



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, July 12, 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 Delgleize

Pledge of Allegiance

Director Nguyen

Special Calendar

There are no Special Calendar matters.



BOARD AGENDA**Consent Calendar (Items 1 through 14)**

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**1. Approval of Minutes**

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of June 28, 2021.

2. 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.

3. Orange County Transportation Authority Investment and Debt Programs Report - May 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 May 31, 2021.



BOARD AGENDA**3. (Continued)****Recommendation**

Receive and file as an information item.

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

Denise Arriaga Ibarra/Kia Mortazavi

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval. An update on the Solutions for Congestion Corridors Program 2018 program of projects is also provided.

Recommendation

- A. Approve schedule delay requests from the cities of Irvine, La Habra, Santa Ana, and the County of Orange.
- B. Approve amendment requests from the City of Brea contingent upon partial funding award through Cycle 5 of the Active Transportation Program or any subsequent program augmentations.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.



BOARD AGENDA

5. Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects

Jennifer Haith Farinas/Kia Mortazavi

Overview

The Orange Transportation Authority offers grant opportunities to non-profit organizations and local public agencies to help meet the transportation needs of seniors and individuals with disabilities. The Enhanced Mobility for Seniors and Disabled Grant Program augments existing OC Bus fixed-route service, OC ACCESS, and the Senior Mobility Program in Orange County. The Board of Directors is requested to approve the guidelines and release the 2021 Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects.

Recommendations

- A. Approve the guidelines for the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects.
- B. Direct staff to issue the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects using up to \$4 million in local funding.

6. Amendments to the Master Plan of Arterial Highways

Stephanie Chhan/Kia Mortazavi

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local jurisdictions. The cities of Anaheim, Brea, and Yorba Linda have requested amendments to the Master Plan of Arterial Highways that are recommended for Board of Directors' approval. An update on pending Master Plan of Arterial Highways amendments is also provided.



BOARD AGENDA

6. (Continued)

Recommendations

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.

Cities of Yorba Linda and Anaheim

3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;
5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and
6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.



BOARD AGENDA

6. (Continued)

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.

Orange County Transit District Consent Calendar Matters

7. OC Flex Microtransit Service Pilot Program Update

Jack Garate/Jennifer L. Bergener

Overview

In October 2018, the Orange County Transportation Authority initiated a microtransit service pilot program, branded as OC Flex, operating in two areas of Orange County where transit demand does not support traditional fixed-route service. The pilot program is intended to match resources with changing demand, increasing the efficiency and effectiveness of the Orange County transit system. This report provides an overview of the OC Flex demand and performance during the third year of operation and highlights challenges faced due to the coronavirus pandemic.

Recommendation

Receive and file as an information item.



BOARD AGENDA

8. Award of Sole Source Agreement for the Purchase of Bus Engines
Dayle Withers/Jennifer L. Bergener

Overview

The Orange County Transportation Authority operates a fleet of 173 New Flyer Xcelsior compressed natural gas-powered buses, model year 2016, that are due for midlife overhaul maintenance, which includes engine replacement. The proposed replacement engine has been certified by the California Air Resources Board as a near-zero-emission engine, which will further decrease the emissions profile of the entire bus fleet. Only one engine manufacturer is certified to meet these emissions standards. Board of Directors' approval is requested to execute a sole source agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-1-3417 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$12,525,823, for the purchase of 173 Cummins L9N, 8.9-liter, compressed natural gas-powered engines.

9. August 2021 Bus Service Change
Jorge Duran/Kia Mortazavi

Overview

California is emerging from the coronavirus pandemic and the stay-at-home orders that were put in place to protect public health are being phased out. The return of economic activity is expected to increase demand for bus transit service. In response, the Orange County Transportation Authority is implementing a mid-summer service change. The proposed August 2021 bus service change represents the largest increase in service since the start of the pandemic. The additional service is intended to address expected ridership increases related to the return of in-person instruction for schools, colleges, and universities, and the resurgence of hospitality industry activities.

Recommendation

Receive and file as an information item.



BOARD AGENDA

Orange County Local Transportation Authority Consent Calendar Matters

10. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Niall Barrett/James G. Beil

Overview

On March 8, 2021, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant services to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Parsons Transportation Group Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 between the Orange County Transportation Authority and Parsons Transportation Group Inc., for the preparation of plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.



BOARD AGENDA

11. Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed at this time to compensate OC 405 Partners for additional design and construction efforts related to intersection and sidewalk improvements at Garden Grove Boulevard.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 99 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$470,000, to design and construct intersection and sidewalk improvements at the intersection of Garden Grove Boulevard and the Interstate 405 northbound off-ramp.

12. Cooperative Agreement with the Southern California Regional Rail Authority for the Irvine Station Improvements Project

Jason Lee/James G. Beil

Overview

The Orange County Transportation Authority, in coordination with the Southern California Regional Rail Authority, is working in cooperation to implement improvement at the Irvine Station. A cooperative agreement is necessary to define roles, responsibilities, and funding for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3425 between the Orange County Transportation Authority and the Southern California Regional Rail Authority for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.



BOARD AGENDA**13. Consultant Selection for Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project**

Jason Lee/James G. Beil

Overview

On October 26, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for preliminary engineering and environmental services for the Irvine Station Improvements Project. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 between the Orange County Transportation Authority and AECOM Technical Services, Inc., for preliminary engineering and environmental services for the Irvine Station Improvements Project.

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

Alfonso Hernandez/Kia Mortazavi

Overview

Measure M2 includes a program to fund Community-Based Transit Circulators known as Project V. The goal of the program is to provide local transit services designed to complement regional transit services. Funding is awarded to local jurisdictions through a competitive call for projects and local jurisdictions then implement the awarded services. Ridership reports for Project V-funded services are presented to the Board of Directors twice annually. This item provides the ridership report for the second and third quarters of fiscal year 2020-21, from October 2020 through March 2021. It also provides a brief update on Project V program-related activities.



BOARD AGENDA

14. (Continued)

Recommendations

- A. Receive and file Project V Ridership Report as an information item.
- B. Release contingency for the award of \$171,810 in M2 Project V capital funds for Dana Point's replacement vehicle.

Regular Calendar

Orange County Transit District Regular Calendar Matters

15. Youth Ride Free Promotional Pass Expanded to Include 18 and Under Ryan Maloney/Maggie McJilton

Overview

The Orange County Transportation Authority plans to launch a promotional free pass for youth ages 13 and under in September 2021, funded by Low Carbon Transit Operation Program grant funds. Based on feedback from the Board of Directors, staff is recommending expanding the eligible age of the pass to include ages 18 and under. The revised promotional "Youth Ride Free" pass would be available to all youth riders (six to 18 years old), from September 2021 to February 2022.

Recommendations

- A. Expand the eligible age of the current "13 and Under Ride Free" youth fare promotion from six to 13 years old to include ages 14 to 18 years old.
- B. Authorize staff to make all necessary amendments, as well as execute any necessary agreements to facilitate the above recommendation.



BOARD AGENDA

Orange County Local Transportation Authority Regular Calendar Matters

- 16. OC Streetcar Project Quarterly Update**
Ross Lew/James G. Beil

Overview

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from April 2021 through June 2021.

Recommendation

Receive and file as an information item.

- 17. Contract Change Order for Exploratory Potholing Allowance for the Construction of the OC Streetcar Project**
Ross Lew/James G. Beil

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for work to address exploratory potholing.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 56.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional exploratory potholing allowance for the construction of the OC Streetcar project.



BOARD AGENDA

Discussion Items

18. 2021 Board of Directors and Chief Executive Officer Initiatives and Action Plan - Mid-Year Report

Darrell E. Johnson

On January 25, 2021, the Board of Directors approved the 2021 Board of Directors and Chief Executive Officer's Initiatives and Action Plan. The Action Plan consists of three Board of Directors initiatives broken down into nine Chief Executive Officer initiatives to be monitored through 96 milestones throughout the calendar year.

19. Public Comments

20. Chief Executive Officer's Report

21. Directors' Reports

22. Closed Session

There are no Closed Sessions scheduled.

23. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, July 26, 2021**, at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

MINUTES

Board of Directors' Meeting

Call to Order

The Monday, June 28, 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
Harry S. Sidhu
Donald P. Wagner
Ryan Chamberlain, District Director – Caltrans District 12

Directors Absent:

Tim Shaw

Staff Present:

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Deputy Clerk of the Board
Allison Cheshire, Interim Deputy Clerk of the Board

Via Teleconference:

Cassie Trapesonian, Assistant General Counsel

Invocation

Director Goodell gave the invocation.

Pledge of Allegiance

Director Harper led in the Pledge of Allegiance.

Special Calendar

1. Taxpayer Oversight Committee New Member Recruitment and Lottery

Chairman Do provided an overview of the Taxpayer Oversight Committee (TOC) and conducted the lottery for the final selection of the new M2 TOC Members.

The names were drawn from the recommended finalists from the Grand Jurors' Association of Orange County Selection Panel, representing the First, Second, Fourth, and Fifth Supervisorial Districts. The lottery results were as follows:

First Supervisorial District/City

Andrew Ramirez, Fountain Valley

Alternate List (in order):

Pauline Merry, Garden Grove

Second Supervisorial District/City

Mark Kizzar, Huntington Beach

Alternate List (in order):

Paul Anderson, Newport Beach

Michael Hamrel, Huntington Beach

Ellen Riley, Huntington Beach

Pradeep Gunaratne, Huntington Beach

Fourth Supervisorial District/City

Ajay Khetani, Anaheim

Alternate List (in order):

James Evans, Brea

Dana Swart, Placentia

1. (Continued)

Fifth Supervisorial District/City

Shannon O'Toole, San Clemente

Alternate List (in order):

Blake Stephens, Laguna Niguel

Kevin Dailey, Mission Viejo

Nilima Gupta, Lake Forest

Patricia Andereen, San Clemente

Chairman Do congratulated the newly elected members and thanked all the applicants and finalists for their interest. Chairman Do also thanked and acknowledged this year's Grand Jurors Association of Orange County Selection Panel Bill Underwood (Chair), Robin Bowen, Sandy Dunkin, John Moohr, and Virginia Zlaket.

Chairman Do also acknowledged the following outgoing TOC Members:

- Dr. Pauline Merry lives in Garden Grove, representing the First Supervisorial District, and served on the Environmental Oversight Committee and Annual Eligibility Review Subcommittee;
- Larry Lang, who represented the Fourth Supervisorial District as a Fullerton resident, served on the Audit Subcommittee;
- Jeffrey Kaplan, a Laguna Beach resident who represented the Fifth Supervisorial District and served on the Annual Eligibility Review Subcommittee; and
- Mark Kizzar, a Huntington Beach resident who represents the Second Supervisorial District. Mark served on the Audit Subcommittee, and Co-Chair of the TOC will return this year to the Committee.

Chairman Do announced that the following year's recruitment would begin in early spring to fill vacancies representing the First, Third, Fourth, and Fifth Supervisorial Districts.

Darrell E. Johnson, Chief Executive Officer (CEO), announced that OCTA staff would be contacting the selected members with further information.

A motion was made by Director Bartlett, seconded by Director Wagner, and following a roll call vote, declared passed 16-0, to:

- A. Pursuant to the Measure M ordinances, conduct the lottery for final selection of new Measure M Taxpayer Oversight Committee members by drawing one name each representing the First, Second, Fourth, and Fifth Supervisorial Districts from the list of recommended finalists from the Grand Jurors Association of Orange County.

1. (Continued)

- B. Present Orange County Local Transportation Authority Resolutions of Appreciation No. 2021-020 for Dr. Pauline Merry, No. 2021-021 for Mark Kizzar, No. 2021-022 for Larry Lang, and No. 2021-023 for Jeffrey Kaplan members of the Taxpayer Oversight Committee whose terms have expired.

Consent Calendar (Items 2 through 12)

2. Approval of Minutes

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of June 14, 2021.

Director Hennessey was not present to vote on this item.

3. Citizens Advisory Committee Annual Update and Member Appointments

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file the Citizens Advisory Committee status report.

Director Hennessey was not present to vote on this item.

4. Special Needs Advisory Committee Annual Update and Member Appointments

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file the Special Needs Advisory Committee status report.

Director Hennessey was not present to vote on this item.

5. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2021-22

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to adopt Orange County Transportation Authority Resolution No. 2021-044 to establish the Orange County Transportation Authority General Fund appropriations limit at \$13,113,890, for fiscal year 2021-22.

Director Hennessey was not present to vote on this item.

6. Proposed Overall Disadvantaged Business Enterprise Goal for Federal Transit Administration-Assisted Contracts for Federal Fiscal Years 2022-2024

Director Foley pulled this item to compliment the staff for the hard work in helping local and diverse businesses access contracts with OCTA.

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to adopt the proposed overall Disadvantaged Business Enterprise goal of 11 percent for all Federal Transit Administration-assisted contracts issued during the federal fiscal years 2022 through 2024 in accordance with Title 49 Code of Federal Regulations, Part 26.

Director Hennessey was not present to vote on this item.

7. State Legislative Status Report

Director Foley pulled this item to comment that OCTA staff are doing an excellent job of environmental stewardship, with 5 percent of the net freeway proceeds offsetting impacts from the Measure M2 projects.

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to adopt a SUPPORT position on SB 790 (Stern, D-Calabasas), which would create a new mitigation credit program for transportation projects that include wildlife connectivity benefits.

Director Hennessey was not present to vote on this item.

8. Federal Legislative Status Report

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file as an information item.

Director Hennessey was not present to vote on this item.

9. Amendments to Agreements for Temporary Staffing Services

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-8-1593 between the Orange County Transportation Authority and APR Consulting, Inc., to exercise the first option term for continued temporary staffing services.

9. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-8-1842 between the Orange County Transportation Authority and ManpowerGroup US to exercise the first option term for continued temporary staffing services.
- C. Approve an increase of \$500,000 to the aggregate amount to be shared by both staffing firms, for a total amount of \$2,450,000 shared between the two contracts.

Director Hennessey was not present to vote on this item.

10. Bus Operations Performance Measurements Report for the Third Quarter of Fiscal Year 2020-21

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file as an information item.

Director Hennessey was not present to vote on this item.

11. Taxpayers Oversight Committee Measure M2 Annual Public Hearing Results and Compliance Finding

Vice Chairman Murphy thanked the Measure M Taxpayers Oversight Committee (TOC) for the great work on behalf of the Orange County taxpayers. He stated that the TOC has found OCTA has been following the Measure M ordinance for the 30th consecutive year. The TOC takes its oversight role seriously, and OCTA appreciates the dedication and effort of each member to ensure Measure M is being implemented as promised.

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to receive and file as an information item.

Director Hennessey was not present to vote on this item.

12. Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limitation for Fiscal Year 2021-22

A motion was made by Director Muller, seconded by Director Hernandez, and following a roll call vote, declared passed 15-0, to adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2021-043 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$1,981,873,617, for fiscal year 2021-22.

Director Hennessey was not present to vote on this item.

Regular Calendar

There were no Regular Calendar matters.

Discussion Items

13. Update on Interstate 5 Improvement Project from San Diego County Line to Avenida Pico

Rose Casey, Director of Highway Programs, and Christina Byrne, Department Manager of Public Outreach, co-presented a PowerPoint presentation.

Director Bartlett thanked OCTA staff for the Ortega widening project. She stated this is one of the significant three-pronged projects for south county. At the Regional Planning and Highways Committee, OCTA staff assured everyone that they do not anticipate any problems relevant to the level of service.

Director Bartlett also stated that since the City of San Clemente residents are sensitive to mobility and infrastructure projects, some public outreach would help the residents learn that this is not a connecting project through their city to somewhere else. She noted this is a project from Avenida Pico just to the county line in San Diego.

Chairman Do echoed Director Bartlett's comments.

14. Public Comments

The DCOB stated that the COB Department received two public comments on June 23, 2021, at 11:30 a.m. from Anthony Saba and Erica Cox. In addition, on June 28, 2021, at 7:06 a.m., a public comment was received from JoAnna Schilling, President of Cypress College. The comments were emailed to the Board of Directors on June 28, 2021, at 8:08 a.m. and will be retained as part of the record for today's Board meeting.

15. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

June Employees of the Month -

- Edward Estrada is the Operations Employee of the Month.
- The Maintenance Employee of the Month is Rogelio Gutierrez.
- The Administrative Employee of the Month is Lynn Huson.
- OCTA's June Employees of the Month were congratulated.

OCTA's 30th Anniversary -

- Mr. Johnson stated that OCTA recently celebrated its 30th anniversary.
- On June 20, 1991, OCTA was formed through the consolidation of seven separate transportation agencies. This consolidation has saved Orange County taxpayers millions of dollars by increasing efficiency and eliminating duplication of efforts.
- Mr. Johnson, CEO, thanked the Board for their leadership that has helped guide OCTA over the years and has helped OCTA successfully reach our 30th anniversary. This is a significant milestone, and all the Board Members should have received a commemorative pin that he hopes would be worn proudly.
- Mr. Johnson shared a video that highlights some of OCTA's accomplishments over the past 30 years.
- Staff will also be posting a series of 30 weekly social media messages, and staff has created a webpage with additional information that he encouraged everyone to at **octa.net/30years**.

Director Delgleize stated that the service OCTA has provided over the last 30 years has been so efficient. She also noted that people take it for granted, and when something like coronavirus hits, it brings to her and everyone's attention how important it is. She acknowledges the video and believes OCTA is on the cutting edge for the future.

16. Directors' Reports

There were no Directors' Reports.

17. Closed Session

A Closed Session has been scheduled as follows:

- A. Pursuant to Government Code Section 54957.6 to discuss negotiations with Teamsters Local 952 regarding the coach operators. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of Human Resources and Organizational Development, and Teamsters Local 952 representative.
- B. Pursuant to Government Code 54957.6 to discuss collective bargaining agreement negotiations with the Transportation Communications International Union regarding the parts/stock room clerks and facilities maintenance employee unit. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of Human Resources and Organizational Development, and Transportation Communications International Union representative.

There was no report out for the above noted Closed Session Items.

18. Adjournment

The meeting adjourned at 9:42 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, July 12, 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



**MATERIALS WILL BE PROVIDED UNDER
SEPARATE COVER PRIOR TO THE
July 12, 2021
BOARD OF DIRECTORS MEETING.**



COMMITTEE TRANSMITTAL

July 12, 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 - May 2021

Finance and Administration Committee Meeting of June 23, 2021

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

Committee Vote

Following the roll call vote, this item was declared passed 5-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



June 23, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Orange County Transportation Authority Investment and Debt Programs Report – May 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 May 31, 2021.

Recommendation

Receive and file as an information item.

Discussion

As of May 31, 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 \$23,218,901. For the month of April, the monthly gross yield for the OCIP was 0.5 percent. Yields for the month of May will be received in June.

During the month of May, two securities held within OCTA's investment portfolio were downgraded. The total number of securities on the Negative Credit Watch list remained at one security for the month. Please refer to A-8 (Rating Downgrades and Negative Credit Watch) of Attachment A for further details. As of May 31, 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 May 31, 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 May 31, 2021.

Attachments

- A. Orange County Transportation Authority Investment and Debt Programs
– For the Period Ending May 31, 2021
- B. Orange County Transportation Authority Portfolio Listing as of
May 31, 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
May 31, 2021**

OCTA Investment Dashboard

5/31/2021

Safety of Principal

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

Not applicable.

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

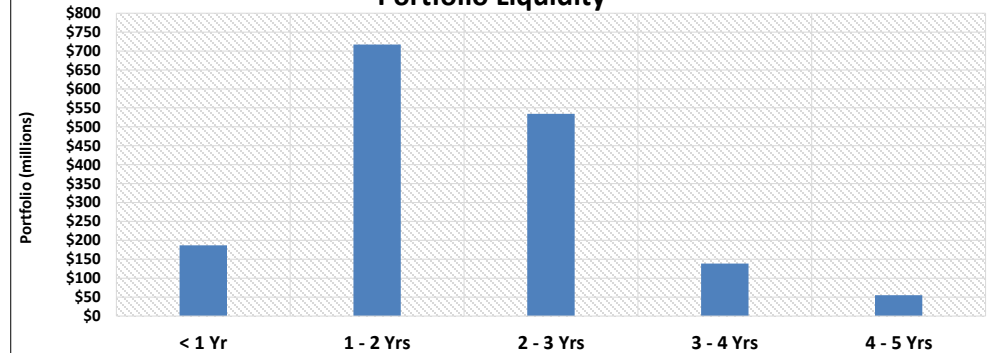
Not applicable.

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

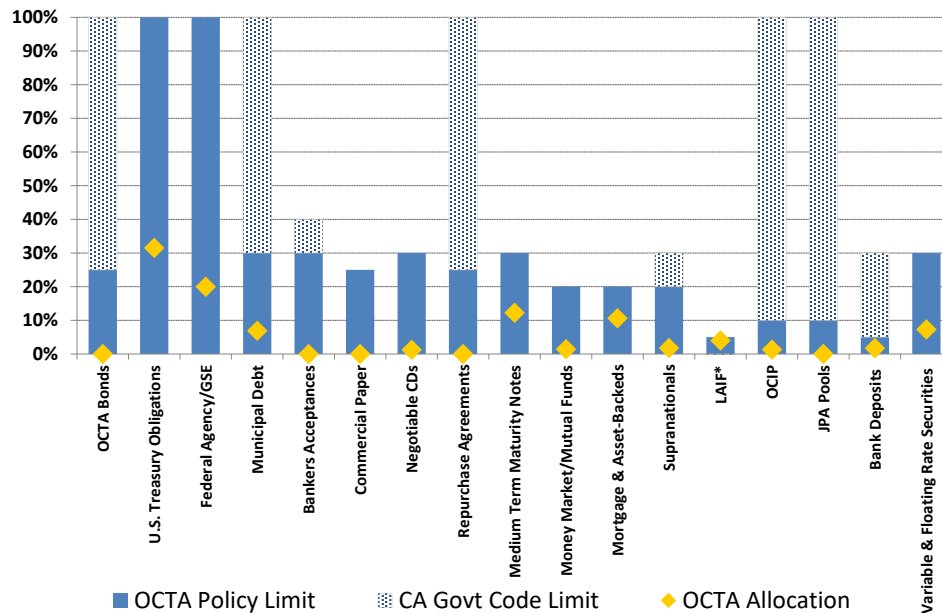
Two securities held within OCTA's investment portfolio were downgraded during the month. The total number of securities on the Negative Credit Watch list remained at one security for the month.

