minimum.
4	Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue.	Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with Burlington Northern Santa Fe (BNSF) are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue has been greatly impacted in Orange County.	In September 2020, Metrolink adopted a Recovery Plan Framework to ensure the safety of passengers and employees and restore service in a post-COVID-19 environment. Metrolink received \$64.6 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, which alleviated some concerns in the short-term. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.



MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
<div>5</div> <p>Potential for an increasing cost environment as M2 capital projects are readied for construction.</p>	<p>The spring update of the Next 10 Plan Market and Conditions Forecast and Risk Analysis reflects a low cost environment in 2021, a minimal rise in inflation in 2022, and a return to a normal inflationary increase in 2023. The economic impacts from COVID-19 may cause this to change during the Next 10 Plan delivery years.</p>	<p>The Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. Highway project construction bids in the region have continued to reflect a favorable market with a high number of bidders and competitive bids priced below the engineer's estimates. Recent steel and lumber product material pricing has increased significantly due to demand, production capacity, and supply chain issues. OCTA will continue to monitor bid results and market conditions affecting project costs.</p>
Resource		
<div>6</div> <p>Substantial work underway in the region has resulted in significant demand for professional and skilled labor which can impact delivery given the volume of the M2 capital program.</p>	<p>The economic impacts of COVID-19 and its effects on unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise, but if additional labor resources are available, it may temper costs and reduce delivery risk.</p>	<p>OCTA will monitor impacts of COVID-19 on the labor market as well as contractor reported COVID-19 cases. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. Staff is working with Caltrans to ensure resource needs are met.</p>
<div>7</div> <p>New operational responsibilities with the OC Streetcar.</p>	<p>With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a successful track record in operating various transportation systems including both a fixed- and demand-based bus network.</p>	<p>To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases. In addition, in September 2020, OCTA initiated a project to review the organizational structure of the Operations Division.</p>
Regulatory		
<div>8</div> <p>Changing federal and statewide directives could affect M2 freeway project approvals.</p>	<p>Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the environmental review process.</p>	<p>The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.</p>



MEASURE M2 PROGRESS REPORT

Next 10 Delivery Plan ▼

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On November 14, 2016, the Board approved the Next 10 Plan, providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. With four years of the Next 10 Plan completed to date, on December 14, 2020, the Board approved to shift the timeframe of four years to span fiscal year (FY) 2020-21 through FY 2029-30.

Due to the uncertainty created by COVID-19, the 2020 preliminary M2 sales tax revenue forecast of \$11.6 billion was presented to the Board on August 24, 2020. With tax receipts for quarter four of FY 2019-20 received in September 2020, the final M2 sales tax forecast was presented to the Board on October 26, 2020. The M2 revenue forecast remained at \$11.6 billion. This represents a year-over-year decline of \$1.8 billion and the lowest forecast since M2 inception. The decrease in taxable sales is due to the cascading effects of COVID-19 on the economy. OCTA's conservative approach to financial planning has allowed for all M2 projects that are currently underway to continue as planned in FY 2020-21.

On December 14, 2020, staff presented three options for Board discussion and feedback on how to manage the impacts of the decreased M2 sales tax revenue forecast and revised project cost estimates. The Board directed staff to pursue a financially prudent course of action with a proactive stance on project delivery while remaining flexible, given the fluidity of current events. In addition, the Board directed staff to review FY 2020-21 second quarter financial information to provide an additional data point prior to presenting the updated Next 10 Plan, which is anticipated in spring 2021.

On March 8, 2021, staff provided an update to the Board on sales tax revenue information through December 2020. The data showed that sales tax collections remained consistent with the projections presented to the Board in October 2020 and that the total forecasted M2 sales tax revenues remained at \$11.6 billion.

Next 10 Plan Deliverables

Significant progress has been made on the Next 10 Plan deliverables, with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs. Staff will continue to monitor the impacts of the COVID-19 pandemic on the Next 10 Plan delivery commitments and will report to the Board as appropriate.

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects or project segments (projects). As of December 2020, 12 of the 30 projects have been completed. Deliverable 1 has been updated to include 14 of the 18 remaining projects to be delivered (or underway) within the shifted Next 10 Plan timeframe. In January 2021, the I-5 project between SR-55 and SR-57 was completed. The remaining 13 projects included in Deliverable 1 are in or nearing design and construction.



For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- I-5, I-405 to Yale Avenue - Award contract for design services
- SR-55, I-405 to I-5 - Award contract for construction management support services
- SR-55, I-5 to SR-91 - Release request for proposals (RFP) for design services
- SR-57, Orangewood Avenue to Katella Avenue - Release RFP for design services

2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The four remaining project segments (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2030, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 Northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated annually as part of the Next 10 Plan review. The next review of the Next 10 Plan is anticipated in fall 2021. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.

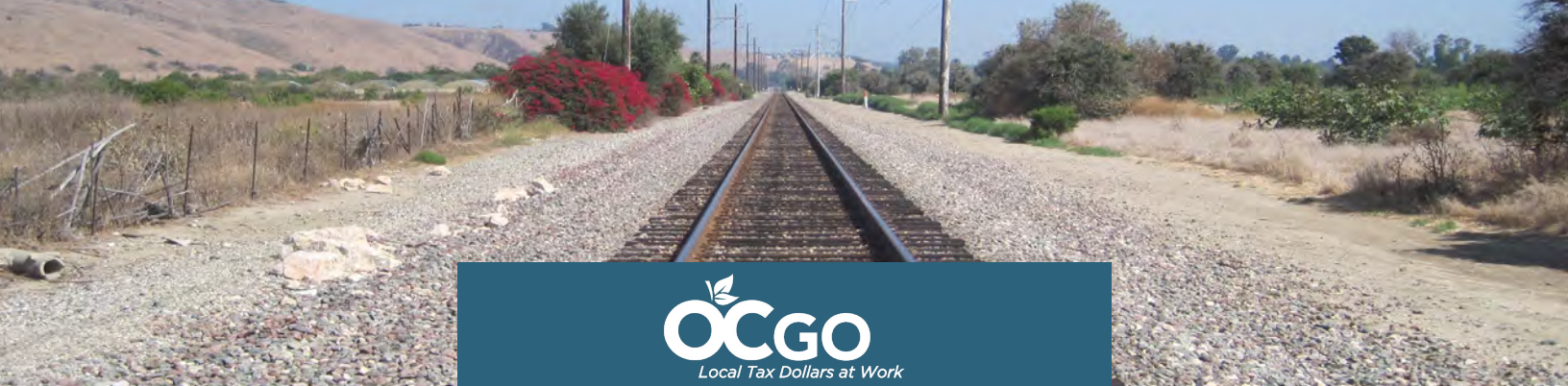
3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system, synchronize signals (Project O and P), and continue flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs, as appropriate (Project Q).

OCTA has awarded approximately \$426.4 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls for projects (call). Additionally, approximately \$493.8 million in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 10, 2020, the Board authorized the 2021 call, providing up to \$30 million for both Project O (\$22 million) and Project P (\$8 million) in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications were due on October 22, 2020. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) Guidelines, projects will be prioritized for Board consideration in May 2021. Additionally, all seven bridges included in the OC Bridges program have been completed. For more details, see the project updates on [page 20](#).

Upcoming activities:

- Project O and P - Programming recommendations for the 2021 call



MEASURE M2 PROGRESS REPORT

4. Maintain Metrolink service and complete two rail station improvements (Project R).

In October 2019, three weekday intracounty round trips operating between Laguna Niguel/Mission Viejo and Fullerton were replaced with two round trips between Laguna Niguel/Mission Viejo (extended from Fullerton) into Los Angeles. Additional service changes were scheduled to be implemented in April 2020, however, due to COVID-19, they have been postponed until full service is reinstated.

In March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, which is down from the 54 daily trains operated prior to COVID-19. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identified two projects to be completed by 2030: Anaheim Canyon Metrolink Station Improvement Project (construction contract was awarded in March 2021) and Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a BNSF construction and maintenance agreement being in place). For more details, see the project updates on [page 25](#).

Upcoming activities:

- Placentia Metrolink Station - Advertise for construction

5. Complete construction, secure vehicles, begin operating the OC Streetcar, and work with local jurisdictions to consider recommendations from planning studies to guide development of future high-quality transit connections (Project S).

OC Streetcar

With strong Federal Transit Administration (FTA) support for the project, a full funding grant agreement (FFGA) was executed in November 2018 providing OCTA with \$149 million in federal funding to support the project. The OC Streetcar construction contract was executed and a notice to proceed was issued on March 4, 2019 as well as the vehicle manufacturing contract. Activities this quarter included construction of the maintenance and storage facility (MSF), utility relocation, hand digging of the overhead contact system (OCS) pole foundations, and track installation on Bristol Street in the City of Santa Ana. The first six vehicles are in static and dynamic testing and the remaining two vehicles are in various stages of production. Construction is anticipated to be completed in 2023. See [page 29](#) for more information.

Bristol Street Transit Corridor Study

The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro) and connections to John Wayne Airport and the Santa Ana Regional Transportation Center. This quarter, the team completed the technical evaluation of the four bus alternatives and provided the draft evaluation report to OCTA for review. Staff reviewed the draft report and provided additional comments. The final evaluation report is anticipated to be completed in spring 2021.



MEASURE M2 PROGRESS REPORT

6. Support expanded mobility choices for seniors and persons with disabilities (Project U).

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since 2011, these three programs have provided approximately \$88.1 million¹. The SMP provides funding for local transportation services to participating cities in Orange County. Participating cities design and implement transit service that best fit the needs of older adults (age 60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. See [page 31](#) for more information.

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately \$52 million through four calls. The most recent Project V call was programmed by the Board on April 13, 2020. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Currently, three services are active, with the remaining services suspended (or not initiated) as a result of the COVID-19 pandemic. As the State gradually reopens and social distancing requirements are lifted, local agencies have suggested that services may be reinitiated by mid-2021. During this quarter, the Board approved changes to the Project V program guidelines in order to better support these key community services in a post COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual fiscal year funding caps.

Staff continues to work with local agencies through letters of interest requests, workshops, CTFP Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation, especially in light of the COVID-19 pandemic. For additional details and information on current program performance and service, see [page 32](#).

8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved \$3.1 million to improve 114 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger related amenities. To date, 43 improvements funded through the first call have been completed and the remaining 71 improvements funded through the second and third round call are in various stages of implementation. See [page 33](#) for more information.



MEASURE M2 PROGRESS REPORT

9. Ensure the ongoing preservation of purchased open space, which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The Freeway Environmental Mitigation Program includes seven conservation properties (Preserves) totaling more than 1,300 acres and 12 restoration projects covering about 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the Environmental Mitigation Program, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. OCTA makes annual endowment deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of March 31, 2021, the balance of the endowment was \$18,216,874. For more details, see the project updates on [page 34](#).

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs to prevent the flow of trash, pollutants and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP) (Project X).

In May 2010, the Board approved a two-tier approach to fund Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has approved \$27 million in funding for 189 Tier 1 projects through ten calls and \$27.9 million for 22 Tier 2 projects through two calls.

The 11th Tier 1 call was released on February 8, 2021, in the amount of \$2.8 million. Applications are due on May 6, 2021, with programming recommendations anticipated to be presented to the Board in late 2021. Staff will continue to analyze revenues for future calls and is currently assessing the timing of a future Tier 2 call. For more details, see the project updates on [page 34](#).

Upcoming activities:

- Project X – Programming recommendation for the 11th Tier 1 call

FREWAYS

INTERSTATE 5 (I-5) PROJECTS ▼

Segment: I-5, SR-55 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT A

Summary: This project added a second high-occupancy vehicle (HOV) lane in both directions along I-5 between SR-55 and SR-57 for approximately three miles in the City of Santa Ana. Construction began on February 20, 2019 and opened to traffic in August 2020. The project was officially completed on January 6, 2021 and plant establishment is anticipated to be complete in May 2021.

I-5, I-405 to SR-55 is one project broken into two segments in early 2020. The Final Environmental Document (ED) was approved on January 7, 2020. The Design Standard Decision Document (DSDD) was approved on February 19, 2020 and the Final Project Report was approved on February 28, 2020.

Segment: I-5, I-405 to Yale Avenue

Status: Environmental Phase Complete; Design Proposals Under Review

Contact: Rose Casey, Capital Projects • (714) 560-5729

PROJECT B

Summary: The I-5, I-405 to Yale Avenue (Segment 1) project will add an additional general purpose lane in both directions, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The RFP for consultant final design services was released on December 14, 2020 and closed on January 21, 2021. Staff is reviewing the proposals and will present a consultant recommendation to the Board in spring 2021. The design of this project is anticipated to begin in mid to late 2021.

Segment: I-5, Yale Avenue to SR-55

Status: Environmental Phase Complete; Design Contract Awarded

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The I-5, Yale Avenue to SR-55 (Segment 2) project will add an additional general purpose lane in both directions, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The Board approved the RFP release for consultant final design services on June 22, 2020 and awarded the contract on November 9, 2020. The design of this project is anticipated to begin in spring 2021.

FREWAYS

PROJECT C AND PART OF PROJECT D

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments.

Segment: I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) for approximately 2.5 miles in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017, and the one-year plant establishment period for this segment was completed in May 2018.

Segment: I-5, Avenida Vista Hermosa to Pacific Coast Highway

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and PCH for approximately 2.5 miles in the City of San Clemente, and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek Road were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017, and the one-year plant establishment period for this segment was completed in May 2018.

Segment: I-5, Pacific Coast Highway to San Juan Creek Road

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added a carpool lane in each direction of I-5 between PCH and San Juan Creek Road for approximately 2.5 miles in the cities of Dana Point, San Clemente, and San Juan Capistrano. Project improvements also reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began in March 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 3, 2018, and the one-year plant establishment period for this segment was completed in March 2019.

FREWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments in early 2018. With a cost estimate for this project of \$557.11 million, the project was above the \$500 million threshold for a “Major Project” designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop. A CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$612.6 million. The OCTA cost estimate for the three segments is currently \$577.1 million.

Segment: I-5, SR-73 to Oso Parkway/Avery Parkway Interchange

Status: Construction Underway - 34% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a 2.2-mile general purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). The project was awarded on December 19, 2019, and the first working day was March 10, 2020. This quarter, the contractor completed removal of the easterly segment of the existing Avery Parkway bridge and began pile driving for the new segment of the bridge. The contractor continued work on several retaining walls in both northbound and southbound directions and began work on temporary ramp metering and fiber optic installation. In addition, Caltrans and OCTA have continued coordinating utility work with San Diego Gas and Electric.

Segment: I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange

Status: Construction Underway - 44% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The improvements include the addition of a 2.6-mile general purpose lane in each direction and the reconstruction of the La Paz Road Interchange (Part of Project D). The construction contract was awarded on April 4, 2019, and the first working day was May 29, 2019. This quarter, the contractor continued construction of several retaining walls in both directions, grading of slopes on northbound I-5, and completion of the new bridge deck structure for the northbound La Paz bridge on-ramp. In addition, the contractor began pile driving for the new northbound off-ramp bridge structure at La Paz Road over the railroad. Staff also continued coordination of the service contract with Southern California Regional Rail Authority (SCRRA)/Metrolink.

Segment: I-5, Alicia Parkway to El Toro Road

Status: Construction Underway - 3% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, and Lake Forest. The improvements include extension of the second HOV lane between El Toro Road and Alicia Parkway in both northbound and southbound directions. The construction

FREWAYS

contract was awarded on September 23, 2020 and the first working day was January 4, 2021. This quarter, the contractor completed clear and grub activities, relocated electrical facilities at various ramps and completed installation of temporary fiber optic facilities. Staff also continued coordination with Southern California Edison for the relocation of their existing facilities and with Caltrans on right-of-way (ROW) and utility relocations.

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in Project C.

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over I-5 and improve local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. All lanes on the new bridge were opened to traffic on September 4, 2015. A dedication ceremony was held on October 1, 2015. The project was officially completed on January 15, 2016.

Segment: I-5, El Toro Interchange

Status: Environmental Phase In Review

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans is the lead in the environmental phase of this project, which includes the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications to how existing on- and off-ramp intersections operate. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, who are direct stakeholders of the project improvements. The study began in April 2017 and the Draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019, however without the cities' consensus, OCTA does not support finalization of the document. OCTA requested Caltrans put completion of the ED on hold until the consultant retained by OCTA provides further assessment of the alternatives to help facilitate reaching an agreement. The project kick-off meeting was held on September 16, 2020. Major activities this quarter include continued study of the alternatives for traffic, ROW, geometric and cost estimates. The City of Lake Forest also proposed a new alternative which would impact the southeast corner of the project study area. The draft final alternatives assessment was completed this quarter, however with the addition of the new alternative, a revised draft final alternatives assessment study is now anticipated to be completed in spring 2021.



FREeways

STATE ROUTE 22 (SR-22) PROJECTS ▼

PROJECT E

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: Completed in 2008, Project E made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion in the area. This M2 project was completed early as a “bonus project” provided by the original Measure M (M1).

STATE ROUTE 55 (SR-55) PROJECTS ▼

PROJECT F

Segment: SR-55, I-405 to I-5

Status: Design Phase Underway - 99% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will widen SR-55 between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. The improvements will include a four-mile general purpose lane and a second HOV lane in both directions between the I-405 and I-5. Auxiliary lanes will be added and extended in some segments within the project limits. Through a cooperative agreement, Caltrans and OCTA's consultant initiated the design together and on April 29, 2020, the 100 percent design was submitted. The cooperative agreement was subsequently revised to transfer the Supplemental Fact Sheet task from Caltrans to OCTA. The final Supplemental Fact Sheet and final design approval are anticipated in May 2021. Due to complex ROW challenges, ROW certification is anticipated to be completed by August 2021 with construction beginning in early 2022.

On December 3, 2020, the California Transportation Commission awarded \$140 million in SB 1 (Chapter 5, Statutes of 2017) competitive funds to OCTA for the construction phase of this project. On January 11, 2021, the Board approved the revised estimate at completion of \$505 million which includes \$161.4 million in federal funds, \$80.9 million in M2 funds and \$80 million in state funds through the 2018 State Transportation Improvement Plan (STIP). In addition, Caltrans has committed \$42.7 million in State Highway Operation and Protection Program funds. During the quarter, the Board approved six resolutions of necessity and a cooperative agreement with SCRRA for construction support services.



FREWAYS

Segment: SR-55, I-5 to SR-91

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied approximately 7.5 miles of SR-55 between I-5 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The environmental study looked at the addition of one general purpose lane in each direction between SR-22 and I-5 and operational improvements between SR-22 and SR-91.

The environmental phase of the project was completed with the approval of the DSDD, the Final ED, and the Final Project Report on March 30, 2020. Release of the RFP for final design services is anticipated in mid to late 2021.

STATE ROUTE 57 (SR-57) PROJECTS ▼

Segment: SR-57 Northbound, Katella Avenue to Lincoln Avenue

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity and improved operations on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim with the addition of a new three-mile general purpose lane, on- and off-ramp improvements, and soundwalls. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The project opened to traffic on November 19, 2014 and was completed on April 21, 2015.

PROJECT G



Segment: SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity and improved operations on northbound SR-57 with a new 2.5-mile northbound general purpose lane between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton. In addition to the new lane, capital improvements included reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The project opened to traffic on April 28, 2014 and was completed on November 6, 2014.



FREeways

Segment: SR-57 Northbound, Yorba Linda Boulevard to Lambert Road

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new 2.5-mile northbound general purpose lane between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The project opened to traffic on September 23, 2013 and was completed on May 2, 2014.

Segment: SR-57 Northbound, Lambert Road to Tonner Canyon Road

Status: Schedule TBD

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans previously completed a Project Study Report/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a northbound truck-climbing lane (approximately 2.5 miles) in the City of Brea. The project will require coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be completed at the end of 2021. Phase 2, which is the mainline improvement, was initially approved for STIP funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.

Segment: SR-57 Northbound, Orangewood Avenue to Katella Avenue

Status: Environmental Phase Complete; RFP for Design Consultant Services Initiated

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a new one-mile northbound general purpose lane on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The northbound general purpose lane would join the northbound general purpose lane, which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. The Final ED and final project report were approved on March 29, 2019. This project was approved by the Board in the 2019 Next 10 Plan to advance through construction. On March 8, 2021, the Board approved the final design cooperative agreement with Caltrans and released the RFP for consultant final design services. Proposals are due in spring 2021 and final design services are anticipated to begin in early 2022.



FREWAYS

STATE ROUTE 91 (SR-91) PROJECTS ▼

Segment: SR-91 Westbound, I-5 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT H

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional 4.5-mile general purpose lane in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The project was opened to traffic on March 7, 2016 and was completed on June 23, 2016.

Segment: SR-91, SR-55 to Tustin Avenue Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT I

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim in the approximately two-mile area. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The project was opened to traffic on May 14, 2016 and was completed on July 15, 2016.

SR-91, between SR-55 and SR-57 is one project broken into three segments in late 2020. The Final ED was approved on June 22, 2020. The DSDD and the Final Project Report were both approved on June 24, 2020. This project will be funded with 91 Express Lanes excess revenue.

Segment: SR-91, SR-55 to Lakeview Avenue

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The SR-91, SR-55 to Lakeview Avenue (Segment 1) project will provide westbound operational improvements which include realignment of the existing westbound SR-91 on- and off-ramps, addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This quarter, the design team submitted the 35 percent structures design which received approval at the type selection meeting, and continued work on geometric design and the 65 percent roadway design.

FREEWAYS

Segment: SR-91, La Palma Avenue to SR-55

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The SR-91, La Palma Avenue to SR-55 (Segment 2) project will provide an additional eastbound general purpose lane, replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges. The design of this project was initiated on June 17, 2020. This quarter, the design team continued work on geometric design, utility coordination, and obtaining the environmental permit for geotechnical borings.

Segment: SR-91, Acacia Street to La Palma Avenue

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: The SR-91, Acacia Street to La Palma Avenue (Segment 3) project will provide westbound operational improvements by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team worked on obtaining permits, performing surveys, collecting existing information, and developing geometric design.

Segment: SR-91, SR-55 to SR-241

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT J

Summary: This segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. Completion of this project in March 2013 meant a total of 18 lane miles were added to SR-91 since December 2010. The project opened to traffic in December 2012 and was completed on March 5, 2013.

FREEWAYS

Segment: SR-91, SR-241 to SR-71

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This segment added six miles through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71. The project improves mobility and operations by reducing traffic weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. The project opened to traffic on December 2, 2010 and was completed January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: SR-91, SR-241 to I-15

Status: Riverside County Transportation Center's (RCTC) Design-Build - Initial Phase Complete on March 20, 2017; Alternatives Analysis Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project adds one general purpose lane (bringing the total to six lanes in each direction) on SR- 91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires constructing the improvements under multiple segments to coordinate improvements and to capitalize on available funding. While the portion of this project between SR-241 and the Orange County/ Riverside County line is part of OCTA's OC Go Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC has been developing the 91 Corridor Operation Project, which began construction in late 2020 and is anticipated to be completed in late 2021. In addition, OCTA and RCTC will be jointly conducting a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team began work on the SR-91, SR-241 to SR-71 eastbound geometric and design alternatives analysis. The consultant conducted a value analysis workshop where various stakeholders provided feedback on conceptual alternatives. A final alternatives analysis report is anticipated to be completed by August 2021.

FREeways

INTERSTATE 405 (I-405) PROJECTS ▼

PROJECT K

Segment: I-405, SR-73 to I-605

Status: Design-Build Underway - 59% Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: OCTA and Caltrans are working together to widen I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster in the approximately 16-mile project area. These improvements will add one general purpose lane and a second lane to be combined with the existing HOV lane to provide a dual express lanes facility, and also improve the local interchanges along the corridor from SR-73 to I-605.²

During the quarter, work continued on ROW acquisition, utility coordination, public outreach, installation of drainage systems, retaining walls, paving, and bridge construction. Design is substantially complete with the review of various design and construction submittals ongoing. OCTA's toll lanes system integrator is under contract and working with OCTA and the design-builder. Construction on one-stage bridges (closed during construction) continued at Edinger Avenue, Edwards Street, and Talbert Avenue. Two-stage bridges (partially closed but allow throughway traffic during construction) at Bolsa Chica Road, Fairview Road, Goldenwest Street, Magnolia Street, and Westminster Boulevard are also underway. In addition to one- and two-stage bridges, construction to widen the existing freeway bridges on the Beach Boulevard/Bolsa Avenue railroad crossing, old Navy railroad crossing, and at the Harbor Boulevard and Santa Ana River bridges are ongoing. The construction of the Heil Street pedestrian overcrossing is also underway. Public outreach, through virtual neighborhood meetings, continues to be held to discuss construction activities. Construction is anticipated to be completed in early 2024.

²The general purpose lane portion of the project is an M2 project and will be funded by a combination of local, state, and federal funds. The express lanes portion of the project is financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.

Segment: I-405, I-5 to SR-55

PROJECT L

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of general purpose lanes for approximately 8.5-miles along the I-405 corridor between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in each direction. The final ED and final project report were completed in August 2018. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



FREEWAYS

INTERSTATE 605 (I-605) PROJECTS ▼

Segment: I-605, Katella Interchange Improvements

Status: Design Phase Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

PROJECT M

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements will include enhancements at the on- and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The design of this project was initiated on December 28, 2020. This quarter, the design team worked on obtaining permits, performing surveys, collecting existing information, and developing geometric design.

FREEWAY SERVICE PATROL ▼

Status: Service Ongoing

Contact: Cliff Thorne, Operations • (714) 560-5975

PROJECT N

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled on Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 14,812 services³. Since June 2012, FSP has provided a total of 595,841³ services on the Orange County freeway system.

³Service calculations are based on all services provided as FSP is funded by M2 and external sources.

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM ▼

Status: 2021 Call Applications Under Review

PROJECT O

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 155 projects totaling more than \$319 million including \$24 million in external funding, have been awarded through ten calls by the Board. On August 10, 2020, the Board approved the release of the 2021 call. Applications were due on October 22, 2020 and programming recommendations are anticipated to go to the Board for approval in May 2021.

OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high-volume streets are impacted by freight trains along the BNSF Railroad in north Orange County. With all seven grade separations open to traffic, an OC Bridges completion ceremony was held on October 24, 2017. On July 13, 2020, the Board approved program closeout and budget adjustment to \$667.7 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects. Minor activities this quarter include continued work on the closeout of two projects.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Kraemer Boulevard grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began in January 2012 and opened to public traffic on June 28, 2014. Construction acceptance was obtained by the cities of Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.



STREETS AND ROADS

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Lakeview Avenue grade-separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began in March 2014 and opened to public traffic on June 6, 2017. Construction acceptance was obtained from the cities of Anaheim and Placentia in June 2018. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Orangethorpe Avenue grade-separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began in April 2013 and was opened to public traffic on June 23, 2016. Construction acceptance was obtained from the cities of Anaheim and Placentia on October 2016. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Placentia Avenue grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began in January 2012 and opened to public traffic on March 12, 2014. Construction acceptance was obtained from the cities Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.

STREETS AND ROADS

Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Raymond Avenue grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began in May 2014 and opened to public traffic on October 2, 2017. Construction acceptance was obtained from the City of Fullerton in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include project closeout with BNSF and processing final invoices. Funding reimbursement and closeout are ongoing.

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at State College Boulevard grade-separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began in May 2014 and opened to public traffic on November 1, 2017. Construction acceptance was obtained from the City of Fullerton in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include processing final invoices. Funding reimbursement and closeout are ongoing.