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

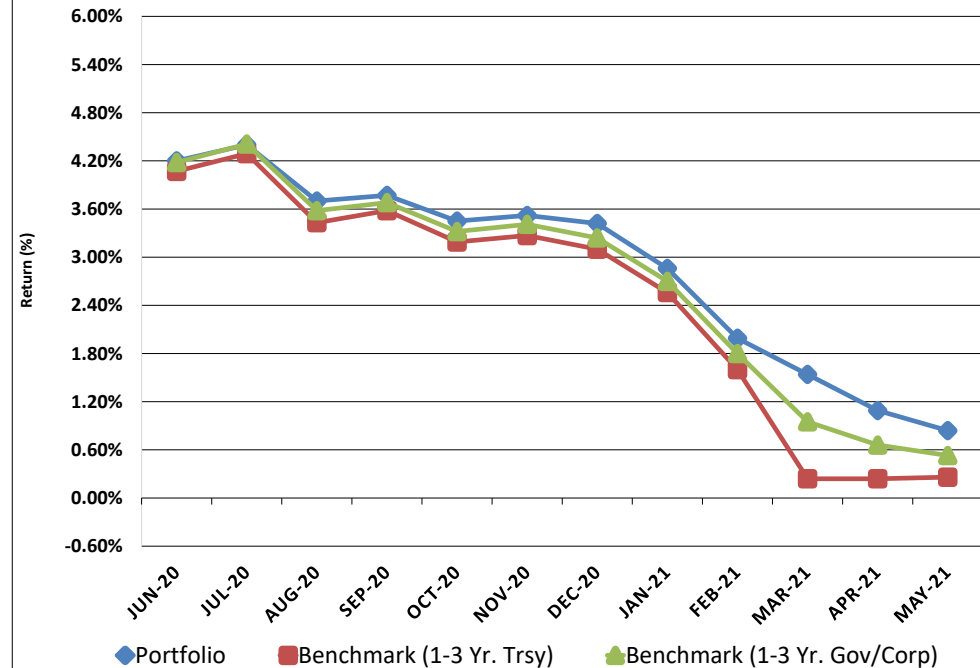
Portfolio Liquidity



Portfolio Diversification



Portfolio Return - 12 Month



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

Investment Compliance

5/31/2021

Portfolio Subject to Investment Policy			
	Dollar Amount	Percent Of	Investment Policy
Short-Term/Liquid Portfolio ¹	Invested	Portfolio	Maximum Percentages
U.S. Treasury Obligations	\$ 555,470,320	31.5%	100%
Federal Agency/GSE	352,379,286	20.0%	100%
Municipal Debt	121,906,281	6.9%	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	215,993,153	12.2%	30%
Money Market/Mutual Funds	24,925,786	1.4%	20%
Mortgage & Asset-Backed	187,081,384	10.6%	20%*
Supranationals	30,904,063	1.8%	20%
Local Agency Investment Fund**	70,996,561	4.0%	\$ 75 Million
Orange County Investment Pool	23,218,901	1.3%	10%
Joint Powers Authority Pools	-	0.0%	10%
Bank Deposits	30,585,282	1.7%	5%
Variable & Floating Rate Securities	128,573,775	7.3%	30%
Total Short-Term/Liquid Portfolio	\$ 1,763,834,793	100.0%	

1. Excludes portion of Liquid Portfolio subject to Indenture

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

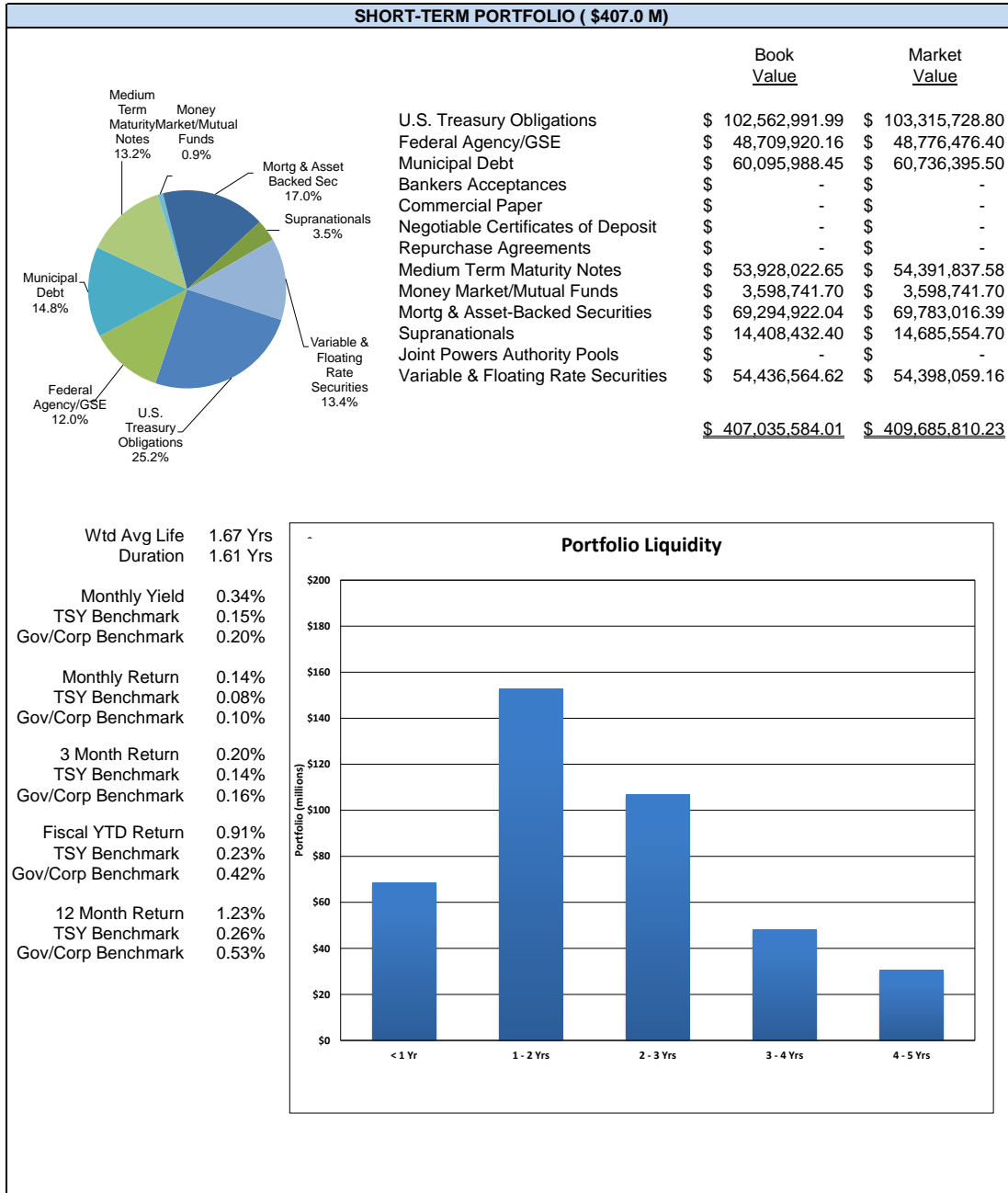
**OCTA increased the balance in the LAIF (Pool) from \$46m to \$71m during the month of February.

Portfolio Subject to Indenture						
	Dollar Amount		OCTA		Indenture Requirements	
	Invested	Credit Quality	Term		Credit Quality	Term
Liquid Portfolio*						
Money Market Funds	\$ 40,444,268	AAA/Aaa	45 days		Min. A2/A	Max. 4 years
Total Liquid Portfolio	\$ 40,444,268					
Bond Proceeds Portfolio						
Money Market Funds	\$ 171,159,345	AAA/Aaa	45 days		Min. A2/A	Max. 4 years
Total Bond Proceeds Portfolio	\$ 171,159,345					
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	\$ 196,462,903					
Portfolio Total	\$ 2,000,741,964					

*Reflects portion of Liquid Portfolio subject to Indenture

Investment Manager Diversification and Maturity Schedules

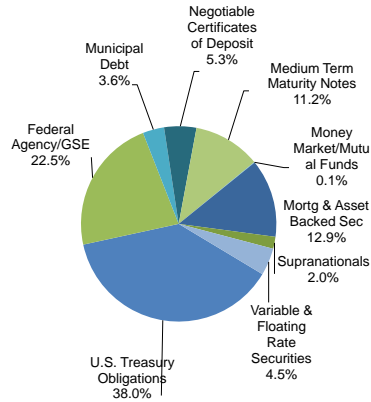
MetLife Investment Management
5/31/2021



Investment Manager Diversification and Maturity Schedules

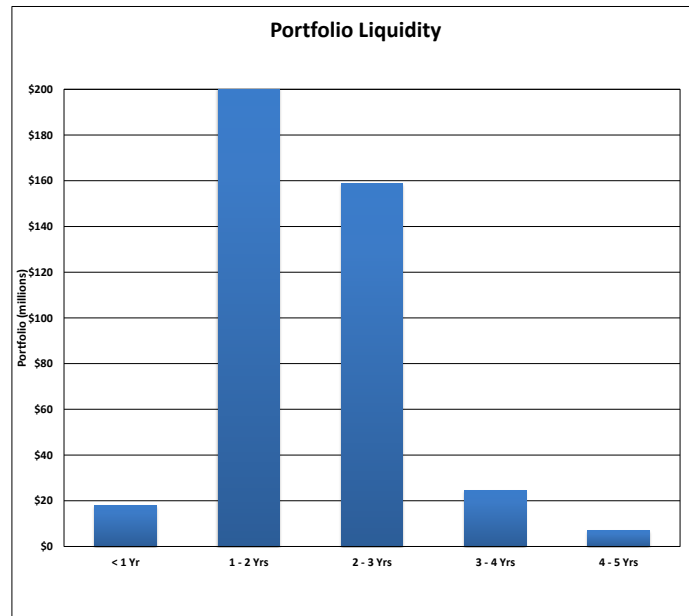
PFM
5/31/2021

SHORT-TERM PORTFOLIO (\$409.1 M)



	Book Value	Market Value
U.S. Treasury Obligations	\$ 155,382,622.11	\$ 157,503,266.95
Federal Agency/GSE	\$ 91,887,108.83	\$ 92,172,020.80
Municipal Debt	\$ 14,512,759.95	\$ 14,594,102.10
Bankers Acceptances	\$ -	\$ -
Commercial Paper	\$ -	\$ -
Negotiable Certificates of Deposit	\$ 21,800,000.00	\$ 22,128,127.50
Repurchase Agreements	\$ -	\$ -
Medium Term Maturity Notes	\$ 45,676,309.05	\$ 45,721,958.30
Money Market/Mutual Funds	\$ 379,466.21	\$ 379,466.21
Mortg & Asset-Backed Securities	\$ 52,907,519.71	\$ 53,547,435.89
Supranationals	\$ 8,102,487.95	\$ 8,125,610.30
Joint Powers Authority Pools	\$ -	\$ -
Variable & Floating Rate Securities	\$ 18,458,588.42	\$ 18,552,655.26
	<u>\$ 409,106,862.23</u>	<u>\$ 412,724,643.31</u>

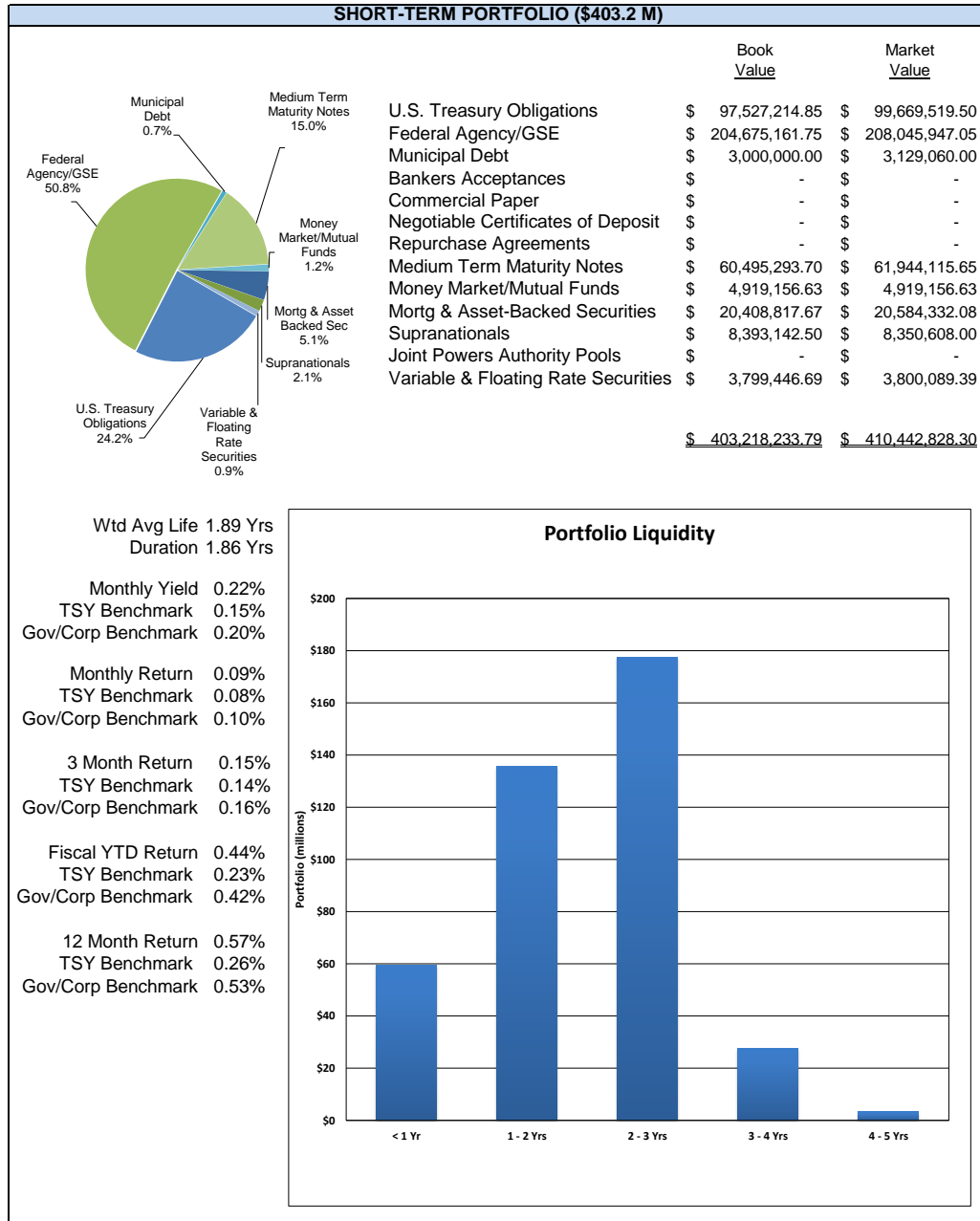
Wtd Avg Life	1.79 Yrs
Duration	1.79 Yrs
Monthly Yield	0.24%
TSY Benchmark	0.15%
Gov/Corp Benchmark	0.20%
Monthly Return	0.10%
TSY Benchmark	0.08%
Gov/Corp Benchmark	0.10%
3 Month Return	0.18%
TSY Benchmark	0.14%
Gov/Corp Benchmark	0.16%
Fiscal YTD Return	0.56%
TSY Benchmark	0.23%
Gov/Corp Benchmark	0.42%
12 Month Return	0.69%
TSY Benchmark	0.26%
Gov/Corp Benchmark	0.53%



Investment Manager Diversification and Maturity Schedules

Chandler Asset Management

5/31/2021

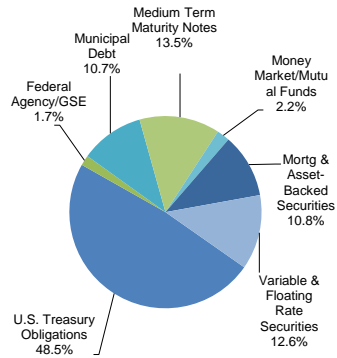


Investment Manager Diversification and Maturity Schedules

Payden & Rygel

5/31/2021

SHORT-TERM PORTFOLIO (\$412.6 M)



	Book Value	Market Value
U.S. Treasury Obligations	\$ 199,997,491.14	\$ 200,030,891.39
Federal Agency/GSE	\$ 7,107,095.00	\$ 7,071,373.90
Municipal Debt	\$ 44,297,533.09	\$ 44,619,513.40
Bankers Acceptances	\$ -	\$ -
Commercial Paper	\$ -	\$ -
Negotiable Certificates of Deposit	\$ -	\$ -
Repurchase Agreements	\$ -	\$ -
Medium Term Maturity Notes	\$ 55,893,527.92	\$ 56,679,351.99
Money Market/Mutual Funds	\$ 8,986,936.08	\$ 8,986,936.08
Mortg & Asset-Backed Securities	\$ 44,470,124.59	\$ 44,772,184.07
Supranationals	\$ -	\$ -
Joint Powers Authority Pools	\$ -	\$ -
Variable & Floating Rate Securities	\$ 51,879,175.73	\$ 52,055,607.39
	<u>\$ 412,631,883.55</u>	<u>\$ 414,215,858.22</u>

Wtd Avg Life 1.81 Yrs
Duration 1.77 Yrs

Monthly Yield 0.21%
TSY Benchmark 0.15%
Gov/Corp Benchmark 0.20%

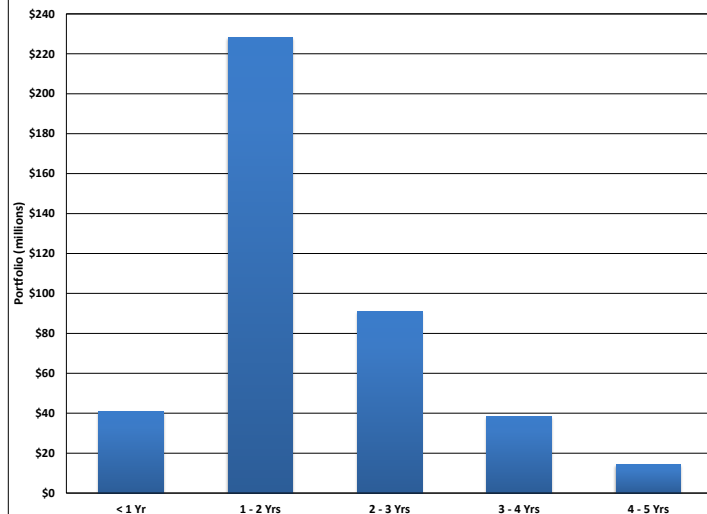
Monthly Return 0.12%
TSY Benchmark 0.08%
Gov/Corp Benchmark 0.10%

3 Month Return 0.19%
TSY Benchmark 0.14%
Gov/Corp Benchmark 0.16%

Fiscal YTD Return 0.64%
TSY Benchmark 0.23%
Gov/Corp Benchmark 0.42%

12 Month Return 0.89%
TSY Benchmark 0.26%
Gov/Corp Benchmark 0.53%

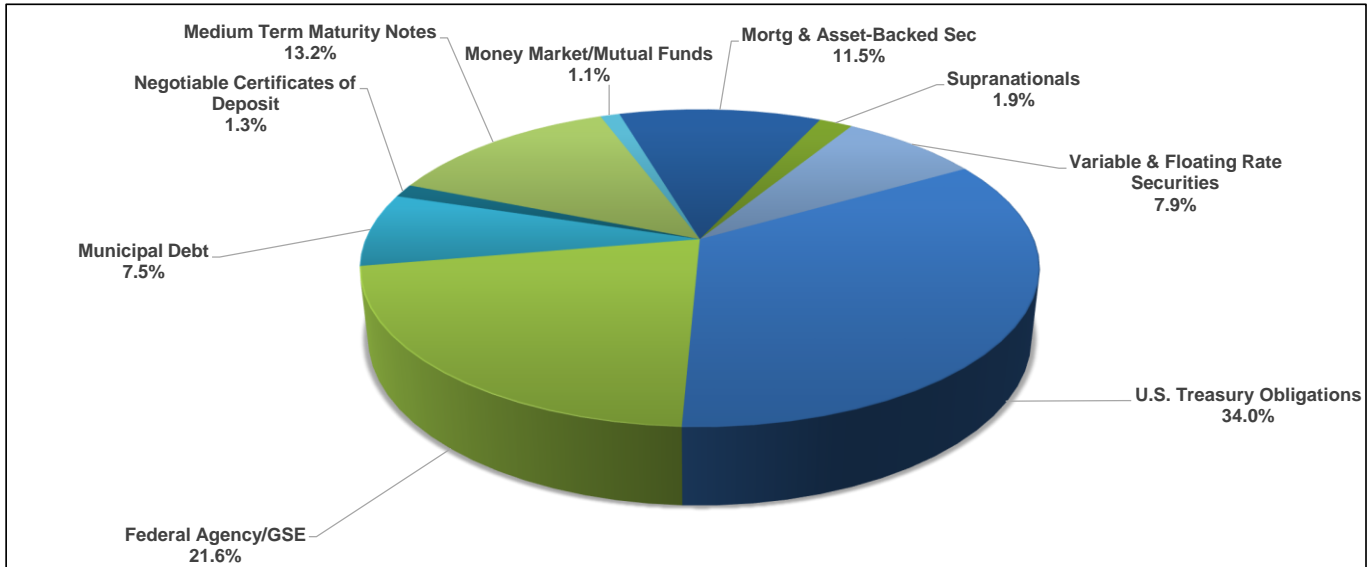
Portfolio Liquidity



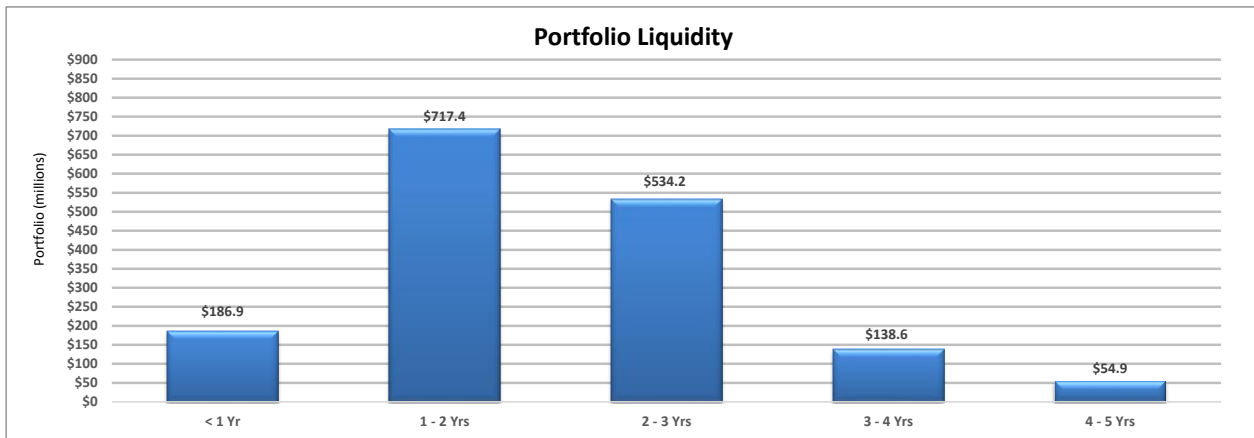
Short-Term Portfolio

5/31/2021

Portfolio Composition



Portfolio Liquidity



Rating Downgrades & Negative Credit Watch

5/31/2021

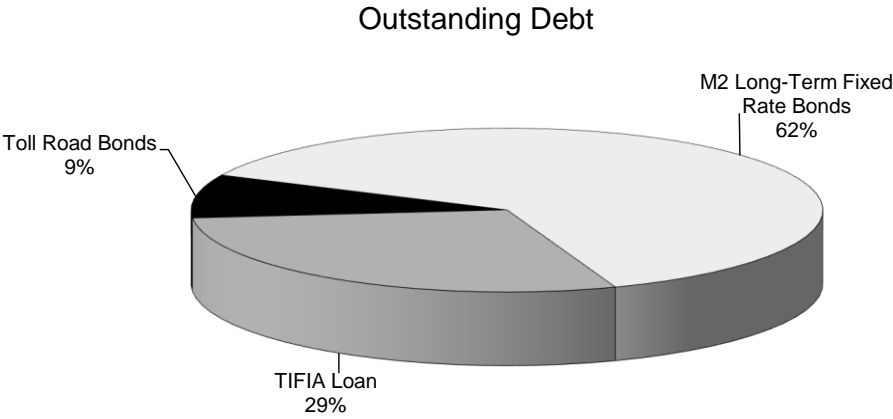
<u>Investment Manager / Security</u>	<u>Par Amount</u>	<u>Maturity</u>	<u>S&P</u>	<u>Moody's</u>	<u>Fitch Ratings</u>
Rating Downgrades:					
Payden & Rygel					
Consumers Energy Company	\$ 580,000	6/1/2023	A	A1	A+
On May 3, 2021, Moody's downgraded the long-term ratings of the Consumers Energy Company (Consumers Energy) from Aa3 to A1, and Moody's also downgraded the rating of the parent holding company CMS Energy Corp from Baa1 to Baa2. The downgrade is due to Consumers Energy financial metrics declining over the past few years due to tax reform changes and continued high leverage to support elevated capital investments. The security complies with the requirements of the Investment Policy, and the manager is comfortable holding the security due to the company benefiting from a supportive regulatory environment and its positive position to maintain its current credit profile.					
PFM					
IBM Corporation	\$ 935,000	2/12/2024	A-	A2	N/A
On May 6, 2021, S&P downgraded the long-term ratings of the IBM Corporation (IBM) from A to A-. The downgrade is due to IBM's increased acquisitions in the first quarter affecting their leverage metrics for the future. 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 quality of their balance sheet.					
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 to US Bank's consistent financial performance and the quality of their balance sheet.					