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project located at Tustin Avenue/Rose grade-separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began in April 2013 and opened to public traffic on December 7, 2015. Construction acceptance was obtained from the cities of Anaheim and Placentia in October 2016. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

Status: 2021 Call Applications Under Review

Contact: Anup Kulkarni, Planning • (714) 560-5867

PROJECT P

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delay.

To date, OCTA and local agencies have synchronized more than 3,000 intersections over more than 772 miles of streets (89 completed projects). Through ten calls, 101 projects totaling more than \$107.4 million have been awarded. Overall, OCTA has funded 120 projects totaling more than \$132.3 million, including \$25.5 million in leveraged external funding.

On August 10, 2020, the Board approved the release of the 2021 call. Applications were due on October 22, 2020 and programming recommendations are anticipated to go to the Board for approval in May 2021.

LOCAL FAIR SHARE ▼

Status: Ongoing

Contact: Ben Torres, Finance • (714) 560-5692

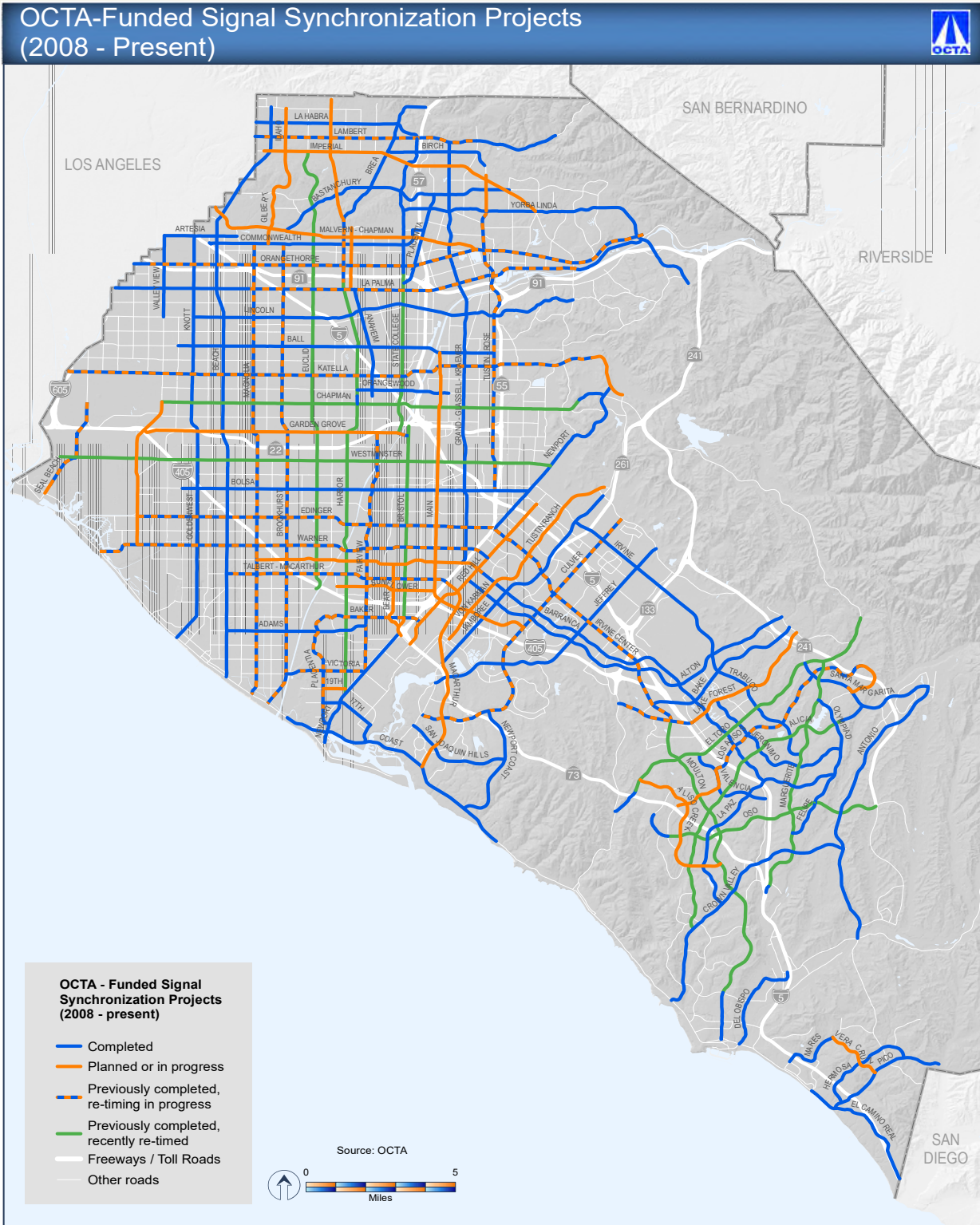
PROJECT Q

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies have been found eligible to receive LFS funds. On a monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Since 2011, approximately \$493.8 million in LFS payments have been provided to local agencies as of the end of this quarter.

See [pages 51-52](#) for funding allocation by local agency.



STREETS AND ROADS



TRANSIT

HIGH FREQUENCY METROLINK SERVICE ▼

PROJECT R

Project R will increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County line. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high volume arterial streets which cross Metrolink tracks.

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

Contact: Jennifer Bergener, Operations • (714) 560-5462



Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, that eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones within their communities.

Project: Metrolink Service Expansion Program

Status: Service Ongoing

Contact: Dinah Minter, Operations • (714) 560-5740

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. However, in March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, a 24 percent reduction from 54 daily trains. Once ridership recovers following the pandemic, Metrolink and OCTA will reassess the service needs in Orange County and reinstate various trains.



Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on [pages 53-57](#).



Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: Construction Contract Awarded

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This OCTA-led project will include the construction of a second main track and platform, lengthening of the existing platform, and improvement of pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The project was advertised on October 26, 2020 and the Board awarded the contract on March 22, 2021. Construction of the project is anticipated to begin in April 2021 and completed in late 2022.

Segment: **Fullerton Transportation Center Improvements**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: Completed early on, a new five-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This city-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed May 1, 2019.

Segment: **Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements included new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction acceptance from the cities was obtained on September 20, 2017.



TRANSIT

Segment: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: This project includes a 608-space, five-level, shared use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017 and was completed on February 15, 2019. A dedication ceremony was held on February 19, 2019.

Segment: New Placentia Metrolink Station and Parking Structure

Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance agreement

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead agency for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a construction and maintenance (C&M) agreement with BNSF is in place. Due to the dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: This project was completed on March 17, 2017, and project closeout was completed in the same month. OCTA was the lead agency for design and installation of this project, which added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station.





TRANSIT

Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which provides rail operational efficiencies; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; continued with ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek (ROW acquisition is in progress); completed the Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability; replacement of stairs at the Fullerton Transportation Center; and continued implementation of video surveillance systems.

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: The project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. The project has been completed and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period and no repairs were identified. The project closed out in January 2017.

Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: This early completion project provided additional parking at the Tustin Metrolink Station to meet requirements associated with MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. The parking structure was opened to the public on September 22, 2011.

Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646



Summary: The project added approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019 and was completed on November 17, 2020.

TRANSIT

TRANSIT EXTENSIONS TO METROLINK ▼

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program which allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed guideway program (streetcar) and a rubber tire transit program.

Project: OC Streetcar

PROJECT S

Status: FFGA Executed November 30, 2018; Construction and Utility Relocation Work Ongoing, Vehicle Production Underway, Operations and Maintenance Contract Pending Execution.

Contact: Ross Lew, Rail • (714) 560-5775
Cleve Cleveland, Rail • (714) 560-5535

Summary: The OC Streetcar will serve the Santa Ana Regional Transportation Center through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project.

During the quarter, several significant milestones were completed in the Pacific Electric ROW, including completion of retaining walls to support bridge approaches and restoration of sidewalks and medians on Westminster Avenue. Work continued at the MSF including construction of on-site utilities, installation of the storm drainage infiltration basin, placement of slab concrete for both the main and the vehicle wash buildings, construction of the wheel-truing pit and the service and inspection pits, and installation of the perimeter block walls. The MSF construction has experienced some delays due to design of cathodic and stray current protection and procuring materials. Construction of westbound embedded track on Santa Ana Boulevard between Bristol Street and Raitt Street and between Parton Street and French Street in the City of Santa Ana are ongoing. Other activities in the city streets include continued installation of OCS and traffic signal pole foundations, and the reconstruction of impacted sidewalks and curb ramps.

All eight S700 vehicles are in various stages of production. The first six vehicles are currently undergoing static and dynamic testing. Static testing is when the vehicle is stationary inside the facility to verify functionality of components in a controlled environment. Dynamic testing is performed on the test track while the vehicle is in motion. Dynamic testing allows the vehicle manufacturer to observe the functional behavior of the vehicle, monitor system functionality and performance in vehicle operation, and verify response time. This testing process usually takes approximately two months to verify component and system functionality. The remaining two cars, Cars 7 and 8, are in equipping and final assembly and are anticipated to begin static and dynamic testing in spring 2021. The vehicle manufacturer submitted a revised master schedule to reflect current progress of production and to propose a revised vehicle completion date which is currently under review. Staff coordinated with the operations and maintenance contractor on timing for the execution of the contract and the potential for a limited notice to proceed while the project completion date is being evaluated. Staff is also in negotiations regarding vehicle storage options to align the project infrastructure that is needed to accept and test the vehicles.



TRANSIT

In March 2021, the Board approved the use of approximately \$15.7 million in additional funding to supplement the project contingency. Due to outstanding project risks and challenges encountered, a revised project cost and updated schedule is currently under review. Staff will present results of the FTA's risk analysis to the Board in late 2021 as well as propose recommendations for cost and schedule adjustments needed to complete the project.

- Project:** Bus and Station Van Extension Projects
- Status:** Last service completed on June 30, 2020; no future calls anticipated.
- Contact:** Joseph Alcock, Planning • (714) 560-5372

Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has canceled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020 under Project S. As of July 1, 2020, this service has continued under a new Project V grant through June 30, 2027, subject to meeting Project V performance metrics.

METROLINK GATEWAYS ▾

- Status:** PROJECT COMPLETE
- Contact:** George Olivo, Capital Programs • (714) 560-5872



PROJECT T

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. In addition to providing transit connections for OCTA bus service, Metrolink and Amtrak service, shuttle and charter bus service, taxis, bikes, and other public and private transportation services, ARTIC also accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon-cutting ceremony was held on December 8, 2014, with a grand opening celebration hosted on December 13, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.



TRANSIT

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES ▼

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$88.1 million⁴ in Project U funding has been provided under M2.

⁴Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: Senior Mobility Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

PROJECT U

Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents age 60 and above multiplied by available revenues. Remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, more than \$25.5 million⁵ and 2,477,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter, approximately \$924,000 was paid out to 29 of the 32 participating cities that are currently active. The remaining three cities have temporarily suspended services due to the COVID-19 pandemic.

⁵Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

Summary: This program provides one percent of net M2 revenues to supplement existing countywide senior non-emergency medical transportation services. Since inception, approximately \$27.6 million and 992,277 SNEMT boardings have been provided. This quarter, more than \$1 million in SNEMT funding was paid to the County of Orange.



TRANSIT

Project: Fare Stabilization Program

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: Between years 2011-2015, one percent of net M2 revenues was dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance No. 3, adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Approximately \$1.5 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 1,600,000 program-related boardings recorded on fixed-route and ACCESS services, approximately \$464,000 was utilized. In early April 2020, in response to the COVID-19 pandemic, OCTA temporarily implemented rear-door boarding for passengers in an additional effort to reinforce social distancing and help ensure the health of coach operators and the public. In the latter half of September 2020, OCTA returned to front-door boarding on fixed-route services after installing protective shields. The senior and disabled boardings recorded are based off of pass sales and ACCESS boardings figures. Since inception of the program, more than \$35 million has been allocated and 122 million program-related boardings have been provided.

COMMUNITY BASED TRANSIT/CIRCULATORS ▼

Status: Service Updates

PROJECT V

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, that complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has provided four rounds of funding (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, three are currently active; nine have been canceled (primarily due to low ridership); 20 are currently suspended (or not initiated) due to the COVID-19 pandemic, and three have been completed.

During this quarter, the Board approved changes to the Project V program guidelines in order to better support these key community services in a post COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual fiscal year funding caps.



TRANSIT

SAFE TRANSIT STOPS ▼

Status: City-Initiated Improvements Underway and/or are Complete

Contact: Joseph Alcock, Planning • (714) 560-5372

PROJECT W

Summary: This program provides funding for passenger amenities at the busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, lighting, and other passenger-related amenities.

In 2014, the Board approved the first round of funding in the amount of \$1,205,666 to support city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of its proposed stop improvements and OCTA-initiated improvements were funded through another grant source. As a result, the funds were deallocated and returned to the program in June 2019. The 43 stop improvements funded through the first call are now complete.

In October 2018, the Board authorized a second Project W allocation process, providing up to \$3 million (in total) to eligible agencies to support bus stop amenity improvements. Eligible agencies were able to receive between \$20,000 to \$35,000 (per identified bus stop based on ridership). On June 24, 2019, funding recommendations were approved by the Board providing just under \$1 million to support improvements at 36 locations.

In May 2020, the Board directed staff to return with additional programming recommendations for Project W. On September 14, 2020, funding recommendations were approved by the Board providing \$1.03 million to support improvements at 35 locations.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

Project: Environmental Cleanup Program

Status: Ongoing

PROJECT X

Contact: Dan Phu, Planning • (714) 560-5907

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace, existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation related pollution.

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been ten rounds of funding under the Tier 1 grants program. A total of 189 projects, amounting to more than \$27 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, all Orange County cities plus the County of Orange have received funding under this program. The eleventh Tier 1 call was released in February 2021 and funding recommendations to the Board are anticipated in fall 2021. Staff will evaluate the M2 revenues on a regular basis and prior to each call to ensure adequate funding availability. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.

Staff estimates that over 33 million gallons of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 78 football fields with one-foot deep of trash. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

FREEWAY MITIGATION ▼

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Dan Phu, Planning • (714) 560-5907

Summary: In June 2017, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.



ENVIRONMENTAL

As a result, the environmental process will be streamlined, allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The OCTA Conservation Plan is unique, as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan also includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers (Corps) issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration between OCTA, the Corps, and State Board, and constitute another groundbreaking milestone for the M2 Environmental Mitigation Program.

To date, the Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. To date, three restoration projects have been completed and have been approved by the Wildlife Agencies. The Board authorized \$42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

Three restoration projects were affected by the 2020 Silverado and Bond fires. The fire damage will result in an extension of the project timeline(s) in order to meet the restoration needs. It is estimated that these projects will take an additional three to four years in order to perform additional monitoring, weeding and plant seeding. OCTA will continue to coordinate with the Irvine Ranch Conservancy and the Wildlife Agencies to implement and monitor the restoration efforts. Status updates are included in the OCTA Conservation Plan annual reports and will be shared with the Board, Environmental Oversight Committee (EOC), and the public.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. A review of the Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually; the performance of the endowment fund may affect the time frame for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. In July 2020, OCTA made its fifth endowment deposit. Quarterly investment reports are provided to the Board, with the most recent one in March 2021. As of March 31, 2021, the endowment balance was \$18,216,874. The next report is anticipated to be presented to the Board in May 2021.

Staff will continue to oversee and provide endowment updates to the Finance and Administration Committee and the EOC on a regular basis. Resource management plans (RMPs) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.



ENVIRONMENTAL

In coordination with the local fire authority, staff has been working with a consultant to draft fire management plans (Plans) for the seven Preserves. The Plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies as well as the local fire authority. The first Plan (Silverado Chaparral Preserve) has been approved by the Orange County Fire Authority. OCTA is coordinating with the Wildlife Agencies to obtain their approval. The remaining Plans were anticipated to be completed in 2020. However, due to coordination delays with Southern California Edison regarding easement confirmation, they are anticipated to be finalized in 2021. Once completed, these Plans will be publicly available.

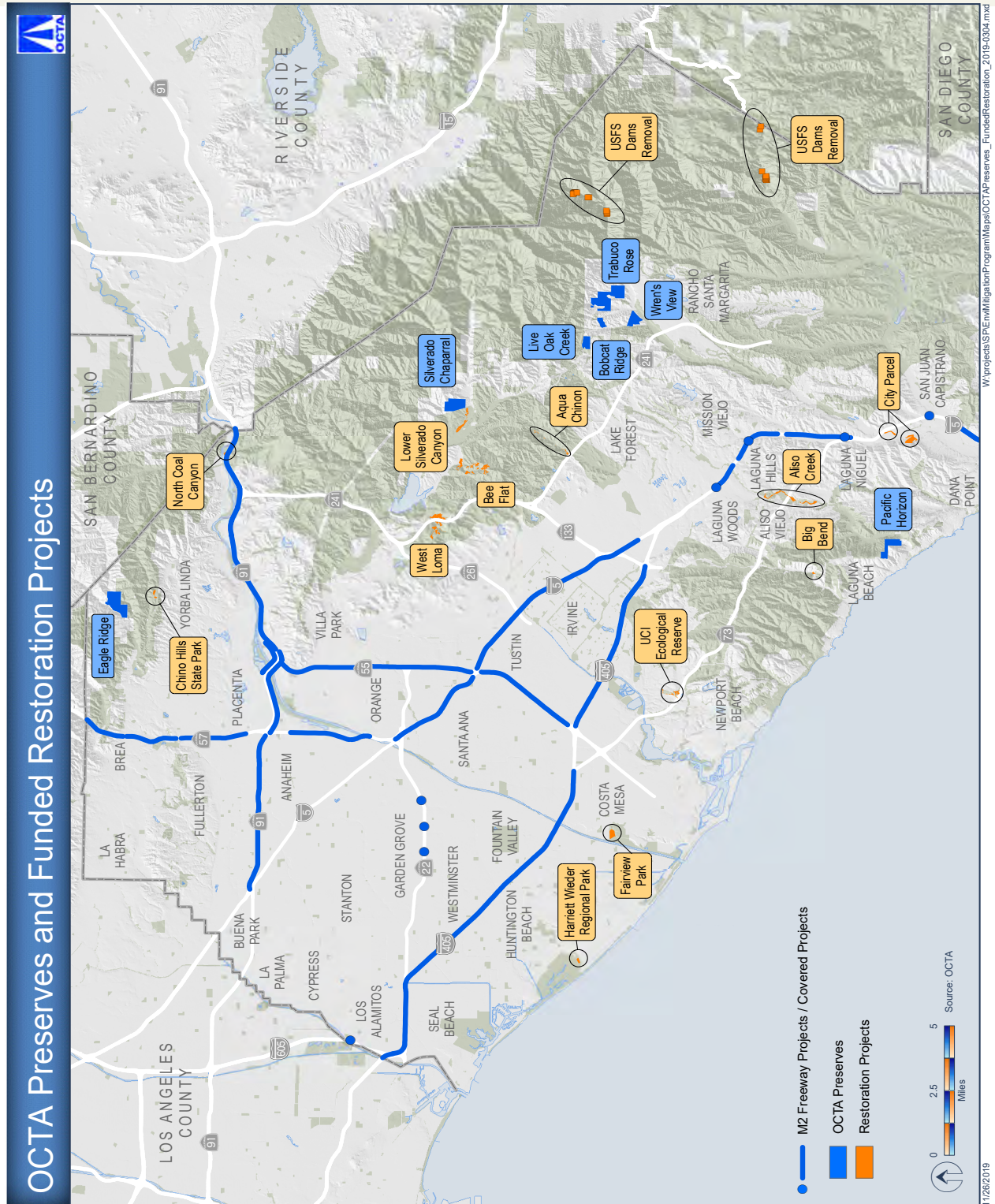
Conservation Plan annual reports will be completed every year. These reports will include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities up to 2020 were in compliance and on target with the Conservation Plan commitments. OCTA will continue with its efforts to complete the required objectives in a timely manner. It is anticipated that the next annual report will be provided to the Board in mid-2021. The annual reports are available for public review at www.PreservingOurLegacy.org.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project C (I-5 from SR-73 to El Toro Road), Project K (I-405 from SR-73 to I-605), and Project M (I-605/Katella Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

OCTA provides docent-led hikes and equestrian rides in the Preserves. As a result of the stay-at-home order due to the COVID-19 pandemic, OCTA is postponing all scheduled hikes and equestrian rides until further notice. OCTA will release the 2021 Wilderness Preserve Hiking and Equestrian Riding Tour calendar once the order has been lifted. A list of scheduled 2021 wilderness Preserve tours will be available on the M2 website at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner that has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See map of Preserves and funded restoration properties on the following page.

ENVIRONMENTAL



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE ▼

Contact: Francesca Ching, PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all Measure M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bimonthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following.

Market Conditions Forecast and Risk Analysis

In September 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identified a strong potential for OCTA to experience an increasing cost environment during the Next 10 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and Next 10 Plan.

The Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

The 2020 fall analysis to the Board identified that OCTA may experience a low inflationary cost environment (ranging from negative two percent to one percent) during 2021 and 2022, followed by a more normal inflationary cost environment in 2023 (ranging from two to six percent). Compared to the last update presented to the Board in October 2019, cost pressures have tempered and are primarily attributed to COVID-19. Staff will incorporate the information from this analysis into the M2 cash flow for update of the Next 10 Plan.

This quarter, the consultant team updated the forecasting model and shared with staff the findings. The economic recovery, as reflected in the data since the fall analysis, lead to an updated index which suggests a continued low inflationary cost environment (ranging from negative two percent to one percent) during 2021, a minimal cost inflation in 2022 (ranging from one percent to two percent), and returning to a more normal increasing cost environment in 2023 (ranging from six percent to 11 percent). The main factor for the return to a cost increase in 2023 is based on the anticipated economic recovery.



PROGRAM MANAGEMENT

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between 2017 and 2026. With four years of the Next 10 Plan completed to date, on December 14, 2020, the Board approved to shift the timeframe from FY 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30. The PMO monitors the progress on the ten deliverables identified in the Next 10 Plan and provides status updates. See [pages 3-6](#).

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. The latest adopted 2019 Next 10 Plan incorporates a sales tax revenue forecast of \$13.4 billion. On October 26, 2020, the final 2020 sales tax revenue forecast of \$11.6 billion was presented to the Board. This represents a year over year decline of \$1.8 billion and the lowest forecast since M2 inception. The decrease in the forecast is primarily due to the COVID-19 pandemic. To manage the impacts to M2, staff presented three options to the Board for discussion and feedback on December 14, 2020. The Board suggested that staff pursue a financially prudent course of action with a proactive stance on project delivery while remaining flexible given the fluidity of current events. To provide an additional data point, the Board also directed staff to review the sales tax receipts through the second quarter of FY 2020-21 prior to presenting an updated Next 10 Plan.

On March 8, 2021, staff provided an update to the Board on sales tax revenue information through December 2020. The data showed that sales tax collections remained consistent with the projections presented to the Board in October 2020 and that the total forecasted M2 sales tax revenues remained at \$11.6 billion. The updated Next 10 Plan incorporating the \$11.6 billion forecast is anticipated to be presented to the Board in April 2021.

M2 Performance Assessment

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. The most recent report commended OCTA's management of the M2 program with eight recommendations for enhancements. Staff implemented all eight recommendations for enhancements and provided a final report to the Board on January 13, 2020. The fifth assessment will cover the period between July 1, 2018 and June 30, 2021. Procurement efforts are currently underway to have a consultant contract executed by July 1, 2021.



PROGRAM MANAGEMENT

M2 Ordinance Tracking Matrix

Ordinance No. 3 includes numerous requirements that staff must follow in order to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. During the quarter, the 2020 update of the matrix was completed by the PMO in coordination with the responsible OCTA point of contact to ensure compliance and includes links to electronic documents verifying the response. The matrix will be shared with the Taxpayer Oversight Committee (TOC) at their next scheduled meeting on April 13, 2021 and is helpful to the TOC when determining OCTA's compliance with M2.

PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through Measure M, state, and federal grants) in a format which emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. During the quarter, staff initiated the updates of the city fact sheets to include the March 2020 semi-annual review of CTFP projects approved by the Board on August 10, 2020, the 2020 Project W Safe Transit Stops projects approved by the Board on September 14, 2020, the 2020 Tier 1 ECP projects approved by the Board on October 12, 2020, and the September 2020 semi-annual review of CTFP projects approved by the Board on December 14, 2020, in addition to programming updates. Updated city fact sheets through December 2020 are anticipated to be completed in spring 2021.

Engineer's Estimate versus Bids Tracking

The estimate versus bid tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 Program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

More recent market conditions analyses have indicated that OCTA could possibly experience a deflationary cost environment due to reduced cost pressures and COVID-19. These factors include a decline in statewide building permit issuance, increase in unemployment, increase in Orange County construction labor costs, and decline in building material costs. It should be noted that the engineer's estimate is based on a number of factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or downtick in the market.

PROGRAM MANAGEMENT

During the quarter, the construction contract for the Anaheim Canyon Metrolink Station Improvements Project was awarded on March 22, 2021. The lowest, responsive, and responsible bid was 14.5 percent above the engineer's estimate. The engineer's analysis of the bids concluded that the higher bid may be attributed to difficulty of construction due to site constraints, access limitations, and construction near an active railroad track. In addition, specialized design of the shade structures and light poles to match the existing ones at the station, as well as higher steel prices, may also be attributed to the higher bid. Staff will continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other, non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent, OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$11.6 billion or 52 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent March 2021 Taxpayer Oversight Committee Report, the outstanding principal balance was \$0 and the remaining interest owed to OCUTT was \$0.6 million.

Staff meets quarterly to review all labor costs to ensure costs attributed to the one percent cap are accurately reported and that there are no misplaced project related costs.



Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to ensure compliance with M2 Ordinance No. 3. With the exception of the elected Auditor Controller of Orange County who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Orange County Grand Jurors Association and are selected from the qualified pool by lottery. The TOC is scheduled to meet every other month. The TOC upholds the integrity of the measure by monitoring the use of M2 funds and ensuring compliance. The responsibilities of the 11-member Measure M2 TOC are to:

- Ensure compliance with the Ordinance
- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
 - Congestion Management Program
 - Mitigation Fee Program
 - Expenditure Report
 - Local Traffic Signal Synchronization Plan
 - Pavement Management Plan
- Hold an annual Public Hearing to determine whether OCTA is proceeding in accordance with the Plan
- Review independent audits and performance assessments of the Orange County Local Transportation Authority regarding the expenditure of M2 sales tax monies
- The Chair shall annually certify whether M2 funds have been spent in compliance with the Plan

On March 12, 2020 and March 18, 2020, the Governor enacted Executive Orders N-25-20 and N-29-20, authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to COVID-19. As a result, the TOC held a meeting on February 9, 2021 via teleconference.

At the February 9, 2021 meeting, the TOC voted unanimously to affirm that the TOC has received and filed the M2 Quarterly Revenue and Expenditure Report for December 2020. The committee received presentations on COVID-19, M2 Market Conditions Key Indicators Analysis and Forecast, I-405, SR-73 to I-605 project Funding and Schedule Update, and the Measure M2 Quarterly Progress Report for the period July to September 2020. The TOC also received staff updates on the M2 Community-Based Transit Circulators Program, I-405, SR-73 to I-605 project TIFIA Loan Reset, Measure M2 Environmental Mitigation Program, the OC Streetcar and the I-405 Improvement Project. The TOC will continue to meet via teleconference following the direction of the Board. The next meeting is scheduled to take place on April 13, 2021.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed,



PROGRAM MANAGEMENT

to ensure local jurisdictions have submitted the following documents in order to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Traffic Signal Synchronization Plan, Pavement Management Plan, and an Expenditure Report. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.