**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 5/31/21



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 5/31/21

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:	23,724,632
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 May 31, 2021**

LIQUID PORTFOLIO				
DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<u>CASH EQUIVALENTS</u>				
BANK DEPOSITS	5/31/2021	30,585,282.00	30,585,282.00	
MONEY MARKET DEMAND ACCOUNT	N/A	7,041,485.76	7,041,485.76	0.10%
FIDELITY TREASURY OBLIGATIONS FUND	N/A	25,833,883.14	25,833,883.14	0.01%
FEDERATED TREASURY OBLIGATIONS FUND	N/A	14,610,384.50	14,610,384.50	0.03%
SUB-TOTAL		78,071,035.40	78,071,035.40	
<u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u>				
	N/A	70,996,561.09	70,996,561.09	0.32%
<u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u>				
	N/A	23,218,900.92	23,218,900.92	0.54%
LIQUID PORTFOLIO - TOTAL		\$ 172,286,497.41	\$ 172,286,497.41	

SHORT-TERM PORTFOLIO				
DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
<u>Money Market Funds</u>				
FIRST AMER:GVT OBLG Z	5/31/2021	8,986,936.08	8,986,936.08	0.02
FIRST AMER:GVT OBLG Z	5/31/2021	379,466.21	379,466.21	0.02
FIRST AMER:GVT OBLG Z	5/31/2021	3,598,741.70	3,598,741.70	0.02
FIRST AMER:GVT OBLG Z	5/31/2021	4,919,156.63	4,919,156.63	0.02
SUB-TOTAL		17,884,300.62	17,884,300.62	
<u>NEGOTIABLE CERTIFICATES OF DEPOSIT</u>				
Credit Suisse AG, New York Branch	3/17/2023	3,100,000.00	3,105,394.00	0.49
DNB Bank ASA, New York Branch	12/2/2022	3,875,000.00	3,973,270.00	0.38
Nordea Bank Abp, New York Branch	8/26/2022	3,875,000.00	3,960,560.00	0.10
Skandinaviska Enskilda Banken AB (publ.)	8/26/2022	3,875,000.00	3,961,412.50	0.09
Societe Generale, New York Branch	2/14/2022	4,000,000.00	4,050,400.00	0.02
Sumitomo Mitsui Banking Corporation, New York Branch	7/8/2022	3,075,000.00	3,077,091.00	0.64
SUB-TOTAL		21,800,000.00	22,128,127.50	
<u>U.S. TREASURY OBLIGATIONS</u>				
UNITED STATES TREASURY	12/31/2022	40,254,000.00	40,260,440.64	0.11
UNITED STATES TREASURY	12/31/2022	549,829.97	550,088.00	0.11
UNITED STATES TREASURY	12/31/2022	36,440,759.77	36,460,832.80	0.11
UNITED STATES TREASURY	12/31/2022	3,749,560.55	3,750,600.00	0.11
UNITED STATES TREASURY	12/31/2022	5,799,668.82	5,800,928.00	0.11
UNITED STATES TREASURY	12/31/2022	3,935,153.71	3,935,629.60	0.11
UNITED STATES TREASURY	1/31/2023	45,000.00	45,000.00	0.12
UNITED STATES TREASURY	1/31/2023	8,817,010.26	8,814,600.00	0.12
UNITED STATES TREASURY	1/31/2023	8,816,838.12	8,814,600.00	0.12
UNITED STATES TREASURY	1/31/2023	4,417,707.64	4,416,500.00	0.12
UNITED STATES TREASURY	1/31/2023	759,507.62	759,300.00	0.12
UNITED STATES TREASURY	1/31/2023	3,980,777.34	3,980,000.00	0.12
UNITED STATES TREASURY	1/31/2023	910,213.28	910,000.00	0.12
UNITED STATES TREASURY	1/31/2023	2,320,725.00	2,320,000.00	0.12
UNITED STATES TREASURY	1/31/2023	4,351,359.38	4,350,000.00	0.12
UNITED STATES TREASURY	1/31/2023	3,110,242.97	3,110,000.00	0.12
UNITED STATES TREASURY	1/31/2023	1,034,959.57	1,035,000.00	0.12
UNITED STATES TREASURY	3/31/2023	3,238,481.25	3,239,481.60	0.13
UNITED STATES TREASURY	3/31/2023	2,073,865.23	2,074,668.00	0.13
UNITED STATES TREASURY	4/30/2023	18,669,223.82	18,669,210.75	0.14
UNITED STATES TREASURY	5/15/2024	44,361,517.84	44,372,346.65	0.30
UNITED STATES TREASURY	5/15/2024	2,361,089.00	2,361,665.35	0.30
UNITED STATES TREASURY	7/31/2022	4,097,668.75	4,175,153.80	0.10
UNITED STATES TREASURY	7/31/2022	7,004,300.00	7,268,238.40	0.10
UNITED STATES TREASURY	7/31/2022	6,005,625.00	6,124,920.00	0.10
UNITED STATES TREASURY	7/31/2022	5,216,656.25	5,308,264.00	0.10
UNITED STATES TREASURY	9/30/2022	7,534,603.16	7,737,811.20	0.12
UNITED STATES TREASURY	10/31/2022	5,360,733.97	5,533,374.00	0.13
UNITED STATES TREASURY	2/28/2023	5,538,052.36	5,780,436.00	0.15
UNITED STATES TREASURY	12/31/2022	4,326,890.63	4,487,112.00	0.14
UNITED STATES TREASURY	12/31/2022	6,439,408.22	6,797,716.80	0.14
UNITED STATES TREASURY	1/31/2023	1,253,320.31	1,283,687.50	0.14
UNITED STATES TREASURY	1/31/2023	2,911,894.53	2,978,155.00	0.14
UNITED STATES TREASURY	3/31/2023	15,308,789.06	15,373,200.00	0.15
UNITED STATES TREASURY	6/30/2023	4,097,187.50	4,100,640.00	0.17
UNITED STATES TREASURY	11/15/2022	3,995,937.50	4,087,800.00	0.12
UNITED STATES TREASURY	4/30/2024	4,455,693.36	4,460,502.50	0.30
UNITED STATES TREASURY	5/31/2022	2,985,342.77	3,024,861.00	0.09
UNITED STATES TREASURY	6/30/2022	2,010,156.25	2,035,700.00	0.11
UNITED STATES TREASURY	10/15/2022	745,312.50	762,952.50	0.12
UNITED STATES TREASURY	10/31/2024	5,181,835.94	5,184,000.00	0.42
UNITED STATES TREASURY	1/15/2023	2,713,289.06	2,760,129.00	0.13
UNITED STATES TREASURY	1/15/2023	4,101,875.00	4,089,080.00	0.13
UNITED STATES TREASURY	5/15/2023	2,192,093.75	2,199,054.00	0.15
UNITED STATES TREASURY	6/15/2023	4,003,281.25	4,007,200.00	0.16
UNITED STATES TREASURY	6/15/2023	1,051,927.73	1,051,890.00	0.16
UNITED STATES TREASURY	10/15/2023	9,980,859.38	9,984,800.00	0.19
UNITED STATES TREASURY	11/15/2023	4,123,057.81	4,125,150.00	0.20
UNITED STATES TREASURY	11/30/2022	874,179.69	875,236.25	0.11
UNITED STATES TREASURY	12/15/2023	1,995,468.75	1,995,400.00	0.22
UNITED STATES TREASURY	12/15/2023	2,418,842.77	2,419,422.50	0.22
UNITED STATES TREASURY	12/31/2022	1,924,849.61	1,925,308.00	0.11
UNITED STATES TREASURY	1/31/2023	7,001,640.62	7,000,000.00	0.12
UNITED STATES TREASURY	2/15/2024	5,127,669.92	5,134,086.50	0.24
UNITED STATES TREASURY	3/15/2024	5,658,817.38	5,674,546.00	0.25
UNITED STATES TREASURY	3/15/2024	2,744,306.64	2,749,780.00	0.25
UNITED STATES TREASURY	3/31/2023	1,998,828.13	1,999,680.00	0.13
UNITED STATES TREASURY	4/15/2024	3,002,226.56	3,007,980.00	0.28
UNITED STATES TREASURY	5/15/2022	7,940,162.11	7,967,626.95	0.10
UNITED STATES TREASURY	5/15/2022	1,979,554.69	1,988,083.50	0.10
UNITED STATES TREASURY	9/30/2022	9,196,083.40	9,345,092.60	0.12
UNITED STATES TREASURY	9/30/2022	7,699,007.81	7,817,382.00	0.12
UNITED STATES TREASURY	9/30/2022	10,407,680.66	10,550,911.00	0.12
UNITED STATES TREASURY	9/30/2022	4,212,140.63	4,291,896.00	0.12
UNITED STATES TREASURY	10/15/2022	6,859,031.25	7,019,163.00	0.12
UNITED STATES TREASURY	10/15/2022	3,944,908.20	4,018,216.50	0.12
UNITED STATES TREASURY	3/15/2023	4,087,313.28	4,081,438.60	0.14
UNITED STATES TREASURY	3/15/2023	5,110,995.70	5,103,056.40	0.14
UNITED STATES TREASURY	3/15/2023	3,678,658.20	3,673,798.00	0.14
UNITED STATES TREASURY	3/15/2023	4,132,031.25	4,126,732.00	0.14
UNITED STATES TREASURY	3/15/2023	2,821,000.00	2,818,256.00	0.14

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UNITED STATES TREASURY	3/15/2023	614,622.66	613,977.20	0.14
UNITED STATES TREASURY	5/15/2023	4,098,078.13	4,098,237.00	0.15
UNITED STATES TREASURY	5/15/2023	5,623,022.46	5,622,581.25	0.15
UNITED STATES TREASURY	10/15/2023	4,989,843.75	4,992,400.00	0.19
UNITED STATES TREASURY	10/15/2023	4,096,476.56	4,093,768.00	0.19
UNITED STATES TREASURY	10/15/2023	6,972,656.25	6,989,360.00	0.19
UNITED STATES TREASURY	10/15/2023	4,099,725.00	4,103,752.80	0.19
UNITED STATES TREASURY	7/31/2022	6,061,226.56	6,329,084.00	0.10
UNITED STATES TREASURY	8/31/2022	4,470,357.42	4,752,625.50	0.12
UNITED STATES TREASURY	8/31/2022	2,874,960.94	3,066,210.00	0.12
UNITED STATES TREASURY	11/30/2022	7,718,648.44	8,019,960.00	0.13
UNITED STATES TREASURY	4/30/2023	5,234,208.98	5,398,050.00	0.16
UNITED STATES TREASURY	5/31/2023	7,787,187.50	8,234,720.00	0.16
UNITED STATES TREASURY	10/31/2023	8,007,187.50	8,274,080.00	0.21
UNITED STATES TREASURY	8/15/2022	6,983,046.88	7,118,930.00	0.10
UNITED STATES TREASURY	10/15/2022	7,957,187.50	8,138,160.00	0.12
UNITED STATES TREASURY	1/31/2025	8,313,750.00	8,261,280.00	0.48
UNITED STATES TREASURY	2/28/2022	10,149,609.38	10,080,500.00	0.06
UNITED STATES TREASURY	3/31/2025	1,989,687.50	1,998,680.00	0.52
UNITED STATES TREASURY	12/15/2023	7,978,437.50	7,981,600.00	0.22
UNITED STATES TREASURY	4/15/2024	8,013,437.50	8,021,280.00	0.28
UNITED STATES TREASURY	5/15/2024	3,988,281.25	3,994,360.00	0.30
SUB-TOTAL		555,470,320.10	560,519,406.64	
FEDERAL AGENCY/GSE				
FEDERAL HOME LOAN MORTGAGE CORP	2/12/2026	4,147,095.00	4,110,118.50	0.81
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/25/2024	2,250,000.00	2,248,245.00	0.47
FEDERAL NATIONAL MORTGAGE ASSOCIATION	8/1/2021	710,000.00	713,010.40	0.15
FEDERAL HOME LOAN MORTGAGE CORP	6/8/2022	6,921,676.00	6,938,365.25	0.06
FEDERAL NATIONAL MORTGAGE ASSOCIATION	5/22/2023	8,160,363.15	8,199,487.45	0.16
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/10/2023	7,758,283.75	7,784,407.75	0.19
FEDERAL HOME LOAN MORTGAGE CORP	4/20/2023	7,526,137.50	7,574,500.95	0.17
FEDERAL HOME LOAN MORTGAGE CORP	5/5/2023	7,146,997.00	7,179,029.00	0.16
FEDERAL HOME LOAN MORTGAGE CORP	6/26/2023	7,383,377.40	7,418,180.90	0.16
FEDERAL HOME LOAN MORTGAGE CORP	7/25/2022	4,963,756.50	4,976,990.00	0.09
FEDERAL HOME LOAN MORTGAGE CORP	8/24/2023	9,190,616.00	9,204,692.00	0.23
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	5,275,963.27	5,279,114.50	0.22
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	6,997,690.00	7,005,460.00	0.22
FEDERAL HOME LOAN MORTGAGE CORP	10/16/2023	3,088,437.00	3,094,668.00	0.20
FEDERAL HOME LOAN MORTGAGE CORP	10/16/2023	1,991,720.00	1,996,560.00	0.20
FEDERAL HOME LOAN MORTGAGE CORP	11/6/2023	8,192,620.00	8,207,298.00	0.21
FEDERAL HOME LOAN MORTGAGE CORP	12/4/2023	6,918,144.25	6,928,254.75	0.23
FHMS K-727 A1	10/25/2023	371,327.01	385,012.25	0.40
FEDERAL HOME LOAN MORTGAGE CORP	10/20/2022	5,098,470.00	5,101,887.00	0.06
FEDERAL HOME LOAN MORTGAGE CORP	10/20/2022	5,839,084.50	5,837,158.95	0.06
FEDERAL HOME LOAN MORTGAGE CORP	8/12/2025	4,095,490.00	4,093,317.00	0.64
FEDERAL HOME LOAN MORTGAGE CORP	10/13/2023	4,097,950.00	4,101,640.00	0.19
FEDERAL HOME LOAN MORTGAGE CORP	11/24/2023	2,035,000.00	2,034,877.90	0.35
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	3,857,469.00	3,894,506.00	0.08
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	5,677,685.00	5,715,314.00	0.08
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/27/2023	6,098,475.00	6,101,525.00	0.24
FEDERAL HOME LOAN MORTGAGE CORP	1/13/2022	5,652,771.25	5,655,335.75	0.07
FEDERAL HOME LOAN MORTGAGE CORP	1/13/2022	5,663,313.58	5,655,335.75	0.07
FN 468861	8/1/2021	594,211.83	585,579.05	2.64
FEDERAL HOME LOAN BANKS	9/8/2023	4,135,800.00	4,194,840.00	0.23
FEDERAL HOME LOAN BANKS	9/8/2023	4,104,600.00	4,194,840.00	0.23
FEDERAL HOME LOAN BANKS	3/8/2024	5,201,750.00	5,220,150.00	0.28
FEDERAL HOME LOAN BANKS	3/10/2023	5,053,550.00	5,226,950.00	0.20
FEDERAL HOME LOAN BANKS	6/10/2022	4,988,900.00	5,137,050.00	0.10
FEDERAL HOME LOAN BANKS	12/9/2022	7,058,660.00	7,303,240.00	0.16
FEDERAL HOME LOAN BANKS	3/11/2022	3,046,221.55	3,137,599.25	0.08
FEDERAL HOME LOAN BANKS	3/11/2022	1,160,218.50	1,195,033.75	0.08
FEDERAL HOME LOAN BANKS	6/9/2023	3,977,720.00	4,156,280.00	0.20
FEDERAL HOME LOAN BANKS	6/9/2023	4,029,880.00	4,156,280.00	0.20
FEDERAL HOME LOAN BANKS	9/9/2022	6,828,560.00	7,060,916.00	0.13
FEDERAL FARM CREDIT BANKS FUNDING CORP	12/17/2021	6,022,920.00	6,090,060.00	0.08
FEDERAL FARM CREDIT BANKS FUNDING CORP	11/15/2021	7,034,930.00	7,095,200.00	0.12
FEDERAL FARM CREDIT BANKS FUNDING CORP	7/17/2023	5,060,200.00	5,282,400.00	0.22
FEDERAL FARM CREDIT BANKS FUNDING CORP	6/26/2023	6,967,450.00	7,226,030.00	0.21
FEDERAL FARM CREDIT BANKS FUNDING CORP	2/1/2023	4,996,450.00	5,142,200.00	0.15
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	4,993,550.00	5,150,900.00	0.23
FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2023	7,983,280.00	7,995,520.00	0.23
FEDERAL FARM CREDIT BANKS FUNDING CORP	2/21/2023	5,000,600.00	5,111,750.00	0.16
FEDERAL FARM CREDIT BANKS FUNDING CORP	5/6/2022	5,627,843.55	5,644,917.60	0.06
FEDERAL FARM CREDIT BANKS FUNDING CORP	10/2/2023	4,994,600.00	4,994,300.00	0.25
FEDERAL NATIONAL MORTGAGE ASSOCIATION	5/22/2023	6,111,548.70	6,140,850.10	0.16
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/10/2023	3,203,098.50	3,213,884.10	0.19
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/10/2023	5,000,300.00	5,006,050.00	0.19
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/27/2023	1,797,948.00	1,801,980.00	0.21
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/5/2022	6,815,760.00	7,080,920.00	0.08
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/19/2023	4,411,710.00	4,665,285.00	0.13
FEDERAL NATIONAL MORTGAGE ASSOCIATION	1/19/2023	2,233,875.00	2,384,479.00	0.13
FEDERAL NATIONAL MORTGAGE ASSOCIATION	4/12/2022	6,370,496.00	6,521,536.00	0.07
FEDERAL NATIONAL MORTGAGE ASSOCIATION	9/6/2022	3,986,080.00	4,063,560.00	0.12
FEDERAL HOME LOAN MORTGAGE CORP	1/13/2022	8,248,720.00	8,115,280.00	0.07
FEDERAL HOME LOAN MORTGAGE CORP	5/5/2023	7,621,797.50	7,655,957.50	0.16
FEDERAL HOME LOAN MORTGAGE CORP	6/26/2023	7,463,143.80	7,498,323.30	0.16
FEDERAL HOME LOAN MORTGAGE CORP	8/24/2023	8,001,840.00	8,004,080.00	0.23
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	5,098,317.00	5,103,978.00	0.22
FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	3,001,860.00	3,002,340.00	0.22
FEDERAL HOME LOAN MORTGAGE CORP	10/16/2023	6,376,128.00	6,388,992.00	0.20
FEDERAL HOME LOAN MORTGAGE CORP	11/6/2023	4,705,761.00	4,714,191.90	0.21
FEDERAL HOME LOAN MORTGAGE CORP	12/4/2023	5,959,094.65	5,967,803.55	0.23
SUB-TOTAL		352,379,285.74	356,065,818.16	
MEDIUM TERM NOTES				
ADOBE INC	2/1/2023	1,103,486.15	1,132,304.55	0.22
AMAZON.COM INC	5/12/2024	2,047,007.00	2,054,838.00	0.37
AMERICAN EXPRESS CO	5/20/2022	1,558,128.00	1,595,240.40	0.21
AMERIPRISE FINANCIAL INC	3/22/2022	1,535,888.20	1,574,157.20	0.28
AMERIPRISE FINANCIAL INC	3/22/2022	119,877.60	122,661.60	0.28
APPLE INC	5/11/2023	1,441,069.60	1,460,013.55	0.22
TRUIST FINANCIAL CORP	6/20/2022	2,048,120.00	2,055,340.00	0.22
TRUIST FINANCIAL CORP	3/16/2023	1,943,560.70	2,009,146.10	0.26
BANK OF NEW YORK MELLON CORP	4/28/2023	1,352,323.95	1,381,772.28	0.17
CATERPILLAR FINANCIAL SERVICES CORP	11/29/2022	859,078.00	880,005.00	0.20
CATERPILLAR FINANCIAL SERVICES CORP	9/6/2022	1,353,116.55	1,384,037.65	0.21
CATERPILLAR FINANCIAL SERVICES CORP	11/18/2022	1,469,323.80	1,507,529.10	0.21
CATERPILLAR FINANCIAL SERVICES CORP	5/17/2024	2,072,219.50	2,076,265.75	0.43

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CHEVRON CORP	5/11/2023	455,000.00	462,616.70	0.28
CISCO SYSTEMS INC	9/20/2021	1,894,243.00	1,906,916.00	0.25
CITIGROUP INC	12/8/2021	1,012,830.00	1,011,770.00	0.25
COMERICA INC	7/31/2023	2,120,020.00	2,135,140.00	0.45
CONSUMERS ENERGY CO	6/1/2023	579,802.80	579,594.00	0.39
JOHN DEERE CAPITAL CORP	6/13/2022	1,438,142.40	1,467,100.80	0.14
JOHN DEERE CAPITAL CORP	4/6/2023	519,875.20	529,490.00	0.21
DUKE ENERGY CAROLINAS LLC	3/15/2023	2,502,051.75	2,557,442.25	0.45
ERP OPERATING LP	4/15/2023	1,933,786.40	1,921,746.26	0.30
ENTERGY LOUISIANA LLC	11/17/2023	759,863.20	761,094.40	0.31
ENTERGY LOUISIANA LLC	11/17/2023	740,355.20	741,065.60	0.31
FIFTH THIRD BANK NA (OHIO)	1/30/2023	1,473,761.00	1,508,925.00	0.35
HUNTINGTON NATIONAL BANK	2/3/2023	1,568,681.20	1,607,020.60	0.32
KEYBANK NA	3/7/2023	694,840.24	703,911.68	0.33
KEYBANK NA	3/7/2023	311,595.00	316,128.00	0.33
KEYBANK NA	3/7/2023	150,524.50	152,795.20	0.33
KEYBANK NA	3/7/2023	821,620.13	829,309.12	0.33
MORGAN STANLEY	5/19/2022	1,031,611.25	1,049,979.25	0.25
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	4/25/2022	1,208,052.00	1,221,480.00	0.23
NIKE INC	3/27/2025	134,816.40	143,193.15	0.75
OKLAHOMA GAS AND ELECTRIC CO	5/26/2023	620,000.00	620,223.20	0.48
PNC BANK NA	7/22/2022	1,925,000.00	1,930,544.00	0.31
PNC BANK NA	2/24/2023	315,000.00	318,408.30	0.28
PACCAR FINANCIAL CORP	9/26/2022	714,127.70	731,201.90	0.29
PACCAR FINANCIAL CORP	2/7/2023	1,999,900.00	2,053,540.00	0.31
PRECISION CASTPARTS CORP	1/15/2023	1,965,015.00	2,010,781.50	0.24
CHARLES SCHWAB CORP	3/18/2024	1,754,122.50	1,768,531.05	0.46
TRUIST BANK	5/17/2022	1,978,990.20	2,025,817.20	0.19
UNITEDHEALTH GROUP INC	5/15/2024	1,703,226.80	1,706,790.25	0.44
WALMART INC	12/15/2022	1,323,622.40	1,319,321.60	0.25
WELLS FARGO BANK NA	10/22/2021	1,339,852.60	1,354,163.80	0.25
ADOBE INC	2/1/2023	449,383.50	461,119.50	0.22
AMAZON.COM INC	6/3/2023	2,022,165.00	2,033,181.00	0.20
AMAZON.COM INC	5/12/2024	2,935,707.60	2,946,938.40	0.37
AMERICAN HONDA FINANCE CORP	6/27/2022	3,796,504.00	3,879,914.00	0.25
APPLE INC	9/11/2022	589,899.70	601,463.70	0.19
APPLE INC	5/11/2023	1,475,974.40	1,495,377.20	0.22
ASTRAZENECA FINANCE LLC	5/28/2024	1,924,826.75	1,926,001.00	0.65
BANK OF NEW YORK MELLON CORP	8/23/2022	1,724,448.00	1,762,536.00	0.19
BANK OF NEW YORK MELLON CORP	1/27/2023	1,099,230.00	1,130,437.00	0.11
BANK OF NEW YORK MELLON CORP	4/24/2025	1,279,625.00	1,289,125.00	0.77
BRISTOL-MYERS SQUIBB CO	11/13/2023	1,900,000.00	1,902,660.00	0.23
BURLINGTON NORTHERN SANTA FE LLC	4/1/2025	753,641.00	754,285.00	0.81
CATERPILLAR FINANCIAL SERVICES CORP	9/6/2022	1,048,540.50	1,072,501.50	0.21
CATERPILLAR FINANCIAL SERVICES CORP	11/18/2022	499,770.00	512,765.00	0.21
CATERPILLAR FINANCIAL SERVICES CORP	7/7/2023	1,124,370.00	1,132,807.50	0.32
CHEVRON CORP	5/11/2023	875,000.00	889,647.50	0.28
JOHN DEERE CAPITAL CORP	7/5/2023	399,672.00	403,828.00	0.24
JOHN DEERE CAPITAL CORP	10/10/2023	499,420.00	501,230.00	0.30
JOHN DEERE CAPITAL CORP	1/17/2024	794,435.55	795,882.45	0.41
GOLDMAN SACHS GROUP INC	3/3/2024	440,856.00	437,264.00	0.60
GOLDMAN SACHS GROUP INC	1/27/2023	1,000,000.00	1,000,940.00	0.34
HONEYWELL INTERNATIONAL INC	8/8/2022	779,212.20	797,550.00	0.12
HONEYWELL INTERNATIONAL INC	8/19/2022	1,875,000.00	1,876,425.00	0.14
INTERNATIONAL BUSINESS MACHINES CORP	2/12/2024	1,027,845.50	1,013,820.50	0.48
JPMORGAN CHASE & CO	4/1/2023	1,000,000.00	1,024,260.00	0.32
MORGAN STANLEY	5/19/2022	496,685.00	512,185.00	0.25
MORGAN STANLEY	2/25/2023	1,063,280.00	1,058,930.00	0.35
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	1/21/2022	1,099,032.00	1,111,110.00	0.19
NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/8/2024	809,441.10	808,533.90	0.42
NORTHERN TRUST CORP	8/2/2022	1,012,140.00	1,025,320.00	0.22
PNC BANK NA	2/24/2023	800,000.00	808,656.00	0.28
PACCAR FINANCIAL CORP	8/11/2023	449,410.50	450,639.00	0.29
PEPSICO INC	5/1/2023	923,168.50	934,980.75	0.19
CHARLES SCHWAB CORP	3/18/2024	1,279,360.00	1,289,868.80	0.46
TOYOTA MOTOR CREDIT CORP	1/11/2022	2,310,308.50	1,953,162.75	0.23
TOYOTA MOTOR CREDIT CORP	1/11/2024	2,149,871.00	2,153,719.50	0.38
TOYOTA MOTOR CREDIT CORP	4/6/2023	584,526.15	586,439.10	0.27
UNITEDHEALTH GROUP INC	5/15/2024	1,383,559.60	1,386,454.25	0.44
AMERICAN EXPRESS CO	8/1/2022	3,103,260.00	3,072,390.00	0.28
ASSOCIATION OF AMERICAN MEDICAL COLLEGES	10/1/2022	2,990,000.00	3,015,714.00	1.28
TRUIST FINANCIAL CORP	6/20/2022	2,339,167.50	2,312,257.50	0.22
TRUIST FINANCIAL CORP	3/16/2023	2,947,817.00	3,047,291.00	0.26
BAYCARE HEALTH SYSTEM INC	11/15/2022	1,456,344.00	1,484,769.60	0.48
CATERPILLAR FINANCIAL SERVICES CORP	7/7/2023	3,053,289.20	3,076,201.70	0.32
COMCAST CORP	10/15/2025	4,042,256.85	4,064,995.20	0.93
CREDIT SUISSE AG (NEW YORK BRANCH)	2/2/2024	2,655,000.00	2,649,291.75	0.58
GEORGIA-PACIFIC LLC	5/15/2024	3,064,049.85	3,063,835.30	0.64
HUNTINGTON NATIONAL BANK	8/7/2022	2,024,431.10	2,017,989.20	0.30
KEYBANK NA	11/22/2021	1,785,864.60	1,848,217.68	0.21
KEYBANK NA	11/22/2021	1,953,600.00	2,022,120.00	0.21
MASSMUTUAL GLOBAL FUNDING II	6/9/2023	3,982,648.85	4,027,958.30	0.32
NATIONAL SECURITIES CLEARING CORP	4/23/2023	3,162,024.90	3,223,995.60	0.22
NEW YORK LIFE GLOBAL FUNDING	5/5/2023	2,084,562.15	2,117,067.30	0.30
PACIFIC LIFE GLOBAL FUNDING II	9/23/2023	2,022,468.75	2,030,589.00	0.38
PROTECTIVE LIFE GLOBAL FUNDING	6/9/2023	3,500,000.00	3,549,035.00	0.39
SECURITY BENEFIT GLOBAL FUNDING	5/17/2024	3,128,810.60	3,141,956.60	1.12
TOYOTA MOTOR CREDIT CORP	1/11/2024	2,544,847.30	2,549,402.85	0.38
VIRGINIA ELECTRIC AND POWER CO	3/15/2023	2,087,580.00	2,076,760.00	0.26
AMAZON.COM INC	5/12/2024	3,265,225.80	3,277,717.20	0.37
AMERICAN HONDA FINANCE CORP	11/16/2022	2,021,300.00	2,066,540.00	0.32
AMERICAN HONDA FINANCE CORP	1/12/2024	1,585,215.00	1,621,830.00	0.43
APPLE INC	5/3/2023	1,977,040.00	2,079,860.00	0.32
APPLE INC	2/23/2023	2,949,060.00	3,122,130.00	0.25
BANK OF AMERICA CORP	1/11/2023	3,034,740.00	3,146,040.00	0.28
BANK OF NEW YORK MELLON CORP	1/29/2023	2,944,320.00	3,130,980.00	0.19
BERKSHIRE HATHAWAY INC	3/15/2023	2,924,460.00	3,120,240.00	0.28
BERKSHIRE HATHAWAY INC	3/15/2023	2,014,300.00	2,080,160.00	0.28
CATERPILLAR FINANCIAL SERVICES CORP	5/17/2024	5,193,032.00	5,203,172.00	0.43
DEERE & CO	6/8/2022	1,466,700.00	1,528,320.00	0.17
JOHN DEERE CAPITAL CORP	1/17/2024	3,512,504.35	3,518,901.65	0.41
PACCAR FINANCIAL CORP	9/26/2022	1,498,170.00	1,533,990.00	0.29
PACCAR FINANCIAL CORP	2/7/2023	2,274,886.25	2,335,901.75	0.31
PACCAR FINANCIAL CORP	2/2/2024	1,618,120.80	1,618,072.20	0.39
ROYAL BANK OF CANADA	11/1/2024	4,205,160.00	4,213,000.00	0.67
CHARLES SCHWAB CORP	3/18/2024	2,333,832.50	2,353,002.85	0.46
CHARLES SCHWAB CORP	3/18/2024	2,006,720.00	2,015,420.00	0.46
TOYOTA MOTOR CREDIT CORP	4/6/2023	1,798,542.00	1,804,428.00	0.27
US BANCORP	2/5/2024	2,107,940.00	2,152,580.00	0.42

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DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
US BANCORP	7/30/2024	2,662,075.00	2,642,850.00	0.53
VISA INC	12/14/2022	1,962,480.00	2,071,480.00	0.20
WALMART INC	6/26/2023	3,083,010.00	3,184,500.00	0.30
WALMART INC	6/26/2023	2,056,460.00	2,123,000.00	0.30
SUB-TOTAL		215,993,153.32	218,737,263.52	
<u>MORTGAGE AND ASSET-BACK SECURITIES</u>				
BMWLT 2021-1 A4	7/25/2024	1,349,946.41	1,346,638.50	0.50
COPAR 2020-1 A3	11/15/2024	2,129,547.16	2,163,249.30	0.52
CARMX 2021-2 A3	2/17/2026	3,349,278.08	3,358,442.00	0.43
DRIVE 2020-2 A3	5/15/2024	629,975.93	631,858.50	0.37
DRIVE 2021-1 A3	11/15/2024	1,299,923.56	1,301,794.00	0.35
FNA 2011-M5 A2	7/25/2021	87,505.25	80,702.45	-0.06
FHMS K-020 A2	5/25/2022	2,710,943.89	2,741,146.05	0.02
FHMS K-SMC A2	1/25/2023	1,483,888.67	1,546,947.80	0.20
FHMS K-SMC A2	1/25/2023	2,030,198.44	2,117,968.80	0.20
FHMS K-SMC A2	1/25/2023	410,500.00	415,288.00	0.20
FHMS K-717 A2	9/25/2021	1,391,954.13	1,382,891.68	0.03
FHMS K-724 A1	3/25/2023	895,006.86	911,972.69	0.38
FHMS K-J33 A1	12/25/2025	1,439,986.92	1,436,159.32	0.52
FHMS K-727 A2	7/25/2024	4,493,337.89	4,437,880.80	0.70
FHMS K-J23 A2	12/25/2022	1,097,943.71	1,102,186.48	0.98
FHMS K-J30 A1	1/25/2025	1,578,041.66	1,577,109.02	0.54
GMCAR 212 A3	4/16/2026	649,942.87	652,437.50	0.38
HDMOT 2019-A A3	2/15/2024	2,814,216.35	2,841,903.06	0.75
HAROT 2019-3 A3	8/15/2023	1,809,984.98	1,828,100.00	0.50
JDOT 2019 A3	7/17/2023	1,015,002.31	1,028,232.35	0.42
JDOT 2020 A3	8/15/2024	2,799,828.92	2,824,472.00	0.48
MBALT 2020-A A3	12/15/2022	1,029,864.25	1,039,053.70	-0.02
SDART 2020-3	7/15/2024	2,469,763.87	2,474,816.50	0.28
SDART 2021-1 A3	9/16/2024	2,949,875.51	2,952,448.50	0.26
TAOT 2018-A A3	5/16/2022	0.00	0.00	0.34
TAOT 2019-C A3	9/15/2023	1,703,680.42	1,721,532.07	0.46
VWALT 2019-A A3	11/21/2022	849,986.57	856,953.00	-0.03
ALLYA 2019-1 A3	9/15/2023	759,264.07	768,187.10	1.11
BMWLT 2021-1 A3	1/25/2024	769,975.59	770,731.50	0.22
COMET 2019-2 A	9/15/2022	2,749,307.55	2,802,250.00	0.25
COPAR 2019-1 A3	11/15/2023	631,543.93	639,529.90	0.89
CARMX 2021-2 A3	2/17/2026	1,314,716.62	1,318,313.80	0.43
CARMX 2020-4 A3	8/15/2025	474,895.45	476,738.50	0.34
CARMX 2021-1 A3	12/15/2025	649,871.56	650,117.00	0.33
DCENT 2019-3 A	10/15/2024	999,785.20	1,024,120.00	0.15
FNA 2012-M5 A2	2/25/2022	401,319.57	406,182.87	1.10
FNA 2013-M1 A2	8/25/2022	788,212.98	795,467.58	0.03
FNA 2013-M7 A2	12/25/2022	646,593.60	654,117.71	-0.11
FHMS K-018 A2	1/25/2022	3,142,361.77	3,193,739.76	0.31
FHMS K-019 A2	3/25/2022	2,323,624.02	2,384,382.99	0.21
FHMS K-022 A2	7/25/2022	1,200,112.17	1,220,090.43	0.29
FHMS K-023 A1	4/25/2022	276,376.42	284,770.61	0.22
FHMS K-023 A2	8/25/2022	1,775,839.84	1,789,112.50	0.25
FHMS K-026 A2	11/25/2022	3,462,687.50	3,499,212.00	0.27
FHMS K-026 A2	11/25/2022	510,800.78	514,590.00	0.27
FHMS K-029 A1	10/25/2022	180,700.64	182,874.91	0.14
FHMS K-029 A1	10/25/2022	330,122.15	334,513.42	0.14
FHMS K-034 A1	2/25/2023	673,513.63	690,280.46	0.20
FHMS K-035 A1	3/25/2023	523,375.75	535,666.71	0.18
FHMS K-717 A2	9/25/2021	668,416.62	670,492.93	0.03
FHMS K-720 A2	6/25/2022	2,196,304.69	2,240,612.00	0.32
FHMS K-720 A2	6/25/2022	1,005,312.50	1,018,460.00	0.32
FHMS K-P05 A	7/25/2023	135,367.57	138,536.94	0.91
FHMS K-J27 A1	7/25/2024	919,013.93	946,864.40	0.37
FITAT 2019-1 A3	12/15/2023	399,804.35	405,198.82	0.81
FORDO 2021-A A3	8/15/2025	859,927.50	860,524.60	0.27
GMCAR 2019-1 A3	11/16/2023	1,074,723.00	1,087,611.11	1.06
GMCAR 2020-3 A3	4/16/2025	899,794.08	903,177.00	0.26
GMCAR 2020-4 A3	8/18/2025	424,909.18	425,743.75	0.30
GMALT 2021-1 A3	2/20/2024	1,084,888.90	1,086,041.60	0.19
GMALT 2019-3 A3	6/20/2022	372,057.04	373,374.38	0.70
HDMOT 2020-A A3	10/15/2024	874,809.16	885,543.75	0.65
HAROT 2018-4 A3	1/15/2023	440,060.45	445,192.10	0.59
HAROT 2018-3 A3	8/22/2022	337,009.94	339,108.86	0.83
HALST 2021-A A3	1/16/2024	494,938.22	495,767.25	0.22
HART 2019-A A3	6/15/2023	274,497.89	277,669.20	0.62
HART 2021-A A3	9/15/2025	869,908.48	871,270.20	0.32
KCOT 211 A3	8/15/2025	914,812.79	916,619.55	0.55
MBALT 2020-B A3	11/15/2023	259,986.82	260,595.40	0.21
MBART 2020-1 A3	2/18/2025	624,951.19	627,993.75	0.25
MBART 2018-1 A3	1/15/2023	371,090.82	373,606.32	0.88
NALT 2019-B A3	7/15/2022	276,161.71	277,304.19	0.31
NAROT 2018-C A3	6/15/2023	472,055.56	478,878.83	0.77
NAROT 2020-B A3	7/15/2024	1,149,968.49	1,154,726.50	0.25
NAROT 2018-B A3	3/15/2023	571,734.11	579,133.96	0.27
NAROT 2019-C A3	7/15/2024	899,952.48	913,977.00	0.54
NAROT 2019-A A3	10/16/2023	1,531,245.05	1,552,442.99	0.97
NALT 2019-A A3	3/15/2022	36,868.91	36,931.68	0.24
TAOT 2018-D A3	3/15/2023	484,819.45	490,433.08	0.73
TAOT 2018-B A3	9/15/2022	295,947.77	297,452.66	0.65
TAOT 2019-C A3	9/15/2023	1,024,070.20	1,034,800.70	0.46
VZOT 2020-B A	2/20/2025	799,832.00	803,176.00	0.21
VZOT 2019-C A1A	4/22/2024	1,424,890.13	1,447,956.75	0.15
VZOT 2020-A A1A	7/22/2024	999,882.90	1,018,980.00	0.17
VWALT 2019-A A3	11/21/2022	899,985.71	907,362.00	-0.03
VALET 2018-2 A3	4/20/2023	952,597.75	963,335.88	0.57
WOART 2020-B A3	5/15/2025	999,921.60	1,005,550.00	0.32
BMWLT 2019-1 A4	8/22/2022	0.01	0.01	1.59
CNH 2020-A A2	7/17/2023	304,967.07	305,608.85	0.44
CARMX 2020-3 B	3/16/2026	737,328.52	738,519.10	0.77
CARMX 2019-3 A2A	12/15/2022	0.00	0.00	0.55
CARMX 2020-1 A3	12/16/2024	1,024,798.90	1,045,705.00	0.61
CARMX 2020-1 A4	6/16/2025	4,262,480.39	4,252,645.03	0.75
FH G12952	12/1/2022	74,735.32	73,937.90	0.96
FNA 2012-M9 A2	4/25/2022	192,497.12	193,639.75	0.27
FNA 2012-M9 A2	4/25/2022	39,664.53	39,901.53	0.27
FNA 2012-M17 A2	11/25/2022	345,860.78	365,973.52	0.17
FHR 3806 L	2/15/2026	299,230.84	299,314.78	0.32
FHMS K-015 A2	7/25/2021	263,528.49	263,663.47	-0.21
FHMS K-015 A2	7/25/2021	72,075.95	70,986.32	-0.21
FHMS 2011-K016 A2	10/25/2021	1,897,281.13	1,913,195.83	0.20
FHMS 2011-K016 A2	10/25/2021	547,654.86	541,863.74	0.20

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DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
FHMS K-020 A2	5/25/2022	487,145.86	507,619.64	0.19
FHMS K-020 A2	5/25/2022	97,421.37	101,523.93	0.19
FHMS K-020 A2	5/25/2022	194,156.24	203,047.86	0.19
FHMS K-021 A2	6/25/2022	979,257.81	1,018,450.00	0.27
FHMS K-023 A1	4/25/2022	27,521.51	28,477.06	0.22
FHMS K-023 A1	4/25/2022	134,589.72	137,401.82	0.22
FHMS K-025 A1	4/25/2022	74,109.47	75,085.62	0.20
FHMS K-025 A2	10/25/2022	500,603.91	504,680.40	0.25
FHMS K-025 A2	10/25/2022	3,611,499.61	3,640,908.60	0.25
FHMS K-501 A2	1/25/2023	201,492.37	211,409.90	0.35
FHMS K-027 A1	9/25/2022	29,520.79	30,562.72	0.19
FHMS K-027 A2	1/25/2023	2,101,558.59	2,170,749.00	0.28
FHMS K-027 A2	1/25/2023	1,875,366.21	1,938,168.75	0.28
FHR 4285 BA	12/15/2023	484,776.04	484,089.76	0.56
FHMS K-041 A1	8/25/2024	1,875,959.59	1,865,847.44	0.26
FHMS K-046 A1	1/25/2025	627,935.63	627,673.48	0.17
FHMS K-047 A1	12/25/2024	701,838.62	717,260.05	0.25
FHMS K-050 A1	1/25/2025	2,722,211.02	2,711,734.80	0.12
FHMS K-051 A2	9/25/2025	4,348,857.42	4,349,937.50	0.80
FHMS K-051 A2	9/25/2025	330,046.88	330,375.00	0.80
FHMS K-051 A2	9/25/2025	1,337,686.53	1,338,018.75	0.80
FHMS K-052 A2	11/25/2025	985,992.19	985,977.00	0.84
FN AM0359	8/1/2022	2,652,306.04	2,667,007.62	0.77
FN AM1999	7/1/2021	2,158,164.75	2,218,302.19	1.10
FN AM8892	7/1/2025	2,455,698.95	2,454,295.42	1.17
FN AM8730	7/1/2025	1,812,130.50	1,815,487.71	0.77
FN AN0429	1/1/2025	986,525.69	980,202.81	0.63
FNR 0338C MP	5/25/2023	160,831.86	160,272.04	0.68
FNR 0338C MP	5/25/2023	177,031.65	175,991.93	0.68
FNR 0333J LB	5/25/2023	100,543.93	100,076.90	1.12
FNR 0364L HQ	7/25/2023	109,640.67	109,890.57	0.69
FHR 2666 OD	8/15/2023	101,398.40	101,405.48	1.05
FHR 2666 OD	8/15/2023	105,498.03	105,330.86	1.05
FHR 2756 KA	2/15/2024	413,466.42	408,682.43	1.05
FNR 2008-45 DB	6/25/2023	134,253.96	134,042.58	0.49
FN BM6007	5/1/2023	433,327.87	426,281.04	0.82
FORDF 2017-3 A	9/15/2022	776,132.81	771,885.00	0.23
FORDF 2019-2 B	4/15/2024	1,831,369.92	1,836,813.60	0.65
FORDF 2019-3 A1	9/15/2024	4,105,937.50	4,102,720.00	0.25
FORDF 2020-1 A1	9/15/2025	1,007,617.19	1,007,380.00	0.38
GMALT 2020-2 B	7/22/2024	4,078,992.65	4,159,437.60	0.28
MMAF 20B A3	8/14/2025	3,469,950.38	3,476,835.90	0.39
MMAF 20A A2	4/9/2024	1,527,100.33	1,533,809.50	0.11
PFSFC 2019-A A2	4/15/2024	517,893.52	514,518.70	0.26
PFSFC 20B A	6/17/2024	1,564,789.51	1,579,413.65	0.33
PFSFC 20E A	10/15/2025	302,156.25	303,351.00	0.53
PFSFC 20E A	10/15/2025	1,007,421.87	1,011,170.00	0.53
SCART 20A A	10/15/2024	1,538,428.23	1,549,293.21	0.64
TFET 191 A3	4/24/2023	1,974,661.88	1,995,164.75	0.38
HAROT 2020-1 A3	4/22/2024	2,939,423.76	2,987,892.60	0.39
HAROT 2019-3 A3	8/15/2023	2,764,977.05	2,792,650.00	0.50
HART 2021-A A3	9/15/2025	1,759,814.85	1,762,569.60	0.32
JDOT 2019-B A3	12/15/2023	1,066,075.28	1,081,475.13	0.28
JDOT 2020 A3	8/15/2024	2,124,870.16	2,143,572.50	0.48
MBALT 2020-A A3	12/15/2022	1,409,814.16	1,422,393.90	-0.02
NAROT 2019-C A3	7/15/2024	2,954,843.98	3,000,891.15	0.54
TAOT 2020-D A3	1/15/2025	1,689,685.15	1,692,332.20	0.27
TAOT 2021-A A3	5/15/2025	3,699,313.28	3,700,555.00	0.25
SUB-TOTAL		187,081,384.01	188,686,968.43	
<u>Municipal Debt</u>				
ALAMEDA CNTY CALIF JT PWRS AUTH LEASE REV	6/1/2022	1,275,187.50	1,284,512.50	0.25
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2023	3,700,000.00	3,827,798.00	0.30
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2022	1,534,485.00	1,522,260.00	0.36
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2023	790,000.00	814,924.50	0.51
CALIFORNIA EARTHQUAKE AUTH REV	7/1/2023	365,000.00	372,566.45	0.48
CALIFORNIA ST	3/1/2022	901,032.00	865,317.75	0.20
CALIFORNIA ST PUB WKS BRD LEASE REV	12/1/2021	597,068.67	574,237.44	0.52
CALIFORNIA ST PUB WKS BRD LEASE REV	12/1/2021	333,842.71	333,057.66	0.52
CALIFORNIA ST UNIV REV	11/1/2023	1,090,000.00	1,091,896.60	0.40
CALIFORNIA STATEWIDE CMNTYS DEV AUTH REV	2/1/2023	875,000.00	873,206.25	0.47
CONTRA COSTA CALIF CMNTY COLLEGE DIST	8/1/2021	1,000,000.00	1,002,590.00	0.22
LOS ALTOS CALIF SCH DIST	8/1/2023	2,790,000.00	2,800,462.50	-8.13
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2025	1,600,000.00	1,590,336.00	1.09
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2022	1,019,560.00	1,035,170.00	0.51
MASSACHUSETTS (COMMONWEALTH OF)	5/1/2022	1,186,968.00	1,166,140.20	0.15
OAKLAND-ALAMEDA CNTY CALIF COLISEUM AUTH LEASE REV	2/1/2023	1,058,440.00	1,046,390.00	0.56
PALM DESERT CALIF REDEV AGY SUCCESSOR AGY TAX ALLO	10/1/2022	1,114,074.90	1,126,317.00	0.61
RANCHO SANTIAGO CALIF CMNTY COLLEGE DIST	9/1/2024	1,410,000.00	1,408,364.40	0.67
RIVERSIDE CALIF UNI SCH DIST	2/1/2022	750,000.00	758,212.50	0.18
RIVERSIDE CNTY CALIF PENSION OBLIG	2/15/2023	1,375,000.00	1,416,855.00	0.58
SACRAMENTO CNTY CALIF SANTN DIST FING AUTH REV	12/1/2023	1,500,000.00	1,507,590.00	0.56
SAN BERNARDINO CALIF CMNTY COLLEGE DIST	8/1/2024	890,000.00	901,142.80	0.54
SAN DIEGO CALIF CMNTY COLLEGE DIST	8/1/2021	1,285,000.00	1,288,752.20	0.26
SAN DIEGO CALIF PUB FACS FING AUTH LEASE REV	10/15/2021	1,325,000.00	1,338,011.50	0.41
SAN FRANCISCO CALIF CITY & CNTY PUB UTILS COMMN WT	11/1/2022	630,000.00	645,302.70	0.24
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	5/1/2022	2,350,000.00	2,411,499.50	0.21
SANTA BARBARA CNTY CALIF SOLID WASTE SYS REV CTFS	12/1/2021	375,000.00	380,381.25	0.47
SEMITROPIC IMPT DIST SEMITROPIC WTR STORAGE DIST C	12/1/2022	1,637,622.60	1,621,633.00	0.41
SOUTHERN CALIF PUB PWR AUTH PWR PROJ REV	7/1/2023	2,735,000.00	2,740,798.20	0.43
UNIV CALIF REGTS MED CTR POOLED REV	5/15/2022	1,577,512.50	1,573,978.50	0.28
UNIVERSITY CALIF REVS	5/15/2022	1,926,739.20	1,977,062.40	0.20
UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	8/1/2022	2,460,000.00	2,470,356.60	0.17
VALLEJO CALIF WTR REV	5/1/2023	840,000.00	852,390.00	0.70
CALIFORNIA EARTHQUAKE AUTH REV	7/1/2022	815,000.00	823,606.40	0.36
CALIFORNIA ST DEPT WTR RES CENT VY PROJ REV	12/1/2022	625,000.00	627,356.25	0.10
CALIFORNIA ST DEPT WTR RES CENT VY PROJ REV	12/1/2023	230,000.00	231,025.80	0.24
CALIFORNIA ST UNIV REV	11/1/2023	1,000,000.00	1,001,740.00	0.40
CONNECTICUT ST	7/1/2023	226,343.25	232,951.50	0.30
FLORIDA ST BRD ADMIN FIN CORP REV	7/1/2025	1,025,000.00	1,037,238.50	0.96
LOS ANGELES CALIF CMNTY COLLEGE DIST	8/1/2023	760,000.00	762,910.80	0.27
MARYLAND ST	8/1/2023	2,125,000.00	2,132,947.50	0.24
MISSISSIPPI ST	11/1/2023	925,000.00	927,654.75	0.30
NEW JERSEY ST TPK AUTH TPK REV	1/1/2025	850,000.00	853,340.50	0.79
NEW YORK ST URBAN DEV CORP REV	3/15/2023	915,000.00	916,720.20	0.38
NEW YORK ST URBAN DEV CORP REV	3/15/2024	2,790,000.00	2,797,616.70	0.52
PORT AUTH N Y & N J	7/1/2023	1,125,000.00	1,139,692.50	0.46
PORT AUTH N Y & N J	7/1/2023	1,101,416.70	1,109,300.70	0.46
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2022	2,865,000.00	2,907,516.60	0.36
BAY AREA TOLL AUTH CALIF TOLL BRDG REV	4/1/2022	1,105,500.00	1,116,324.00	0.36