M2 FINANCING AND SCHEDULE OF FUNDING ▼

Contact: Sam Kaur, Revenue and Grants • (714) 560-5889

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a new sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance No. 3 estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. Due to the significant anticipated decrease in taxable sales due to the COVID-19 pandemic, OCTA prepared a preliminary update for the M2 sales tax forecast in August 2020. Since then, OCTA received final tax receipts for FY 2019-20 in September 2020 and prepared the final 2020 M2 sales tax forecast update that was presented to the Board in October 2020. The final forecast for total nominal sales tax collections over the life of M2 is estimated to be approximately \$11.6 billion, which remains the same as the preliminary forecast provided to the Board in August 2020. This represents a year-over-year decline of \$1.8 billion in forecasted sales tax when compared to last year's forecast.

PROGRAM MANAGEMENT

Furthermore, the COVID-19 pandemic was projected to continue into FY 2020-21 and as a result, the assumed budget rate is negative 6.6 percent. Based on the sales tax forecast information provided by MuniServices, LLC to date, the actual growth rate is expected to be an improvement, negative 0.7 percent, when compared to the budget rate. The next updated forecast is anticipated to be brought to the Board in fall 2021.

OCTA staff is working closely with MuniServices, LLC and the three universities to monitor and determine the impact of the pandemic on OCTA's sales tax collections and long-term forecast.

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Mar 31, 2021	Year to Date Mar 31, 2021	Period from Inception to Mar 31, 2021
		(A)	(B)
Revenues:			
Sales taxes	\$ 83,597	\$ 235,772	\$ 2,967,465
Other agencies' share of Measure M2 costs:			
Project related	3,471	27,202	755,043
Non-project related	-	-	454
Interest:			
Operating:			
Project related	941	2,674	4,834
Non-project related	2,948	11,059	95,579
Bond proceeds	3,251	7,680	81,456
Debt service	1	2	1,063
Commercial paper	-	-	393
Right-of-way leases	55	232	1,376
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	311
Non-project related	-	-	100
Total revenues	<u>94,264</u>	<u>284,621</u>	<u>3,922,346</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	684	2,092	31,667
Professional services:			
Project related	7,905	16,643	427,995
Non-project related	899	2,307	32,977
Administration costs:			
Project related	2,561	7,680	91,190
Non-project related:			
Salaries and Benefits	1,274	2,700	30,607
Other	1,450	4,352	52,172
Other:			
Project related	60	131	5,311
Non-project related	102	130	5,149
Payments to local agencies:			
Project related	21,457	58,191	1,097,466
Capital outlay:			
Project related	46,134	171,117	1,458,158
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	8,065	8,065	67,095
Interest on long-term debt and commercial paper	17,888	35,776	250,005
Total expenditures	<u>108,479</u>	<u>309,184</u>	<u>3,549,823</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(14,215)</u>	<u>(24,563)</u>	<u>372,523</u>
Other financing sources (uses):			
Transfers out:			
Project related	(17,375)	(78,048)	(306,353)
Transfers in:			
Project related	1,407	3,327	176,971
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	(15,968)	(74,721)	630,181
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (30,183)</u>	<u>\$ (99,284)</u>	<u>\$ 1,002,704</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended Mar 31, 2021 (actual)	Year to Date Mar 31, 2021 (actual)	Period from Inception through Mar 31, 2021 (actual)	Period from April 1, 2021 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Revenues:					
Sales taxes	\$ 83,597	\$ 235,772	\$ 2,967,465	\$ 8,649,744	\$ 11,617,209
Operating interest	2,948	11,059	95,579	179,202	274,781
Subtotal	<u>86,545</u>	<u>246,831</u>	<u>3,063,044</u>	<u>8,828,946</u>	<u>11,891,990</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	<u>86,545</u>	<u>246,831</u>	<u>3,063,598</u>	<u>8,828,946</u>	<u>11,892,544</u>
Administrative expenditures:					
Sales tax administration fees	684	2,092	31,667	92,133	123,800
Professional services	899	2,307	29,202	84,891	114,093
Administration costs:					
Salaries and Benefits	1,274	2,700	30,607	87,902	118,509
Other	1,450	4,352	52,172	152,133	204,305
Other	102	130	2,129	6,080	8,209
Capital outlay	-	-	31	-	31
Environmental cleanup	217	483	45,004	172,967	217,971
Total expenditures	<u>4,626</u>	<u>12,064</u>	<u>190,812</u>	<u>596,106</u>	<u>786,918</u>
Net revenues	<u>\$ 81,919</u>	<u>\$ 234,767</u>	<u>\$ 2,872,786</u>	<u>\$ 8,232,840</u>	<u>\$ 11,105,626</u>
		(C.2)	(D.2)	(E.2)	(F.2)
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ 572,988	\$ 1,377,613
Interest revenue from bond proceeds	3,251	7,680	81,456	88,163	169,619
Interest revenue from debt service funds	1	2	1,063	5,255	6,318
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>3,252</u>	<u>7,682</u>	<u>887,537</u>	<u>666,406</u>	<u>1,553,943</u>
Financing expenditures and uses:					
Professional services	-	-	3,775	2,005	5,780
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	8,065	8,065	67,095	1,241,525	1,308,620
Bond debt and other interest expense	17,888	35,776	250,005	631,558	881,563
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>25,953</u>	<u>43,841</u>	<u>368,957</u>	<u>1,875,088</u>	<u>2,244,045</u>
Net bond revenues (debt service)	<u>\$ (22,701)</u>	<u>\$ (36,159)</u>	<u>\$ 518,580</u>	<u>\$ (1,208,682)</u>	<u>\$ (690,102)</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 3

Project	Description	Net Revenues through Mar 31, 2021	Total Net Revenues
(G)		(H)	(I)
(\$ in thousands)			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 113,231	\$ 437,730
B	I-5 Santa Ana/SR-55 to El Toro	72,323	279,588
C	I-5 San Diego/South of El Toro	151,055	583,950
D	I-5 Santa Ana/San Diego Interchange Upgrades	62,159	240,286
E	SR-22 Garden Grove Freeway Access Improvements	28,910	111,761
F	SR-55 Costa Mesa Freeway Improvements	88,176	340,870
G	SR-57 Orange Freeway Improvements	62,325	240,938
H	SR-91 Improvements from I-5 to SR-57	33,728	130,388
I	SR-91 Improvements from SR-57 to SR-55	100,342	387,903
J	SR-91 Improvements from SR-55 to County Line	84,851	328,018
K	I-405 Improvements between I-605 to SR-55	258,456	999,141
L	I-405 Improvements between SR-55 to I-5	77,021	297,749
M	I-605 Freeway Access Improvements	4,818	18,627
N	All Freeway Service Patrol	36,138	139,701
	Freeway Mitigation	61,765	238,771
	Subtotal Projects	1,235,298	4,775,421
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 1,235,298	\$ 4,775,421
	%		
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 287,283	\$ 1,110,576
P	Regional Traffic Signal Synchronization Program	114,908	444,211
Q	Local Fair Share Program	517,101	1,999,013
	Subtotal Projects	919,292	3,553,800
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 919,292	\$ 3,553,800
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 3

Expenditures through Mar 31, 2021 (J)	Reimbursements through Mar 31, 2021 (K)	Net M2 Cost (L)
\$ 10,836	\$ 7,424	\$ 3,412
10,598	7,952	2,646
202,934	48,484	154,450
2,531	527	2,004
5	-	5
42,063	22,096	19,967
51,420	12,429	38,991
34,961	824	34,137
27,142	26,133	1,009
7,465	6,048	1,417
874,010	129,281	744,729
9,199	6,954	2,245
2,349	24	2,325
6,052	-	6,052
56,192	5,669	50,523
1,337,757	273,845	1,063,912
63,651	-	63,651
\$ 1,401,408	\$ 273,845	\$ 1,127,563
		44.0%
\$ 784,143	\$ 506,783	\$ 277,360
77,791	8,524	69,267
497,863	77	497,786
1,359,797	515,384	844,413
70,698	-	70,698
\$ 1,430,495	\$ 515,384	\$ 915,111
		35.7%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2021 (Unaudited)
Schedule 3

Project	Description	Net Revenues through Mar 31, 2021	Total Net Revenues
	(G)	(H)	(I)
	(\$ in thousands)		
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 273,929	\$ 1,107,621
S	Transit Extensions to Metrolink	253,600	980,369
T	Metrolink Gateways	33,039	56,763
U	Expand Mobility Choices for Seniors and Persons with Disabilities	93,847	385,089
V	Community Based Transit/Circulators	57,441	222,054
W	Safe Transit Stops	6,340	24,509
	Subtotal Projects	718,196	2,776,405
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 718,196	\$ 2,776,405
	%		
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 61,261	\$ 237,840
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 61,261	\$ 237,840
	%		
Taxpayer Safeguards and Audits			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 44,512	\$ 174,258
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 30,630	\$ 118,920
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2021 (Unaudited) Schedule 3

Expenditures through Mar 31, 2021 (J)	Reimbursements through Mar 31, 2021 (K)	Net M2 Cost (L)
318,387	\$ 98,761	\$ 219,626
122,546	2,133	120,413
98,220	60,956	37,264
90,246	88	90,158
13,394	1,322	12,072
1,122	26	1,096
643,915	163,286	480,629
39,538	-	39,538
683,453	\$ 163,286	\$ 520,167
		20.3%
45,004	\$ 292	\$ 44,712
-	-	-
45,004	\$ 292	\$ 44,712
		1.5%
31,667	\$ -	\$ 31,667
		1.1%
30,607	\$ -	\$ 30,607
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2020-21	FUNDS TO DATE
ALISO VIEJO	\$226,484	\$6,207,543
ANAHEIM	\$1,970,962	\$51,551,051
BREA	\$325,732	\$8,921,497
BUENA PARK	\$484,973	\$13,856,188
COSTA MESA	\$838,104	\$22,742,272
CYPRESS	\$293,391	\$8,200,999
DANA POINT	\$191,890	\$5,190,382
FOUNTAIN VALLEY	\$345,372	\$9,653,135
FULLERTON	\$734,156	\$20,248,320
GARDEN GROVE	\$841,504	\$23,157,867
HUNTINGTON BEACH	\$1,095,900	\$30,288,404
IRVINE	\$1,630,959	\$42,419,598
LAGUNA BEACH	\$139,739	\$3,964,544
LAGUNA HILLS	\$188,390	\$5,297,278
LAGUNA NIGUEL	\$368,895	\$10,353,696
LAGUNA WOODS	\$70,080	\$1,978,628
LA HABRA	\$299,501	\$8,202,927
LAKE FOREST	\$454,307	\$12,357,748

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2020-21	FUNDS TO DATE
LA PALMA	\$79,566	\$2,527,316
LOS ALAMITOS	\$71,182	\$2,017,435
MISSION VIEJO	\$514,658	\$14,529,945
NEWPORT BEACH	\$619,993	\$17,133,395
ORANGE	\$948,539	\$25,702,421
PLACENTIA	\$264,954	\$7,155,415
RANCHO SANTA MARGARITA	\$236,447	\$6,588,712
SAN CLEMENTE	\$322,366	\$8,771,997
SAN JUAN CAPISTRANO	\$213,771	\$5,904,773
SANTA ANA	\$1,559,376	\$43,269,932
SEAL BEACH	\$133,682	\$3,878,020
STANTON	\$165,932	\$4,641,955
TUSTIN	\$511,506	\$13,947,681
VILLA PARK	\$28,909	\$811,302
WESTMINSTER	\$473,122	\$13,299,225
YORBA LINDA	\$344,461	\$9,372,490
COUNTY UNINCORPORATED	\$1,180,105	\$29,647,985
TOTAL M2 FUNDS	\$18,168,912	\$493,792,078

CAPITAL ACTION PLAN

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	\$39.7	Jun-11	Jun-15	Nov-18	Jan-21
I-5, I-405 to Yale Avenue	\$230.5	May-14	TBD	TBD	TBD
Project B	\$230.5	May-14	Sep-21	Jul-25	Jan-29
I-5, Yale Avenue to SR-55	\$200.4	May-14	TBD	TBD	TBD
Project B	\$200.4	May-14	Apr-21	Feb-25	Sep-28
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	\$83.6	Jun-09	Jun-11	Dec-14	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	\$75.2	Jun-09	Jun-11	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	\$74.3	Jun-09	Jun-11	Dec-13	Jul-18
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Mar-15	Dec-18	Apr-25
Project C & D	\$195.8	Oct-11	Mar-15	Dec-19	Apr-25
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Nov-14	Jun-18	Nov-23
Project C & D	\$203.1	Oct-11	Nov-14	Mar-19	Dec-23
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Mar-15	May-19	Oct-24
Project C	\$165.9	Oct-11	Mar-15	Sep-20	Oct-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Jul-22	Nov-24	Jun-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	Apr-17	TBD	TBD	TBD

*Status through March 2021. For detailed project information, please refer to the individual project section within this report.

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Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	\$79.8	Sep-05	Jan-09	Aug-12	Jan-16
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	Jan-14	Sep-15	Sep-16
SR-55, I-405 to I-5	\$410.9	Feb-11	Sep-17	Jul-21	Aug-25
Project F Cost/Schedule Risk	\$503.2	May-11	Sep-17	Apr-22	Apr-26
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	\$131.3	Dec-16	May-22	May-26	Jul-29
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	\$71.8	Apr-16	TBD	TBD	TBD
Project G	\$71.8	Apr-16	Jan-22	Mar-25	Oct-27
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	\$38.0	Apr-08	Aug-08	Oct-11	Apr-15
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	May-09	Sep-17	Jun-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Feb-08	Oct-10	May-14
Project G	\$52.3	Aug-05	Feb-08	Oct-10	Nov-14
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	\$54.1	Aug-05	Feb-08	Oct-10	May-14
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Oct-14	Feb-18	Apr-19
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Sep-22	TBD	TBD	TBD

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.2	Jul-07	Mar-10	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Nov-14	Mar-17	Nov-17
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Jan-15	Mar-20	Feb-24	Sep-27
Project I	\$100.9	Jan-15	Mar-20	Feb-24	Sep-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Jan-15	Jun-20	Jul-24	Mar-28
Project I	\$208.4	Jan-15	Jun-20	Jul-24	Mar-28
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Jan-15	TBD	TBD	TBD
Project I	\$116.2	Jan-15	Nov-20	Sep-24	May-28
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.5	Jul-08	Jun-11	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.7	Jul-07	Apr-09	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	May-12	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Jul-07	Aug-09	Jan-11
I-405, SR-55 to I-605 (Design-Build)	\$2,080.2	Mar-09	Mar-14	Nov-16	Feb-24
Project K	\$2,080.2	Mar-09	Mar-14	Nov-16	Feb-24
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	Dec-14	TBD	TBD	TBD

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange	\$29.0	Aug-16	TBD	Feb-24	Nov-25
Project M	\$29.0	Aug-16	Dec-20	Feb-24	Nov-25
Grade Separation Projects:					
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	\$63.8	Jan-01	Feb-09	Sep-11	Dec-14
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	\$110.7	Jan-01	Feb-09	Nov-13	Jun-17
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	\$105.9	Jan-01	Feb-09	Jan-13	Oct-16
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	\$64.5	Jan-01	Jan-09	Jul-11	Dec-14
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	\$126.2	Feb-09	Mar-10	Feb-14	May-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18
Project O	\$99.6	Dec-08	Jul-06	Feb-14	Mar-18
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	\$96.6	Jan-01	Feb-09	Feb-13	Oct-16
Rail and Station Projects:					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.9	N/A	Jan-04	Feb-11	Jan-16

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Jan-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Feb-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Feb-21
	\$36.4	Aug-11	Mar-15	Mar-19	Nov-20
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R Cost/Schedule Risk	\$40.1	Jan-03	Oct-08	Jun-22	Jan-24
Orange County Maintenance Facility	TBD	Apr-20	TBD	TBD	TBD
Project R	TBD	Apr-20	TBD	TBD	TBD
Anaheim Canyon Station	\$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	\$34.2	Jan-16	Mar-18	Mar-21	Oct-22
Orange Station Parking Expansion	\$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	\$30.9	Dec-09	Nov-10	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Jan-12	Sep-14	Mar-17
	\$4.2	N/A	Jan-12	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	\$5.0	Jul-13	Jul-13	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Jun-09	Sep-12	Dec-14
OC Streetcar	\$424.4	Aug-09	Feb-16	Aug-18	Dec-21
Project S Cost/Schedule Risk	\$440.0	Aug-09	Feb-16	Sep-18	Oct-22

*Status through March 2021. For detailed project information, please refer to the individual project section within this report.

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May 2021

FREEWAY IMPROVEMENT PROGRAM (A-N)

Interstate 5 (I-5) Projects

- A** I-5, SR-55 to SR-57
- B** I-5, I-405 to SR-55
- C** I-5, SR-73 to El Toro Road
- C** I-5, Avenida Pico to San Juan Creek Road
- D** I-5 Highway Interchanges

State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

State Route 55 (SR-55) Projects

- F** SR-55, I-405 to I-5
- F** SR-55, I-5 to SR-91

State Route 57 (SR-57) Projects

- G** SR-57 NB, Orangewood Avenue to Katella Avenue
- G** SR-57 NB, Katella Avenue to Lincoln Avenue
- G** SR-57 NB, Orangethorpe Avenue to Lambert Road
- G** SR-57 NB, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H** SR-91 WB, I-5 to SR-57
- I** SR-91, SR-55 to SR-57
- J** SR-91, SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K** I-405, SR-73 to I-605
- L** I-405, I-5 to SR-55

Interstate 605 (I-605) Projects

- M** I-605 Katella Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS (O-Q)

- O** Grade Separation Program
- P** Signal Synchronization Project Corridors

TRANSIT PROJECTS (R-W)

- R** Grade Separation and Station Improvement Projects
- S** Transit Extensions to Metrolink
- T** Metrolink Station Conversion to accept Future High-Speed Rail Systems

OTHER PROJECTS NOT SHOWN

- Project N:** Freeway Service Patrol
- Project O:** Regional Capacity Program
- Project Q:** Local Fair Share Program
- Project R:** Grade Crossing and Trail Safety Enhancements
- Metrolink Service Expansion Program**

- Project U:** Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program
- Project V:** Community Based Transit/Circulators
- Project W:** Safe Transit Stops
- Project X:** Environmental Cleanup Program

Measure M2 (M2) Adjustments Related to the Coronavirus (COVID-19) Pandemic

Board Date	Title	Board Action	Reason
May 22, 2020	M2 Senior Mobility Program (SMP) Temporary Guideline Requirement Suspension	Approved a temporary suspension effective June 1, 2020 to May 31, 2021, of the SMP guideline requirement related to procuring third-party contracted transportation service using a competitive bidding process.	A transportation provider notified six cities that they would be discontinuing all services in Orange County, effective May 31, 2020, due to unforeseen circumstances and concerns related to the COVID-19 pandemic. The short notice left several local jurisdictions with little time to competitively procure another third-party service provider.
June 22, 2020	Amendment to M2 Ordinance No. 3 (M2 Ordinance)	Amended the M2 Ordinance to revise the maintenance of effort (MOE) requirements for fiscal year (FY) 2019-20 and FY 2020-21.	Local jurisdictions are required to meet specific requirements in order to receive M2 revenues, one of which is related to MOE. MOE is the amount local jurisdictions spend in discretionary non-transportation funds for streets and roads purposes. The intent is to ensure that M2 revenues do not supplant funding for streets and roads that a local jurisdiction was spending prior to M2. To address the anticipated near-term negative growth in general fund revenues, OCTA amended the M2 Ordinance as it relates to the MOE requirements for FY 2019-20 and FY 2020-21.
August 10, 2020	Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review (SAR) - March 2020	Approved requested project adjustments to the CTFP projects and Local Fair Share (LFS) funds and exempted certain CTFP and M2 Eligibility Guidelines to incorporate these adjustments.	The March 2020 process reviewed the status of M2 grant-funded projects and provided an opportunity for local agencies to update project information and request project modifications. In this cycle, 36 of the 77 project adjustment requests were attributed to COVID-19-related impacts.

Measure M2 (M2) Adjustments Related to the Coronavirus (COVID-19) Pandemic

Board Date	Title	Board Action	Reason
October 12, 2020	M2 SMP Temporary Guideline Exceptions	Approved SMP guideline exceptions related to meal delivery service and held funds in reserve for local agencies with suspended services.	To continue providing services to seniors, several agencies were providing meal delivery in lieu of transporting seniors to their nutrition programs. The SMP Guidelines detail the types of senior transportation trips that are eligible for funding through the SMP. In addition, the M2 Ordinance requires that M2 net revenues be expended within three years of receipt. To provide flexibility and relief, the Board approved temporary exceptions to the SMP Guidelines to allow local agencies to continue delivering meals and held funds in reserve for local agencies that suspended their SMP services.
December 14, 2020	CTFP SAR - September 2020	Approved adjustments to CTFP projects, LFS and SMP funds, and approved cooperative agreement amendments for all active Project V services to extend grant terms for up to 24 months.	The September 2020 SAR process reviewed the status of M2 grant-funded projects and provided an opportunity for local agencies to update project information and request project modifications. In this review cycle, 40 of the 64 project adjustment requests were attributed to COVID-19-related impacts.
January 25, 2021	M2 Community-Based Transit Circulators Program Project V Ridership Report and Proposed Program Revisions	Approved Project V program revisions related to the impacts of COVID-19.	Project V services are required to adhere to established minimum performance standards. Under the current guidelines, funds are subject to cancellation if a service continues to perform below minimum performance standards. The Project V Program revisions provide local agencies flexibility to reinstate and fund Project V services in a post-COVID-19 environment while shifting evaluation metrics to be more financially focused, context-sensitive, and locally-driven.
May 24, 2021	Amendment to M2 Ordinance	Amended the M2 Ordinance to revise the MOE requirements for FY 2021-22.	To assist local jurisdictions with the transition back to the pre-pandemic MOE benchmarks, the revised MOE requirement was extended through FY 2021-22.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Measure M2 Environmental Mitigation Program Update

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento
Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 8-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



June 7, 2021

To: Regional Highways and Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Environmental Mitigation Program Update

Overview

Measure M2 includes a program to deliver comprehensive mitigation for specific environmental impacts of 13 freeway projects in exchange for streamlined project approvals from the state and federal Resource Agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A biannual status report of the Environmental Mitigation Program is presented.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) intended to mitigate certain impacts of 13 M2 freeway projects and streamline the approval process through state and federal Resource Agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (collectively referred to as Wildlife Agencies) in 2017. Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has purchased seven conservation properties (Preserves) and funded 12 habitat restoration projects (Attachment A). An endowment was established for the long-term management of the Preserves. In a parallel process, the United States Army Corps of Engineers (ACOE) and the State Water Resources Control Board (SWRCB), commonly referred to as the Regulatory Agencies, have also established a framework to expedite the permitting process.

The development of the Conservation Plan, the subsequent purchase of these Preserves, and the restoration projects have largely met the intent of the EMP, and the mitigation needs of the M2 freeway projects. Many of the restoration projects are close to or have obtained approvals from the Wildlife Agencies. As a commitment of the Conservation Plan, OCTA is required to prepare an annual report on the implementation processes. The 2020 Annual Conservation Plan Report is complete and is being reviewed by the Wildlife Agencies. Once approved, it will be provided to the Environment Oversight Committee (EOC) and included in the next EMP staff report.

Discussion

OCTA Restoration Projects Fire Repair

The 2020 Silverado and Bond fires burned over 100 acres of OCTA-funded restoration projects. Three of the Irvine Ranch Conservancy (IRC)-managed restoration projects, including Agua Chinon, Bee Flat, and West Loma were impacted by the fires. These projects, along with the fire perimeters, are shown in Attachment B. IRC staff provided an overview of these impacts and proposed repair measures for the West Loma and Agua Chinon restoration projects during the February 3, 2021, EOC meeting. The Bee Flat project area was completed in 2020, requiring no additional efforts from OCTA.

Due to the fire damage, additional tasks will be required to meet the established success criteria for the West Loma and Agua Chinon projects. These tasks include labor and materials associated with increased weed control needs, re-seeding, reinstallation of plantings, and general maintenance. It is anticipated to take an additional two to three years to meet the required success criteria for each of these restoration projects. Updates for these projects as well as for the OCTA Conservation Plan Annual Reports will continue to be provided to the EOC.

Pacific Horizon Preserve OCTA Restoration Efforts

In October 2020, work began on the OCTA Pacific Horizon Restoration Project to decommission a trail segment. This work is focused on preserving the many-stemmed dudleya, which is a rare plant, as well as a covered species identified in OCTA's M2 Conservation Plan. OCTA obtained multiple permits and approvals prior to initiating this work. Contractors completed various tasks on the Preserve, including the removal and replacement of old barbed wire, removal of bicycle jumps, installation of restoration signs and posts for wildlife cameras, and removal of invasive plants. In March of this year, OCTA with the help of the Laguna Canyon Foundation, conducted additional outreach to the community to request cooperation in staying off this decommissioned portion of trail. In addition, invasive weed treatment occurred this winter adjacent to the OCTA-targeted restoration area. This effort also included treatment of invasive weeds on adjacent County-owned land (Attachment C).

Trabuco Rose Preserve Gully Restoration

OCTA staff began the implementation of an erosion stabilization project at the Trabuco Rose Preserve. Ongoing erosion has created a large gully in an unnamed tributary. The gully has been increasing in size, which has impacted the adjacent main access road.

Phase one of the restoration efforts included the placement of fabric and rock along approximately 80 linear feet of the upstream portion of the gully to buttress the sides. The buttressing reinforces the oak habitat and access road. The rock placement has been designed to mimic a natural creek and allows the water to flow down the gully gradually. Phase two of the project will continue the placement of rock and fabric for the downstream portion of the gully, terminating at Hickey Creek. The design will slow the water, ultimately flowing down into a larger step pool-like feature (waterfall) before meeting Hickey Creek. Native plants will be installed to help stabilize the rock and soften this new feature.

Phase one was completed in April 2021 (Attachment D). Staff worked with the Wildlife Agencies, the ACOE, the SWRCB, as well as the County to obtain the necessary permits/approvals. Phase two will require additional design and construction. OCTA is currently underway with a procurement for the design of this phase two. It is anticipated that the project will be completed in fiscal year 2022-23.

OCTA Preserves Fire Management Plans Update

As required by the Conservation Plan, OCTA began developing fire management plans for the Preserves in 2018. Each Preserve will have its own separate plan. The plans will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. This includes annual vegetation thinning on the Preserves near homes and maintenance of the preserve access roads. An overview and status was provided to the EOC in February 2020.

The first plan for the Silverado Chaparral Preserve has been reviewed and approved by the Orange County Fire Authority. Staff is now coordinating with the Wildlife Agencies for approval. The subsequent plans are anticipated to be completed in 2021. Once completed, they will be shared with the EOC as well as interested stakeholders.

Clean Water Act Permits Update

The M2 freeway projects are anticipated to impact certain waters that are subject to regulation by the ACOE, the SWRCB, and the CDFW, and will require mitigation. Before construction activities can occur, OCTA must obtain sections

401 and 404 Clean Water Act permits from the aforementioned Regulatory Agencies. The Conservation Plan mitigation was utilized to help obtain Clean Water Act permits. This has streamlined the project-level permitting processes. These efforts are the result of years of collaboration between OCTA and the Regulatory Agencies and constitute another groundbreaking milestone for the M2 EMP.

Freeway Projects Update

The following construction projects have benefited from the EMP. Without the EMP's established process, additional mitigation-related requirements and unknown costs could have been incurred, resulting in increased project cost and schedule risks.