Orange County Transportation Authority
Portfolio Listing
As of May 31, 2021

DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
CALIFORNIA HEALTH FAC'S FING AUTH REV	6/1/2021	2,140,000.00	2,140,000.00	1.88
CALIFORNIA ST	4/1/2024	3,239,373.40	3,313,351.70	0.38
CALIFORNIA ST DEPT WTR RES CENT VY PROJ REV	12/1/2024	2,120,000.00	2,130,621.20	0.42
CHAFFEY CMNTY COLLEGE DIST CALIF	6/1/2022	715,000.00	724,345.05	0.31
CONTRA COSTA CALIF CMNTY COLLEGE DIST	8/1/2022	1,000,000.00	1,017,070.00	0.20
COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	1/12/2024	4,332,008.85	4,332,745.80	0.39
EL CAJON CALIF	4/1/2023	610,000.00	610,207.40	0.63
EL CAJON CALIF	4/1/2024	540,000.00	539,071.20	0.99
EL DORADO CALIF IRR DIST REV	3/1/2023	720,000.00	725,536.80	0.43
EL DORADO CALIF IRR DIST REV	3/1/2024	720,000.00	728,920.80	0.63
HAWAII ST ARPTS SYS CUSTOMER FAC CHARGE REV	7/1/2022	715,000.00	724,473.75	0.60
HAWAII ST ARPTS SYS CUSTOMER FAC CHARGE REV	7/1/2024	715,000.00	737,136.40	0.99
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2022	1,620,000.00	1,616,160.60	0.49
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2022	900,000.00	900,351.00	0.49
LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2023	720,000.00	720,302.40	0.63
LOS ANGELES CNTY CALIF PUB WKS FING AUTH LEASE REV	12/1/2021	1,537,050.00	1,521,675.00	0.33
MASSACHUSETTS ST SCH BLDG AUTH DEDICATED SALES TAX	10/15/2022	1,800,000.00	1,843,560.00	0.21
MASSACHUSETTS ST WTR RES AUTH IAM COMPL PAPER NTS 3	8/1/2023	2,365,000.00	2,442,288.20	0.26
MISSISSIPPI ST	11/1/2023	4,540,000.00	4,553,029.80	0.30
OHIO ST SPL OBLIG	10/1/2023	1,180,000.00	1,188,047.60	0.27
PHLONE CALIF CMNTY COLLEGE DIST	8/1/2022	800,000.00	814,152.00	0.19
PASADENA CALIF PUB FING AUTH LEASE REV	12/1/2021	400,000.00	405,648.00	0.45
PENNSYLVANIA ST TPK COMMN TPK REV	12/1/2021	876,767.50	883,627.50	0.33
RANCHO SANTIAGO CALIF CMNTY COLLEGE DIST	9/1/2023	865,000.00	864,359.90	0.45
RHODE IS ST TPK & BRDG AUTH TOLL REV	12/1/2021	480,000.00	484,036.80	0.47
RHODE IS ST TPK & BRDG AUTH TOLL REV	12/1/2022	400,000.00	409,488.00	0.58
RIVERSIDE CNTY CALIF PENSION OBLIG	2/15/2022	2,420,000.00	2,450,177.40	0.51
SAN DIEGO CALIF CMNTY COLLEGE DIST	8/1/2022	1,500,000.00	1,530,210.00	0.22
SAN DIEGO CNTY CALIF WTR AUTH WTR REV	5/1/2024	1,440,000.00	1,446,638.40	0.43
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	5/1/2022	2,138,837.50	2,181,161.70	0.47
SAN FRANCISCO CALIF CITY & CNTY ARPTS COMMN INTL A	5/1/2023	1,635,140.00	1,701,191.05	0.41
SAN JOSE EVERGREEN CALIF CMNTY COLLEGE DIST	9/1/2021	290,000.00	290,348.00	0.13
SAN JOSE EVERGREEN CALIF CMNTY COLLEGE DIST	9/1/2022	430,000.00	432,773.50	0.19
SAN JOSE EVERGREEN CALIF CMNTY COLLEGE DIST	9/1/2023	430,000.00	431,659.80	0.33
UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	8/1/2023	2,590,000.00	2,611,419.30	0.30
UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	8/1/2024	2,625,000.00	2,654,190.00	0.47
UTAH HSG CORP SINGLE FAMILY MTG REV	1/1/2022	1,300,000.00	1,311,193.00	0.64
UTAH HSG CORP SINGLE FAMILY MTG REV	7/1/2022	545,000.00	553,333.05	0.74
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2022	560,000.00	563,472.00	0.41
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2023	720,000.00	728,193.60	0.58
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2023	722,793.60	728,193.60	0.58
VENTURA CNTY CALIF PUB FING AUTH LEASE REV	11/1/2023	728,517.60	728,193.60	0.58
NEW YORK ST	2/15/2024	3,000,000.00	3,129,060.00	0.41
SUB-TOTAL		121,906,281.49	123,079,071.00	
<i>Variable & Floating Rate</i>				
BANK OF AMERICA CORP	10/24/2024	2,155,000.00	2,167,175.75	0.57
BANK OF AMERICA CORP	4/22/2025	1,745,000.00	1,755,784.10	0.75
CITIGROUP INC	10/30/2024	2,065,000.00	2,074,808.75	0.62
CITIGROUP INC	5/1/2025	615,000.00	618,800.70	0.75
FNA 2014-M8 A2	6/25/2024	2,048,559.65	2,017,201.49	0.38
FNA 2018-M5 A2	9/25/2021	82,610.55	81,273.17	0.39
FHMS K-029 A2	2/25/2023	1,078,080.08	1,079,759.30	0.23
FHMS K-029 A2	2/25/2023	1,716,426.56	1,719,228.40	0.23
FHMS K-029 A2	2/25/2023	820,581.64	828,164.90	0.23
FHMS K-029 A2	2/25/2023	1,797,539.45	1,771,643.90	0.23
FHMS K-031 A2	4/25/2023	3,771,482.81	3,728,044.80	0.31
FHMS K-032 A2	5/25/2023	3,805,596.09	3,948,841.60	0.32
FHMS K-033 A2	7/25/2023	3,809,798.44	3,823,442.70	0.33
FHMS K-105 A	7/25/2024	1,143,213.23	1,145,133.83	0.25
FHMS 2021-Q015 A	8/25/2024	2,300,000.00	2,300,000.00	0.22
FIRST REPUBLIC BANK	2/12/2024	500,000.00	511,340.00	0.57
GOLDMAN SACHS GROUP INC	6/5/2023	2,177,282.40	2,173,911.60	0.41
GOLDMAN SACHS GROUP INC	3/8/2024	2,115,000.00	2,121,027.75	0.51
GOLDMAN SACHS GROUP INC	10/31/2022	1,573,456.50	1,579,221.00	0.32
JPMORGAN CHASE & CO	9/16/2024	1,160,000.00	1,163,619.20	0.54
JPMORGAN CHASE & CO	2/16/2025	915,000.00	913,142.55	0.67
JPMORGAN CHASE & CO	3/16/2024	2,110,000.00	2,118,988.60	0.48
JDOT 2021 A3	9/15/2025	2,349,548.33	2,350,587.50	0.35
KEYBANK NA	1/3/2024	1,450,000.00	1,451,116.50	0.37
MORGAN STANLEY	10/21/2025	615,000.00	616,968.00	0.77
MORGAN STANLEY	11/10/2023	1,160,000.00	1,162,528.80	0.41
MORGAN STANLEY	1/25/2024	1,840,000.00	1,843,956.00	0.40
MORGAN STANLEY	4/5/2024	875,000.00	878,255.00	0.53
PNC BANK NA	12/9/2022	1,640,000.00	1,654,743.60	0.33
WELLS FARGO BANK NA	9/9/2022	1,990,000.00	2,000,168.90	0.26
WELLS FARGO & CO	5/19/2025	455,000.00	456,729.00	0.64
BANK OF AMERICA CORP	3/5/2024	1,064,260.00	1,054,820.00	0.44
BANK OF AMERICA CORP	5/19/2024	1,425,000.00	1,453,072.50	0.48
BANK OF AMERICA CORP	4/22/2025	850,000.00	855,253.00	0.75
CARMX 2020-3 A3	3/17/2025	774,867.17	779,278.00	0.30
CITIGROUP INC	10/30/2024	2,500,000.00	2,511,875.00	0.62
CITIGROUP INC	5/1/2025	290,000.00	291,792.20	0.75
CITIGROUP INC	11/4/2022	310,000.00	312,644.30	0.34
GMALT 2020-3 A3	8/21/2023	624,940.13	626,837.50	0.16
GMCAR 2021-1 A3	10/16/2025	369,941.10	370,721.50	0.27
GMALT 2021-2 A3	5/20/2024	1,589,750.37	1,590,969.90	0.30
GOLDMAN SACHS GROUP INC	11/17/2023	1,675,000.00	1,678,400.25	0.49
JPMORGAN CHASE & CO	6/1/2024	1,575,000.00	1,608,122.25	0.90
JPMORGAN CHASE & CO	9/16/2024	300,000.00	300,936.00	0.54
JPMORGAN CHASE & CO	2/16/2025	815,000.00	813,345.55	0.67
JPMORGAN CHASE & CO	3/16/2024	1,000,000.00	1,004,260.00	0.48
MORGAN STANLEY	1/25/2024	1,535,000.00	1,538,300.25	0.40
MORGAN STANLEY	4/5/2024	250,000.00	250,930.00	0.53
NALT 2020-B A3	10/16/2023	424,956.27	426,224.00	0.18
TLOT-21A-A3	4/20/2024	1,084,873.38	1,084,873.06	0.00
BMW US CAPITAL LLC	4/1/2024	2,410,000.00	2,424,435.90	0.33
BANK OF AMERICA CORP	12/20/2023	2,879,411.20	2,851,079.60	0.40
BANK OF AMERICA CORP	10/24/2024	2,256,637.50	2,262,712.50	0.57
BANK OF AMERICA CORP	10/24/2024	802,424.00	804,520.00	0.57
CITIGROUP INC	5/1/2025	2,515,000.00	2,530,542.70	0.75
FHMS K-048 A2	6/25/2025	180,617.00	180,828.45	0.74
FHMS K-730 AM	1/25/2025	3,800,660.16	3,783,304.50	0.84
FN AL3382	3/1/2023	725,909.86	732,542.66	0.68
GOLDMAN SACHS GROUP INC	11/17/2023	3,560,000.00	3,567,226.80	0.49
GOLDMAN SACHS GROUP INC	11/17/2023	3,604,680.00	3,607,308.00	0.49
JPMORGAN CHASE & CO	12/5/2024	964,932.50	948,491.25	0.66
JPMORGAN CHASE & CO	12/5/2024	3,132,832.40	3,078,531.60	0.66
JPMORGAN CHASE & CO	12/5/2024	3,961,872.00	3,902,364.00	0.66
KEYBANK NA	2/1/2022	4,180,000.00	4,197,890.40	0.19

**Orange County Transportation Authority
Portfolio Listing
As of May 31, 2021**

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
MORGAN STANLEY	11/10/2023	5,725,000.00	5,737,480.50	0.41
MORGAN STANLEY	11/10/2023	1,801,008.00	1,803,924.00	0.41
PNC BANK NA	2/24/2023	4,045,000.00	4,053,656.30	0.18
STATE STREET CORP	3/30/2023	1,750,000.00	1,787,520.00	0.26
WELLS FARGO & CO	6/2/2024	6,140,580.00	6,143,700.00	0.46
JDOT 2021 A3	9/15/2025	1,454,720.35	1,455,363.75	0.35
TLOT-21A-A3	4/20/2024	2,344,726.34	2,344,725.64	0.00
SUB-TOTAL		128,573,775.47	128,806,411.18	
<i>Supranationals</i>				
INTER-AMERICAN DEVELOPMENT BANK	5/24/2023	2,599,116.00	2,615,730.00	0.20
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	11/24/2023	2,644,302.50	2,648,834.00	0.27
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	4/20/2023	2,859,069.45	2,861,046.30	0.20
INTER-AMERICAN DEVELOPMENT BANK	4/14/2022	1,934,593.40	1,957,367.40	0.13
INTER-AMERICAN DEVELOPMENT BANK	4/14/2022	1,177,726.00	1,191,661.50	0.13
INTER-AMERICAN DEVELOPMENT BANK	4/14/2022	811,863.00	821,485.80	0.13
INTER-AMERICAN DEVELOPMENT BANK	9/14/2022	10,484,250.00	10,715,040.00	0.17
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	3/19/2024	5,349,700.00	5,301,950.00	0.34
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT	11/24/2023	3,043,442.50	3,048,658.00	0.27
SUB-TOTAL		30,904,062.85	31,161,773.00	
SHORT-TERM PORTFOLIO - TOTAL		\$ 1,631,992,563.60	\$ 1,634,103,996.06	
BOND PROCEEDS PORTFOLIO				
<i>Bond Proceeds</i>				
BNY MELLON-MONEY MARKET FUND	N/A	171,159,344.52	171,159,344.52	0.06%
BOND PROCEEDS PORTFOLIO-TOTAL		\$ 171,159,344.52	\$ 171,159,344.52	
DEBT SERVICE RESERVE FUNDS				
<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>REQUIRED AMOUNT</u>	<u>YIELD</u>
<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>				
BANK DEPOSITS	N/A	218,920.72	13,000,000.00	
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				
		\$ 2,000,741,963.70	\$ 2,002,853,396.16	



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

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.



July 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval. An update on the Solutions for Congestion Corridors Program 2018 program of projects is also provided.

Recommendations

- A. Approve schedule delay requests from the cities of Irvine, La Habra, Santa Ana, and the County of Orange.
- B. Approve amendment requests from the City of Brea contingent upon partial funding award through Cycle 5 of the Active Transportation Program or any subsequent program augmentations.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic state and federally funded calls for projects (call). Examples of prior calls include the Bicycle Corridor Improvement Program (BCIP), State-Local Partnership Program (SLPP) formula grant call, and Arterial Pavement Management (APM) Program. Additionally, OCTA may nominate individual local agency-led projects for other state funding programs, such as the Solutions for Congested Corridors Program (SCCP). A combination of state and federal funds may be used as part of these programs.

Funding sources for the prior calls include federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, federal Surface Transportation Block Grant Program funds, Proposition 1B SLPP funds, and Mobile Source Air Pollution Reduction Review Committee funds. To fulfill OCTA, state, and federal requirements, project-specific amendments are requested by local agencies and are presented for Board of Directors' (Board) review and approval.

Discussion

Since 2012, the OCTA Board has programmed \$98.7 million in state and federal funds to Orange County local agencies through the BCIP, SLPP, and APM calls, as well as local agency-led SCCP projects for a total of 179 phases of work supporting 154 projects. A summary of the project phases is provided in the table below, and additional detail on the status of the active projects is provided in Attachment A.

Project Phase Status	Environmental/ Engineering	Right-of-Way (ROW)	Construction	Total
Planned	3	4	16	23
Started	10	1	5	16
Completed	13	-	115	128
Cancelled	1	-	11	12
Total	27	5	147	179

Note:

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated.

Started – Indicates that the funds for this phase have been obligated.

Completed – Indicates that the work related to this phase is complete.

BCIP Schedule Delay Requests and Program Amendments

For this review period, Board approval is requested for schedule delay requests or program amendments to five projects.

The City of Irvine is requesting a delay to the construction phase of the Jeffrey Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge to complete the design and ROW phase, which are both currently underway. The project area includes a portion of the Interstate 5, and the City of Irvine requires additional time to coordinate with the California Department of Transportation (Caltrans) to ensure the design and ROW requirements will be met.

The City of La Habra is requesting a delay to the ROW phase of the Union Pacific Rail Line Bikeway to complete ongoing negotiations with the current property owner. The ROW certification for the project cannot be approved until the property acquisition is complete. The additional time will allow the City of La Habra to

continue ROW negotiations for property acquisition with Union Pacific Railroad prior to starting construction.

The City of Santa Ana is requesting a delay to the construction phase of the Warner Avenue Protected Bike Lanes to complete design. The procurement for a design consultant was delayed due to coronavirus impacts. The additional time will allow the City of Santa Ana to complete the design prior to starting construction.

The County of Orange is requesting a delay to the construction phase of the Santa Ana Gardens Channel Bikeway Extension to complete ROW activities. The project has recently completed the environmental assessment and design and is currently in the ROW phase. The additional time will allow the County of Orange to resolve outstanding utility relocation requirements prior to starting construction.

The City of Brea requested approximately \$5 million for the ROW phase of the OC Loop Brea Gap Closure through the Active Transportation Program (ATP) – Cycle 5. Due to limited ATP funding availability, only \$1.8 million is available to partially fund the request. ATP guidelines allow partial funding if additional funding is identified to fully fund the project phase. For this reason, staff is proposing to transfer CMAQ funds (previously awarded through the BCIP) from the construction phase to the ROW phase to meet the ATP requirement. This revision would increase the ROW phase BCIP award by \$3.2 million and decrease the construction phase BCIP award by \$3.2 million.

This request would leave the construction phase for the project underfunded and the project would no longer be eligible to receive additional BCIP funds for the construction phase. The City of Brea would be responsible for securing the remaining funding needed for the construction phase. However, the project may receive additional grants through ATP augmentation funds included in the draft state budget that could fully fund the City of Brea's original requested amount, in which case the requested changes included in this report would not be necessary. Due to uncertainty around the potential ATP augmentation funds, staff is recommending contingent programming amendments at this time, and will return to the Board with a future status report on construction phase funding.

Details on the above requests are provided in Attachment B.

SCCP 2018 Program of Projects Update

In October 2019, the Board authorized staff to accept a \$19.9 million grant award for the 2018 SCCP and authorized staff to negotiate and amend the program of projects to facilitate the delivery of the award.

The program of projects included:

- Traffic signal synchronization on MacArthur Boulevard/Talbert Avenue, Warner Avenue, and Edinger Avenue (\$12 million),
- Purchase five heavy-duty zero-emission battery-electric buses for Bravo! rapid bus service (\$4.3 million), and
- Five active transportation projects including four in the City of Tustin and one in the City of Santa Ana (\$3.6 million).

In December 2019, the City of Tustin notified OCTA that the four active transportation projects were cancelled due to lack of community support. Additionally, the City of Santa Ana's active transportation project had substantial cost increases and is no longer feasible without additional funding. To preserve the full grant award and ensure Orange County projects continue to receive the SCCP funds, the California Transportation Commission (CTC) requested OCTA propose replacement projects by June 2020. Staff met with the CTC, Caltrans, and the City of Santa Ana to develop a proposal for replacement projects that met the program requirements and could be delivered within the required timeframe. The replacement projects were approved by the CTC at the June 2020 meeting and were amended to identify implementing agencies at the May 2021 CTC meeting.

The revised program of projects replaced the five previously awarded active transportation projects with the following:

- Santa Clara Bicycle and Pedestrian Improvements in the City of Santa Ana (approximately \$3.3 million),
- Routes 53/553 (Bravo! Main Street) – Bus Stop Improvements Project – Signage and Real Time Displays (approximately \$0.2 million), and
- Routes 53/553 (Bravo! Main Street) – Bus Stop Improvements Project – Shelters (approximately \$0.1 million).

Including these projects to replace the five active transportation projects in the initial proposal and the remaining original projects noted above, the total grant award remains the same at \$19.9 million.

The Capital Funding Program Report, which summarizes the current programming of OCTA-issued state and federally funded calls based on actions that may be recommended in this report, as well as prior Board actions, is included as Attachment C.

Summary

Status reports from the BCIP, SLPP, APM Program, and local agency-led SCCP projects are provided for review. Staff recommends Board approval of program amendment requests for local agency projects.

Attachments

- A. State and Federal Grant Programs Project Status, as of July 1, 2021
- B. State and Federal Grant Programs, Bicycle Corridor Improvement Program Requests
- C. Capital Funding Program Report

Prepared by:



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Approved by:



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

**State and Federal Grant Programs Project Status
as of July 1, 2021**

2012 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	C	\$ 652,500	\$ 97,500	\$ 750,000	Completed
2012 BCIP Phases Completed		24	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065	
2012 BCIP Phases In Progress		0	\$ -	\$ -	\$ -	
2012 BCIP Total Program¹		24	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065	

2014 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Planned
La Habra	La Habra Union Pacific Rail Line Bikeway ²	R	\$ 91,760	\$ 708,240	\$ 800,000	Planned
2014 BCIP Phases Completed		4	\$ 418,476	\$ 3,940,884	\$ 4,359,360	
2014 BCIP Phases In Progress		2	\$ 774,020	\$ 878,810	\$ 1,652,830	
2014 BCIP Total Program¹		6	\$ 1,192,496	\$ 4,819,694	\$ 6,012,190	

2016 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	E, R	\$ 650,400	\$ 162,600	\$ 813,000	Started - E Planned - R
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Started
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E, R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Started - E Started - R
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	E, C	\$ 2,107,054	\$ 287,326	\$ 2,394,380	Completed - E Started - C
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E, C	\$ 1,094,357	\$ 149,230	\$ 1,243,587	Started - E Planned - C
Irvine	Jeffrey Open Space Trail and I-5 Bicycle and Pedestrian Bridge Project	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Started
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes	E, C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Completed - E Started - C
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E, C	\$ 735,703	\$ 100,326	\$ 836,029	Completed - E Started - C

Notes:

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

**State and Federal Grant Programs Project Status
as of July 1, 2021**

2016 BCIP (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Santa Ana	Hazard Avenue Protected Bike Lanes	E, C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Completed - E Started - C
Santa Ana	Citywide Bike Racks	E, C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - E Started - C
2016 BCIP Phases Completed		7	\$ 3,701,096	\$ 504,702	\$ 4,205,798	
2016 BCIP Phases In Progress		14	\$ 13,932,379	\$ 2,240,777	\$ 16,173,156	
2016 BCIP Total Program¹		21	\$ 17,633,475	\$ 2,745,479	\$ 20,378,954	
2016 BCIP from Savings and Cancellations				\$	2,213,613	

2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Brea	OC Loop Brea Gap Closure	E, R, C	\$ 6,047,538	\$ 7,997,750	\$ 14,045,288	Planned - E Planned - R Planned - C
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	E, C	\$ 620,336	\$ 316,659	\$ 936,995	Started - E Planned - C
County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	C	\$ 1,308,572	\$ 823,992	\$ 2,132,564	Planned
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	\$ 4,000,000	\$ 1,685,383	\$ 5,685,383	Planned
Irvine	JOST I-5 Bicycle Pedestrian Bridge	C	\$ 4,000,000	\$ 8,426,028	\$ 12,426,028	Planned
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Planned
Mission Viejo	District 5 Regional Bikeways - Mission Viejo N/S Corridor and Jeronimo/Chrisanta Trail	E	\$ 220,000	\$ 30,000	\$ 250,000	Started
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Started
Placentia	Atwood Multipurpose Trail	E	\$ 280,000	\$ 70,000	\$ 350,000	Started
San Clemente	S. El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner to St. Andrew ³	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew to Edinger ³	E, C	\$ 743,274	\$ 598,356	\$ 1,341,630	Planned - E Planned - C

Notes:

3. Project was conditionally awarded.

**State and Federal Grant Programs Project Status
as of July 1, 2021**

2019 BCIP (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington ³	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive ³	E, C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Planned - E Planned - C
Santa Ana	Warner Avenue Protected Bike Lanes	E, C	\$ 1,116,126	\$ 326,079	\$ 1,442,205	Started - E Planned - C
2019 BCIP Phases Completed		0	\$ -	\$ -	\$ -	
2019 BCIP Phases In Progress		21	\$ 25,327,680	\$ 17,404,785	\$ 42,732,465	
2019 BCIP Total Program¹		21	\$ 25,327,680	\$ 17,404,785	\$ 42,732,465	
2019 BCIP from Savings and Cancellations			\$			508,279
OCTA 2018 SCCP - Local Agency Led Projects						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Santa Ana	Santa Clara Bicycle and Pedestrian Improvements	C	\$ 3,243,000	\$ -	\$ 3,243,000	Planned
Santa Ana	Route 53/553 (Bravo! Main Street) - Bus Stop Improvements - Shelters	C	\$ 114,000	\$ -	\$ 114,000	Planned
2018 SCCP Phases Completed		0	\$ -	\$ -	\$ -	
2018 SCCP Phases In Progress		2	\$ 3,357,000	\$ -	\$ 3,357,000	
2018 SCCP Total Program		2	\$ 3,357,000	\$ -	\$ 3,357,000	
2014 APM Program						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Costa Mesa	Bristol Street - I-405 to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Completed
Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Completed
Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Completed
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Completed
2014 APM Phases Completed		42	\$ 19,864,978	\$ 30,958,336	\$ 50,823,314	
2014 APM Phases In Progress		0	\$ -	\$ -	\$ -	
2014 APM Total Program		42	\$ 19,864,978	\$ 30,958,336	\$ 53,445,314	
2014 APM from Savings and Cancellations			\$			2,622,000

**State and Federal Grant Programs Project Status
as of July 1, 2021**

SLPP - 51 Completed Projects			
	Allocation	Match	Total Project Cost
SLPP Phases Completed	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918
SLPP Total Program	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918

APM - Arterial Pavement Management
 BCIP - Bicycle Corridor Improvement Program
 C - Construction
 E - Engineering
 I-5 - Interstate 5
 I-405 - Interstate 405
 N/S - North/South

R - Right-of-Way
 SCCP - Solutions for Congested Corridors Program
 SLPP - State-Local Partnership Program

Planned - Indicates that the funds for this phase have not been obligated.
 Started - Indicates that the funds for this phase have been obligated.

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

Program Year Delay Requests					
Agency	Project Title	Delayed Phase	Approved Fiscal Year (FY)	Proposed FY	Delay Reason
County of Orange	Santa Ana Gardens Channel Bikeway Extension	Construction	2020-21	2021-22	The project requires additional time to complete the right-of-way (ROW) phase. The project completed the environmental assessment in February 2021 and completed design in June 2021. The County of Orange is in the process of resolving utility relocation requirements as part of the ROW phase. These are needed in order to receive ROW certification which is required prior to the start of construction. This request is recommended for approval.
Irvine	Jeffrey Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge	Construction	2021-22	2022-23	The project requires additional time to complete design and for extensive coordination with the California Department of Transportation on the ROW requirements, as the project area includes a portion of the State Highway System. Design completion is required prior to the start of construction. This request is recommended for approval.
La Habra	Union Pacific Rail Line Bikeway	ROW	2020-21	2022-23	The project requires additional time for ROW coordination with the property owner Union Pacific Railroad (UPRR). Due to restructuring within UPRR, the point of contact that was assisting with the coordination on the ROW requirements was changed, and at that time new requirements were requested by UPRR. These included design revisions to the project, additional ROW purchases to be accounted for in the design, and extensive coordination with a utility company for additional utility relocations. At this time the City of La Habra will continue to coordinate with UPRR on a ROW agreement. This request is recommended for approval.
Santa Ana	Warner Avenue Protected Bike Lanes	Construction	2020-21	2021-22	The project requires additional time to complete design. The project was authorized to proceed with preliminary engineering (design) in federal fiscal year 2019-20. The City of Santa Ana awarded a contract for the design of the project in March 2021, and expects to complete design in December 2021. Design completion is required prior to the start of construction. This request is recommended for approval.

Programming Amendment Requests						
Agency	Project Title	Phase	Current (000's)	Proposed (\$000's)	Difference (\$000's)	Amendment Request
Brea	OC Loop Brea Gap Closure	ROW	\$ 2,349	\$ 5,592	\$ 3,243	<p>This action would increase the ROW phase funding by \$3.243 million. The project was recommended for partial funding through the Active Transportation Program (ATP) Cycle 5. The amendment would move Bicycle Corridor Improvement Program (BCIP) construction funding to fully fund the ROW phase. This request would leave the construction phase for the project underfunded and the project would no longer be eligible to receive additional BCIP funds for the construction phase.</p> <p>This request is recommended for approval contingent upon partial funding being approved for the project through Cycle 5 of the ATP or any subsequent program augmentations.</p>
Brea	OC Loop Brea Gap Closure	Construction	\$ 3,462	\$ 219	\$ (3,243)	<p>This action would decrease the construction phase funding by \$3.243 million. The City of Brea has requested to reprogram this amount into the ROW phase in order to complete the funding requested through the state ATP through which the projects is recommended for partial funding.</p> <p>This request would leave the construction phase for the project underfunded and the project would no longer be eligible to receive additional BCIP funds for the construction phase. The City of Brea would be responsible for securing the remaining funding needed for the construction phase prior to the project being authorized to start construction.</p> <p>This request is recommended for approval contingent upon partial funding being approved for the project through Cycle 5 of the ATP or any subsequent program augmentations.</p>



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - July 12, 2021

Local Road Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249		\$971
M2 Project O Regional Capacity Program call	O	\$319,611						\$24,254		\$295,357		
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254		\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$117,578								\$99,496		
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621	\$1,774					\$11,762	\$4,546	\$361,621		
M2 Project X Environmental Clean Up	X	\$55,258								\$55,258		
Active Transportation Program - regional call ¹		\$83,504	\$6,359		\$63,361	\$92		\$199				\$13,493
ARRA transportation enhancements		\$6,833			\$4,049				\$500			\$2,284
Arterial Pavement Management Program		\$50,888	\$19,930									\$30,958
Atlanta Avenue widening		\$4,160	\$2,278									\$1,882
Bicycle Corridor Improvement Program (BCIP) ²		\$63,128	\$43,755									\$19,373
Bristol Street widening		\$44,750										\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369							
Local Agency led SCCP projects ²		\$3,357					\$3,357					
Local Agency Road Rehabilitation and Maintenance Program (CRRSAA)		\$14,591			\$14,591							
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000			
SCAG Sustainability Planning Grants		\$720			\$671							\$49
Traffic Signal Improvements		\$15,000				\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172			\$15,628							\$6,544
Del Obispo widening	M1	\$6,419	\$3,740									\$2,679
		\$1,411,904	\$77,836		\$138,388	\$86,797	\$3,357	\$61,160	\$40,326	\$858,235		\$145,805
Local Road Project Totals												
Federal Funding Total		\$216,224										
State Funding Total		\$151,314										
Local Funding Total		\$1,044,366										
Total Funding (000's)		\$1,411,904										

Local Road Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829	
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981		\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,520		\$21,616		\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182		\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453		\$3,700
Raymond Avenue grade separation	O	\$126,317						\$95,351		\$23,402		\$7,564
State College Boulevard grade separation	O	\$99,631	\$31,541		\$10,887			\$34,785		\$11,400		\$11,018



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - July 12, 2021

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$741,132	\$201,950		\$39,196			\$268,589	\$5,992	\$152,934	\$72,471
Federal Funding Total		\$241,146									
State Funding Total		\$268,589									
Local Funding Total		\$231,397									
Total Funding (000's)		\$741,132									



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - July 12, 2021

Board Actions:

1. Approve two amendment requests from the City of Brea contingent upon partial funding award through Cycle 5 of the Active Transportation Program (ATP) or any subsequent program augmentations.