- Project C (Interstate 5 Improvement Project from State Route 73 [SR-73] to El Toro Road); and
- Project K (Interstate 405 Improvement Project from SR-73 to the Los Angeles County Line).

A strong partnership has been forged through collaboration with the environmental community as exemplified by their participation on the EOC. Furthermore, substantial risk reduction from the threat of potential lawsuits has occurred because of these partnerships.

EMP Endowment Fund Investment Report

Conservation Plan permits were issued by the Wildlife Agencies in mid-2017 streamlining the M2 environmental process. This allowed OCTA to expedite the M2 freeway projects. The Conservation Plan requires the establishment of a \$34.5 million endowment fund for long-term management of the Preserves. To date, OCTA has made five endowment deposits. Quarterly investment reports are provided to the Board of Directors (Board), with the most recent one presented in May 2021. As of March 31, 2021, the balance was \$18,216,874. The balance is above the fiscal year 2021 target of \$16,323,789. Staff will continue to provide regular endowment updates to the Board, Finance and Administration Committee, and the EOC.

Hikes and Equestrian Rides

Since March 2020, OCTA has postponed the docent-led hikes and equestrian rides. This is in compliance with the state's stay-at-home order to protect the health and well-being of all Californian residents and establish consistency across the state to slow the spread of the coronavirus (COVID-19). OCTA staff is monitoring the state's plan to fully reopen on June 15, 2021, if current COVID-19

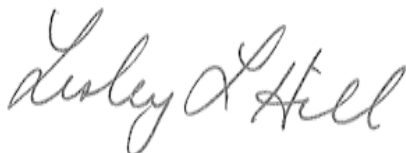
trends continue. OCTA will release the revised 2021 Wilderness Preserve Hiking and Equestrian Riding Tour calendar once it is determined safe to resume public events.

Summary

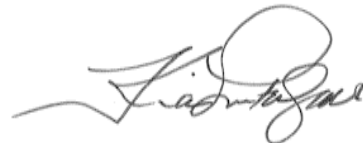
M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of that same mitigation to obtain Clean Water Act permits.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. OCTA Preserves and Restoration Projects Near Bond and Silverado Fires
- C. Pacific Horizon Preserve OCTA Restoration Efforts Map
- D. OCTA Trabuco Rose Gully Location Map and Photo

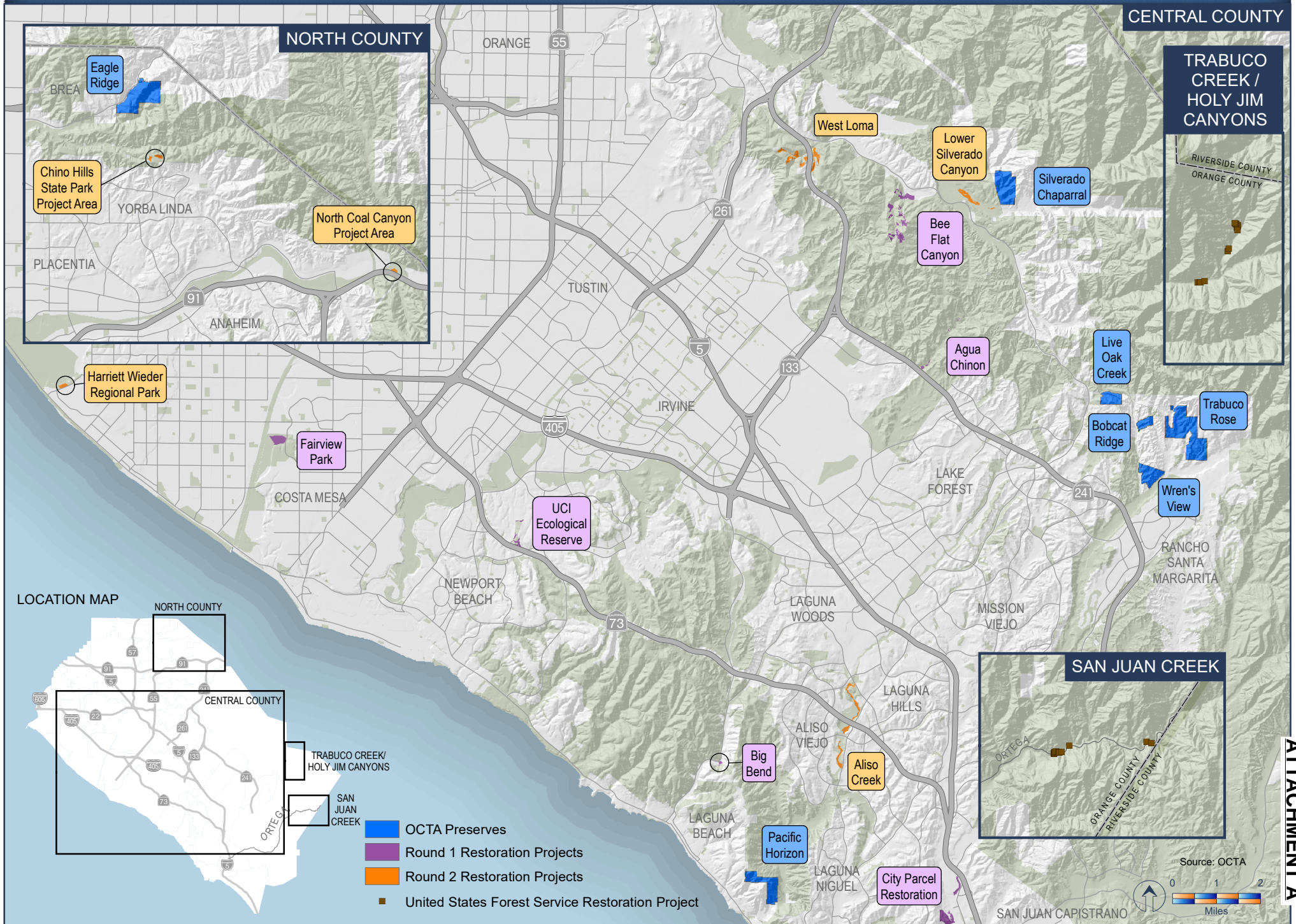
Prepared by:

Lesley Hill
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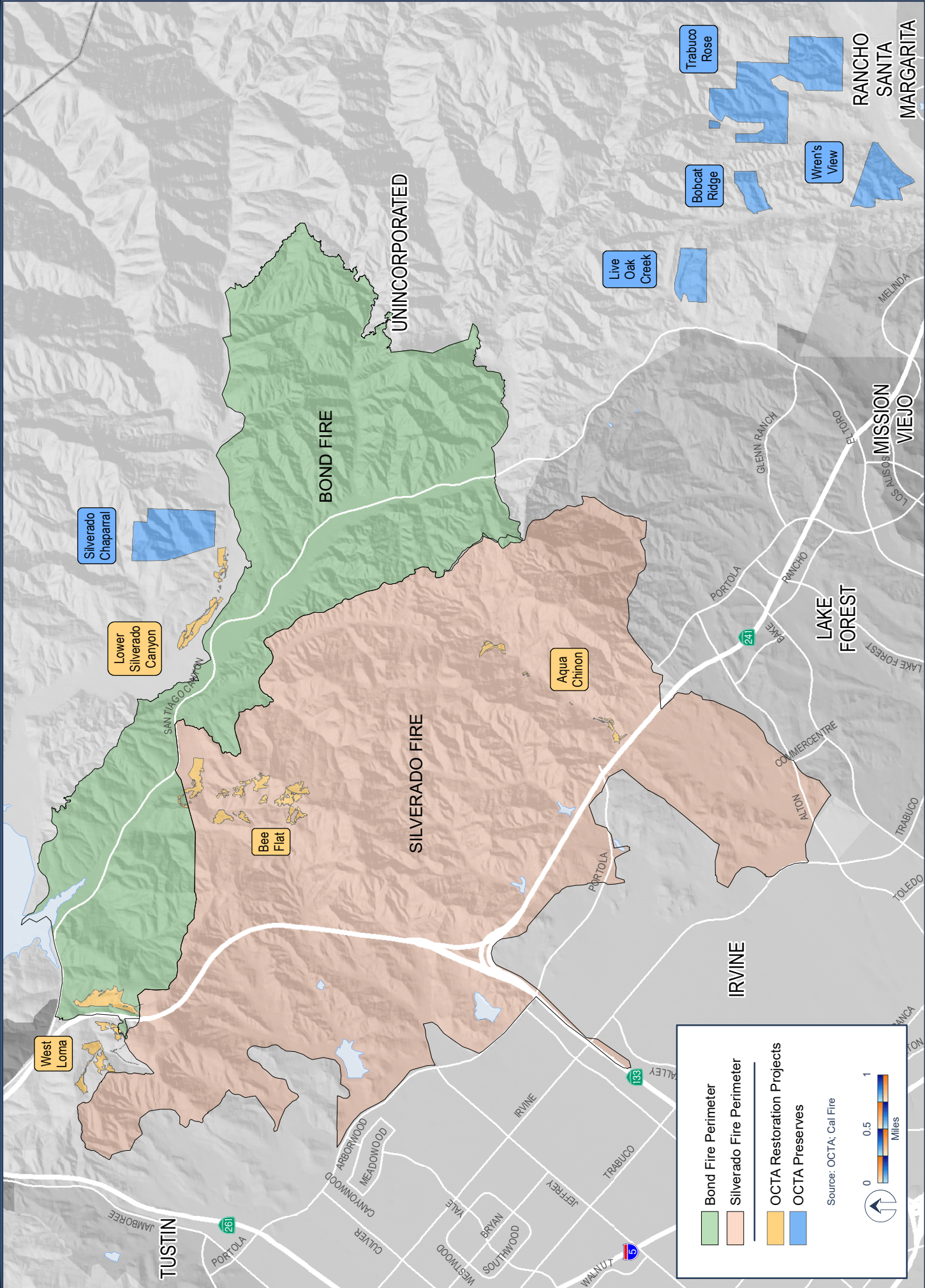
Approved by:

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

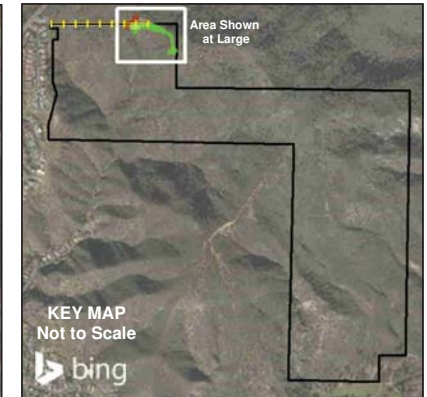
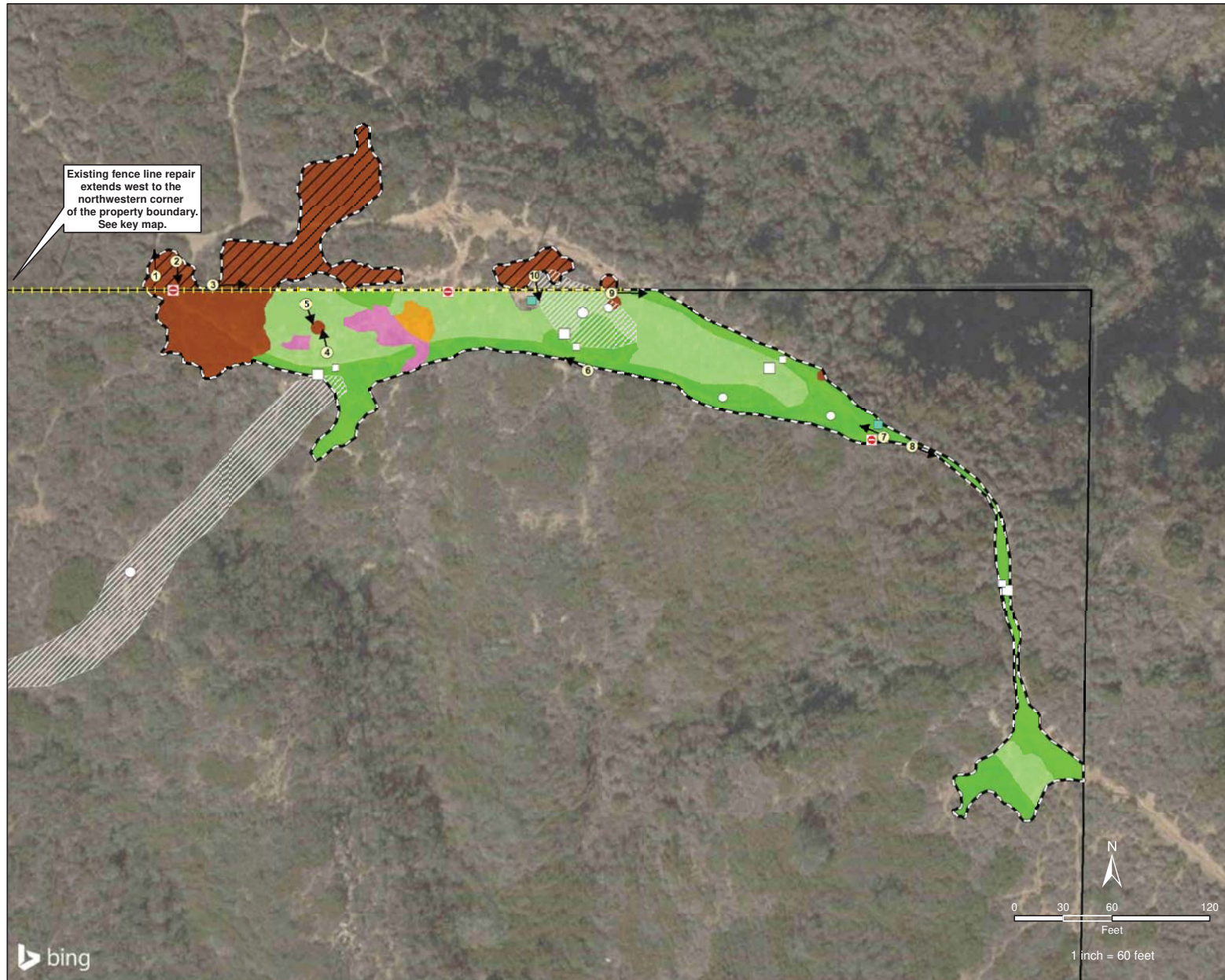
OCTA Preserves and Funded Restoration Projects



OCTA Preserves and Restoration Projects Near Bond and Silverado Fires



Pacific Horizon Preserve OCTA Restoration Efforts Map



- Pacific Horizon Preserve
 - Disturbed Lands Restoration Work Area
 - Existing Fence Repair
 - Iceplant Removal Areas (County Property) - 0.13 ac.
 - Iceplant Removal Areas - 0.07 ac.
 - Fountain Grass Removal Areas - 0.02 ac.
 - Pampas Grass Removal Areas - 0.01 ac.
 - Passive Restoration - 0.22 ac.
 - Active Restoration - 0.23 ac.
 - Proposed "Do Not Enter/Restoration in Progress" Sign
 - Proposed Approximate Location of Permanent Camera Station
 - Photo Location
- Covered Species**
- Intermediate Mariposa Lily
 - Intermediate Mariposa Lily
 - Many-stemmed Dudleya

PACIFIC HORIZON PRESERVE

Disturbed Lands Restoration Map

GLENN LUKOS ASSOCIATES

Exhibit 3



ATTACHMENT C

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OCTA Pacific Horizon Preserve Restoration Work Photos



Dudleya crushed by mountain biking activity (above). Dirt berm built by mountain bikers (right).



Breaking up large bike jump area. Workers pulled out over a dozen bags of dirt that formed the jump. Ground was left loose, broken up and dead brush was placed in the area. Site was monitored by Native American and archaeological contractors due to the proximity to sensitive resources. No cultural resources were detected.

OCTA Pacific Horizon Preserve Restoration Work Photos



(Left) Old rusty barbed wire fence line. (Right) New smooth wire fence line (wildlife friendly). Contractor was able to utilize some of the same posts. Fence is in the same location.



New signage and wildlife camera posts installed. Photo on right (photo from 2015) shows the Many-stemmed dudleya on site that we are trying to protect.

OCTA Pacific Horizon Preserve Restoration Work Photos

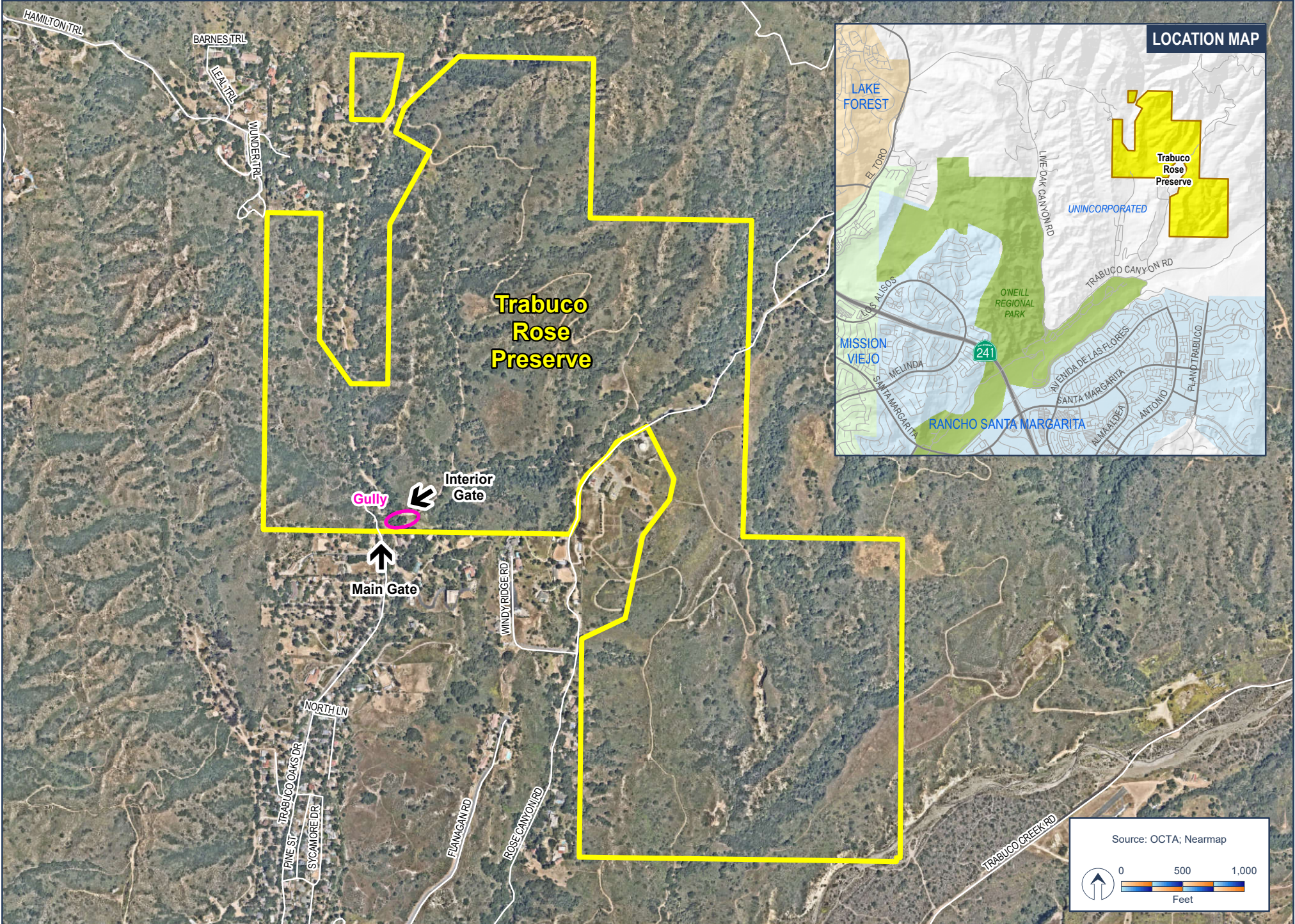


This picture depicts the main access point onto the decommissioned trail. Fence line has been fixed and signage placed.



Photo of same entry point looking at the back of the sign. Trail has been obscured with dead vegetation.

OCTA Trabuco Rose Gully Location Map and Photo





Gully – Before Construction of Phase 1 (March 2021)



Gully – Post Construction of Phase 1 (April 27, 2021)





COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2021

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 8-0 by the Members present.


Committee Recommendations

- A. Approve requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share, and Senior Mobility Program funds.
- B. Due to the impacts of the coronavirus, approve an exception to the Comprehensive Transportation Funding Programs Guidelines for Environmental Cleanup Program Tier I projects in order for project award delays to be granted.



June 7, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2021

Overview

The Orange County Transportation Authority recently completed the March 2021 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments and a proposed Comprehensive Transportation Funding Programs Guidelines exception are presented for review and approval.

Recommendations

- A. Approve requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share, and Senior Mobility Program funds.
- B. Due to the impacts of the coronavirus, approve an exception to the Comprehensive Transportation Funding Programs Guidelines for Environmental Cleanup Program Tier I projects in order for project award delays to be granted.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for street and road, signal synchronization, transit, and water quality programs.

The CTFP contains a variety of funding programs and sources, including Measure M2 (M2) revenues, State-Local Partnership Program funds, and Local Partnership Program funds. The CTFP provides local agencies with a comprehensive set of guidelines for the administration and delivery of various transportation funding grants.

Through the semi-annual review, OCTA met with representatives from local jurisdictions, as necessary, to review the status of projects and proposed project changes. This process is known as the semi-annual review. The goals of the semi-annual review are to review project status, determine the continued viability of projects, address local agency concerns, confirm availability of local match funds, ensure timely closeout of all projects funded through the CTFP, and address any other project-related issues or concerns.

Discussion

March 2021 semi-annual review project adjustment requests include the following:

- 16 project delays,
- 11 timely-use of funds extensions for projects funded with competitive funds,
- 9 timely-use of funds extensions for the Local Fair Share Program,
- 16 timely-use of funds extensions for the Senior Mobility Program,
- 10 project scope changes,
- 11 project fund transfers,
- 1 project cancellation, and
- 5 OCTA-initiated project delay requests.

Local jurisdictions reported a variety of issues that have resulted in the need for project adjustments including project delivery challenges, stakeholder coordination issues, right-of-way coordination challenges, project design modifications, equipment procurement/installation delays, and construction delays.

It also appears that the coronavirus (COVID-19) pandemic is continuing to impact local jurisdictions' abilities to conduct normal business. For this review cycle, 59 out of a total of 79 project adjustment requests are at least partially COVID-19 related (Attachment A). These impacts were especially evident in project award delay requests and timely-use of funds extension requests.

Staff is recommending Board of Directors (Board) approval of an exception to a CTFP Guidelines requirement specifying that Project X Environmental Cleanup Program (ECP) Tier I projects not be granted delays. Due to COVID-19, it has taken longer than the current one-year expectation articulated in the CTFP Guidelines to award and execute final funding agreements. Board approval will allow five 2020 ECP Tier I awarded projects to be delivered despite delays created by the impacts of COVID-19.

Attachment B includes more detailed information on all proposed semi-annual review project adjustment requests, and Attachment C provides narrative discussions of each respective project adjustment request.

M2 CTFP Summary

The table below is provided for reference and includes a summary of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents programmatic changes that have occurred since the approval of the previous September semi-annual review. Since September 2020, OCTA completed the 2020 ECP Tier I call for projects, which provided \$2.8 million in new M2 Project X funding to 12 projects throughout Orange County. Also since the September semi-annual review, 14 project phases have been completed.

Since M2 inception, OCTA has awarded over \$545 million in competitive funds, including approximately \$38 million in state and federal funds. With reductions in original programming amounts (for various reasons), the total revised M2 allocation through the March 2021 semi-annual review period equals \$546.5 million.

M2 CTFP Summary Table				
Project Status	September 2020 Semi-Annual Review		March 2021 Semi-Annual Review	
	Project Phases	Allocation	Project Phases	Allocations ¹ (after adjustments)
Planned ²	64	\$ 70.5	66	\$ 67.6
Started ³	109	\$174.6	103	\$162.2
Pending ⁴	98	\$ 83.3	107	\$ 88.1
Completed ⁵	383	\$173.9	388	\$177.0
Cancelled ⁶	56	\$ 41.3	58	\$ 51.6
Total	710	\$543.6	722	\$546.5

¹ Allocations in millions, subject to change pending final reconciliation.

² Planned - indicates that funds have not been obligated and/or are pending contract award.

³ Started - indicates that the phase is underway, and funds are obligated.

⁴ Pending - indicates that phase work is completed, and final report submittal/approval is pending.

⁵ Completed - indicates that phase work is complete, final report is approved, and final payment has been made.

⁶ Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

* Note: the project phase and allocations listed above are subject to frequent and regular changes due primarily to project status updates, final reconciliations, and project closeout processes.

As of publishing this report, 495 individual project phases, 107 pending, and 388 completed phases have been constructed as is shown in the table above. This represents a 75 percent project delivery rate, when cancelled projects are excluded. Another 169 project phases, 66 planned, and 103 started, are considered currently active, which represents approximately 25 percent of all project phases when cancelled projects are excluded.

The CTFP semi-annual review process also tracks project cost savings. Since the inception of M2, total accumulated savings have amounted to approximately \$64 million. These savings have been incrementally returned to M2 source programs and are used to support future funding cycles, as appropriate.

Next Steps

From a CTFP administrative perspective, the proposed project adjustments and CTFP Guidelines exception identified in this staff report are appropriate and necessary. These proposed adjustments have also been reviewed and approved by the OCTA Technical Advisory Committee, and Board approval of these adjustments is recommended. If these recommendations are approved, staff will monitor their implementation through future semi-annual review cycles, which are reported biannually.

Summary

OCTA has recently concluded the March 2021 semi-annual review of all active M2 CTFP-funded project phases and is recommending Board approval of all proposed CTFP project adjustments, as well as a CTFP Guidelines exception.

Attachments

- A. Comprehensive Transportation Funding Programs, March 2021
Semi-Annual Review Adjustment Request Statistics
- B. Comprehensive Transportation Funding Programs, March 2021
Semi-Annual Review Adjustment Requests
- C. Comprehensive Transportation Funding Programs, March 2021
Semi-Annual Review Adjustment Request Descriptions

Prepared by:



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Approved by:



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

Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Request Statistics

Request	March 2021 Requests	Requests (Five-Year Average) 2017 - 2021	Requests (Five-Year Average w/o COVID-19)	March 2021 Cycle COVID-19 Related
Delays	16	12	8	12
Funds Extensions - CTFP	11	14	12	10
Funds Extensions - LFS/SMP	25	15	12	16
Scope Change	10	8	7	6
Transfer	11	8	1	10
Cancellations	1	2	2	0
Other / OCTA-initiated	5	2	0	5
Advancements	0	1	1	0
TOTAL	79	62	43	59

Project	March 2021 Requests	Requests (Five-Year Average) 2017 - 2021	Requests (Five-Year Average w/o COVID-19)	March 2021 Cycle COVID-19 Related
O (Regional Capacity Program)	6	11	10	0
P (Regional Traffic Signal Synchronization Program)	16	20	16	12
Q (LFS)	9	12	12	0
S (Transit Extensions to Metrolink)	0	0	0	0
U (SMP)	16	3	0	16
V (Community-Based Transit/Circulators)	25	12	2	25
W (Safe Transit Stops)	2	1	1	1
X (Environmental Cleanup Program)	5	3	2	5
TOTAL	79	62	43	59

Acronyms

COVID-19 - Coronavirus

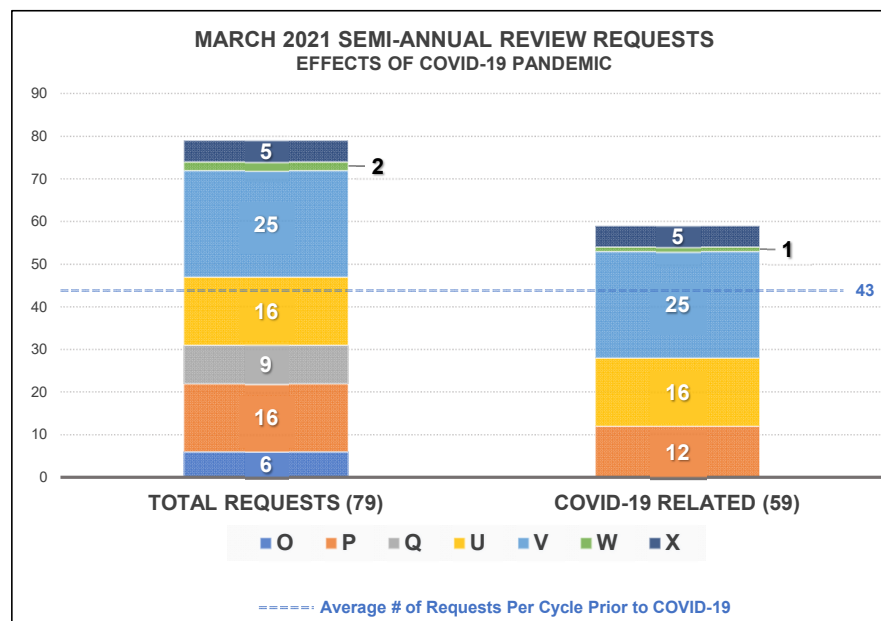
CTFP - Comprehensive Transportation Funding Programs

LFS - Local Fair Share

OCTA - Orange County Transportation Authority

SMP - Senior Mobility Program

W/O - Without



Comprehensive Transportation Funding Programs

March 2021 Semi-Annual Review Adjustment Requests

Delay Requests*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay (Months)	Proposed FY
1	Dana Point	20-DNPT-CBT-3959 ¹	V	Dana Point Trolley Continuity Program	Initial Marketing	21/22	\$ 45,000	24	23/24
2	Dana Point	20-DNPT-CBT-3959 ¹	V	Dana Point Trolley Continuity Program	CAP	21/22	\$ 171,810	24	23/24
3	Dana Point	20-DNPT-CBT-3959 ¹	V	Dana Point Trolley Continuity Program	O&M	21/22	\$ 1,992,929	24	23/24
4	Huntington Beach	20-HBCH-TSP-3973 ^{1,2}	P	Bolsa Chica Street TSSP (Chapman Avenue to Warner Avenue)	IMP	20/21	\$ 1,446,240	24	22/23
5	Huntington Beach	20-HBCH-TSP-3973 ^{1,2}	P	Bolsa Chica Street TSSP (Chapman Avenue to Warner Avenue)	O&M	21/22	\$ 42,240	24	23/24
6	Huntington Beach	20-HBCH-CBT-3960 ¹	V	Huntington Beach Southeast Rideshare Pilot Program	Initial Marketing	20/21	\$ 12,000	24	22/23
7	Huntington Beach	20-HBCH-CBT-3960 ¹	V	Huntington Beach Southeast Rideshare Pilot Program	O&M	20/21	\$ 794,240	24	22/23
8	La Habra	20-LHAB-CBT-3961 ¹	V	La Habra Community Special Event Shuttle	Initial Marketing	20/21	\$ 12,510	24	22/23
9	La Habra	20-LHAB-CBT-3961 ¹	V	La Habra Community Special Event Shuttle	O&M	20/21	\$ 53,725	24	22/23
10	Newport Beach	20-NBCH-CBT-3956 ¹	V	Balboa Island/Corona Del Mar Microtransit Feasibility Study	P	20/21	\$ 58,500	24	22/23
11	Orange	19-ORNG-STS-3933 ^{1,3}	W	Orange Safe Transit Stop Improvements	CON	20/21	\$ 98,300	12	21/22
12	Orange	20-ORNG-CBT-3957 ¹	V	Orange Community Circulator Transit Planning Study	P	20/21	\$ 59,400	24	22/23
13	Santa Ana	20-SNTA-STS-3978 ⁴	W	Santa Ana Transit Stop Improvements - 2020	CON	20/21	\$ 1,030,000	24	22/23
14	Santa Ana	20-SNTA-ACE-3968 ²	O	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	CON	20/21	\$ 3,273,573	24	22/23
15	Santa Ana	20-SNTA-ACE-3969 ^{2,5}	O	Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place	CON	20/21	\$ 7,501,206	24	22/23
16	Yorba Linda	20-YLND-ACE-3971 ³	O	Yorba Linda Boulevard Widening	ENG	20/21	\$ 1,636,500	24	22/23
Delays - Total Phase Allocations (16)							\$ 18,228,173		

*Once obligated, Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request up to an additional 24 months to obligate funds.

Reasons for Project Adjustments

1. Coronavirus impacts
2. Stakeholder/partner agency coordination issues
3. Procurement related
4. FY 2021-22 budget alignment
5. Right-of-way coordination

Acronyms

- CAP - Capital
- CON - Construction
- ENG - Engineering
- FY - Fiscal year
- IMP - Implementation
- O&M - Operations and Maintenance
- P - Planning Study
- TSSP - Traffic Signal Synchronization Project

Comprehensive Transportation Funding Programs

March 2021 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (Months)	Proposed Expenditure Deadline
1	Costa Mesa	16-CMSA-TSP-3790 ^{1,2,3}	P	Fairview Road Signal Synchronization	IMP	18/19	\$ 1,629,870	24	4/3/2023
2	Costa Mesa	17-CMSA-TSP-3873 ^{1,2,4}	P	Bear Street Signal Synchronization	IMP	17/18	\$ 467,872	24	4/3/2023
3	Costa Mesa	17-CMSA-TSP-3873 ^{1,2,4}	P	Bear Street Signal Synchronization	O&M	18/19	\$ 26,880	24	6/15/2024
4	Fullerton	15-FULL-TSP-3769 ^{1,2,4}	P	Malvern Avenue/Chapman Avenue Corridor RTSSP	IMP	17/18	\$ 2,075,104	24	7/17/2023
5	Fullerton	15-FULL-TSP-3769 ^{1,2,4}	P	Malvern Avenue/Chapman Avenue Corridor RTSSP	O&M	18/19	\$ 127,200	24	6/1/2024
6	Fullerton	18-FULL-TSP-3896 ^{1,2,4}	P	Orangethorpe Avenue/Esperanza Road Corridor RTSSP	IMP	18/19	\$ 3,413,508	24	2/19/2024
7	Fullerton	18-FULL-TSP-3896 ^{1,2,4}	P	Orangethorpe Avenue/Esperanza Road Corridor RTSSP	O&M	19/20	\$ 164,160	24	6/1/2025
8	Irvine	19-IRVN-TSP-3937 ^{1,5}	P	MacArthur Boulevard Corridor RTSSP	IMP	19/20	\$ 1,209,160	24	4/22/2025
9	Irvine	19-IRVN-TSP-3937 ^{1,5}	P	MacArthur Boulevard Corridor RTSSP	O&M	20/21	\$ 49,280	24	TBD (City has until 6/30/2021 to award contract)
10	OCTA	16-OCTA-TSP-3795 ⁶	P	Magnolia Ave TSS (Commonwealth to Banning)	IMP	17/18	\$ 2,615,694	24	5/22/2023
11	San Clemente	17-SCLM-TSP-3877 ^{1,4}	P	Camino Vera Cruz	O&M	17/18	\$ 10,080	24	4/3/2023
Comprehensive Transportation Funding Programs Timely-Use of Funds Extensions (11) - Total Phase Allocations							\$ 11,788,808		

*Once obligated, Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to an additional 24 months.

Reasons for Project Adjustments

1. Coronavirus impacts
2. Construction related
3. Stakeholder coordination issues
4. Signal timing coordination efforts
5. Staffing issues
6. Equipment procurement/installation delays

Acronyms

- FY - Fiscal year
- IMP - Implementation
- O&M - Operations and Maintenance
- RTSSP - Regional Traffic Signal Synchronization Program
- OCTA - Orange County Transportation Authority
- TBD - To be determined
- TSS - Traffic Signal Synchronization

Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - LFS*						
No	Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	Extension Deadline
1-3	Brea	17/18	6/30/2018	\$ 164,667	\$ 164,667	6/30/2023
		18/19	9/18/2018	\$ 156,160	\$ 156,160	9/18/2023
			11/20/2018	\$ 185,811	\$ 185,811	11/20/2023
4-6	La Habra	17/18	6/30/2018	\$ 150,019	\$ 150,019	6/30/2023
		18/19	9/18/2018	\$ 142,230	\$ 142,230	9/18/2023
			11/20/2018	\$ 169,236	\$ 169,236	11/20/2023
7-9	Yorba Linda	17/18	6/30/2018	\$ 174,213	\$ 174,213	6/30/2023
		18/19	9/18/2018	\$ 165,616	\$ 165,616	9/18/2023
			11/20/2018	\$ 197,063	\$ 197,063	11/20/2023
LFS Timely-Use of Funds Extensions (9) - Total					\$ 1,505,015	

*Net revenues received by local jurisdictions through the LFS Program shall be expended or encumbered within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds. The Orange County Transportation Authority uses the check date as the date of receipt of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds. Requests for extension must include a plan of expenditure.

Acronyms

FY - Fiscal year

LFS - Local Fair Share

Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - SMP*						
No	Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	Extension Deadline
1-3	Dana Point	17/18	6/30/2018 ¹	\$ 8,662	\$ 8,662	6/30/2023
		18/19	9/18/2018 ¹	\$ 8,199	\$ 8,199	9/18/2023
			11/20/2018 ¹	\$ 9,756	\$ 9,756	11/20/2023
4-6	Laguna Hills	17/18	6/30/2018 ¹	\$ 6,167	\$ 6,167	6/30/2023
		18/19	9/18/2018 ¹	\$ 5,837	\$ 5,837	9/18/2023
			11/20/2018 ¹	\$ 6,945	\$ 6,945	11/20/2023
7-9	Laguna Niguel	17/18	6/30/2018 ¹	\$ 12,977	\$ 12,977	6/30/2023
		18/19	9/18/2018 ¹	\$ 12,283	\$ 12,283	9/18/2023
			11/20/2018 ¹	\$ 14,615	\$ 14,615	11/20/2023
10-13	Mission Viejo	17/18	3/20/2018 ¹	\$ 19,799	\$ 5,542	3/20/2023
			6/30/2018 ¹	\$ 20,346	\$ 20,346	6/30/2023
		18/19	9/18/2018 ¹	\$ 19,257	\$ 19,257	9/18/2023
			11/20/2018 ¹	\$ 22,914	\$ 22,914	11/20/2023
14-16	Villa Park	17/18	6/30/2018 ¹	\$ 1,934	\$ 1,934	6/30/2023
		18/19	9/18/2018 ¹	\$ 1,830	\$ 1,830	9/18/2023
			11/20/2018 ¹	\$ 2,178	\$ 2,178	11/20/2023
SMP Timely-Use of Funds Extensions (16) - Total					\$ 159,442	

*Net revenues received by local jurisdictions through the SMP shall be expended or encumbered within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds. The Orange County Transportation Authority uses the check date as the date of receipt of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds. Requests for extension must include a service plan.

Reasons for Project Adjustments

1. Coronavirus impacts

Acronyms

FY - Fiscal year

SMP - Senior Mobility Program

Comprehensive Transportation Funding Programs

March 2021 Semi-Annual Review Adjustment Requests

Scope Change Requests*								
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
1	Dana Point	14-DPNT-CBT-3742 ^{1,2}	V	Summer Weekend Trolley/Harbor Shuttle	O&M	14/15M	\$ 2,342,591	\$ 2,342,591
2	Dana Point	16-DPNT-CBT-3823 ^{1,2}	V	Dana Point PCH Trolley	O&M	16/17M	\$ 905,968	\$ 905,968
3	Dana Point	18-DNPT-CBT-3911 ^{1,2}	V	Dana Point Trolley Continuity and Expansion and Weekend Service	O&M	19/20M	\$ 1,632,565	\$ 1,632,565
4	Dana Point	20-DNPT-CBT-3959 ^{1,2}	V	Dana Point Trolley Continuity Program	O&M	21/22M	\$ 1,992,929	\$ 1,992,929
5	Mission Viejo	17-MVJO-ICE-3864 ³	O	Los Alisos Boulevard and Santa Margarita Parkway	CON	18/19	\$ 191,037	\$ 191,037
6	OCTA	16-OCTA-TSP-3794 ^{4,5,6,7}	P	Brookhurst Street TSS (Commonwealth Avenue to PCH)	IMP	17/18	\$ 2,784,524	\$ 2,784,524
7	OCTA	16-OCTA-TSP-3795 ^{4,5,6,7}	P	Magnolia Avenue TSS (Commonwealth Avenue to Banning Avenue)	IMP	17/18	\$ 2,615,694	\$ 2,615,694
8	OCTA	16-OCTA-TSP-3796 ⁷	P	El Toro Road Traffic Signal Synchronization Project	IMP	17/18	\$ 1,074,047	\$ 1,074,047
9	San Clemente	16-SCLM-CBT-3840 ¹	V	San Clemente Summer Trolley	O&M	16/17M	\$ 1,181,393	\$ 1,181,393
10	San Clemente	18-SCLM-CBT-3914 ¹	V	San Clemente Trolley Expansion	O&M	18/19M	\$ 1,537,200	\$ 1,537,200
Scope Changes (10) - Total Phase Allocations							\$ 16,257,948	\$ 16,257,948

*Agencies may request minor scope changes for Comprehensive Transportation Funding Programs projects so long as the agency can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the initial application.

Reasons for Project Adjustments

1. Coronavirus impacts
2. Reduction in service schedule
3. Design issue
4. Construction issue (design modifications, relocation of equipment, equipment changes)
5. Enhanced project benefits (enhanced timing equipment)
6. Equipment installed as part of another project
7. Stakeholder coordination challenges

Acronyms

- CON - Construction
- FY - Fiscal year
- IMP - Implementation
- M - Multiple years
- O&M - Operations and Maintenance
- OCTA - Orange County Transportation Authority
- PCH - Pacific Coast Highway
- TSS - Traffic Signal Synchronization

Comprehensive Transportation Funding Programs

March 2021 Semi-Annual Review Adjustment Requests

Transfer Requests*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
1-2	Anaheim	20-ANAH-CBT-3958 ¹	V	Anaheim Canyon Circulator	Initial Marketing	20/21M	\$ 9,000	TBD	TBD
					O&M	20/21M	\$ 1,132,864	TBD	TBD
3	County of Orange	15-ORCO-ACE-3779 ² 17-ORCO-ACE-3868	O	Cow Camp Road - Segment 2 (ENG Phase)	ENG	15/16	\$ 3,250,000	\$ (500,000)	\$ 2,750,000
				Cow Camp Road Segment 2A and 2B CON	CON	17/18	\$ 14,278,770	\$ 500,000	\$ 14,778,770
4-6	Dana Point	20-DNPT-CBT-3959 ¹	V	Dana Point Trolley Continuity Program	Initial Marketing	20/21M	\$ 45,000	TBD	TBD
					CAP	20/21M	\$ 171,810	TBD	TBD
					O&M	20/21M	\$ 1,992,929	TBD	TBD
7-8	Huntington Beach	20-HBCH-CBT-3960 ¹	V	Huntington Beach Southeast Rideshare Pilot Program	Initial Marketing	20/21M	\$ 12,000	TBD	TBD
					O&M	20/21M	\$ 794,240	TBD	TBD
9-10	La Habra	20-LHAB-CBT-3961 ¹	V	La Habra Community Special Event Shuttle	Initial Marketing	20/21M	\$ 12,510	TBD	TBD
					O&M	20/21M	\$ 53,725	TBD	TBD
11	Laguna Beach	20-LBCH-CBT-3962 ¹	V	Off-Season Weekend Trolley Service	O&M	20/21M	\$ 3,850,000	TBD	TBD
Transfer Requests (11) - Total Project Allocations							\$ 25,602,848	TBD	TBD

*An implementing agency may request to transfer 100 percent (100%) of savings of Measure M2 funds between the phases within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review.

Reasons for Project Adjustment

1. Coronavirus related project savings
2. General project savings

Acronyms

- CAP - Capital
- CON - Construction
- ENG - Engineering
- FY - Fiscal year
- IMP - Implementation
- M - Multiple years
- O&M - Operations and Maintenance
- TBD - To be determined

Comprehensive Transportation Funding Programs

March 2021 Semi-Annual Review Adjustment Requests

Cancellation Requests*								
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
1	Irvine	14-IRVN-ICE-3716 ¹	O	Jamboree/Barranca Intersection Improvement	ROW	15/16	\$ 68,904	\$ -
Cancellations (1) - Total Phase Allocations							\$ 68,904	\$ -

*Local agencies may request to cancel projects at any time for any reason. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation.

Reasons for Project Adjustments

1. ROW issues

Acronyms

FY - Fiscal year

ROW - Right-of-way

Comprehensive Transportation Funding Programs

March 2021 Semi-Annual Review Adjustment Requests

OCTA-Initiated Requests								
No	Agency	Project Number	Project	Project Title	Amount Awarded	Current Award Deadline	Proposed Delay (Months)	Proposed Award Deadline
1	Costa Mesa	20-CMSA-ECP-3980 ^{1,2}	X	Placentia Avenue Stormwater Quality Improvement Project	\$ 350,941	6/30/2021	24	6/30/2023
2	Laguna Woods	20-LWDS-ECP-3984 ^{1,2}	X	City-Maintained Catch Basins Full Capture Systems Retrofit Project	\$ 31,641	6/30/2021	24	6/30/2023
3	Newport Beach	20-NBCH-ECP-3986 ^{1,2}	X	Newport Bay Trash Interceptor Project	\$ 500,000	6/30/2021	24	6/30/2023
4	Orange	20-ORNG-ECP-3987 ^{1,2}	X	DSBB and CPS BMP Installation - 2020	\$ 308,803	6/30/2021	24	6/30/2023
5	Yorba Linda	20-YLND-ECP-3990 ^{1,2}	X	Yorba Linda Arterial Roadway Automatic Retractable Screens Retrofit Project	\$ 160,000	6/30/2021	24	6/30/2023
OCTA-Initiated Requests- Total Phase Allocations (5)					\$ 1,351,385			

Reasons for Project Adjustment

1. Coronavirus impacts

CTFP Guidelines Exception Request

2. CTFP Guidelines - Project X Tier I projects are not eligible for delay requests

Acronyms

BMP - Best Management Practice

CPS - Connector Pipe Screen

CTFP - Combined Transportation Funding Programs

DSBB - Debris Separating Baffle Box

OCTA - Orange County Transportation Authority

**Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Request Descriptions**

Delays

Local agencies may request up to an additional 24 months to obligate funds. During the March 2021 semi-annual review cycle, the following delay requests were submitted.

The City of Dana Point (Dana Point) is requesting a 24-month delay for the initial marketing, capital (CAP), and operations and maintenance (O&M) phases of the Dana Point Trolley Continuity Program Project (20-DNPT-CBT-3959). This grant consists of the planned extension of Dana Point's 2014 Project V grant. However, with the 2014 Project V grant being extended due to the impacts of the coronavirus (COVID-19) pandemic, implementation of this 2020 follow-on grant also now needs to be delayed so that its commencement date is in alignment with the conclusion of the 2014 Project V grant.

The City of Huntington Beach (Huntington Beach) is requesting a 24-month delay for both the primary implementation (IMP) and O&M phases of the Bolsa Chica Street Traffic Signal Synchronization Program Project (Chapman Avenue to Warner Avenue) (20-HBCH-TSP-3973) due to unforeseen staffing impacts and a partnering jurisdiction's financial concerns primarily resulting from the pandemic.

Huntington Beach is also requesting a 24-month delay for the initial marketing and O&M phases of the Huntington Beach Southeast Rideshare Pilot Program (20-HBCH-CBT-3960) due to unanticipated impacts resulting from the pandemic.

The City of La Habra is requesting a 24-month delay for the initial marketing and O&M phases of the La Habra Community Special Event Shuttle (20-LHAB-CBT-3961) due to unanticipated impacts resulting from the pandemic.

The City of Newport Beach is requesting a 24-month delay for the Planning Study (PLAN) phase of the Balboa Island/Corona Del Mar Microtransit Feasibility Study (20-NBCH-CBT-3956), due to unanticipated impacts resulting from COVID-19 and concerns regarding the ability to collect viable public input during the pandemic.

The City of Orange (Orange) is requesting a 12-month delay for the construction (CON) phase of the Orange Safe Transit Stop Improvements Project (19-ORNG-STS-3933) due to unanticipated impacts resulting from COVID-19 especially related to issuing procurements.

Orange is also requesting a 24-month delay for the PLAN phase of the Orange Community Circulator Transit Planning Study (20-ORNG-CBT-3957), due to unanticipated impacts resulting from the COVID-19 and concerns regarding the ability to collect viable public input during the pandemic.

**Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Request Descriptions**

The City of Santa Ana (Santa Ana) is requesting a 24-month delay for the CON phase of the Santa Ana Transit Stop Improvements – 2020 Project (20-SNTA-STS-3978) due to the desire to align project expenditures with its fiscal year (FY) 2021-22 budget.

Santa Ana is requesting a 24-month delay for the CON phase of the Bristol Street improvements Phase 3A - Civic Center Drive to Washington Avenue (20-SNTA-ACE-3968) due to utility undergrounding coordination issues with the utility stakeholder.

Santa Ana is requesting a 24-month delay for the CON phase of the Bristol Street improvements Phase 4 - Warner Avenue to St. Andrew Place (20-SNTA-ACE-3969) due to utility undergrounding coordination issues with the utility stakeholder and outstanding to right-of-way (ROW) issues pending finalization.

The City of Yorba Linda is requesting a 24-month delay for the engineering (ENG) phase of the Yorba Linda Boulevard Widening Project (20-YLND-ACE-3971) due to the complexity of the project, additional time is requested to refine and finalize the scope of work requirements.

Comprehensive Transportation Funding Programs (CTFP) Timely-Use of Funds Extensions

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to 24 months. During this semi-annual review cycle, the following CTFP timely-use of funds extensions requests were submitted.

The City of Costa Mesa (Costa Mesa) is requesting a 24-month timely-use of funds extension for the IMP phase of the Fairview Road Signal Synchronization Project (SSP) (16-CMSA-TSP-3790) from April 2021 to April 2023 due to unforeseen impacts (and delays) to construction-related activities and utility stakeholder coordination efforts resulting from the pandemic.

Costa Mesa is requesting a 24-month timely-use of funds extension for both the IMP and O&M phases of the Bear Street SSP (17-CMSA-TSP-3873) from April 2021 to April 2023, for the IMP phase and from June 2022 to June 2024, for the O&M phase due to unforeseen impacts (and delays) to construction-related activities, signal timing implementation, and completion of travel time after study efforts resulting from the pandemic.

Comprehensive Transportation Funding Programs March 2021 Semi-Annual Review Adjustment Request Descriptions

The City of Fullerton (Fullerton) is requesting a 24-month timely-use of funds extension for both the IMP and O&M phases of the Malvern Avenue/Chapman Avenue Corridor Regional Traffic Signal Synchronization Program (RTSSP) Project (15-FULL-TSP-3769) from July 2021 to July 2023, for the IMP phase and from June 2022 to June 2024, for the O&M phase. This request is due to unforeseen impacts (and delays) to signal timing implementation, completion of travel time after study efforts, and construction-related activities resulting from the pandemic.

Fullerton is also requesting a 24-month timely-use of funds extension for both the IMP and O&M phases of the Orangethorpe Avenue/Esperanza Road Corridor RTSSP Project (18-FULL-TSP-3896) from February 2022 to February 2024 for the IMP phase and from June 2023 to June 2025 for the O&M phase. This request is due to unforeseen impacts (and delays) to design review efforts, signal timing implementation, completion of travel time before and after studies, and intersection improvement construction activities resulting from the pandemic.

The City of Irvine (Irvine) is requesting a 24-month timely-use of funds extension for both the IMP and O&M phases of the MacArthur Boulevard Corridor RTSSP Project (19-IRVN-TSP-3937), from April 2023 to April 2025 for the IMP phase and date to be determined for the O&M phase, which will be established once a contract has been awarded but will not exceed five years. Irvine has until June 30, 2021, to award a contract for the O&M phase. This request is due to unforeseen impacts (and delays) to staffing and schedule coordination efforts during the design phase resulting from the pandemic.

The Orange County Transportation Authority (OCTA), as administrative lead, is requesting a 24-month timely-use of funds extension for the IMP phase of the Magnolia Avenue Traffic Signal Synchronization (TSS) (Commonwealth Avenue to Banning Avenue) Project (16-OCTA-TSP-3795) from May 2021 to May 2023. This request is due to unforeseen delays in equipment procurement and installation processes.

The City of San Clemente (San Clemente) is requesting a 24-month timely-use of funds extension for the O&M phase of the Camino Vera Cruz Project (17-SCLM-TSP-3877) from April 2021 to April 2023 due to unforeseen impacts (and delays) to signal timing implementation, fine-tuning, and monitoring resulting from the pandemic.

Comprehensive Transportation Funding Programs March 2021 Semi-Annual Review Adjustment Request Descriptions

Local Fair Share (LFS) Timely-Use of Funds Extensions

Once issued, LFS funds expire 36 months from the check issuance date. Local agencies may request an extension(s) of up to 24-months. During this semi-annual review cycle, the following timely-use of funds LFS extensions requests were submitted:

The City of Brea (Brea) is requesting a 24-month timely-use of funds extension for \$506,638. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A. Brea has indicated these funds will be directed towards traffic signal improvements and citywide street improvements.

- \$164,667, from June 2021 to June 2023
- \$156,160, from September 2021 to September 2023
- \$185,811, from November 2021 to November 2023

The City of La Habra (La Habra) is requesting a 24-month timely-use of funds extension for \$461,485. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A. La Habra has indicated these funds will be directed towards citywide street improvements and their pavement management report.

- \$150,019, from June 2021 to June 2023
- \$142,230, from September 2021 to September 2023
- \$169,236, from November 2021 to November 2023

The City of Yorba Linda (Yorba Linda) is requesting a 24-month timely-use of funds extension for \$536,892. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A. Yorba Linda has indicated these funds will be directed towards traffic signal improvements, street maintenance, and projects to reduce road congestion.

- \$174,213, from June 2021 to June 2023
- \$165,616, from September 2021 to September 2023
- \$197,063, from November 2021 to November 2023

Senior Mobility Program (SMP) Timely-Use of Funds Extensions

Once issued, SMP funds expire 36 months from the check issuance date. Local agencies may request an extension(s) of up to 24 months. During this semi-annual review cycle, the following timely-use of funds SMP extensions requests were submitted as a result of the impacts from the pandemic.

**Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Request Descriptions**

Dana Point is requesting a 24-month timely-use of funds extension for \$26,617. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$8,662, from June 2021 to June 2023
- \$8,199, from September 2021 to September 2023
- \$9,756, from November 2021 to November 2023

The City of Laguna Hills is requesting a 24-month timely-use of funds extension for \$18,949. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$6,167, from June 2021 to June 2023
- \$5,837, from September 2021 to September 2023
- \$6,945, from November 2021 to November 2023

The City of Laguna Niguel is requesting a 24-month timely-use of funds extension for \$39,875. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$12,977, from June 2021 to June 2023
- \$12,283, from September 2021 to September 2023
- \$14,615, from November 2021 to November 2023

The City of Mission Viejo (Mission Viejo) is requesting a 24-month timely-use of funds extension for \$68,059. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$5,542, from March 2021 to March 2023
- \$20,346, from June 2021 to June 2023
- \$19,257, from September 2021 to September 2023
- \$22,914, from November 2021 to November 2023

The City of Villa Park is requesting a 24-month timely-use of funds extension for \$5,942. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$1,934, from June 2021 to June 2023
- \$1,830, from September 2021 to September 2023
- \$2,178, from November 2021 to November 2023

Comprehensive Transportation Funding Programs March 2021 Semi-Annual Review Adjustment Request Descriptions

Scope Changes

Agencies may request minor scope changes for CTFP projects if they can assure that project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted.