Project Notes:

2. Updates made to projects based on the latest funding information.

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
SS - Southside
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects

Transit Committee Meeting of July 8, 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 6-0 by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendations

- A. Approve the guidelines for the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects.
- B. Direct staff to issue the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects using up to \$4 million in local funding.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects

Overview

The Orange Transportation Authority offers grant opportunities to non-profit organizations and local public agencies to help meet the transportation needs of seniors and individuals with disabilities. The Enhanced Mobility for Seniors and Disabled Grant Program augments existing OC Bus fixed-route service, OC ACCESS, and the Senior Mobility Program in Orange County. The Board of Directors is requested to approve the guidelines and release the 2021 Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects.

Recommendations

- A. Approve the guidelines for the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects.
- B. Direct staff to issue the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects using up to \$4 million in local funding.

Background

Prior to fiscal year (FY) 2014, the Orange County Transportation Authority (OCTA) worked with the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), and the Federal Transit Administration (FTA) to provide Federal Section 5310 (FTA 5310) funding through Caltrans to non-profit organizations and public agencies for the purchase and replacement of paratransit-type vehicles and related equipment to help meet the transportation needs of seniors and individuals with disabilities.

In FY 2015 and onward, Caltrans elected not to participate in this partnership citing significant cost increases in administration and staff time related to coordination with the large urban areas throughout the State, and inconsistencies in program delivery. In 2016, OCTA assumed the role of designated recipient for the FTA 5310 Program in Orange County to ensure funds are used effectively, efficiently, and consistently with federal requirements.

OCTA developed the Orange County Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program, which, similar to FTA 5310, provides grant opportunities for non-profit organizations and local public agencies to help meet the transportation needs of seniors and individuals with disabilities. However, this local grant program replaces the FTA 5310 Program with local funds, which allows grantees to streamline project implementation. Further, this approach reduces the risk that a nonprofit or local agency may not be in non-compliance with federal requirements. Under this approach, OCTA develops and enters into funding agreements and provides oversight monitoring of EMSD grantees throughout the useful life of the grant-funded projects. In addition, OCTA retains the federal apportionment to support OC ACCESS service, consistent with Board of Directors (Board)-approved policies and prior actions.

As the regional transportation planning agency for Orange County, OCTA is responsible for conducting a call for projects (call) and allocating EMSD funds consistent with the priority strategies identified in the current Orange County Human Services Transportation Coordination Plan (Coordinated Plan), which was recently updated and approved by the Board on November 23, 2020.

Discussion

The 2020 update to the Coordinated Plan created funding priorities for the EMSD call, which include:

- Paratransit vehicle replacement and related equipment for existing vehicles that meet or exceed their useful life,
- New paratransit vehicles and related equipment that support the expansion of existing service,
- Expansion of existing transportation services that address the target population's transportation needs, which include expanding existing mobility management, and driver and travel training projects, and
- New transportation services that address the target population's unmet transportation needs, including new mobility management, and driver and travel training projects, and first- and last-mile trips.

Staff is recommending to make up to \$4 million in local transportation funds available for the 2021 EMSD call to fund transportation projects in FY 2021-22 through FY 2022-23. The funding level is consistent with the federal funding that OCTA receives and uses for ACCESS services under the FTA 5310 Program less ten percent for program administration.

Over the past seven months, staff has conducted extensive outreach to eligible applicants. Notification of funding availability and outreach efforts have included two guideline development workshops in April 2021, email notifications, surveys, phone calls, and an information hotline, in addition to presentations at the January 2021 and April 2021 Special Needs Advisory Committee meetings. Outreach efforts were intended to gather information on potential applicant needs that can be reflected in the call. Further, OCTA staff reached out to those non-profit organizations and local agencies that have not applied for EMSD funds in the past to gain an understanding of why they did not apply, and provide guidance as needed.

The April 2021 guideline development workshops were well-attended with approximately 40 attendees representing 33 agencies. Of these attendees, 24 agencies have not been funded by the grant in the past ten years, four were funded in 2011, one was funded in 2014, one was funded in 2016, and three were funded in 2018. Most of the attendee comments received related to requests to lower the local match requirement, as many applicants are currently facing operational difficulties due to impacts of the COVID-19 pandemic. OCTA incorporated this request into the proposed guidelines by reducing the local match requirement as further outlined below.

The Orange County EMSD Program Guidelines and Procedures (Guidelines) have been prepared for Board consideration in conjunction with the proposed 2021 EMSD call, as follows:

- Creation of a separate guideline document to support applicants in the application development process by providing information on goals, priorities, scoring criteria, requirements, and procedures (Attachment A).
- A temporary change to lower the capital match requirement from 20 percent to ten percent, and the operating assistance match requirement from 50 percent to 25 percent due to impacts from the COVID-19 pandemic. A reduction of the match requirement for mobility management, and driver and travel training projects under the operating category from 20 percent to ten percent to allow applicants to restore service and recover from the pandemic.

- A temporary change to lower the vehicle revenue hours from 20 hours to ten hours per week to allow applicants to restore service.
- Allow applicants to request funding to temporarily restore service to pre-COVID-19 levels for up to six months, and request funding to support COVID-19 response equipment to facilitate safe operations for their clients.
- Prioritization for applications that can demonstrate applicant outreach to senior and disabled patrons to ensure services are meeting their needs.
- The addition of timely use of funds provisions to encourage timely project implementation.
- Changes to the extension, scope change, and cost savings, invoicing, and reimbursement, and quarterly and final reporting processes to make the EMSD call consistent with other OCTA calls.

Issues and lessons learned from prior calls were also reviewed and considered. The proposed Guidelines were created to be more consistent and provide streamlining in the application process through project implementation.

The proposed Guidelines are being submitted to the Board for final consideration and approval. Authorization is also being requested to initiate the 2021 EMSD call, making \$4 million available in local funding to non-profit and local public agencies to help meet the transportation needs of their senior and disabled clients. The maximum award to any one applicant is \$600,000 to ensure equitable distribution of funds.

Next Steps

Staff is requesting approval to issue the 2021 EMSD call. With Board approval, staff will conduct additional outreach to ensure organizations are aware and notified of the call and assist with application submissions. OCTA will host an application development workshop to assist applicants in late July and conduct additional outreach with applicants as needed. Staff will convene an advisory panel to assist with the review and ranking of applications. The panel may include members that represent various disciplines within OCTA, as well as a representative from the OCTA Special Needs Advisory Committee and external agencies. Once the evaluation process is completed, staff anticipates returning to the Board with a list of recommended projects for consideration of funding.

The draft schedule for the call is as follows:

- July 12, 2021 – OCTA Board action considering the 2021 EMSD call,
- July 26, 2021 – OCTA applicant workshop to review the procedures and answer questions about the call,
- September 9, 2021 – applications due to OCTA,
- September – November 2021 – OCTA staff and EMSD advisory panel will review and rank the applications, and
- November 22, 2021 – Board consideration and approval of the program of projects.

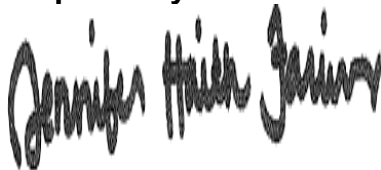
Summary

Staff is requesting Board approval of the Guidelines and authorization release the 2021 EMSD call, providing up to \$4 million in FY 2021-22 and FY 2022-23 for projects to help meet the transportation needs of seniors and individuals with disabilities.

Attachment

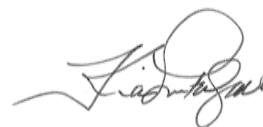
- A. 2021 Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects Orange County Transportation Authority Guidelines and Procedures

Prepared by:



Jennifer Haith Farinas
Senior Transportation Funding Analyst,
Discretionary Funding Programs
(714) 560-5392

Approved by:



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



2021 Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects Orange County Transportation Authority Guidelines and Procedures

PURPOSE AND AUTHORITY

The Orange County Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program call for projects (call) is intended to enhance the mobility of seniors and individuals with disabilities by providing local transportation funding to meet the transportation needs of seniors and individuals with disabilities where public transportation service may not appropriately meet their needs. The EMSD Grant Program offers grant opportunities to non-profit organizations and local public agencies to help meet these needs.

The goals of the EMSD Program are to:

- 1) Improve the mobility for seniors and individuals with disabilities in Orange County.
- 2) Support local agencies and non-profits providing service within their communities.
- 3) Augment the OCTA Senior Mobility Program, OC ACCESS, and OC Bus fixed-route service.
- 4) Provide seamless service through improved first- and last-mile connections.
- 5) Incorporate and encourage technology-based solutions to improve mobility options.
- 6) Promote non-profit and public agency outreach to seniors and disabled patrons with an emphasis in reaching disadvantaged, underrepresented, and/or diverse communities to ensure services are meeting their needs.
- 7) Prioritize funding for agencies that collaborate, which is demonstrated by:
 - Partnerships to create efficiencies and lower operating costs for service, and/or
 - Increasing vehicle revenue hours beyond the minimum ten hours.

BACKGROUND

Prior to 2014, the Federal Transit Administration Section 5310 (FTA 5310) Program was jointly administered by the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans). In fiscal year (FY) 2015 and onward, Caltrans elected not to participate in this partnership, citing significant increases in administration and coordination with the large urban areas throughout the state. In 2016, OCTA assumed the role of designated recipient for the FTA 5310 Program in Orange County to ensure funds are used effectively, efficiently, and consistently with federal requirements.

The Orange County EMSD Grant Program replaces the FTA 5310 Program by providing local funding support, in lieu of federal funding, which allows grantees to streamline project implementation and reduce the risk of non-compliance with federal requirements. Due to the long-standing success of the Section 5310 grant program, all beneficial elements of that program have been retained.

As the regional transportation planning agency for Orange County, OCTA is responsible for conducting a call and allocating EMSD funds consistent with the priority strategies identified in the current Orange County Human Services Transportation Coordination Plan (Coordinated Plan).¹ In addition, OCTA has taken on the responsibility of developing and administering funding agreements and providing oversight monitoring of EMSD grantees throughout the useful life of the grant-funded projects.

2021 CALL

The EMSD call will provide up to \$4 million in local funds. Funding availability is based FTA 5310 amounts allocated to Orange County and is subject to change. All projects proposed and considered for funding must be included in the Coordinated Plan.

PROGRAM SCHEDULE²

July 12, 2021	Call for applications opens
July 26, 2021	Grant application workshop
September 9, 2021	Application due date
September-November 2021	Application reviews and scoring
November 22, 2021	OCTA Board of Directors (Board) consideration of EMSD funding recommendations
December 7, 2021	Awarded applicant workshop

¹ Coordinated Plan is available at: <http://www.octa.net/pdf/HumanServicesTransportation.pdf>

² Please note this schedule is subject to change.

Funding Priorities (in order of priority)

- 1) Paratransit vehicle replacement and related equipment for existing vehicles that meet or exceed their useful life.
- 2) New paratransit vehicles and related equipment that support the expansion of existing service.
- 3) Expansion of existing transportation services that address the target population's transportation needs, which include expanding existing mobility management, and driver and travel training projects.
- 4) New transportation services that address the target population's unmet transportation needs, including new mobility management, and driver and travel training projects, and first and last-mile trips.

Eligible Applicants

- Private non-profit organizations, and
- Public agencies where private non-profits are not readily available to provide the proposed service (a public hearing is required as documentation).

Eligible Project Categories and Availability of Funds

Funds will be available for two categories and distributed to organizations and agencies serving Orange County based on the funding priorities above.

Project Category	Funding Availability³
Capital	\$2,200,000 (minimum)
Operating	\$1,800,000 (maximum)
Total	\$4,000,000

Award Size and Matching Funds

Applicants may submit applications for both project categories. However, the total request per applicant may not exceed \$600,000 (excluding local match), as noted in the application and project type table below. The capital and operating project evaluation criteria and point distribution are provided in the Evaluation Criteria. Applicants must commit to cover any cost overruns.

³ Capital Projects will be awarded a minimum of \$2,200,000 under this Call if the \$4 million maximum is reached. Operating Projects will be awarded a maximum of \$1,800,000 under this Call.

Additional Guidance		
1.	Local match, match, or local matching funds, or any variation thereof, refers to the match funding that an agency is pledging through the competitive process. The match must be local agency contribution and may not be made up of soft match or in-kind services.	
2.	The local match has been temporarily reduced during the 2021 call to allow applicants to restore service and subsequently recover from the coronavirus (COVID-19) pandemic.	
Application and Project Type	Maximum Grant Request	Minimum Match Requirement
Capital: New or replacement vehicle purchases, leases, and supporting equipment (Stand Alone Application)	\$600,000	10%
Operating: Operating Assistance, COVID-19 Restoration of Service, and/or Expansion of Service, and/or first and last-mile trips	\$250,000	25%
Operating: Mobility Management, Driver/Travel Training, and/or COVID-19 Response Equipment (when combined with Operating Assistance in a single application)	\$350,000	10%
Operating: Mobility Management, Driver/Travel Training, and/or COVID-19 Response Equipment (Stand Alone Application)	\$600,000	10%

Additional Guidance	
<i>Capital Projects</i>	
1.	If capital purchases (vehicles, equipment, software, etc.) are purchased with EMSD funds, these items must be used for their entire useful life and/or through termination of the service or lease (see timely use of funds). If termination occurs prior to the completion of the capital item's useful life, lease, and/or grant term, the applicant shall repay OCTA the same percentage of the sale price [or estimated value of the asset(s)] based on straight line depreciation of the asset(s) consistent with the EMSD percentage of initial purchase. Useful life shall be based upon OCTA's policy for service life, where applicable.
2.	Leasing of vehicles will be allowed on a case-by-case basis. Applicants should submit a cost-benefit analysis demonstrating the cost of leasing the vehicle and associated equipment is the same cost or better.
3.	Awarded vehicles must be ADA accessible and provide a minimum of 10 hours of service per week per vehicle or more by the awarded applicant or in coordination with other agencies.
4.	A vehicle proposed for replacement must meet or exceed its useful life and be actively in service during the applicant's normal days and hours of operation.

Additional Guidance	
Capital Projects	
COVID-19 Response Equipment eligible projects include personal protective equipment, sanitization products, and plexiglass barriers to ensure adequate social distancing and safe operations.	
Operating Projects	
1.	For applicants requesting funds to expand existing and ongoing service, applicants must be able to document that the proposed service will serve additional persons or trips, expand the service area or hours, and/or increase the number or frequency of trips beyond the service that is already being provided. Applicants must explain basis for growth and trip projections.
2.	Potential awards for COVID-19 Restoration of Service will only support service for up to six months. Documentation of the reduction of service is required to be attached to the application.

EVALUATION CRITERIA

Capital and operating projects will be scored using the evaluation criteria and point distributions shown below.

Capital Projects	Points	Bonus Points⁴
A. Goals and Objectives – Project is consistent with overall EMSD Program goals and objectives and meets all consideration factors.	16	-
B. Ability of Applicant - Evidence of the applicant's experience providing existing transportation service or social services for elderly or disabled individuals. Scored questions will also include points for agency programs/plans including driver/travel training ⁵ , dispatching, California Highway Patrol Inspections, annual budget/fund sources, and proposed budget.	20	-

⁴ Bonus points are in addition to the maximum total in each category. If bonus points are awarded, the application score will not exceed a maximum of 100 points.

⁵ Travel training is one-on-one individualized training that gives people with seniors and individuals with disabilities the skills required to travel safely on fixed-route public transportation.

Capital Projects	Points	Bonus Points
<p>C. Coordination Planning - Assessment of available services that (1) meet the needs of seniors and disabled individuals and (2) identify gaps in service or equipment needs. Scored questions will ask how the applicant provides strategies, activities, and projects to identify these gaps and achieve efficiencies in service. There are also specific questions on coordination planning with other agencies.</p> <p><i>Five bonus points are available for partnerships that create efficiencies in lowering operating costs.</i></p>	12	Up to 5
<p>D. Outreach and Feedback - Assessment of how the applicant has conducted outreach with senior and disabled clients to ensure their needs are being met and adjustments to service are made accordingly.</p>	10	-
<p>E. Transportation Service - Evaluation will be based on project type - replacement, expansion vehicles, and/or equipment. Replacement and expansion vehicles will receive ratings based on mileage, service hours per week, and number of people served. Equipment will be scored based on number of vehicles within the fleet which are coordinated and service efficiency enhancement with the new equipment.</p> <p><i>Five bonus points available (scaled) for applicants that increase vehicle revenue hours beyond the minimum ten hours.</i></p>	32	Up to 5
<p>F. Emergency Planning and Preparedness – Evaluation is based on standards for emergency planning and preparedness, extent to which emergency plans and drill activities are provided, and whether applicant is included in County Office of Emergency Services (OES) response plan.</p>	10	-
Total Points	100	10

Operating Projects		Points
A.	Goals and Objectives – Project’s consistency with overall EMSD program goals and objectives and meets all consideration factors.	20
B.	Project Implementation – Extent to which applicant provides a well-defined and detailed operations plan with defined routes, schedules, current/project ridership, key personnel, and marketing strategies with supporting documentation for carrying out the project.	30
C.	Program Performance Indicators – Extent to which applicant provides clear, measurable, and outcome-based performance measures and indicators, which show a logical, reasonable, and quantifiable methodology to track the effectiveness of the project.	20
D.	Coordination, Outreach, and Sustainability – Extent to which applicant identifies communications and outreach plans and goals to target populations that benefit from EMSD program. Evaluation also based on applicant’s efforts and accomplishments in coordination with other transportation and/or social services in the project area and extent to which applicant identifies plans to sustain the program beyond the two-year funding cycle.	20
E.	Emergency Planning and Preparedness – Extent to which applicant identifies standards for emergency planning and preparedness and provides emergency plans and drill activities, and whether applicant is included in County Office of Emergency Services (OES) response plan.	10
Total Points		100

PROVISIONS OF USE CRITERIA

- Upon approval by OCTA’s Board, awarded applicants will be notified and will be required to enter into an agreement with OCTA to start the project and receive funding. The agreement will remain in effect throughout the project’s service period or the equipment’s useful life.
- Grantees are responsible for the proper use, operating costs, and maintenance of all vehicles and project equipment, and must be prepared to comply with all applicable regulations and requirements.
- Applicants must have management oversight and control over the operations of contracted service and purchased equipment. Backup documentation must also be maintained and provided upon request during the project term and the extended audit period.
- For non-profit applicants, non-profit status must be documented as “active.”
- Public agencies are required to complete a public hearing prior to the application deadline of September 9, 2021.

TIMELY-USE OF FUNDS

Applicants may request programming funds for FY 2021/22 or FY 2022/23 (ending June 30).

For **Capital** projects, applicants will be required to award a contract or execute a purchase order by June 30 of the programmed FY. Applicants would then have 24 months from the award, or purchase order to receive and/or install the equipment. The contract award or purchase order date will serve as the start of the 24-month period of performance.

For **Operating** projects, awarded applicants will be required to show evidence that they have entered into a cooperative or service agreement, as applicable to the funded project, and will start service based on the schedule provided and by June 30 of the programmed FY. For existing operating agreements, applicants may request funds to continue service. The date of the cooperative or service agreement or continuation will begin the 24-month period of performance.

For all project types, funds are required to be expended within 24 months to be eligible for reimbursement. Applicants may request a one-time extension not exceeding a total of 12 months per project grant. Scope changes and extension requests must be received no less than ninety (90) calendar days prior to the OCTA cooperative agreement deadline.

EXTENSION REQUESTS, SCOPE CHANGES AND COST SAVINGS

Scope changes and extension requests are considered on a case-by-case basis and requests must be submitted via email to Jennifer Farinas at jfarinas@octa.net. Scope change and extension request templates will be made available on the [EMSD website](#) following project award. Applicants must provide an explanation and justification for the change. Please note that project extensions are not guaranteed, and OCTA encourages awarded applicants to complete projects within the original period of performance of the grant.

OCTA will complete a thorough evaluation of the scope change and/or extension request and the potential impact to the project score prior to making a recommendation. Major scope changes which significantly impact the application score will require approval by the OCTA Board of Directors.

Cost Savings. If the applicant reduces the scope of an approved project or if the project experiences cost savings, a reduction in EMSD funds must be applied proportionally to maintain the approved local match percentage. Scope reductions are not considered cost savings.

INVOICES AND REIMBURSEMENTS

Applicants are expected to finance their projects as they proceed. Costs will be administered on a reimbursement basis, with exception to vehicle purchases over \$100,000 as noted in the table below. Reimbursements will be dispersed upon review and approval of a complete expense report, performance report, and consistency with the cooperative agreement requirements and specifications. Invoices must be submitted no later than 30 days after the end of the month in which the expenditure occurred, with the exception to vehicle purchases over \$100,000 as noted below.

Applicants must submit a final invoice within 90 days of project completion.

Project Type	Reimbursement Process
Capital: Vehicles \$100,000 or more	OCTA pays 65% of the award amount (OCTA's share) of the cost up front, based on verifiable purchase order. Remaining 35% will be paid upon applicant's delivery and acceptance of the vehicle. Applicants must submit an invoice no later than 30 days after the end of the month following vehicle acceptance.
Capital: Vehicles less than \$100,000 and Equipment	Applicants incur the expense and request reimbursement from OCTA once the vehicles and/or equipment have been delivered and accepted at the agency.
Operating: Operating Assistance (including COVID-19 Restoration of Service and Expansion of Service), Mobility Management, Driver/Travel Training, COVID-19 response equipment, and/or first and last-mile connections.	Applicants submit invoices to OCTA on a monthly basis, less required match.

If awarded, successful applicants will enter into a cooperative agreement with OCTA specifying all regulations and requirements of the grant.

QUARTERLY AND FINAL REPORTING

Awarded applicants will be required to submit a quarterly report to allow OCTA to monitor progress on the project and ensure that the project will be completed within the period of performance of the grant. Quarterly reporting forms will be available on the [EMSD website](#) following the project award. Forms will request monthly data to be submitted on a quarterly basis. Reports should be submitted according to the reporting schedule below:

Performance Period	Quarterly Report Due Date
Q1: January-March	April 30 th
Q2: April-June	July 30 th
Q3: July-September	October 30 th
Q4: October-December	January 30 th

Once the project is complete, the applicant must submit a final report package 90 days following issuance of final payment. Final report templates and instructions will be available on the [EMSD website](#) following the project award.

SUBMITTAL REQUIREMENTS

A completed application will contain the following documents:

- 1) Completed capital and/or operating application with corresponding attachments;
- 2) Non-profits must submit a private nonprofit status inquiry;
- 3) Local cities or county agencies must submit documentation of public hearing;
- 4) Resolution from governing body or similar confirming match commitment and legal authority to submit.
- 5) Any other required documents, such as documentation of reduced service (if applicable), most recent financial statement/single audit, vehicle photos, etc. (refer to application for required documents).

Incomplete applications will not be considered for funding, so please ensure that all submittals contain all the required documentation.

The following documents are available on the [EMSD website](#):

- Fact Sheet
- Capital Project Application Instructions
- Capital Project Application
- Capital Project Scoring Sheet
- Operating Project Application Instructions
- Operating Project Application
- Operating Project Scoring Sheet

Online applications for the EMSD program must be received by OCTA no later than 4:00 PM on Thursday, **September 9, 2021**, via the [EMSD website](#).

Late applications will not be accepted or considered, so please ensure that you have uploaded all required documentation ahead of the application deadline. ***It is suggested to upload documents at least 48 hours ahead of the submittal deadline to allow for time for troubleshooting if needed.***

Although online submittal is preferred, applicants may submit hard copy applications. Three unbound hardcopies of the application and any supporting documentation must be submitted if electing to submit in person or by mail, along with an electronic copy (USB or Dropbox). Applications sent by mail and hand delivered ***must be received by 4:00 PM on September 9, 2021***, at the following address (postmarks will not be accepted):

Mailing Address:

OCTA

Attention: Jennifer Farinas

550 S. Main Street

P.O. Box 14184

Orange, CA 92863-1584

Hand-delivered hardcopy applications may be delivered to:

OCTA

Attention: Jennifer Farinas

600 S. Main Street

Orange, CA 92868

After the applications are reviewed by OCTA for eligibility, an advisory panel will review and rank projects. A recommended priority list of projects will be developed and forwarded to the OCTA Board for consideration in late fall 2021.

OCTA CONTACTS

EMSD Program Manager

Jennifer Farinas

Senior Transportation Funding Analyst

Email: jfarinas@octa.net

(714) 560-5392

Alternates:

Louis Zhao

Section Manager, Discretionary Funding Programs

Email: lzhao@octa.net

(714) 560-5494

Denise Arriaga

Senior Transportation Funding Analyst

Email: darriaga@octa.net

(714) 560-5489

Project Implementation

Joanne Jacobsen

Senior Community Transportation Coordinator

Email: jjacobsen@octa.net

(714) 560-5660



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Amendments to the Master Plan of Arterial Highways

Regional Planning and Highways Committee Meeting of July 1, 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. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.

Cities of Yorba Linda and Anaheim

3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;



Committee Recommendations (Continued)

5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and
6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.



July 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendments to the Master Plan of Arterial Highways

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local jurisdictions. The cities of Anaheim, Brea, and Yorba Linda have requested amendments to the Master Plan of Arterial Highways that are recommended for Board of Directors' approval. An update on pending Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.

Cities of Yorba Linda and Anaheim

3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;

5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and
6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.

Background

In 2013, the Master Plan of Arterial Highways (MPAH) map was updated to reflect the following reclassifications approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board):

1. Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue from a primary (four-lane, divided) arterial to right-of-way (ROW) Reserve for a period of nine years; and
2. Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road from a primary (four-lane, divided) arterial to ROW Reserve of a period of nine years.

ROW Reserve is a classification for facilities where there is a lack of consensus among affected jurisdictions as to whether a facility should remain on the MPAH. ROW Reserve facilities are depicted on the MPAH and in local general plans to hold the ROW, for a fixed period of time, until consensus is reached on the future of the facility. While in ROW Reserve, the planned facility is excluded from traffic and land-use planning models due to this uncertainty.

The decision to place Tonner Canyon Road and Valencia Avenue in ROW Reserve was based upon environmental issues, potential future land-use changes in the area, future traffic projections for the area, and the goals identified within the City of Brea's (Brea) general plan. At the time, the nearby Olinda Alpha Landfill was anticipated to close in 2021, and the area would be converted to passive parkland uses. The ROW Reserve period was intended to allow for Tonner Canyon Road and Valencia Avenue to be reevaluated in conjunction with post-landfill planning processes. The ROW Reserve period for Tonner Canyon Road and Valencia Avenue is expiring in November 2021, and Brea has submitted a request to delete these segments from the MPAH due to recent considerations by the County of Orange (County) to extend the use of the Olinda Alpha Landfill through 2036 (Attachment A).

Separately, the City of Yorba Linda (Yorba Linda), in coordination with the City of Anaheim (Anaheim), proposed roadway improvements in nearby Savi Ranch, a 235-acre mixed-use development. This area is the largest job center in Yorba Linda, supporting over 4,500 jobs. Congestion affects vehicular throughput along Yorba Linda Boulevard as well as State Route 91 (SR-91) ramp operations. In January 2021, the Yorba Linda City Council approved the Yorba Linda Boulevard Widening Improvement Project (Project). The Project will provide a fourth northbound lane on Yorba Linda Boulevard, including the bridge over the Santa Ana River, and improve corridor operations by extending and providing supplementary turn lanes. Additionally, the Project includes bicycle and pedestrian improvements along Yorba Linda Boulevard.

Subsequently, Yorba Linda submitted a request (Attachment B), consistent with the Project, to amend the MPAH to:

1. Reclassify Yorba Linda Boulevard between La Palma Avenue and the SR-91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
2. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the SR-91 westbound off-ramp and the SR-91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;
3. Add Savi Ranch Parkway from Pullman Street and Old Canal Road to the MPAH as a primary (four-lane, divided) arterial; and

4. Add Old Canal Road/Pullman Street to the MPAH as a divided collector (two-lane, divided).

To maintain consistency with the Project approved by Yorba Linda, Anaheim also submitted a request (Attachment C) to amend the MPAH to:

1. Reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.

All requested amendments proposed for Board consideration are illustrated in Attachment D.

Discussion

Staff has reviewed the traffic analyses provided by the cities and has concluded that the requested MPAH amendments are appropriate from a long-range planning perspective. Additionally, future traffic volumes appear to be accommodated with the proposed changes and are forecast to remain at acceptable intersection levels of service (LOS).

City of Brea and the County of Orange – Tonner Canyon Road and Valencia Avenue

Based on the Orange County Traffic Analysis Model 5.0, Tonner Canyon Road and Valencia Avenue, if constructed, are forecast to carry approximately 3,000 average daily trips (ADT). The deletion of these facilities from the MPAH do not significantly impact State Route 57 or the surrounding MPAH network. Furthermore, Brea has reiterated the difficulty in extending and constructing Tonner Canyon Road and Valencia Avenue, primarily due to its cost and potential impacts to an environmentally sensitive area.

These two planned roadway segments are located partially in Brea, as well as in the unincorporated area of Orange County, within Brea's sphere of influence. The County and the California Department of Transportation (Caltrans) District 12 have provided letters of support/no comment, included in Attachment A. The County is now in the process of extending the operation of the Olinda Alpha Landfill to 2036 and supports Brea's proposal to delete Tonner Canyon Road and Valencia Avenue from the MPAH.

Cities of Anaheim and Yorba Linda – Yorba Linda Boulevard, Weir Canyon Road, Savi Ranch Road, Old Canal Road/Pullman Street, and Santa Ana Canyon Road

Yorba Linda Boulevard/Weir Canyon Road straddles the border between Anaheim and Yorba Linda between SR-91 and the Santa Ana River. Yorba Linda Boulevard/Weir Canyon Road is built as a six-lane facility with an annual ADT of approximately 55,500 (2019). This far exceeds the capacity of the current primary arterial classification (30,000 ADT to maintain LOS C). As a result, Yorba Linda and Anaheim have requested that Yorba Linda Boulevard between La Palma Avenue and the SR-91 westbound off-ramp be reclassified from a primary arterial to an asymmetric major arterial (seven lanes, divided). The proposed reclassification is consistent with the cities' Project and provides sufficient capacity to accommodate forecasted traffic levels and meet LOS standards. Additionally, the cities have requested to reclassify Yorba Linda Boulevard/Weir Canyon Road between the SR-91 westbound off-ramp and the SR-91 eastbound on-ramp from a primary arterial to a major arterial. This reclassification will update the MPAH and the cities' general plans consistent with the existing condition. It also clarifies there are no plans to reduce capacity along this segment of Yorba Linda Boulevard/Weir Canyon Road.

High traffic volumes on Yorba Linda Boulevard and the turning movements at Savi Ranch Parkway associated with the SR-91 interchanges result in significant congestion at intersections in this area. Therefore, Anaheim and Yorba Linda are requesting the addition of Savi Ranch Parkway and Old Canal Road/Pullman Street to the MPAH. This will allow the cities to compete for Measure M2 Project O – Regional Capacity Program funding to provide improvements needed to help relieve congestion at these intersections.

The Project also proposes to restripe Santa Ana Canyon Road from Roosevelt Avenue to Weir Canyon Road, converting one through lane to a third left-turn lane. Based on an intersection LOS analysis, high eastbound left-turn volume for vehicles traveling to SR-91 and Savi Ranch, along with a lower eastbound through volume, justify the corresponding request to reclassify this segment on the MPAH from a major arterial to an asymmetric primary arterial (five lanes, divided). Note that this proposed configuration is consistent with the Anaheim Circulation Element's Planned Roadway Network Map that currently classifies Santa Ana Canyon Road as a scenic expressway (four to six lanes, divided). Therefore, Anaheim will not need to amend its general plan and the MPAH will be updated to reflect Santa Ana Canyon Road as an asymmetric primary arterial (five-lane, divided) contingent upon Board approval of the amendment request.

Due to the proximity of the Project to SR-91, Caltrans reviewed the Initial Study and Mitigated Negative Declaration, and provided a letter of no comment on the requested MPAH amendments, included in Attachment B.

California Environmental Quality Act

Amendments to the MPAH are exempt from the California Environmental Quality Act (CEQA) review. As such, if the Board approves the recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

MPAH Status Update

As indicated in the status report in Attachment E, there are currently 18 pending amendments proposed for the MPAH. These pending amendments are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans.

Summary

The cities of Anaheim, Brea, and Yorba Linda submitted requests to amend the Master Plan of Arterial Highways. Staff reviewed the traffic data supporting the amendment requests and concluded that the proposed changes are appropriate from a long-range planning perspective. Based upon the provided traffic analyses, the requirements of the Master Plan of Arterial Highways Guidelines have been met, and Board of Directors' approval of the reclassifications is recommended. A summary of pending Master Plan of Arterial Highways amendments is also provided for Board of Directors' review.

Attachments

- A. Letter from Tony Olmos, P.E., Public Works Director, City of Brea, to Stephanie Chhan, Long Range Planning and Corridor Studies, Orange County Transportation Authority, dated May 24, 2021, Subject: MPAH Amendment Request for Tonner Canyon Road and Valencia Avenue
- B. Letter from Jamie Lai, P.E., Director of Public Works/City Engineer, City of Yorba Linda, to Stephanie Chhan, Orange County Transportation Authority, dated June 3, 2021, Subject: Request for Master Plan of Arterial Highways (MPAH) Amendment (Revised)
- C. Letter from Rudy Emami, P.E., Director of Public Works, City of Anaheim, to Stephanie Chhan, Orange County Transportation Authority, dated May 26, 2021, Subject: Request for Master Plan of Arterial Highways (MPAH) Amendment – Santa Ana Canyon Road Between Roosevelt Road and Weir Canyon Road
- D. Master Plan of Arterial Highways Amendment Map Requests
- E. Status Report on Pending Master Plan of Arterial Highways Amendments

Prepared by:



Stephanie Chhan
Transportation Analyst
(714) 560-5572

Approved by:



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



City of Brea

May 24, 2021

Mrs. Stephanie Chhan
Long Range Planning and Corridor Studies
ORANGE COUNTY TRANSPORTATION AUTHORITY
550 S. Main Street
Orange, CA 92868

SUBJECT: MPAH AMENDMENT REQUEST FOR TONNER CANYON ROAD AND VALENCIA AVENUE

Dear Mrs. Chhan,

The City of Brea is requesting formal initiation of a Master Plan of Arterial Highways (MPAH) Amendment process that includes Tonner Canyon Road and Valencia Avenue. These two roadway segments are located partially in the City of Brea as well as in the unincorporated area of Orange County, within the sphere of influence of the City of Brea.

In November of 2012, the Orange County Transportation Authority (OCTA) Board of Directors conditionally approved an amendment to the MPAH to reclassify the following roadway segments within the City of Brea from arterial to right-of-way reserve status for a period of nine years:

- Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue
- Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road

Subsequently, the amendment became final and OCTA updated the MPAH as documentation was provided to OCTA demonstrating that the City of Brea had complied with the requirements of the California Environmental Quality Act and amended its General Plan.

The reclassifications associated with this original MPAH Amendment request were based upon environmental issues, future land-use changes in the area, and future traffic projections for the area, as well as the goals identified within the current City of Brea General Plan. Please see Attachment A for original 2012 OCTA Staff Report providing details regarding the original request, as well as the original response letters from Orange County Public Works and the Department of Transportation.

At the time of the original MPAH Amendment request, the Olinda Alpha Landfill was anticipated to close in 2021 and be converted to passive park land uses. However, due to

City Council

Steven Vargas
Mayor

Cecilia Hupp
Mayor Pro Tem

Christine Marick
Council Member

Glenn Parker
Council Member

Marty Simonoff
Council Member

increased diversion of trash from the landfill, the County of Orange is now in the process of extending the operation of the Olinda Alpha Landfill to 2036. On account of this, OCTA staff prepared and reviewed the following model scenarios:

1. OCTAM 5.0 Year 2045 Daily Forecasts – With Tonner Extension
2. OCTAM 5.0 Year 2045 Daily Forecasts – Base (Build-Out)
3. OCTAM 5.0 Year 2045 Daily Forecasts – With vs. Without Tonner Extension
4. OCTAM 5.0 Year 2045 vs. Year 2016 Daily Forecasts

Upon review of each of the model scenarios, OCTA staff determined that the Tonner Canyon Road/Valencia Avenue extension would not make a significant impact on the SR-57 Freeway or the surrounding MPAH network. Please see Attachment B for the modeling scenarios provided by OCTA for your review.

As the nine-year right-of-way reserve status period is set to expire on November 9, 2021, and on account of the factors discussed above, the City of Brea is submitting this MPAH Amendment request letter, proposing to modify the MPAH classification of the following arterial facilities as follows:

- Deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue; and
- Deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

The City contacted both Orange County Public Works and Caltrans for comment since they are key stakeholders given their regional presence in the vicinity of both roadways in question. As a result, please find the attached correspondence from Orange County Public Works and Caltrans, provided as Attachment C and Attachment D respectively.

We are hopeful that the proposed MPAH Amendment can be processed administratively and in a timely manner. Please review the enclosed items and advise as to any additional information that may be needed. Thank you for your time and assistance in this matter. Should you have any questions regarding this request, I can be contacted at 714-990-7698.

Sincerely,



Tony Olmos, P.E.
Public Works Director

Enclosures: Attachment A – 2012 OCTA Staff Report*
Attachment B – Modeling Scenarios*
Attachment C – Orange County Public Works Letter of Support
Attachment D – Caltrans Letter of Support

CC: Michael Ho, Deputy Director of Public Works/City Engineer
Dave Roseman, City Traffic Engineer
Ryan Chapman, Principal Engineer



County Administration South
601 North Ross Street
Santa Ana, CA 92701

P.O. Box 4048
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com



Administrative
Services



OC Development
Services



OC Facilities Design
& Construction
Management



OC Facilities
Maintenance
& CUF



OC Fleet Services



OC Construction



OC Environmental
Resources



OC Operations &
Maintenance



OC Infrastructure
Programs



OC Survey



May 11, 2021

Tony Olmos, P.E.
Public Works Director
City of Brea
1 Civic Center Circle
Brea, California 92821-5732

Subject: Master Plan of Arterial Highways (MPAH) Amendment

Dear Mr. Olmos:

This letter is in response to your correspondence dated April 28, 2021 regarding the City of Brea's lead in processing a new MPAH Amendment for the following arterial facilities:

- Deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue.
- Deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

As a result of your letter, OC Public Works reached out to our OC Waste & Recycling team and confirmed that although the targeted closure date of the Olinda Alpha Landfill was the end of 2021, they are now in the process of extending operations to 2036. With this change, the City of Brea worked with the Orange County Transportation Authority (OCTA) to study scenarios forecasting traffic impacts into the year 2045. Upon review of OCTA's model scenarios in Attachment A, OCTA has indicated that the Tonner Canyon Road and Valencia Avenue extensions would not have a significant impact on the SR-57 Freeway or the surrounding MPAH network. With these factors taken into consideration, OC Public Works supports:

- The City of Brea's proposal to take the lead and initiate the formal process for preparation of an MPAH Amendment in compliance with OCTA's "Guidance for Administration of the Orange County Master Plan of Arterial Highways" and the California Environmental Quality Act.
- City of Brea acting as the sponsoring agency for OCTA's MPAH Amendment process.
- City of Brea's request to delete Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue, and delete Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

Please coordinate with OC Development Services/Planning at (714) 667-8815 to ensure compliance with the California Environmental Quality Act and to disclose any potential environmental impacts associated with the proposed amendment, as well as consistency with the General Plan for the County of Orange.

Thank you,

Nardy Khan, PE/PMP
Deputy Director, Infrastructure Programs
OC Public Works

Cc: Jorge Hernandez, OC Waste and Recycling
Joanna Chang, OC Public Works

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST 4TH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

www.dot.ca.gov/caltrans-near-me/district12

*Making Conservation
a California Way of Life.*

May 21, 2021

Mr. Tony Olmos
City of Brea
1 Civic Center Circle
Brea, CA 92821

Dear Mr. Olmos

Thank you for the opportunity to review and comment on the proposed amendment, for the deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Ave, and the deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road, from the Master Plan of Arterial Highways.

The California Department of Transportation, District 12 currently has no comments on this proposal.

Please continue to keep us informed of this project and any future developments, which could potentially impact State Transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Scott Shelley at Scott.Shelley@dot.ca.gov or at (657) 328-6164.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley".

Scott Shelley, Branch Chief
Local Development/Intergovernmental Review



CITY OF YORBA LINDA

P.O. BOX 87014, YORBA LINDA, CA 92885-8714
(714) 961-7170 FAX (714) 986-1010

ENGINEERING / PUBLIC WORKS

June 3, 2021

Ms. Stephanie Chhan
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863

SUBJECT: Request for Master Plan of Arterial Highways (MPAH) Amendment (Revised)

Dear Ms. Chhan:

The City of Yorba Linda, as lead agency with the support of the City of Anaheim is requesting the initiation of the MPAH amendment process for Yorba Linda Boulevard, Savi Ranch Parkway and Old Canal Road/Pullman Street. These streets form the eastern gateway into Yorba Linda and Anaheim and serve as the sole point of access to the Savi Ranch multi-use area.

The City appreciates OCTA's feedback of our initial request, dated 12/23/2020, for the MPAH amendment and agree with your recommended approach. This revised request is consistent with your recommendations. The following attachments have been included in support of this request:

Attachment 1: Location Map

Attachment 2: City Boundary Exhibit

Attachment 3: Letters of Support from the City of Anaheim and Caltrans

Attachment 4: City of Yorba Linda 2018 Traffic Volume Map

Background

Savi Ranch is a 235-acre mixed use development is the largest job center in Yorba Linda with over 4,500 jobs. Land uses include large box retail stores, commercial/industrial, research and development, medical, auto sales and dining. Savi Ranch generates over \$1B in sales tax annually. Research indicates that 78% of the employees commute more than 10 miles each way to work and only 3.1% of the employees live within Yorba Linda. These statistics are a solid indication of the regional nature of Savi Ranch.

Yorba Linda Boulevard is heavily traveled and experiences significant congestion during the afternoon peak hours due to the regional traffic that bypasses the congestion on the SR-91. This congestion affects the throughput along the corridor as well as SR-91 ramp

operations. Additionally, with Savi Ranch Parkway being the sole point of ingress/egress to Savi Ranch, significant congestion is experienced in the afternoon peak hours as well which is further exacerbated by the congestion on Yorba Linda Boulevard.

In 2015, Yorba Linda completed a Vision plan that was developed through a community engagement process that positions Savi Ranch as a regional destination and to ensure the long-term economic stability. The Vision Plan identified that mobility was one of the impediments to sustained growth.

In 2017, a Mobility Feasibility Study was prepared by the City to further evaluate potential mobility solutions to support the current and future land use. The Study identified two potential mobility solutions. The first was a new secondary point of access which included the construction of a new bridge over the Santa Ana River, connecting from the easterly portion of Savi Ranch to La Palma Avenue. The second solution identified was the widening improvements on Savi Ranch Parkway and Yorba Linda Boulevard/Weir Canyon Road that would increase capacity, improve operations, and enhance circulation. These widening improvements would achieve the desired improvement in operations and cost/benefit and were ultimately selected by the City to move forward into project development.

In 2018, the City initiated the preliminary engineering and environmental clearance for the widening of Savi Ranch Parkway and Yorba Linda Boulevard. The environmental document was approved by the Yorba Linda City Council in January 2021.

The City has been successful in obtaining funding for the preliminary engineering, environmental, and final design phases of work through the Arterial Capacity Enhancement as part of the OCTA Comprehensive Transportation Funding Program.

Requested MPAH Amendment

In support of the City's goals to improve mobility, Yorba Linda is requesting the following:

- **Reclassify Yorba Linda Boulevard/Weir Canyon Road, from La Palma Avenue to the Westbound SR-91 off-ramp, from a Primary to a Major Arterial with asymmetrical lane designation to include a fourth northbound lane.** The existing six lane facility has an annual daily traffic (ADT) of 55,500 (2019) on this segment, far exceeding the capacity of the current Primary classification. A Major classification is a six-lane facility that supports the following capacities:

	LOS C	LOS D
6 Lane Divided Capacity	45,000	50,600
Asymmetrical Lane Capacity	7,500	8,400
Total Capacity	52,500	59,000

- **Reclassify Yorba Linda Boulevard/Weir Canyon Road, from the Westbound SR-91 offramp to the Eastbound SR-91 loop on-ramp, within Caltrans Right-of-Way, from a Primary to a Major Arterial.** This reclassification to a Major (6-lane, divided) Arterial will provide consistency with the built condition.
- **Add Savi Ranch Parkway, from Pullman Street to Old Canal Road, as a Primary Arterial.** Savi Ranch Parkway is currently a four-lane divided facility that is the sole point of ingress/egress to Savi Ranch with an ADT ranging from 8,500 to 29,100 (2018). The Primary Arterial classification supports an ADT up to 30,000 at a LOS C.
- **Add Old Canal Road/Pullman Street as a Divided Collector.** Old Canal Road/Pullman Street is currently a two-lane divided facility that provides the loop connection from each end of Savi Ranch Parkway with ADTs up to 5,800 (2018). The Divided Collector classification supports an ADT up to 15,000 at a LOS C. As there are no through movements at the Savi Ranch Parkway/Yorba Linda Boulevard intersection, Old Canal Road/Pullman Street functions as a couplet to route travelers to either side of Yorba Linda Boulevard.

The requested MPAH amendments will allow both cities of Anaheim and Yorba Linda to maintain a satisfactory level of service, consistent with their respective General Plan Circulation Element designations, while providing the opportunity to fund improvements that will enhance multi-modal mobility in Yorba Linda, Anaheim and those traveling regionally to the Savi Ranch area.

Please contact me if you have any questions or need additional information for this MPAH amendment request.

Sincerely,

Jamie Lai, P.E.
Director of Public Works/City Engineer

Cc: Kurt Brotcke, Director of Strategic Planning, OCTA
Carlos Castellanos, City Engineer, City of Anaheim
Rick Yee, Assistant City Engineer, City of Yorba Linda

Attachments

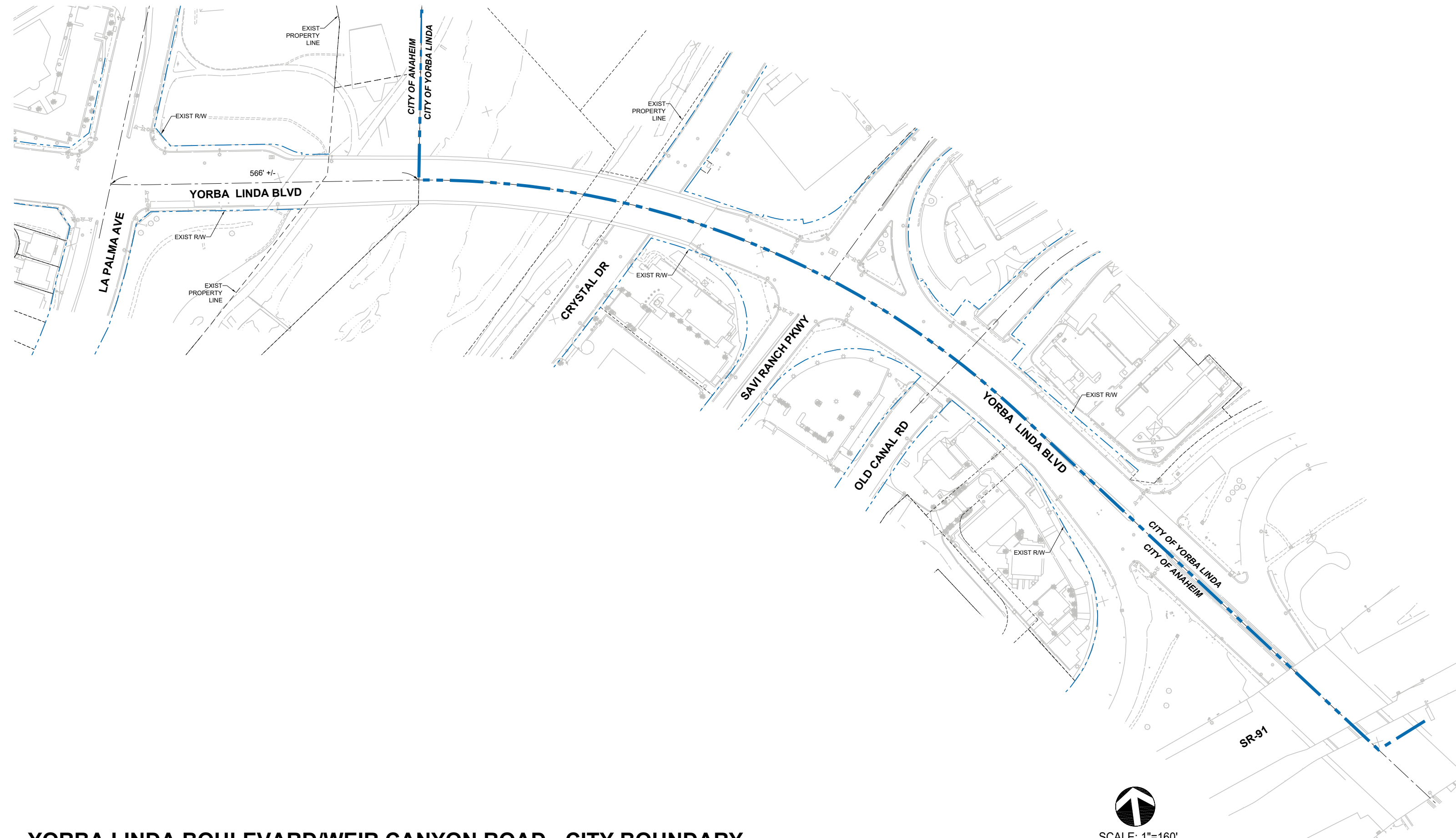
Attachment 1

Location Map



Attachment 2

City Boundary Exhibit



YORBA LINDA BOULEVARD/WEIR CANYON ROAD - CITY BOUNDARY

Attachment 3

Letters of Support

City of Anaheim

Caltrans



City of Anaheim
DEPARTMENT OF PUBLIC WORKS

December 22, 2020

Ms. Stephanie Chhan
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863

**SUBJECT: Request for Master Plan of Arterial Highways (MPAH)
Amendment Letter of Support**

Dear Ms. Chhan:

We are writing to express our support for the MPAH amendment being requested by the City of Yorba Linda for Yorba Linda Boulevard, Savi Ranch Parkway, and Old Canal Road/Pullman Street. Portions of these roadways are located within the City of Anaheim jurisdiction.