Dana Point is requesting approval of a scope change in order to implement a temporary reduction in its Project V service as it reinitiates services post-pandemic. The reduction includes postponing the commencement of seven-day-a-week summer shuttle service from Memorial Day weekend to the end of June 2021 and then operating only through Labor Day weekend, instead of through the first week of October. This scope change also includes a temporary reduction in revenue vehicle hours on certain days of operation.

These modifications to the four Project V services are subject to additional changes as the City will continue to evaluate the program when service is reinitiated in summer 2021.

- Summer Weekend Trolley/Harbor Shuttle (14-DPNT-CBT-3742)
- Dana Point Pacific Coast Highway Trolley (16-DPNT-CBT-3823)
- Dana Point Trolley Continuity and Expansion and Weekend Service (18-DNPT-CBT-3911)
- Dana Point Trolley Continuity Program (20-DNPT-CBT-3959)

Mission Viejo is requesting a scope change to the CON phase of the Los Alisos Boulevard and Santa Margarita Parkway Project (17-MVJO-ICE-3864). The scope change includes eliminating the second left turn-only lane on the southbound (SB) lane on Los Alisos Boulevard (Los Alisos) and only constructing the second turn lane for northbound (NB) Los Alisos in order to preserve NB and SB right turn capacities and facilitate improved operations.

OCTA, as administrative lead for the Brookhurst Street Traffic Signal Synchronization (Commonwealth to Pacific Coast Highway) Project (16-OCTA-TSP-3794), is requesting a scope change to the IMP phase with several components, which include modifications to unit types, improvement locations, removal of project components which are no longer necessary, and adherence to California Department of Transportation (Caltrans) requirements. These modifications are due to unforeseen construction issues that emerged during the project development process and are requested in order to facilitate project completion processes and utilize project cost savings to enhance overall project benefits.

Comprehensive Transportation Funding Programs March 2021 Semi-Annual Review Adjustment Request Descriptions

OCTA, as administrative lead for the Magnolia Avenue TSS (Commonwealth Avenue to Banning Avenue) Project (16-OCTA-TSP-3795), is requesting a scope change to the IMP phase with several components, which include modifications to unit types, improvement locations, removal of project components that are no longer necessary, and adherence to Caltrans' requirements. These modifications are due to unforeseen construction issues that emerged during the project development process and are requested in order to facilitate project completion processes and utilize project cost savings to enhance overall project benefits.

OCTA, as administrative lead for the El Toro Road TSS Project (16-OCTA-TSP-3796) is requesting a scope change to the IMP phase of this project. The scope change includes removal of an Econolite Centrac's Advanced Traffic Management System. This system was procured with funding from another project. The remaining unused savings will support the O&M phase expenditures.

San Clemente is requesting approval of a scope change in order to implement modifications to its Project V service as it reinitiates services post-COVID-19. These modifications include starting weekend service approximately two weeks early for both the San Clemente Summer Trolley (16-SCLM-CBT-3840) and San Clemente Trolley Expansion (18-SCLM-CBT-3914) services. In addition, initiation of weekday services will be delayed by one month.

Transfers

The CTFP Guidelines allow jurisdictions to request to transfer up to 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process. During this semi-annual review cycle, the following transfer requests were submitted either as a result of the impacts of COVID-19 or the need to transfer general project savings.

Due to COVID-19, Anaheim is requesting a transfer for the Anaheim Canyon Circulator (20-ANAH-CBT-3958). The transfer includes savings from FY 2020-21 and from all FYs moving forward from the initial marketing and O&M phases in amounts to be determined and are to be distributed to FY 2021-22 or the immediately subsequent FY on a go-forward basis.

The County of Orange is requesting a transfer for the Cow Camp Road ROW - Segment II Project (15-ORCO-ACE-3779). The request is to transfer general project savings in the amount of \$500,000 from the ENG phase to the CON phase Cow Camp Road Segments 2A & 2B Construction (17-ORCO-ACE-3868).

**Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Request Descriptions**

Due to COVID-19, Dana Point is requesting a transfer for the Dana Point Trolley Continuity Program (20-DNPT-CBT-3959). The transfer includes savings from FY 2021-22 and from all FYs moving forward from the initial marketing, CAP, and O&M phases in amounts to be determined and are to be distributed to FY 2022-23 or the immediately subsequent year on a go-forward basis.

Due to COVID-19, Huntington Beach is requesting a transfer for the Huntington Beach Southeast Rideshare Pilot Program (20-HBCH-CBT-3960). The transfer includes savings from FY 2020-21 and from all FYs moving forward from the initial marketing and O&M phases in amounts to be determined and are to be distributed to FY 2021-22 or the immediately subsequent year on a go-forward basis.

Due to COVID-19, La Habra is requesting a transfer for the La Habra Community Special Event Shuttle (20-LHAB-CBT-3961). The transfer includes savings from FY 2020-21 and from all FYs moving forward from the initial marketing and O&M phases in amounts to be determined and are to be distributed to FY 2021-22 or the immediately subsequent year on a go-forward basis.

Due to COVID-19, Laguna Beach is requesting a transfer for the Off-Season Weekend Trolley Service (20-LBCH-CBT-3962). The transfer includes savings from FY 2020-21 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2021-22 or the immediate subsequent year on a go-forward basis.

Cancellations

Local agencies may request to cancel projects at any time for any reason. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this review cycle, the following cancellation request was received.

Irvine is requesting to cancel the ROW phase for the Jamboree/Barranca Intersection Improvement Project (14-IRVN-ICE-3716) due to an inability to complete the ROW process.

**Comprehensive Transportation Funding Programs
March 2021 Semi-Annual Review Adjustment Request Descriptions**

OCTA-Initiated Requests

OCTA staff, on behalf of five local jurisdictions, is requesting delays and approval of a CTFP Guideline's exception for the five following Project X Tier I projects.

- Costa Mesa's Placentia Avenue Stormwater Quality Improvement Project (20-CMSA-ECP-3980)
- Laguna Wood's City-Maintained Catch Basins Full Capture Systems Retrofit Project (20-LWDS-ECP-3984)
- Newport Beach's Newport Bay Trash Interceptor Project (20-NBCH-ECP-3986)
- Orange's Debris Separating Baffle Box and Connector Pipe Screen Best Management Practice Installation - 2020 Project (20-ORNG-ECP-3987)
- Yorba Linda's Arterial Roadway Automatic Retractable Screens Retrofit Project (20-YLND-ECP-3990)

Due to COVID-19, OCTA awarded 2020 Project X Tier I projects later than usual. This, coupled with the pandemic's impacts on local jurisdiction's abilities to conduct routine business, has resulted in it taking longer to execute funding agreements and award contracts for these projects than was originally anticipated in the CTFP Guidelines, which specify that awarded funds need to be allocated within the FY they are programmed and that delays are not allowed. Given these COVID-19-related issues, staff is recommending Board of Directors' approval of these delay requests and an exception to the CTFP Guidelines no delay requirement.



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Measure M2 Eligibility Review Recommendations for Fiscal Year 2019-20 Expenditure Reports

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 8-0 by the Members present.

Committee Recommendation

Approve all 35 Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.



June 7, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Eligibility Review Recommendations for Fiscal Year 2019-20 Expenditure Reports

Overview

The Measure M2 Ordinance requires that all Orange County local jurisdictions annually satisfy eligibility requirements to receive Measure M2 net revenues. As part of this requirement, fiscal year 2019-20 expenditure reports and resolutions were submitted by the local jurisdictions. In April 2020, the Taxpayer Oversight Committee affirmed that all expenditure reports were received and reviewed consistent with Measure M2 requirements. Board of Directors' approval is requested to find all Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

Recommendation

Approve all 35 Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

Background

Local jurisdictions are required to meet Measure M2 (M2) eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) annually to remain eligible to receive M2 net revenues. There are 13 eligibility requirements, which local jurisdictions must either meet and/or adhere to. However, not all 13 eligibility components require verification each eligibility cycle. For reference, a summary of M2 eligibility requirements and their respective due dates is provided in Attachment A.

While OCTA staff reviews and confirms all M2 eligibility requirements, the M2 Ordinance specifies that the Taxpayer Oversight Committee (TOC) also review five of these requirements. These include the Congestion Management Program (CMP), Mitigation Fee Programs (MFP), Local Signal Synchronization Plans (LSSP), Pavement Management Plans (PMP), and expenditure reports.

The CMP, MFPs, LSSPs, and PMPs are due on June 30 each year and are typically approved by the OCTA Board of Directors (Board) in December. Expenditure reports are due on December 31 each year, six months after the close of the fiscal year (FY), and are typically approved by the Board in June. Expenditure reports include all M2 and related transportation expenditures including maintenance of effort (MOE) spending levels. MOE is the amount of discretionary funding (e.g., general fund revenues) that local jurisdictions must spend on streets and roads purposes to ensure that they are not replacing discretionary transportation spending with M2 revenues¹.

Per the M2 ordinance, the TOC is responsible for the receipt and review of expenditure reports. To assist with this responsibility, the TOC has designated an Annual Eligibility Review (AER) Subcommittee to initially receive and review required M2 eligibility submittals prior to consideration by the full TOC. The TOC review and affirmation process is now complete, and a summary is provided below.

Discussion

At the March 25, 2021 AER Subcommittee meeting, which was conducted virtually, AER Subcommittee members affirmed receipt and review of FY 2019-20 expenditure reports for all 35 Orange County local jurisdictions.

On April 13, 2021, which also convened remotely, the TOC received the AER Subcommittee's report on these materials and affirmed receipt and review of FY 2019-20 expenditure reports for all 35 local jurisdictions. As such, the TOC's findings shown in Attachment B are now being advanced to the Board for a final finding that all 35 Orange County local jurisdictions be deemed eligible to continue receiving net M2 revenues.

If the Board approves the recommendation identified in this report, this action will conclude the current M2 eligibility process and will result in all Orange County local jurisdictions being deemed eligible to continue receiving M2 net revenues.

Summary

In April 2021, the Orange County Transportation Authority Taxpayers Oversight Committee convened and affirmed that it had received and reviewed the required fiscal year 2019-20 Measure M2 expenditure reports for all 35 Orange County local jurisdictions. Given this review, Board of Directors' approval is requested to find all 35 of Orange County's local jurisdictions eligible to continue receiving Measure M2 net revenues.

¹ It should be noted that due to the financial impacts of the coronavirus pandemic, the MOE requirement for this eligibility review cycle was modified by the Board on May 11, 2020 to allow OCTA to accept actual MOE expenditures reported as meeting the MOE requirement, even if the total expenditure amount was below the local jurisdiction's MOE benchmark requirement.

Attachments

- A. Measure M2 Eligibility Requirements and Submittal Schedule Summary, Fiscal Year 2020-21
- B. Measure M2 Eligibility Review Summary of FY 2019-20 Expenditure Reports

Prepared by:



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(714) 560-5397

Approved by:



Kia Mortazavi
Executive Director, Planning
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**Measure M2 Eligibility Requirements and Submittal Schedule Summary
Fiscal Year 2020-21**

Compliance Category	Frequency (submitted)	Status
Capital Improvement Program	Annual (June 30, 2020)	✓
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30, 2021)	N/A – next cycle
Congestion Management Program	Biennial (June 30, 2021)	N/A – next cycle
Expenditure Report	Annual (December 31, 2020)	Submitted, pending Board approval
Local Signal Synchronization Plan	Every Three Years (i.e., June 30, 2020)	✓
Maintenance of Effort	Annual (June 30, 2020)	✓
Mitigation Fee Program (MFP)	Biennial (June 30, 2021) ¹	N/A – next cycle
No Supplanting of Developer Fees	Annual (June 30, 2020)	✓
Pavement Management Plan (PMP)	Biennial (June 30, 2020) ²	✓
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	Ongoing
Timely Use of Net Revenues	Annual (June 30, 2020)	✓
Traffic Forum Participation	Annual (June 30, 2020)	✓
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30, 2020)	✓

Board – Board of Directors

N/A – Not applicable

¹ A jurisdiction must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their MFP and/or nexus study.

² 14 agencies update their PMPs on odd-numbered fiscal years, while 21 agencies update their PMPs on even-numbered fiscal years.

**Measure M2 Eligibility Review Summary
of FY 2019-20 Expenditure Reports**

Local Jurisdiction	Expenditure Report Received by Deadline	Resolution Received by Deadline	MOE Benchmark Met ¹	Received and Reviewed
Aliso Viejo	Yes	Yes	Yes	Yes
Anaheim	Yes	Yes	Yes	Yes
Brea	Yes	Yes	Yes	Yes
Buena Park	Yes	Yes	Yes	Yes
Costa Mesa	Yes	Yes	Yes	Yes
County of Orange ²	Yes	Yes	N/A	Yes
Cypress	Yes	Yes	Yes	Yes
Dana Point	Yes	Yes	Yes	Yes
Fountain Valley	Yes	Yes	Yes	Yes
Fullerton	Yes	Yes	Yes	Yes
Garden Grove	Yes	Yes	Yes	Yes
Huntington Beach	Yes	Yes	Yes	Yes
Irvine	Yes	Yes	Yes	Yes
La Habra	Yes	Yes	Yes	Yes
La Palma	Yes	Yes	Yes	Yes
Laguna Beach	Yes	Yes	Yes	Yes
Laguna Hills	Yes	Yes	Yes	Yes
Laguna Niguel	Yes	Yes	Yes	Yes
Laguna Woods	Yes	Yes	Yes	Yes
Lake Forest	Yes	Yes	Yes	Yes
Los Alamitos	Yes	Yes	Yes	Yes
Mission Viejo	Yes	Yes	Yes	Yes
Newport Beach	Yes	Yes	Yes	Yes
Orange	Yes	Yes	Yes	Yes
Placentia	Yes	Yes	Yes	Yes
Rancho Santa Margarita	Yes	Yes	Yes	Yes
San Clemente	Yes	Yes	Yes	Yes
San Juan Capistrano	Yes	Yes	Yes	Yes
Santa Ana	Yes	Yes	Yes	Yes
Seal Beach	Yes	Yes	Yes	Yes
Stanton	Yes	Yes	Yes	Yes
Tustin	Yes	Yes	Yes	Yes
Villa Park	Yes	Yes	Yes	Yes
Westminster	Yes	Yes	Yes	Yes
Yorba Linda	Yes	Yes	Yes	Yes

1. Due to the financial impacts of the coronavirus pandemic, the MOE requirement was modified by the Orange County Transportation Authority's Board of Directors for FY 2019-20, to accept actual MOE expenditures reported as meeting the MOE requirement, even if the total expenditure amount was below the MOE benchmark requirement for FY 2019-20.

2. MOE was established in 1991 with the first Measure M Program using a five-year average of the level of funding local jurisdictions spent on streets and roads between 1985 and 1990. However, Orange County Public Works and their predecessor agencies received sufficient gas tax subventions and other transportation specific funding from state, federal, and other local sources, which were required to be used for transportation. As such, they did not and do not use discretionary funds for transportation purposes. The County uses a number of fund sources for transportation including gas tax subvention or Highway User Tax Account, federal grants, assessment districts, developer impact fees, and other transportation specific fund sources.

Acronyms

FY - Fiscal Year

MOE - Maintenance of Effort

N/A - Not Applicable



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Regional Traffic Signal Synchronization Program Update

Regional Planning and Highways Committee Meeting of June 7, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller,
Murphy, and Sarmiento
Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 8-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



June 7, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Regional Traffic Signal Synchronization Program Update

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) provides funding and assistance to implement multi-agency signal synchronization as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (RTSSP) (Project P). Annually, OCTA provides competitive grants specifically dedicated to the coordination of traffic signals across jurisdictional boundaries. The goal of Project P is to improve the flow of traffic by developing and implementing regional signal coordination that crosses local agencies' boundaries and maintains coordination through freeway interchanges, where possible.

Since 2008, OCTA and local agencies have implemented signal synchronization for 89 projects that included 3,003 signalized intersections and 772 centerline miles of streets (Attachment A). The projects have improved travel times, reduced delays and congestion, and increased the number of successive green light drivers see in their daily commutes. The results of the program translate into direct benefits to motorists in time and cost savings from lower fuel consumption and a reduction of greenhouse gas (GHG) emissions.

Discussion

Signal synchronization is a cost-effective way to increase roadway throughput without major new construction. Projects are corridor-based and new optimized signal timings are developed based on traffic conditions and current travel patterns. These projects optimize traffic signal timing to reduce travel times, stops, delays, and ultimately give users an overall better driving experience. Key to these efforts is regular dialogue between partner agencies and the California Department of Transportation, resulting in agencies working together towards the multijurisdictional goal of the program.

Funding is provided through annual calls for projects (call), with 80 percent of funding from M2 Project P and 20 percent from local agencies' matching funds. Supplemental funding is used whenever available, including SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program funds, and Solutions for Congested Corridors Program grants. A variety of sources have been used in the past to fund signal synchronization projects, including Measure M1, Proposition 1B Traffic Light Signal Synchronization Program, and air quality funds.

Signal synchronization projects implement a coordination strategy involving time-based synchronization of the respective agencies' systems, including the necessary upgrades to the traffic signal infrastructure. This includes modifications to prepare for future connected and autonomous vehicle technologies and applications. Existing synchronization on crossing arterials is incorporated when and where possible. Optimized timings are developed and implemented for identified peak periods, which are typically weekday mornings, midday, and evenings. For weekend operations, the peak is typically mid-morning through early evening. To quantify signal synchronization benefits, "before" and "after" travel time studies are conducted to evaluate the improvements from these new optimized timing plans.

These studies are conducted during peak traffic periods with specially equipped vehicles that have computer-linked global positioning system devices to collect traffic data. Several runs are made in each direction with the car "floating" in the middle of the traffic platoon of vehicles for each run. These studies showed improvements across all performance measures, including travel time, number of stops, and average safe speed. Additionally, fuel consumption, GHG, and other vehicle emission data are reported (Attachment B). Historically, signal synchronization efforts nationwide have resulted in travel time and speed improvements, as well as a reduction in stops in the range between five percent and 15 percent. Comparisons of the corridors' before and after studies indicate results in the high-end of this range due to the combination of the optimized traffic signal timing plans, cooperation between all participating agencies, and minor signal upgrades to maximize traffic flow.

Signal Synchronization Projects

The signal synchronization program's target is to regularly synchronize 2,000 signalized intersections, as expressed in the M2 voter guide. OCTA and local agencies have completed 89 signal synchronization projects since 2008. A total of 3,003 signalized intersections and 772 centerline miles of streets have been implemented. The total Board of Directors grant allocations for the completed projects were approximately \$64.81 million. The completed projects are identified on the map in Attachment A. A summary of the results for the 89 completed signal synchronization projects is identified in Attachment B. The early acceleration of Project P allowed the benefits of signal synchronization to be experienced by travelers much earlier than originally promised.

The completed projects have reduced average travel time by 13 percent and the average number of stops by 29 percent. Average speed improved by 14 percent. Consumers will save approximately \$178.4 million (at \$3.90 per gallon in today's dollars) on fuel costs and reduce GHG emissions by approximately 919 million pounds over the three-year project cycle. The reduction of GHG emissions is made possible by reducing the number of stops, smoothing the flow of traffic, and reducing the amount of acceleration and deceleration of vehicles. These results are comparable to signal synchronization efforts nationwide.

The following table lists nine signal synchronization projects, where new timing plans were implemented within the last two years, along with the corresponding travel time and speed improvements:

Corridor	Limits	Length (Miles)	Travel Time Improvements	Average Speed Improvements
Alicia Parkway*^	Crown Valley Parkway to Rustic Oak	10.50	12 percent	13 percent
Camino Vera Cruz	Avenida Pico to Camino De Los Mares	1.43	9 percent	8 percent
Coast Highway*	Orange Street to Reef Point Drive	9.01	5 percent	5 percent
El Toro Road*^	Bridger Road to Ridgeline Road	7.17	20 percent	25 percent
Irvine Boulevard*	Jamboree Road to Bake Parkway	7.25	17 percent	21 percent
Irvine Center Drive/ Edinger Avenue^	Newport Avenue to Lake Forest Drive	9.12	16 percent	19 percent
Orangewood Avenue*	Batavia Street to Harbor Boulevard	3.21	17 percent	22 percent
Von Karman Avenue/ Tustin Ranch Road	Campus Drive to Pioneer Way	7.88	13 percent	14 percent
Westminster Avenue/ 17 th Street*^	Apollo Drive to Newport Avenue	16.33	5 percent	5 percent

* Project corridor reported on previous RTSSP update to the Board of Directors

^ Denotes a project corridor that has been revisited

The travel time collection for all completed projects, including these nine corridors, occurred prior to March 2020 and the State's stay-at-home executive order. Traffic engineers are continuing to monitor and update the signal timing to respond to changes in traffic patterns and to ensure travelers experience benefits from the completed projects.

OCTA is currently funding an additional 31 signal synchronization projects that are in various stages of implementation. The committed funding from OCTA is primarily from the competitive signal program and the grant allocation of these projects is approximately \$55.7 million. Once completed, these funded projects will synchronize an additional 1,213 signals and 316 miles of roadway.

It is good practice to periodically resynchronize traffic signals to make sure they consider changes in traffic. The signal program encourages previously completed streets and highways projects to compete again for funding during the annual call. Previous investments made as part of earlier projects are incorporated into the revisited projects. An example of this would be the Alicia Parkway and Westminster Avenue/17th Street corridors. The signals along Alicia Parkway were synchronized in 2010 and the signals along Westminster Avenue/17th Street in 2011. Both of these corridors were updated in 2019. The result is a program that can regularly coordinate intersections as the basis for synchronized operation across Orange County.

Next Steps

OCTA continues to work with local agencies through various venues, including the Technical Steering Committee, Technical Advisory Committee, and the traffic forum to identify corridors that are eligible for funding and would benefit from signal program funding as part of the annual call.

Summary

OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 89 corridors. Another 31 projects are planned or underway. The synchronization of traffic signals along these regional corridors continually results in significant improvements to traffic flow by reducing total travel times, stops per mile, and improving average safe speeds while decreasing fuel costs, GHG, and overall vehicle emissions.

Attachments

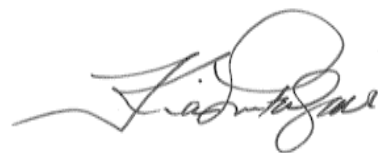
- A. Orange County Transportation Authority-Funded Signal Synchronization Projects, (2008 – Present)
- B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects

Prepared by:

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

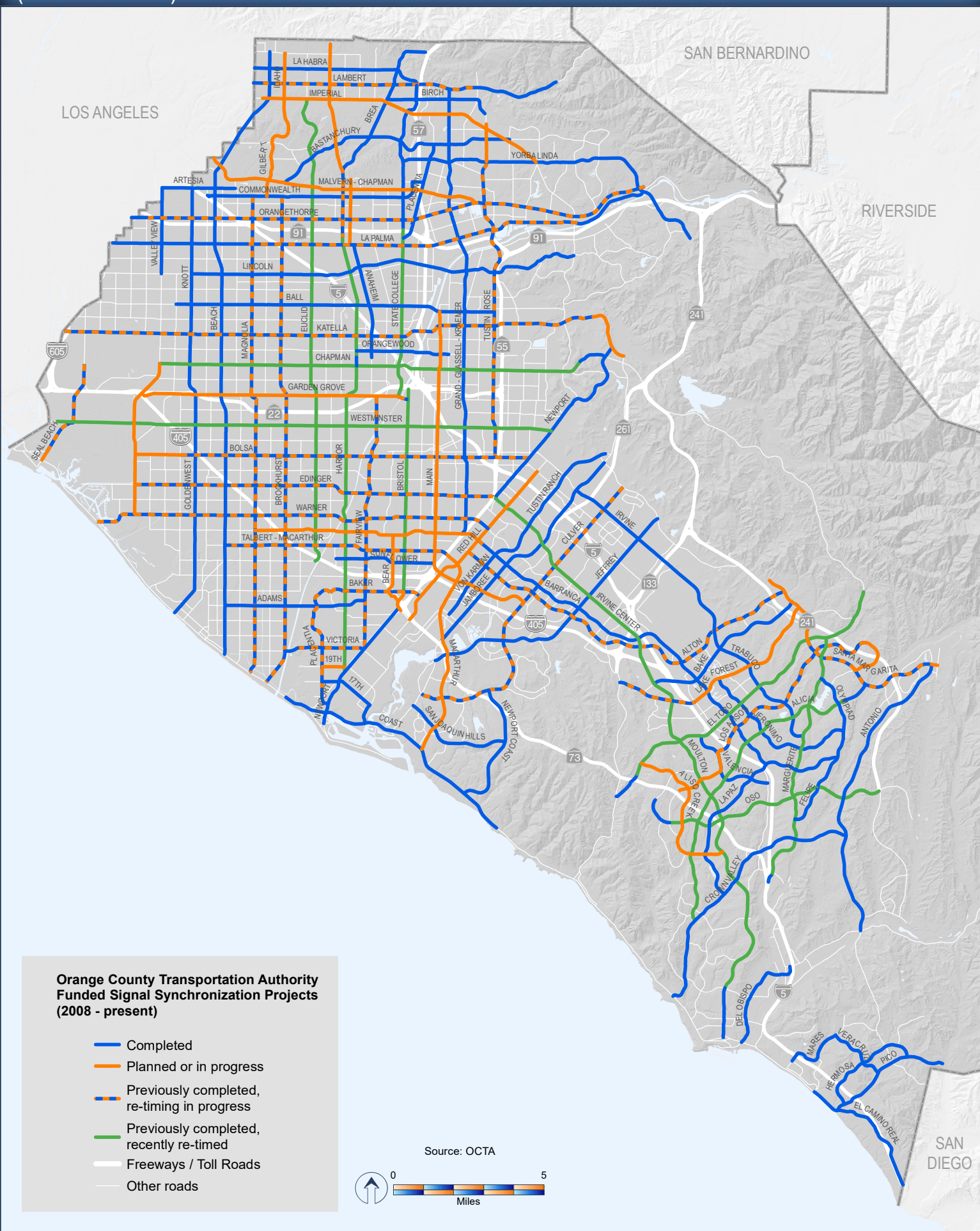
Alicia Yang
Project Manager III
(714) 560-5362

Approved by:

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

Kia Mortazavi
Executive Director, Planning
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Orange County Transportation Authority-Funded Signal Synchronization Projects (2008 - Present)



Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	Board Allocation	Estimated Project Life Gas Savings (Dollars) ^{1A}	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
1	Euclid Street*	2008	OCTA	15	62	\$ 480,083	\$ 3,091,631	16,188,276	20%	24%	43%
2	Pacific Park Drive/Oso Parkway*	2009	OCTA	9	34	\$ 248,272	\$ 3,647,370	19,098,249	22%	29%	50%
3	Alicia Parkway ¹	2010	OCTA	11	41	\$ 939,144	\$ 806,001	4,220,358	13%	12%	40%
4	Beach Boulevard ¹	2010	OCTA	21	70	\$ 1,243,859	\$ 10,469,722	54,821,202	14%	21%	28%
5	Chapman Avenue (South) ¹	2010	OCTA	14	52	\$ 798,161	\$ 3,244,679	16,989,696	16%	18%	46%
6	Edinger Avenue/Irvine Center Drive/ Moulton Parkway ¹	2011	OCTA	22	109	\$ 846,217	\$ 4,609,706	24,137,220	11%	14%	34%
7	Harbor Boulevard ¹	2011	OCTA	16	107	\$ 890,377	\$ 3,226,111	16,892,430	11%	12%	23%
8	Orangefhorpe Avenue ¹	2011	OCTA	17	47	\$ 697,585	\$ 2,659,036	13,923,183	17%	20%	42%
9	State College Boulevard/Bristol Street ¹	2011	OCTA	17	97	\$ 574,639	\$ 4,089,735	21,414,531	15%	18%	28%
10	Westminster Avenue ¹	2011	OCTA	13	48	\$ 308,847	\$ 4,233,390	22,166,736	14%	17%	35%
11	Brookhurst Street ¹	2012	OCTA	16	56	\$ 631,764	\$ 7,850,213	41,105,031	19%	18%	31%
12	El Toro Road ¹	2012	OCTA	11	40	\$ 478,916	\$ 3,302,828	17,294,160	19%	24%	32%
13	Katella Avenue ¹	2012	OCTA	17	69	\$ 673,845	\$ 4,435,716	23,226,165	14%	14%	36%
14	La Palma Avenue ¹	2012	OCTA	18	61	\$ 803,999	\$ 6,281,546	32,391,229	18%	22%	27%
15	Bastanchury Road	2013	Fullerton	8	27	\$ 539,936	\$ 1,053,007	5,513,723	13%	15%	49%
16	Euclid Street*	2013	Fullerton	17	66	\$ 1,000,000	\$ 4,316,031	22,599,458	15%	17%	39%
17	Lambert Avenue	2013	La Habra	10	26	\$ 520,000	\$ 4,578,312	23,972,807	14%	16%	41%
18	Tustin Avenue/Rose Drive	2013	OCTA	10	43	\$ 683,200	\$ 2,309,842	12,094,717	15%	17%	37%
19	Yorba Linda Boulevard ¹	2013	OCTA	12	46	\$ 521,837	\$ 1,813,693	9,496,799	12%	10%	21%
20	Lincoln Avenue	2014	Anaheim	13	53	\$ 777,910	\$ 1,564,300	8,190,935	9%	15%	25%
21	Valley View Street	2014	Buena Park	3	20	\$ 280,000	\$ 3,056,089	16,002,194	28%	24%	37%
22	17th Street	2014	Costa Mesa	3	9	\$ 220,000	\$ 123,098	644,563	7%	3%	0%
23	Baker Street/Placentia Avenue	2014	Costa Mesa	8	27	\$ 519,960	\$ 540,228	2,828,724	14%	16%	34%
24	Fairview Road/Street	2014	Costa Mesa	8	31	\$ 620,001	\$ 1,735,472	9,087,220	11%	12%	24%
25	Victoria Street	2014	Costa Mesa	3	11	\$ 200,000	\$ 124,820	653,581	22%	15%	25%
26	Brea Boulevard	2014	Fullerton	4	16	\$ 320,000	\$ 813,531	4,259,783	12%	13%	43%
27	Commonwealth Avenue	2014	Fullerton	8	30	\$ 600,000	\$ 803,023	4,204,761	11%	12%	36%
28	Lemon Street/Anaheim Boulevard	2014	Fullerton	2	13	\$ 280,000	\$ 531,872	2,784,969	16%	21%	40%
29	Placentia Avenue	2014	Fullerton	4	15	\$ 380,000	\$ 570,921	2,989,436	18%	22%	48%
30	Culver Drive	2014	Irvine	11	39	\$ 779,856	\$ 3,625,648	18,984,498	12%	12%	19%
31	Jamboree Road	2014	Irvine	9	27	\$ 230,608	\$ 3,173,217	16,615,495	9%	9%	19%
32	Jeffrey Road	2014	Irvine	9	40	\$ 410,032	\$ 1,910,910	10,005,845	9%	10%	26%
33	La Habra Boulevard/Central Avenue/ State College Boulevard	2014	La Habra	6	23	\$ 460,000	\$ 1,550,184	8,117,025	10%	11%	27%
34	Paseo de Valencia	2014	Laguna Hills	3	12	\$ 190,742	\$ 169,859	889,411	8%	5%	34%
35	Ball Road	2014	OCTA	11	38	\$ 733,416	\$ 1,532,115	8,022,411	5%	7%	13%

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
36	Crown Valley Parkway	2014	OCTA	9	30	\$ 367,200	\$ 556,861	2,915,820	4%	3%	20%
37	Edinger Avenue*	2014	OCTA	12	38	\$ 753,800	\$ 1,264,832	6,622,870	2%	5%	25%
38	First Street/Bolsa Avenue	2014	OCTA	12	49	\$ 980,000	\$ 3,506,276	18,359,448	11%	12%	26%
39	Lake Forest Drive	2014	OCTA	2	10	\$ 119,679	\$ 685,904	3,591,510	19%	23%	33%
40	Los Alisos Boulevard	2014	OCTA	7	21	\$ 332,617	\$ 27,876	145,962	5%	3%	16%
41	MacArthur Boulevard/Talbert Avenue	2014	OCTA	7	24	\$ 392,256	\$ 524,129	2,744,427	7%	8%	13%
42	Magnolia Street	2014	OCTA	16	54	\$ 399,943	\$ 2,208,937	11,566,362	10%	12%	26%
43	Marguerite Parkway	2014	OCTA	9	31	\$ 323,056	\$ 609,084	3,189,264	11%	12%	21%
44	Pacific Park Drive/Oso Parkway*	2014	OCTA	8	32	\$ 490,222	\$ 1,912,481	10,014,071	16%	19%	29%
45	Warner Avenue	2014	OCTA	13	43	\$ 621,848	\$ 1,797,186	9,410,366	8%	6%	15%
46	Avenida Pico	2014	San Clemente	4	21	\$ 416,453	\$ 705,991	3,696,687	9%	10%	21%
47	El Camino Real	2014	San Clemente	4	19	\$ 359,998	\$ 1,482,733	7,763,838	9%	10%	25%
48	Del Obispo Street	2014	San Juan Capistrano	4	16	\$ 138,800	\$ 992,762	5,198,269	13%	10%	11%
49	Knott Avenue	2015	Buena Park	7	28	\$ 448,000	\$ 1,918,098	10,043,483	23%	26%	37%
50	Newport Coast Drive	2015	Newport Beach	5	15	\$ 260,000	\$ 651,984	3,413,896	10%	0%	6%
51	San Joaquin Hills Road	2015	Newport Beach	4	11	\$ 220,000	\$ 584,913	3,062,701	11%	12%	32%
52	Jeronimo Road ¹	2015	OCTA	6	16	\$ 267,360	\$ 1,508,063	7,896,471	12%	3%	35%
53	Santa Margarita Parkway	2015	OCTA	5	20	\$ 311,912	\$ 1,705,334	8,929,416	15%	18%	41%
54	Trabuco Road ¹	2015	OCTA	5	16	\$ 266,971	\$ 1,294,844	6,780,018	15%	18%	32%
55	Avenida Vista Hermosa	2015	San Clemente	3	17	\$ 305,856	\$ 252,899	1,324,219	17%	19%	54%
56	Camino De Los Mares	2015	San Clemente	2	13	\$ 248,208	\$ 1,806,683	3,153,365	27%	37%	57%
57	Artesia Boulevard	2016	Buena Park	2	11	\$ 422,142	\$ 795,156	4,163,572	20%	16%	38%
58	Alton Parkway	2016	Irvine	14	48	\$ 1,209,396	\$ 3,082,089	16,138,332	12%	14%	39%
59	Barranca Parkway	2016	Irvine	13	44	\$ 2,106,434	\$ 2,734,900	14,320,395	10%	11%	26%
60	Adams Avenue ¹	2016	OCTA	5	17	\$ 1,042,374	\$ 2,065,973	10,817,781	7%	14%	27%
61	Antonio Parkway ¹	2016	OCTA	10	27	\$ 1,156,920	\$ 2,274,125	11,907,699	16%	19%	23%
62	Bake Parkway	2016	OCTA	6	19	\$ 532,603	\$ 1,434,344	7,510,464	12%	12%	28%
63	La Paz Road	2016	OCTA	8	23	\$ 328,192	\$ 1,951,861	10,220,270	14%	16%	21%
64	Newport Avenue/Boulevard (North) ¹	2016	OCTA	7	24	\$ 946,045	\$ 581,731	3,046,041	12%	15%	36%
65	Newport Boulevard (South)	2016	OCTA	7	33	\$ 1,304,596	\$ 944,446	4,945,276	5%	7%	17%
66	State College Boulevard* ¹	2016	OCTA	5	35	\$ 1,041,579	\$ 1,484,920	7,775,289	10%	11%	16%
67	Seal Beach Boulevard/Los Alamitos Boulevard	2016	Seal Beach	3	13	\$ 586,720	\$ 1,016,379	5,321,931	10%	11%	31%
68	Anaheim Boulevard	2017	Anaheim	4	18	\$ 787,940	\$ (95,430)	(499,686)	-1%	0%	9%
69	Harbor Boulevard*	2017	Anaheim	4	22	\$ 731,867	\$ 1,414,593	7,407,047	8%	9%	15%
70	Birch Street/Rose Drive	2017	Brea	4	14	\$ 664,230	\$ 629,603	3,296,709	23%	30%	37%

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
71	Bristol Street*	2017	OCTA	8	45	\$ 1,884,620	\$ 1,649,926	8,639,290	7%	8%	13%
72	Goldenwest Street	2017	OCTA	8	32	\$ 380,800	\$ 374,406	1,960,454	11%	7%	23%
73	Harbor Boulevard*	2017	Santa Ana	10	46	\$ 1,852,080	\$ 4,320,825	22,624,563	10%	10%	15%
74	Sunflower Avenue	2018	Costa Mesa	3	14	\$ 617,960	\$ 631,288	3,305,529	15%	32%	38%
75	El Toro Road*	2018	Laguna Woods	3	15	\$ 514,000	\$ 1,116,724	5,847,356	17%	20%	33%
76	Moulton Parkway*	2018	Laguna Woods	11	37	\$ 645,440	\$ 939,620	4,920,008	12%	2%	41%
77	Marguerite Parkway*	2018	Mission Viejo	9	30	\$ 759,232	\$ 1,663,372	8,709,695	8%	9%	18%
78	Olympiad Road-Felipe Road	2018	Mission Viejo	6	18	\$ 515,656	\$ 197,900	1,036,240	3%	3%	6%
79	Chapman Avenue*	2018	OCTA	14	55	\$ 2,344,044	\$ 2,322,428	12,160,622	8%	9%	0%
80	Kraemer Boulevard/Glassell Street/ Grand Avenue	2018	OCTA	15	61	\$ 2,433,520	\$ 1,722,240	441,600	12%	7%	8%
81	Orangewood Avenue	2019	Anaheim	3	15	\$ 683,328	\$ 1,140,726	5,973,032	17%	22%	46%
82	Irvine Boulevard	2019	Irvine	7	29	\$ 378,166	\$ 2,757,359	14,437,996	17%	21%	37%
83	Irvine Center Drive/Edinger Avenue*	2019	Irvine	9	39	\$ 1,824,000	\$ 3,402,931	17,818,317	16%	19%	31%
84	Von Karman Avenue/Tustin Ranch Road	2019	Irvine	8	30	\$ 1,439,980	\$ 2,231,534	11,684,688	13%	14%	27%
85	Alicia Parkway*	2019	OCTA	11	40	\$ 1,847,200	\$ 3,550,240	18,589,652	12%	13%	31%
86	Coast Highway	2019	OCTA	9	27	\$ 1,799,210	\$ 1,907,001	9,985,376	5%	5%	8%
87	El Toro Road*	2019	OCTA	7	25	\$ 1,112,447	\$ 4,079,112	21,358,911	20%	25%	42%
88	Westminster Avenue/17th Street*	2019	OCTA	16	63	\$ 2,820,102	\$ 141,754	742,246	5%	5%	16%
89	Camino Vera Cruz	2019	San Clemente	1	5	\$ 192,686	\$ 145,831	763,596	9%	8%	35%
Summary of All Projects				772	3003	\$ 64,812,893	\$ 178,451,633	919,019,575	13%	14%	29%

* Euclid Street, Pacific Park Drive/Oso Parkway, Harbor Boulevard, State College Boulevard, Bristol Street, Moulton Parkway, Chapman Avenue, Westminster Avenue, El Toro Road, Alicia Parkway, Marguerite Parkway, and Irvine Center Drive/Edinger Avenue are included multiple times because these corridors have been revisited

^ \$3.90 per gallon gasoline price used to estimate savings

Note: Improvements are averaged across both directions over the full corridor

¹ Project Board of Directors allocation includes external funding

lbs - pounds

OCTA - Orange County Transportation Authority



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Authorize the Issuance of Bond Anticipation Notes as a Short-Term Interim Financing to Support the Construction of the Interstate 405 Improvement Project and Selection of Underwriting Team

Finance and Administration Committee Meeting of June 9, 2021

Present: Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones, and Muller

Absent: None

Committee Vote

Following the roll call vote, Recommendations A, B, D, and E were declared passed 7-0 by the Members present.

Committee Recommendations (*Reflects a Change From Staff Recommendations*) *Amend Recommendation C.*

- A. Authorize the issuance of Bond Anticipation Notes as a short-term interim financing to support the construction of the Interstate 405 Improvement Project.
- B. Authorize staff to utilize a third-party bridge loan pending issuance of the Bond Anticipation Notes if to do so will generate additional savings over using cash to repay the 2017 Transportation Infrastructure Finance and Innovation Act Loan.
- D. Authorize the selection of Bank of America Securities and Barclays Capital, Inc., from the Orange County Transportation Authority's underwriting pool, to serve as the senior manager and co senior manager, respectively, for the issuance.
- E. Direct staff to return to the Board of Directors for approval of the financing documents required to execute the closing of the transaction.



Committee Recommendations (Continued)

Committee Vote on Recommendation C

Director Foley made a substitute motion to exclude Wells Fargo Securities from Recommendation C. Following the roll call vote; the substitute motion was declared passed 4-3 by the Members present.

Committee Recommendation (*Reflects a Change From Staff Recommendation*)

- C. Authorize the selection of Bank of America Securities, Barclays Capital, Inc., and Citigroup Global Markets, Inc., from the Orange County Transportation Authority's underwriting pool to assist with the issuance.

Committee Discussion

At the June 9, 2021, 2020 Finance and Administration Committee meeting, Director Foley expressed concerns about using Wells Fargo Securities in the underwriting pool.



June 9, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Authorize the Issuance of Bond Anticipation Notes as a Short-Term Interim Financing to Support the Construction of the Interstate 405 Improvement Project and Selection of Underwriting Team

Overview

This item requests authorizations required for the issuance of Bond Anticipation Notes to support the construction of the Interstate 405 Improvement Project and achieve interest cost savings. If a financing is approved, the selection of an underwriting team is recommended.

Recommendations

- A. Authorize the issuance of Bond Anticipation Notes as a short-term interim financing to support the construction of the Interstate 405 Improvement Project.
- B. Authorize staff to utilize a third-party bridge loan pending issuance of the Bond Anticipation Notes if to do so will generate additional savings over using cash to repay the 2017 Transportation Infrastructure Finance and Innovation Act Loan.
- C. Authorize the selection of Bank of America Securities, Barclays Capital, Inc., Citigroup Global Markets, Inc., and Wells Fargo Securities, from the Orange County Transportation Authority's underwriting pool, to assist with the issuance.
- D. Authorize the selection of Bank of America Securities and Barclays Capital, Inc., from the Orange County Transportation Authority's underwriting pool, to serve as the senior manager and co-senior manager, respectively, for the issuance.

Authorize the Issuance of Bond Anticipation Notes as a Short-Term Interim Financing to Support the Construction of the Interstate 405 Improvement Project and Selection of Underwriting Team **Page 2**

- E. Direct staff to return to the Board of Directors for approval of the financing documents required to execute the closing of the transaction.

Background

2017 Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan

On July 26, 2017, the Orange County Transportation Authority (OCTA) and the United States Department of Transportation Build America Bureau Credit Programs Office (Bureau) executed a TIFIA Loan for \$628.9 million (2017 TIFIA Loan) as a direct borrowing for the Interstate 405 (I-405) Improvement Project (Project).

The interest rate on the 2017 TIFIA Loan is 2.91 percent fixed for the life of the loan. As of June 30, 2020, OCTA had drawn \$287 million on the 2017 TIFIA Loan. The amount outstanding under the 2017 TIFIA loan on June 30, 2020, including capitalized interest, was \$302.7 million.

TIFIA Loan Interest Rate Reset

Since August 2020, OCTA staff has been working with the Bureau regarding the possibility of lowering the interest rate on the 2017 TIFIA Loan, as a result of historically low United States (U.S.) Treasury rates. It is expected that savings could be achieved if the 2017 TIFIA Loan is replaced with a new TIFIA Loan (2021 TIFIA Loan), by resetting the 2.91 percent interest rate based on current 30-year U.S. Treasury bond yields.

On October 26, 2020, the OCTA Board of Directors (Board) authorized staff to proceed with pursuing an interest rate reset on the 2017 TIFIA Loan, and on March 22, 2021, the Board approved the substantially final form of the financing documents for the proposed transaction. Based on the estimated timeline provided by the Bureau, OCTA was targeting a financial close for the 2021 TIFIA Loan in late March 2021. However, the approval process for resetting TIFIA Loans was put on hold while internal discussions occurred between the U.S. Department of Transportation (DOT) and Office of Management and Budget (OMB).

On May 20, 2021, the Bureau notified OCTA that an agreement had been reached after several internal discussions between the DOT and OMB, and therefore the Council on Credit and Finance voted to approve the

Authorize the Issuance of Bond Anticipation Notes as a Short-Term Interim Financing to Support the Construction of the Interstate 405 Improvement Project and Selection of Underwriting Team **Page 3**

2021 TIFIA Loan on May 19, 2021. The Bureau has set a tentative closing date for the transaction for June 22, 2021.

Discussion

Summary of the Proposed Short-Term Interim Financing

In addition to the opportunity to refinance the existing 2017 TIFIA Loan, OCTA has an opportunity to complete a short-term interim financing to lock in low-cost funding during the remaining construction period of the Project, as a result of short-term tax-exempt rates remaining near all-time lows while long-term rates have risen. This can be accomplished through the issuance of Bond Anticipation Notes (BANs).

BANs are a short-term financing vehicle used during the construction of projects that create flexibility by cost-effectively delaying draws on and repayment of the TIFA loan, while taking advantage of lower short-term interest rates on the borrowed amounts.

Pursuant to the TIFIA statute, borrowers are not required to draw on a TIFIA Loan until one year beyond substantial completion. Based on the Project's substantial completion date of October 31, 2023, OCTA can issue BANs out to October 2024 at a rate lower than TIFIA rates, providing interest cost savings during the construction of the Project.

BANs for projects with TIFIA loans currently have three-year yields below one percent, which is significantly lower than the current cost of OCTA's 2017 TIFIA Loan of 2.91 percent, and the requested 2021 TIFIA Loan of approximately 2.32 percent (rate estimate as of May 24, 2021). By using the BANs proceeds to pay for Project construction draws, delaying draws on the TIFIA loan until October 2024 and paying off the BANs with TIFIA loan proceeds, OCTA can save approximately \$25 million based on today's short-term yields. These yields are estimates and the actual yields will be determined at the time of pricing. Even though TIFIA Loan proceeds will be used to repay the BANs, in order to achieve the lowest possible yields for the issuance, OCTA is pledging other available revenues, including Measure M2 sales tax revenue, to back the BANs.

OCTA may have the opportunity to generate additional savings by using a bridge loan in lieu of using its own funds to pay off the 2017 TIFIA loan. Staff will work with its underwriters to pursue bridge loan opportunities and determine if it would generate additional savings for OCTA.

Authorize the Issuance of Bond Anticipation Notes as a Short-Term Interim Financing to Support the Construction of the Interstate 405 Improvement Project and Selection of Underwriting Team

Page 4

Once the underwriting team is approved, OCTA staff will work with the financing team to develop a detailed financing plan to be provided to the Board when staff returns for approval of the financing documents.

Underwriting Team

In order to proceed with the recommended financing approach, OCTA will need to select underwriters for a BANs issuance.

On March 11, 2021, OCTA's contracted financial advisory consultant, Sperry Capital, Inc. (Sperry), issued a request for proposals to the 11 firms from the Board-approved underwriting pool, which was established in September 2016, for the short-term financing. On March 24, 2021, nine proposals were received.

On April 2, 2021, a Best and Final Offer was issued by Sperry and all nine firms responded. With the assistance of the Contracts Administration and Materials Management Department, an evaluation committee consisting of OCTA staff from the Express Lanes Programs, Finance and Administration, as well as external representatives from Sperry, met to review all proposals received. The evaluation committee recommends four firms to serve on the underwriting team for the BANs issuance. The recommended firms are Bank of America Securities (Bank of America), Barclays Capital, Inc. (Barclays), Citigroup Global Markets, Inc. (Citigroup), and Wells Fargo Securities (Wells Fargo).

The evaluation committee also recommends naming Bank of America as the senior manager, and Barclays as the co-senior manager for the proposed BANs issuance. Bank of America will be responsible for maintaining the underwriting books for the debt transaction, while Barclays will assist Bank of America with the financing. Bank of America proposed the lowest overall cost for the BANs issuance, while Barclays proposed the second lowest overall cost. The other two firms: Citigroup and Wells Fargo, will serve as co-managers on the transaction.

In their proposals, Bank of America and Barclays highlighted their respective firms' extensive experience with short-term capital markets financings and understanding of OCTA's debt structure. Both firms' technical proposals included work plans with supporting recommendations and a detailed discussion on moving forward with OCTA's BANs issuance.

Authorize the Issuance of Bond Anticipation Notes as a Short-Term Interim Financing to Support the Construction of the Interstate 405 Improvement Project and Selection of Underwriting Team **Page 5**

Anticipated Cost of Issuance Expenses and Underwriting Fees

Cost of issuance expenses for debt issuances are paid at the closing of a financing transaction. These costs include legal fees, financial advisory fees, trustee fees, credit rating fees, printing, roadshow, and other miscellaneous expenditures. The estimated cost of issuance expenses for the TIFIA BANs will total approximately \$500,000. In addition to these costs, the projected underwriting fees for the transaction are estimated at approximately \$500,000. Staff will determine a more precise estimate for the cost of issuance in coordination with the underwriting firms and will provide the estimate with the financing documents in the early August timeframe.

Next Steps

If the Board approves the recommended financing and selection of underwriters, staff will work with its financing team to develop the documents required for the transaction. Prior to execution of the transaction, staff would return to the Board for approval of the financing documents.

Summary

Board of Directors' approval is requested for the issuance of Bond Anticipation Notes as interim financing for the Interstate 405 Improvement Project to achieve interest cost savings. If the financing is approved, the selection of an underwriting team is recommended.

Attachment

None.

Prepared by:



Robert Davis
Department Manager
Treasury and Public Finance
714-560-5675

Approved by:



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

Authorize the Issuance of Bond
Anticipation Notes as a
Short-term Interim Financing to Support
the Construction of the Interstate 405
Improvement Project and Selection of
Underwriting Team

Background

- In July 2017, OCTA secured a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the I-405 Improvement Project (Project) in the amount of \$628.9 million
- The interest rate is fixed at 2.91 percent for the life of the loan
- OCTA has made draws on the TIFIA loan of \$287 million
- The balance on the loan as of June 30, 2020, is \$302.7 million including capitalized interest

Interest Rate Reset on 2017 TIFIA Loan

- Staff has been working with the Build America Bureau (Bureau) since August 2020 to lower the interest rate on the 2017 TIFIA loan
- The Bureau notified OCTA on May 20, 2021, that the interest rate reset has been approved
- Tentative closing date on the loan is June 22, 2021
- Interest rate will be determined at the time of closing and will be the 30-year Treasury rate plus one basis point

Use of Bond Anticipation Notes

- Bond Anticipation Notes (BANs) are a short-term financing vehicle used during the construction of projects
- BANs would allow OCTA to take advantage of lower short-term interest rates by using BANs instead of drawing on OCTA's TIFIA loan
- BANs for projects with TIFIA loans have three-year yields less than one percent
- The interest rate on OCTA's 2017 TIFIA loan is 2.91 percent and current 30-year Treasury rates are approximately 2.31 percent

BANs Process and Estimated Savings

- OCTA is not required to draw on the TIFIA loan until one year after substantial completion of the Project, which is scheduled for October 2024
- OCTA can issue BANs in the amount of the TIFIA loan which is \$628.9 million
- OCTA would use BANs to pay for construction costs
- In October 2024, OCTA would use the TIFIA loan proceeds to pay off the BANs
- Estimated savings would be \$25 million based on today's short-term rates

Selection of Underwriting Team

- OCTA will require an underwriting team to support the issuance of BANs
- A request for proposals was issued to OCTA's existing Board of Directors (Board)-approved underwriting pool
- The evaluation committee recommended four firms, including Bank of America Securities, Barclays Capital, Inc., Citigroup Global Markets, Inc., and Wells Fargo Securities
- Bank of America Securities was recommended as senior manager and Barclays Capital, Inc. was recommended as co-senior manager

Recommendations

- Authorize staff to pursue the Issuance of BANs as a short-term interim financing to support the construction of the Project
- Authorize staff to utilize a third-party bridge loan pending issuance of the BANs if to do so will generate additional savings over using cash to repay the 2017 TIFIA loan.
- Authorize the selection of Bank of America Securities, Barclays Capital, Inc., Citigroup Global Markets, Inc. and Wells Fargo Securities, from the OCTA's underwriting pool to assist with the issuance
- Authorize the selection of Bank of America Securities to serve as senior manager and Barclays Capital, Inc. to serve as co-senior manager for the issuance
- Direct staff to return to the Board for approval of the financing documents required to execute the closing of the transaction

Next Steps

- If the Board approves the recommendations, then staff will work with the financing team to develop the documentation required for the issuance of the BANs
- Staff would return to the Board for the approval of the financing documents in the early August timeframe



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Establishment of Interstate 405 Improvement Project Custody Subaccounts

Finance and Administration Committee Meeting of June 9, 2021

Present: Directors Foley, Goodell, Harper, Hennessey, Hernandez, Jones, and Muller

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendations

- A. Approve by resolution authorizing the establishment of a subaccount to be used solely to pay for the Interstate 405 Improvement Project.
- B. Approve the establishment of one or more Interstate 405 Improvement Project custody subaccounts.
- C. Approve the use of \$500 million of Measure M2 funds to fund the Interstate 405 Improvement Project custody subaccounts no later than June 28, 2021.
- D. Restrict withdrawals from the Interstate 405 Improvement Project custody subaccounts to be made solely for Interstate 405 Improvement Project construction costs.



June 9, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Establishment of Interstate 405 Improvement Project Custody Subaccounts

Overview

The 2017 Transportation Infrastructure Finance and Innovation Act loan for the Interstate 405 Improvement Project required the Orange County Local Transportation Authority to secure a line of credit to show committed local funds to the project. Rather than continuing the use of a line of credit to show committed local funds to the project, staff is proposing to set aside \$500 million of Measure M2 funds to show committed local funds, which could save the agency approximately \$3.4 million over the next two years.

Recommendations

- A. Approve by resolution authorizing the establishment of a subaccount to be used solely to pay for the Interstate 405 Improvement Project.
- B. Approve the establishment of one or more Interstate 405 Improvement Project custody subaccounts.
- C. Approve the use of \$500 million of Measure M2 funds to fund the Interstate 405 Improvement Project custody subaccounts no later than June 28, 2021.
- D. Restrict withdrawals from the Interstate 405 Improvement Project custody subaccounts to be made solely for Interstate 405 Improvement Project construction costs.

Background

In July 2017, the Orange County Local Transportation Authority (OCLTA) secured a line of credit from the Bank of America N.A. (Bank of America) for \$900 million to satisfy a requirement of the Transportation Infrastructure Finance

and Innovation Act (TIFIA) loan for the Interstate 405 Improvement Project (Project). The line of credit was structured in two commitment tranches, the OCLTA 2019 Credit Agreement, in an amount of \$400 million, and the OCLTA 2021 Credit Agreement, in an amount of \$500 million. The 2019 Credit Agreement was terminated in 2019 when OCLTA issued its Measure M2 (M2) Sales Tax Revenue Bonds, Series 2019, to finance the project. The remaining line of credit of \$500 million remains open with Bank of America.

Discussion

Orange County Transportation Authority (OCTA) staff proposed to the Build America Bureau (Bureau), the agency which oversees OCTA's TIFIA loan, to deposit \$500 million of M2 funds into subaccounts under its existing custody account arrangement with US Bank to show committed local funds to the project. The Bureau has agreed with OCTA's approach contingent upon an OCTA Board of Directors (Board) resolution on the use of the funds (Attachment A). OCTA would be required to deposit the funds with US Bank and the funds would be used solely for Project construction costs. In addition, any amounts expended from the subaccounts would correspondingly reduce the amount of committed funds required by the Bureau in the future. OCTA would be able to invest the funds per OCTA's Investment Policy and this action would have no impact on OCTA's ability to fund M2 projects based on current revenue and expenditure assumptions. The current line of credit costs the agency approximately \$1.7 million annually. The term of any new line of credit would be for approximately two years, so this approach could save the agency approximately \$3.4 million in line of credit fees and expenses.

Summary

Staff is requesting Board approval to use \$500 million in M2 funds to establish Project custody subaccounts to show committed local funds as required by OCTA's TIFIA loan. Creating the subaccounts will eliminate the requirement for a line of credit, which could save OCTA approximately \$3.4 million over the next two years.

Attachment

- A. Resolution of the Board of Directors of the Orange County Transportation Authority Authorizing the Establishment of a Subaccount to be Used Solely to Pay for the Interstate 405 Improvement Project

Prepared by:



Robert Davis
Department Manager
Treasury/Public Finance
(714) 560-5675

Approved by:



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

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY
TRANSPORTATION AUTHORITY AUTHORIZING THE ESTABLISHMENT OF A
SUBACCOUNT TO BE USED SOLELY TO PAY FOR THE INTERSTATE 405
IMPROVEMENT PROJECT**

WHEREAS, the Orange County Transportation Authority (OCTA) has established a custody account (Custody Account) with US Bank pursuant to Agreement No. C-9-1361 dated as of November 1, 2019 (Custody Account Agreement);

WHEREAS, the Custody Account Agreement authorizes OCTA to establish subaccounts under the Custody Account;

WHEREAS, the finance plan for the funding of the Interstate 405 Improvement Project (Project) includes the issuance of up to \$500 million of Measure M2 (M2) Sales Tax Revenue Bonds (M2 Bonds) to pay for Project costs;

WHEREAS, to demonstrate its commitment to issue the M2 Bonds to pay for Project costs, this Board of Directors (Board) deems it appropriate to authorize the establishment of one or more Project subaccounts under the Custody Account, subject to the terms and conditions set forth in this Resolution.

NOW, THEREFORE, the OCTA Board hereby finds and resolves as follows:

SECTION 1. The Board authorizes the OCTA Treasurer to establish one or more subaccounts pursuant to the Custody Account Agreement and to fund the subaccounts with M2 Sales Tax Revenues in the amount of \$500 million no later than June 28, 2021. No federal funds shall be used to fund the subaccounts.

SECTION 2. Amounts on deposit in the subaccounts shall only be used to pay or reimburse OCTA for costs related to the Project construction. Any amounts withdrawn to pay for Project costs shall reduce dollar for dollar the amount of M2 Bonds to be issued to pay or reimburse OCTA for construction costs related to the Project.

SECTION 3. This Resolution shall be effective as of the date of its adoption.

ADOPTED, SIGNED, AND APPROVED this 14th day of June 2021.

AYES:

NOES:

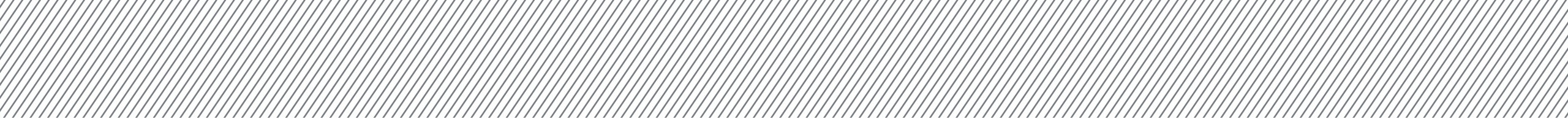
ABSTAIN:

ABSENT:

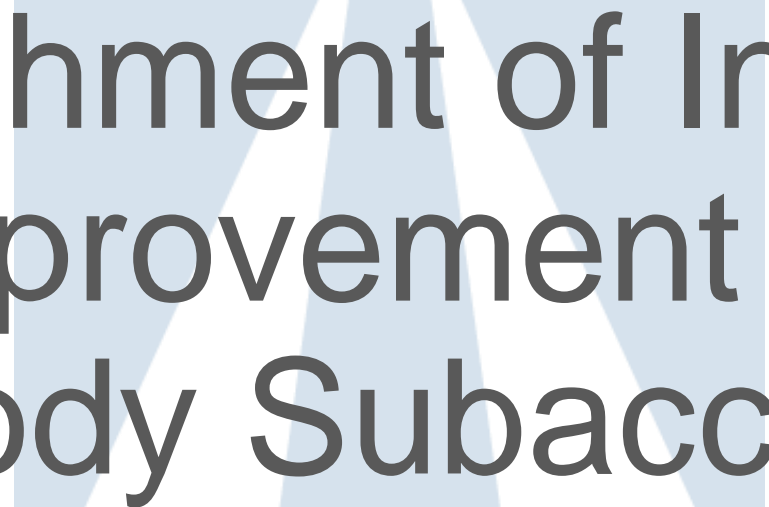
ATTEST:

Andrea West
Interim Clerk of the Board

Andrew Do, Chairman
Orange County Transportation Authority



Establishment of Interstate 405 Improvement Project Custody Subaccounts



Background

- The 2017 Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Interstate 405 (I-405) Improvement Project required the Orange County Transportation Authority (OCTA) to provide \$900 million in committed local funds
- A line of credit (LOC) of \$900 million was used to meet the requirement
- The LOC was structured in two commitment tranches including a 2019 Credit Agreement, in an amount of \$400 million, and a 2021 Credit Agreement, in an amount of \$500 million
- OCTA eliminated the requirement for the 2019 Credit Agreement based on the issuance of Measure M2 (M2) sales tax revenue bonds in February 2019

Status of Remaining Line of Credit

- The 2021 Credit Agreement of \$500 million is being used to show committed local funds
- It is anticipated that committed local funds will be required until mid-to-late 2023
- The total cost of the LOC for the next two years is estimated to be \$3.4 million
- OCTA staff has worked with the Build America Bureau on an approach to eliminate the line of credit requirement using M2 funds

Use of M2 Funds to Eliminate the LOC

- Deposit \$500 million of M2 funds into subaccounts under its existing custody account with the trustee
- Funds would only be used for construction costs related to the I-405 Improvement Project
- Any amounts expended from the subaccounts would reduce the amount of committed local funds required for the TIFIA loan
- Funds would be deposited no later than June 28, 2021
- LOC requirement would be eliminated saving \$3.4 million

Recommendations

- Approve by resolution authorizing the establishment of a subaccount to be used solely to pay for the I-405 Improvement Project
- Approve the establishment of one or more I-405 Improvement Project custody subaccounts
- Approve the use of \$500 million of M2 funds to fund the I-405 Improvement Project custody subaccounts no later than June 28, 2021
- Restrict withdrawals from the I-405 Improvement Project custody subaccounts to be made solely for I-405 Improvement Project construction costs



COMMITTEE TRANSMITTAL

June 14, 2021

To: Members of the Board of Directors

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

Subject: Amendment to Agreement for the Design of the OC Streetcar Project

Transit Committee Meeting of June 10, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.


Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,500,000, and extend the agreement term through September 30, 2022, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$26,083,841.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for the Design of the OC Streetcar Project

Overview

On September 14, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with HNTB Corporation for preparation of plans, specifications, and estimates for the OC Streetcar project. An amendment to the agreement is necessary for additional design support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,500,000, and extend the agreement term through September 30, 2022, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$26,083,841.

Discussion

On February 1, 2016, the Orange County Transportation Authority (OCTA) entered into Agreement No. C-5-3337 with HNTB Corporation (HNTB) for the design of the OC Streetcar project (Project). HNTB produced final plans, specifications, and estimates for the release of an invitation for bids for construction of the Project on December 11, 2017.

Construction activities have been underway since issuance of the Notice to Proceed to Walsh Construction Company II, LLC (Walsh), on March 4, 2019. The focus to date has been on underground utility relocations within City of Santa Ana streets, completion of bridges across the Santa Ana River and Westminster Avenue, work on the maintenance and storage facility (MSF), installation of the overhead catenary system (OCS) and traffic signal pole foundations, and installation of tracks on Santa Ana Boulevard, Mortimer Street,

and the Pacific Electric Right-of-Way. Walsh has started building stations at Fairview Street, Raitt Street, and Harbor Boulevard, as well as preparing sites for delivery of the traction power substations. The at-grade railroad crossing at Fairview Street is under construction, and railroad signaling equipment has been fabricated and will be delivered and installed on the Project in the upcoming months. Most of the OCS poles have been installed, and hardware and wire will go up following track installation.

As the engineer of record, HNTB, has been providing design support during construction (DSDC) as required by the contract, and efforts are consistent with most major construction projects. The efforts include review and response to Walsh's requests for information (RFI) and review and acceptance of contract submittals required in drawings and specifications. As of May 17, 2021, Walsh has submitted 949 RFIs and 1,312 contract submittals, which are significantly more than were anticipated for review and action by the designer. Additional support being provided by HNTB includes providing certification efforts required by permitting agencies, as well as performing design services for Project modifications that are being implemented in the construction phase.

The high number of interrelated elements of this Project, including railroad communications, track work, traffic control, and a 50,000 square foot MSF, make the design and construction complex and require the technical expertise of multiple disciplines. This complexity, combined with inadequate as-built drawings of the subsurface utilities in older public streets and multiple sites of soil contamination, has resulted in the high number of submittals, RFIs, and in some cases, design modifications to address unforeseen conditions. Given the unpredictable nature of the work and uncertainty as to how Walsh will address changes encountered in the field, the level of effort for the DSDC has been difficult to estimate. To most effectively manage the DSDC budget, staff has made conservative assumptions about the level of services needed through August 2022. Prior to November 2021, following completion of FTA's cost and schedule risk analysis, staff will return to the Board with recommendations for remaining cost and schedule adjustments required to complete the Project. This will allow the project team time to better assess field conditions and more reasonably estimate the anticipated quantity of remaining submittals, RFIs, and design modifications that require HNTB's support. Areas requiring an unanticipated increase in HNTB's level of effort include:

- Utility conflicts encountered during the installation of OCS poles are requiring additional field reviews and analysis to confirm pole placements and, in some cases, the redesign of foundations and pole specifications.

- Unidentified utilities and utilities in locations other than where record maps indicated has required HNTB to shift traffic signal pole locations and revise signal mast arm lengths.
- Unidentified shallow utilities have been encountered after pavement removal and excavation, necessitating a redesign of the duct banks that run the length of the track to provide supplemental traction power and fiber optic communications.
- Discovery of cultural resources at the MSF necessitated a modification to the wheel truing pit design and will require a modification to the site and landscaping plans to accommodate reinternment.

While it is anticipated that RFIs related to subsurface work will diminish as the underground work nears completion and solutions for underground conflicts are in place, RFIs and submittals are anticipated to continue for project elements that are being finalized for construction, including track, communication systems, railroad signaling systems, traction power substations, the OCS, and the MSF.

The proposed amendment will authorize continued DSDC for the following:

- Review and acceptance of contractor submittals addressing various project elements, including special trackwork, traction power substations, communication systems, and architectural finishes.
- Review and response to RFIs related to track, system, and MSF elements.
- Prepare requested modifications to plans and specifications and provide administrative support to address unforeseen conditions discovered during construction and/or to enhance system operations and safety.
- Attend project meetings with the construction management team to ensure and facilitate configuration of project elements being constructed, and to participate in construction partnering sessions.

In September 2020, the Board approved Amendment No. 10 for \$2,900,000, increasing the DSDC budget to \$5,563,316. The budget for Amendment No. 10 will be depleted by the end of July, and Amendment No. 11 is required to continue the DSDC and not delay construction, extending the term of the agreement by six months to September 30, 2022. An independent cost estimate for the additional DSDC work described above, in the amount of \$2,500,000, was prepared by the program management team. The cost of this additional

work will be funded from the Project supplemental contingency approved by the Board on March 22, 2021.

As discussed with the Board in March 2021, the Federal Transit Administration (FTA) requested that OCTA not finalize the forecast schedule or estimated cost to complete for the Project until FTA has conducted its own detailed cost and schedule risk analysis, which is anticipated to be complete in early fall. Design services are needed throughout construction, but the level of effort will decrease as the Project nears the end of construction. The complete term of the agreement and the associated cost of the services cannot be finalized until OCTA reaches concurrence with FTA on the Project cost and schedule risk analysis. Upon completion of FTA's risk analysis, staff will return to the Board with recommendations for cost and schedule adjustments to complete the Project. Staff intends to return to the Board following that date to address any additional design services required through the revised Project completion schedule, as agreed to by FTA.

Procurement Approach

This procurement was handled in accordance with Board-approved procedures for architectural and engineering services, which conform to both federal and state laws. On September 14, 2015, the Board approved an agreement with HNTB, in the amount of \$16,434,022, for preparation of the project plans, specifications, and estimates, and it has been previously amended in accordance with Attachment A.

Staff is requesting Board approval to add funds to the existing agreement for additional DSDC. OCTA project staff and HNTB have agreed upon the level of effort for the required services. OCTA found HNTB's price proposal, in the amount of \$2,500,000, to be fair and reasonable for the work to be performed and consistent with the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 11 will also extend the term of the agreement by six months from April 1, 2022 through September 30, 2022, and increase the total contract value to \$26,083,841.

Fiscal Impact

Funding for the Project is included in OCTA's proposed fiscal year 2021-22 budget, Capital Programs Division, Account No. 0051-7519-TS010-Z84, and will be funded through local Measure M2 and federal Congestion Mitigation and Air Quality funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3337 with HNTB Corporation, in the amount of \$2,500,000, for continued design support services during construction for the OC Streetcar project and to extend the agreement term through September 30, 2022.

Attachment

- A. HNTB Corporation, Agreement No. C-5-3337 Fact Sheet

Prepared by:



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**HNTB Corporation
Agreement No. C-5-3337 Fact Sheet**

1. September 14, 2015, Agreement No. C-5-3337, \$16,434,022, approved by the Board of Directors (Board).
 - The agreement was executed on February 1, 2016, to provide design services to prepare the plans, specifications, and estimates for the OC Streetcar project.
2. December 15, 2016, Amendment No. 1 to Agreement No. C-5-3337, \$239,192, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Provide additional design services for field survey and potholing work.
3. February 27, 2017, Amendment No. 2 to Agreement No. C-5-3337, \$37,434, approved by the CAMM Department.
 - Provide additional design services required for relocation of the traction power substation (TPSS) and right-of-way (ROW) legal documentation.
4. April 28, 2017, Amendment No. 3 to Agreement No. C-5-3337, \$207,273, approved by the CAMM Department.
 - Provide additional design support services necessary for modifications to the maintenance and storage facility and for additional potholing services necessary at various locations within the project alignment.
5. May 22, 2017, Amendment No. 4 to Agreement No. C-5-3337, \$864,491, approved by the Board.
 - Provide additional design services because of streetcar stop modifications, various governmental agency requests, and ROW studies.
6. March 20, 2018, Amendment No. 5 to Agreement No. C-5-3337, \$0, approved by the CAMM Department.
 - Modify California Public Utilities Commission Task 7, authorized by Amendment No. 4.
7. June 20, 2018, Amendment No. 6 to Agreement No. C-5-3337, \$249,217, approved by the CAMM Department.

- Provide additional design services during the extended bid period, modify traffic signal plans, Orange County Sanitation District sewer, TPSS site designs, the northeast corner of Santa Ana Boulevard and Ross Street, and the pedestrian plaza adjacent to Sasser Park, and to review the construction schedule and engineer's estimate.
8. November 12, 2018, Amendment No. 7 to Agreement No. C-5-3337, \$1,152,212, approved by the Board.
- Provide additional design services during the extended bid period, extended coordination with third-party utility relocations, addition of traffic signal interconnects, closed-circuit television (CCTV) cameras at Harbor Boulevard park-and-ride, modifications to the maintenance and storage facility (MSF), including moving CCTV servers into the facility and automatic operation of the rail gates into the yard, power isolation, TPSS revisions, and added effort to obtain the MSF building permit.
9. October 28, 2019, Amendment No. 8 to Agreement No. C-5-3337, \$1,500,000, approved by the Board.
- Provide additional design support services during construction and extend the contract term by 27 months from December 31, 2019 through March 31, 2022.
10. June 22, 2020, Amendment No. 9 to Agreement No. C-5-3337, \$ 0, approved by the CAMM Department.
- Transfer \$67,176 unspent design budget for preparation of procurement specifications for ticket vending machines to design support services during construction.
11. September 14, 2020, Amendment No. 10 to Agreement No. C-5-3337, \$2,900,000, approved by the Board.
- Provide additional design support services during construction.
12. June 28, 2021, Amendment No. 11 to Agreement No. C-5-3337, \$2,500,000, pending Board approval.
- Provide additional design support services during construction and extend the contract term by six months from April 1, 2022 through September 30, 2022.

Total funds committed to HNTB Corporation after approval of Amendment No. 11 to Agreement No. C-5-3337: \$26,083,841.

CALIFORNIA TRANSPORTATION PLAN 2050



June 2021

PRESENTED BY
Jeanie Ward-Waller



WHAT IS THE CTP 2050?

- ◆ The California Transportation Plan 2050 (CTP) is the State's long-range transportation plan that utilizes **technical modeling and research**.
- ◆ The plan is meant to be used as a guidance document; it helps us imagine what it takes to **move the needle**.

CTP 2050 DEVELOPMENT TIMELINE



CTP 2050 GOALS



CTP 2050 RECOMMENDATIONS

-  1 Expand access to safe and convenient active transportation options
-  2 Improve transit, rail, and shared mobility options
-  3 Expand access to jobs, goods, services, and education
-  4 Advance transportation equity
-  5 Enhance transportation system resiliency
-  6 Enhance transportation safety and security
-  7 Improve goods movement systems and infrastructure
-  8 Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure
-  9 Manage the adoption of connected and autonomous vehicles
-  10 Price roadways to improve the efficiency of auto travel
-  11 Encourage efficient land use
-  12 Expand protection of natural resources and ecosystems
-  13 Strategically invest in state of good repair improvements
-  14 Seek sustainable, long-term transportation funding mechanisms

CTP 2050 MODELING

- ◆ The CTP 2050 utilizes technical modeling to explore the **impacts** of various transportation and land use policies.
- ◆ **Informs readers** about what it would take to **achieve the CTP 2050 goals**.
- ◆ Helps **identify what consequences** might arise based on the implementation of the recommended strategies.

CTP 2050 SCENARIOS



2050 BASELINE

- Regional Transportation Plans and Sustainable Communities Strategies
- Programmed System Improvements
- High-Speed Rail Business Plan
- CARB Scoping Plan



TRANSPORTATION FOCUS

- 2050 Baseline
- Local Transit
- 2018 Rail Plan Vision
- Reduce Last-Mile Deliveries
- Pricing
- HOV 3+
- Connected and Autonomous Vehicles
- Mobility as a Service



LAND USE FOCUS

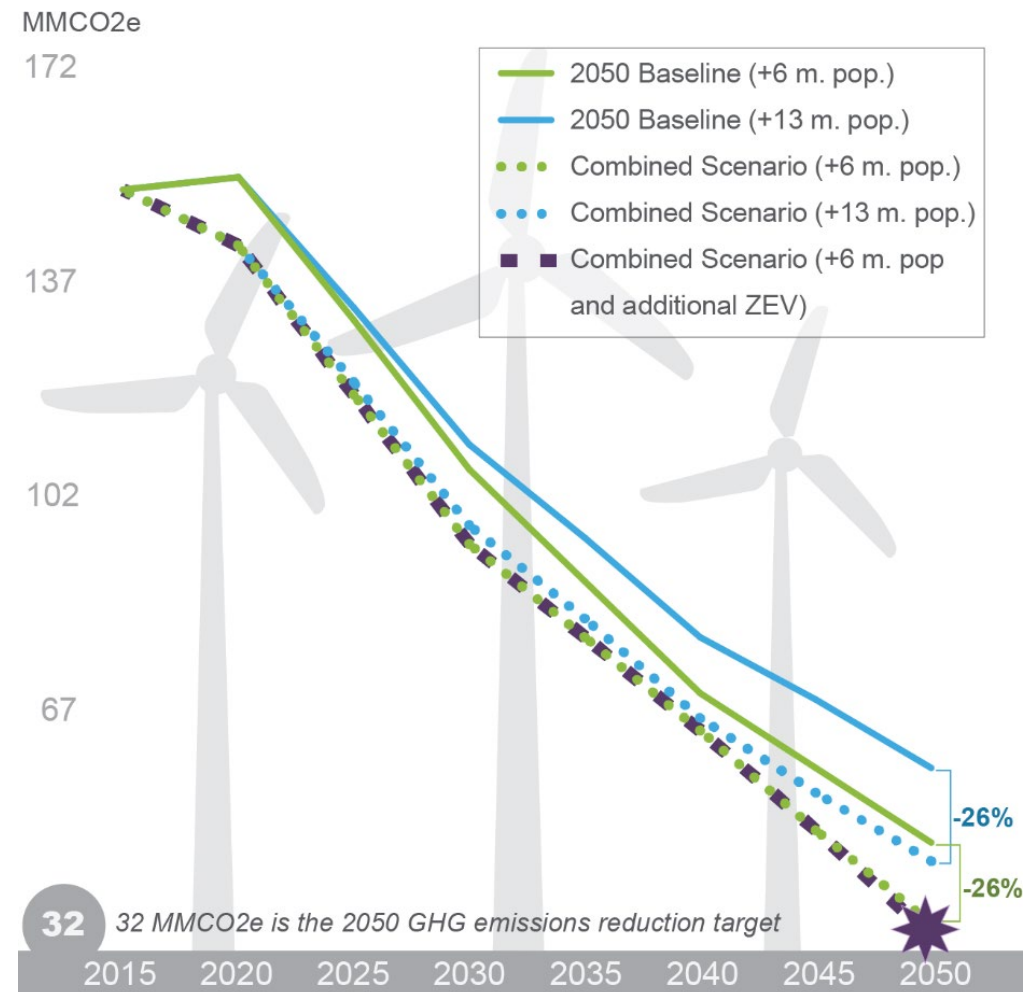
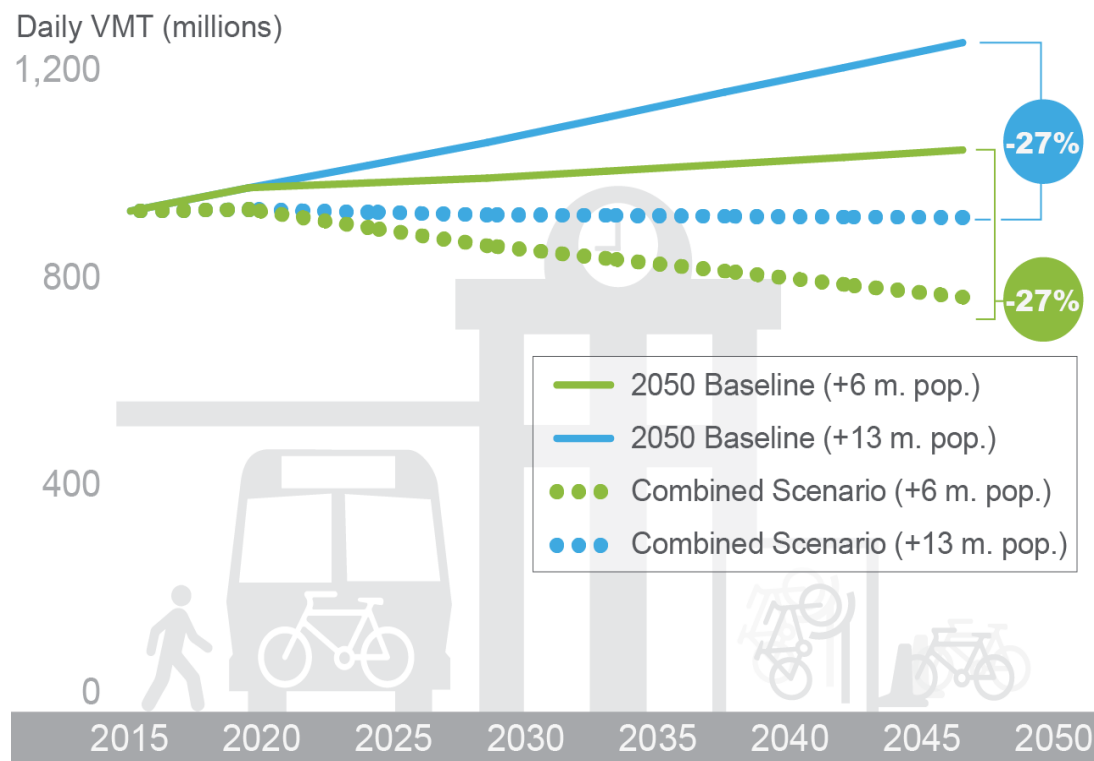
- 2050 Baseline
- Increased Future Land Use Density



COMBINED

- Transportation Focus
- Land Use Focus
- Telework

EXECUTIVE ORDERS N-79-20 & N-19-19



CTP 2050 DRAFT CHANGES



- ◆ Stakeholders helped refine discussion within the plan – **the document was revised to:**
 - ◆ Incorporate discussion for the recently signed EOs N-79-20 and N-19-19;
 - ◆ Elaborate on pricing policies discussion; and
 - ◆ Further emphasize unconstrained nature of the CTP regarding the regional transportation planning process.

DISTRICT ENGAGEMENT

- ◆ Caltrans District 12 **partnership** is crucial.
- ◆ Orange County transportation projects and initiatives are **essential to achieving** our statewide goals:
 - ◆ OC Streetcar Project
 - ◆ I-5 Managed Lanes Project
 - ◆ Zero emission transit fleet
 - ◆ Bicycle corridor improvement program



CTP NEXT STEPS

- ◆ The CTP is ongoing and must continue to provide guidance for **state**, **regional**, and **local** transportation policies.
- ◆ Continued engagement with our partners is the key to successfully **implementing** the CTP.
- ◆ Coordinate efforts to identify resources to **support statewide projects**.



QUESTIONS?