Yorba Linda Boulevard experiences large volumes of traffic and congestion as it serves as a bypass for commuters daily from SR-91. The arterial highway is exceeding capacity with over 55,000 daily vehicles and as traffic worsens on SR-91, volumes at intersections along the corridor exceed capacity.

In addition, Yorba Linda Boulevard is the eastern gateway and serves as the only entry and exit point to the Savi Ranch multi-use center. Savi Ranch is home to residents, businesses, retail, and restaurants and provides more than \$1B in revenue yearly. Savi Ranch Parkway and Old Canal Road/Pullman Street provide the connectivity to the destinations within Savi Ranch.

As this MPAH amendment request has regional significance, we look forward to your favorable consideration in support of the cities of Yorba Linda and Anaheim.

Sincerely,

Carlos Castellanos, P.E.
City Engineer

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
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*Making Conservation
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February 4, 2021

Mr. Tony Wang
City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92886

File: IGR/CEQA
IGR# 2020-01478
SCH#: 2020100085
SR 91 PM 14.447R

Dear Mr. Wang,

Thank you for including the California Department of Transportation (Caltrans) in the review of the MPAH amendment being requested by the City of Yorba Linda for Yorba Linda Boulevard. The location on Yorba Linda Boulevard is approximately 0.40 miles in length between La Palma Avenue and the State Route 91 (SR 91) westbound off-ramp, which is owned and operated by Caltrans. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Upon our review, Caltrans is satisfied with our prior comments submitted in our letter, dated November 6, 2020, and the Cities responses to those comments provided on January 6, 2021. We have no further comment or concerns regarding the City's proposed MPAH amendment request.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,

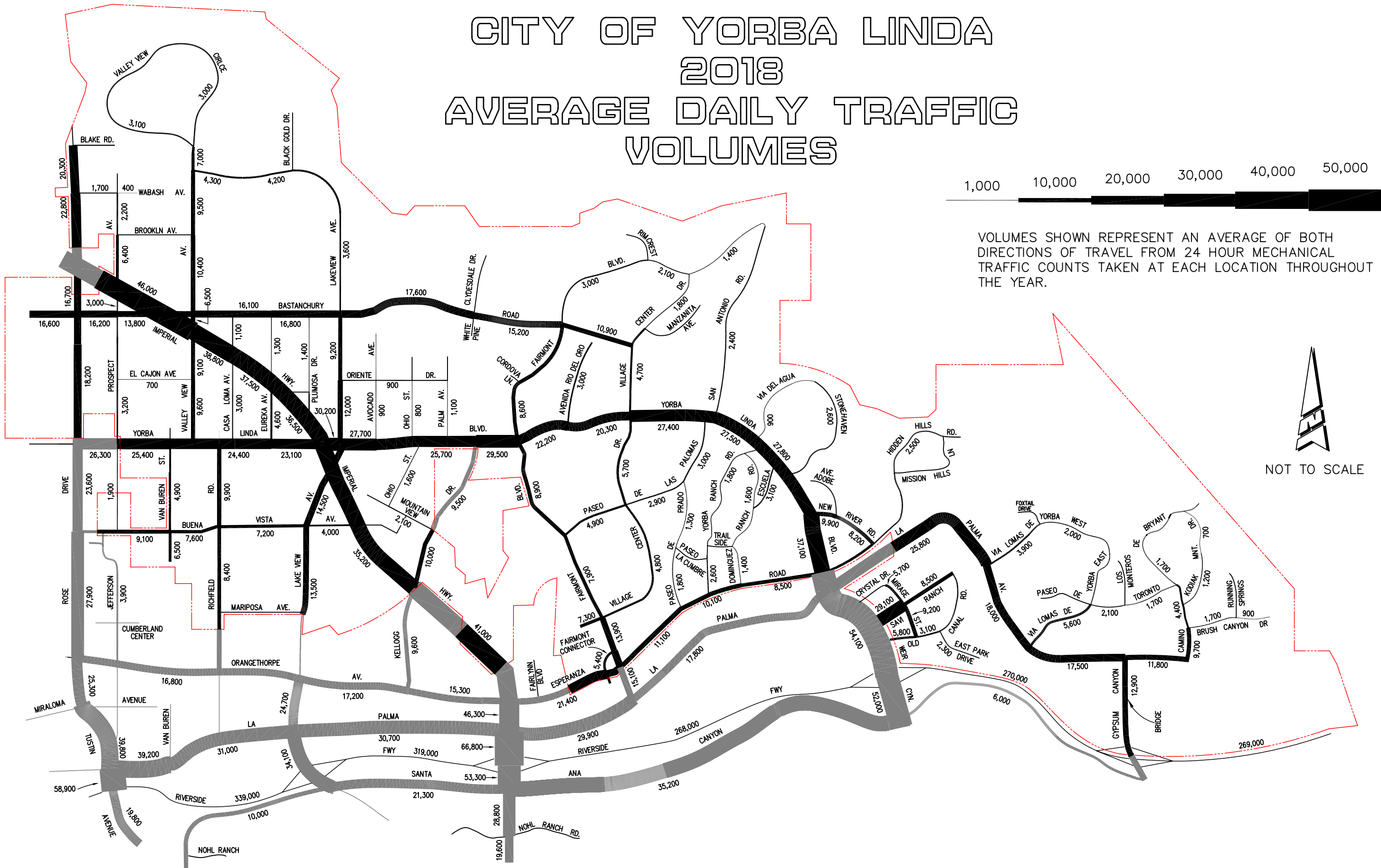
A handwritten signature in black ink, appearing to read "Scott Shelley", is located below the "Sincerely," text.

Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
District 12

Attachment 4

City of Yorba Linda 2018 Traffic Volume Map

CITY OF YORBA LINDA 2018 AVERAGE DAILY TRAFFIC VOLUMES



PREPARED BY:

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17852 E. 17th Street, Suite 101, Tustin Ca. 92780
(714) 731-9455

City of Anaheim
DEPARTMENT OF PUBLIC WORKS



May 26, 2021

Ms. Stephanie Chhan
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863

**RE: REQUEST FOR MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH)
AMENDMENT – SANTA ANA CANYON ROAD BETWEEN ROOSEVELT
ROAD AND WEIR CANYON ROAD**

Dear Ms. Chhan:

The City of Anaheim is requesting the formal initiation of a Master Plan of Arterial Highways (MPAH) Amendment process for Santa Ana Canyon Road between Roosevelt Road and Weir Canyon Road.

Existing Conditions

Santa Ana Canyon Rd between Roosevelt Rd and Weir Canyon Rd is currently classified as a Major Arterial in the MPAH. Major Arterials are defined as 6 lane (3 lanes in each direction) divided roadways. Currently, that portion of Santa Ana Canyon Rd is consistent with the MPAH classification as it is a divided roadway which provides 6 lanes (3 in each direction).

Proposed Classification

The proposed modification to the MPAH is for an asymmetric re-classification of Santa Ana Canyon Rd between Roosevelt Rd and Weir Canyon Rd. The City is requesting Santa Ana Canyon Rd (eastbound) between Roosevelt Rd and Weir Canyon Rd to be re-classified from its current Major Arterial classification to an Asymmetric Primary Arterial classification. The roadway would then provide 3 through lanes in the westbound direction and 2 through lanes eastbound.

The asymmetric re-classification would facilitate implementation of the City's General Plan Circulation Element. As part of the City's Circulation Element Planned Roadway Network, this portion of Santa Ana Canyon Rd is classified as a Divided Scenic Expressway (4 to 6 lanes, divided – 2 to 3 lanes in each direction). The ultimate lane configuration for the eastbound approach at the intersection Santa Ana Canyon Rd and Weir Canyon Rd includes 3 left-turn lanes, 2 through lanes, and 1 right turn lane. Although 3 lanes are currently provided in the eastbound direction, one of those through lanes will be converted to a left-turn lane, ultimately reducing the through lanes to 2 lanes. Although the MPAH classifies Santa Ana Canyon Rd east of Weir Canyon Rd as Primary Arterial which only provides 2 lanes in each direction, the

MPAH Guidelines Section 3.10.3 states 3 through lanes should be provided through the intersection.

“A transition in arterial classification of a roadway from one side of an intersection to the other should be made by transitioning the higher classification to the lower classification over a specified section beyond the intersection where feasible.”

The City’s General Plan Circulation Element remains consistent with the MPAH classification of Santa Ana Canyon Rd as an Asymmetric Primary Arterial.

Justification

The lane configuration at the intersection of Santa Ana Canyon Rd east of Weir Canyon Rd was determined through an intersection Level of Service analysis, which demonstrated a high eastbound left-turn volume for vehicles going to SR-91, and a lower eastbound through volume. As such, the intersection analysis demonstrated a need for 3 left turn lanes and only 2 through lanes.

The latest OCTA Orange County Traffic Analysis Model (OCTAM) Year 2045 Daily Traffic Volume Forecasts support the re-classification. The forecasted daily volume for that portion of Santa Ana Canyon Rd is 36,000 vehicles, and Table A-4-1 from the MPAH Guidelines provide an asymmetrical Level of Service C (LOS C) total capacity of 37,500 for an Asymmetric Primary Arterial.

Table A-4-1: Arterial Highways MPAH Capacity Values

Type of Arterial		Level of Service						Asymmetric Capacity / Added Lane			
		A	B	C	D	E	F	C	D	E	F
4	Lanes Divided	22,500	26,300	30,000	33,800	37,500	--	7,500	8,400	9,400	--

Ultimately, although the re-classification results in a reduction in through lanes at the intersection, the asymmetrical configurations still maintains the OCTA MPAH LOS C criteria on roadway segments.

Please feel free to contact Rafael Cobian, City Traffic Engineer, at 714-765-4991 or via email at rcobian@anaheim.net if you have any questions or need any additional information for this MPAH amendment request.

Sincerely,



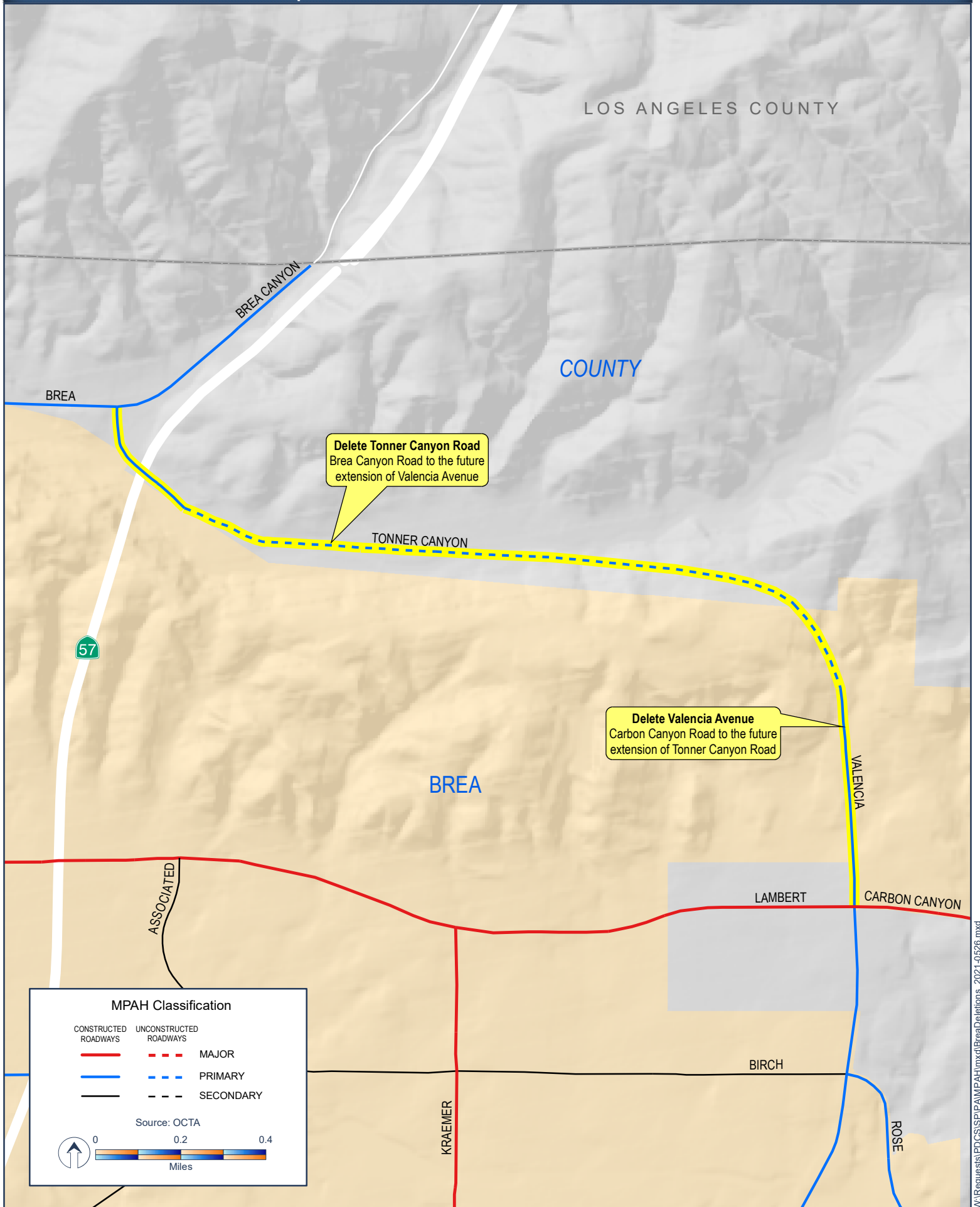
Rudy Emami, P.E.
Director of Public Works

C: Carlos Castellanos, City Engineer
Rafael Cobian, City Traffic Engineer

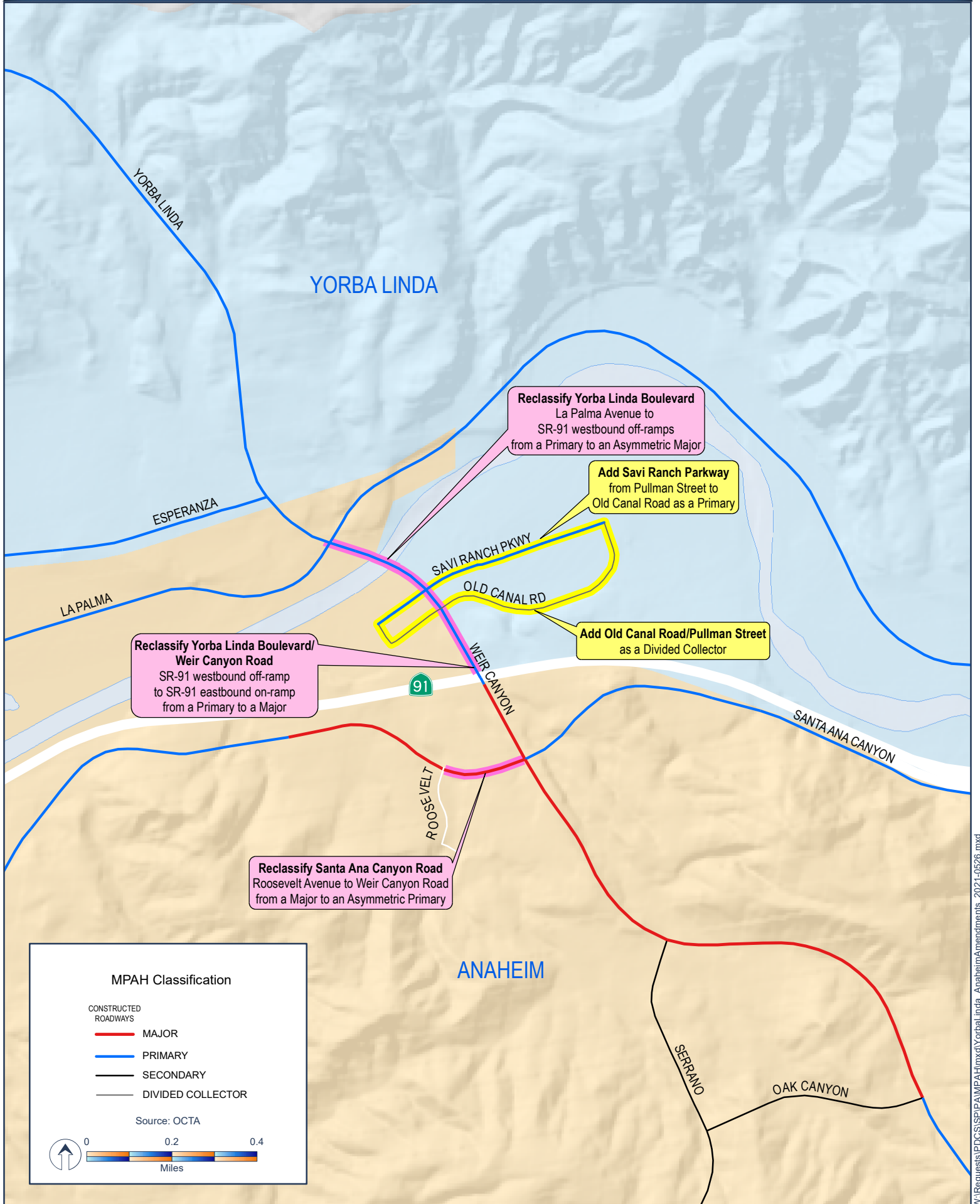


Master Plan of Arterial Highways Amendment Map Requests

County of Orange and City of Brea MPAH Amendment Requests



Cities of Yorba Linda and Anaheim MPAH Amendment Requests



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Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Anaheim	Santa Ana Canyon Road	Roosevelt Avenue	Weir Canyon Road	Reclassify from major to asymmetric primary.	Amendment is being presented to the Board for consideration.
2	Brea/County of Orange	Tonner Canyon Road	Brea Canyon Road	Planned Valencia Avenue	Delete.	Amendment is being presented to the Board for consideration.
3	Brea/County of Orange	Valencia Avenue	Carbon Canyon Road	Planned Tonner Canyon Road	Delete.	Amendment is being presented to the Board for consideration.
4	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
5	Costa Mesa	19th Street	Placentia Avenue	West City Limit	Reclassify from primary to divided collector.	On hold pending coordination with City of Newport Beach General Plan update.
6	County of Orange/ Lake Forest	Santiago Canyon Road	SR-241 NB Ramp	Live Oak Canyon	Reclassify from primary to collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
7	County of Orange/Irvine	Jeffrey Road	SR-241	Santiago Canyon Road	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange County/ Riverside County Line	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
9	Santa Ana	Fourth Street	French Street	Grand Avenue	Reclassify from secondary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
10	Santa Ana	Santa Ana Boulevard	Raitt Street	Flower Street	Reclassify from major to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
11	Santa Ana	Santa Ana Boulevard	Flower Street	Ross Street	Reclassify from major to primary.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
12	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from primary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street	Status
13	Santa Ana	<p>The City of Santa Ana is proposing a citywide MPAH amendment.</p> <p>This amendment will reclassify:</p> <ul style="list-style-type: none"> - Cambridge Street between, Fairhaven Avenue and SR-55, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Santa Clara Avenue, between Grand Avenue and Tustin Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Broadway Street, between 1st Street and 17th Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Penn Way, between I-5 SB on/off ramps and Washington Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Santiago Avenue, between Washington Avenue and 6th Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Standard Avenue, between 6th Street and Warner Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Civic Center Drive, between French Street and Santiago Street, from a secondary (four-lane, undivided) to a collector (two-lane, undivided) arterial. - Civic Center Drive between Fairview Street and Bristol Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Hazard Avenue, between Euclid Street and Harbor Boulevard, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Raitt Street, between Segerstrom Avenue and Santa Ana Boulevard, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - 1st Street between Bristol Street and Tustin Avenue, from a major (six-lane, divided) to a primary (four-lane divided) arterial. - Chestnut Avenue, between Standard Avenue and Grand Avenue from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Chestnut Avenue, between Grand Avenue the eastern city limit, from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial. - McFadden Avenue, between Harbor Boulevard and Grand Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Flower Street, between Warner Avenue and First Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Halladay Avenue, between Warner Avenue and Dyer Road, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. 	<p>The amendment was conditionally approved by the Board. Waiting for the execution of an MOU, and documentation confirming completion of CEQA and general plan change.</p>

Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street				Status
13 con't	Santa Ana	This amendment will remove the following segments from the MPAHs: <ul style="list-style-type: none"> - Flower Street, between 17th Street and its northern terminus. - Logan Street, between Stafford Street and Santa Ana Boulevard. - Stafford Street, between proposed Logan Street and Santiago Street. 				The amendment was conditionally approved by the Board. Waiting for the execution of an MOU, and documentation confirming completion of CEQA and general plan change.
14	Santa Ana/ Orange	Fairhaven Avenue	Grand Avenue	Tustin Avenue	Reclassify from secondary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
15	Yorba Linda/ Anaheim	Yorba Linda Boulevard	SR-91 WB Off-Ramp	La Palma Avenue	Reclassify from primary to asymmetric major.	Amendment is being presented to the Board for consideration.
16	Yorba Linda/ Anaheim	Weir Canyon Road	SR-91 WB Off-Ramp	SR-91 EB On-Ramp	Reclassify from primary to major	Amendment is being presented to the Board for consideration.
17	Yorba Linda/ Anaheim	Savi Ranch Parkway	Pullman Street	Old Canal Road	Add to MPAH.	Amendment is being presented to the Board for consideration.
18	Yorba Linda/ Anaheim	Old Canal Road/ Pullman Street	Savi Ranch Parkway		Add to MPAH.	Amendment is being presented to the Board for consideration.
MOU	Costa Mesa/ Fountain Valley/ Huntington Beach	Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from secondary to right-of-way reserve status.	The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered into an MOU (C-6-0834). Reasonable progress has been made on the implementation of 19 of the 25 mitigation measures that were specified. All improvements are required to be completed by 2025, at which time OCTA will revisit the designation of the Garfield Avenue/ Gisler Avenue Bridge.

Board – Board of Directors

CEQA – California Environmental Quality Act

EB – Eastbound

I-5 – Interstate 5

MOU – Memorandum of understanding

MPAH – Master Plan of Arterial Highways

NB – Northbound

OCTA - Orange County Transportation Authority

SB – Southbound

SR-55 – State Route 55

SR-91 – State Route 91

SR-241 – State Route 241

WB – Westbound



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: OC Flex Microtransit Service Pilot Program Update

Transit Committee Meeting of July 8, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

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


Staff Recommendation

Receive and file as an information item.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: OC Flex Microtransit Service Pilot Program Update

Overview

In October 2018, the Orange County Transportation Authority initiated a microtransit service pilot program, branded as OC Flex, operating in two areas of Orange County where transit demand does not support traditional fixed-route service. The pilot program is intended to match resources with changing demand, increasing the efficiency and effectiveness of the Orange County transit system. This report provides an overview of the OC Flex demand and performance during the third year of operation and highlights challenges faced due to the coronavirus pandemic.

Recommendation

Receive and file as an information item.

Background

In 2015, the Orange County Transportation Authority (OCTA) Board of Directors (Board) endorsed a comprehensive action plan known as OC Bus 360° to match resources with changing demand for public transportation. One of the strategies identified in this plan was the potential role that microtransit would play in Orange County. On October 15, 2018, OCTA launched a one-year pilot program to explore the merits of a microtransit service in select areas that historically have not supported productive fixed-route bus service. OCTA's version of microtransit service, branded as OC Flex, provides on-demand service that uses technology for flexible, real-time scheduling and dispatching of accessible transit vans. The OC Flex pilot program began with two zones, which included parts of the cities of Huntington Beach and Westminster to the southwest core of Orange County, and parts of the cities of Aliso Viejo, Laguna Niguel, and Mission Viejo in south Orange County. OC Flex is a curb-to-curb service with in-app virtual hubs to direct customers to board or alight at operationally safe and efficient locations. The technology supporting the

operation to schedule and dispatch trips, as well as collect pertinent data, provides customers with the use of a mobile app to schedule rides and pay fares, similar to ride-hailing services. OC Flex is a turnkey service, with operations and maintenance provided by a contractor.

The Board approved five primary goals and performance metrics to evaluate the pilot program:

- Provide public transit mobility in lower-demand areas: measured by ridership and productivity
- Reduce total operating and capital costs: measured by subsidy per boarding
- Reduce vehicle miles traveled: measured by percentage of shared rides performed
- Extend the reach of OC Bus and Metrolink services: measured by connecting transit trips
- Meet customer needs: measured by customer satisfaction

Discussion

In the initial year of the pilot program, OC Flex performance was positive, exceeding three of the five performance targets and trending favorably in the remaining two. Given the trends, in January 2020, staff recommended an extension of the pilot program to October 2020. The intent of the extension was to implement strategies to improve performance and allow for greater service establishment and awareness. These strategies included an adjustment of the two zones to add adjacent areas and remove areas with low activity, an adjustment to the span of service hours, and the increase of the number of virtual stops, or hubs, to improve service response time. A promotional campaign was also proposed to offer discounted group rides and offer free rides for referrals.

After Board approval, the strategies were implemented in February 2020. However, staff was unable to adequately measure the effectiveness of the improvement strategies due to the impacts of the coronavirus (COVID-19) pandemic, including the State's stay-at-home order and requirements related to vehicle occupancy and social distancing. Service demand dropped by 70 percent, leading to the need to make service adjustments, including the temporary suspension of the Blue Zone, which includes parts of the cities of Huntington Beach and Westminster. The number of vehicles operating in the Orange Zone, which includes parts of the cities of Aliso Viejo, Laguna Niguel, and Mission Viejo, was reduced from four to two due to decreased demand.

In November 2020, staff sought Board approval for an extension of the pilot program period for an additional 14 months beyond October 2020 and the elimination of the Blue Zone. The 14-month extension would provide staff with the opportunity to make necessary service adjustments and to evaluate the performance of the OC Flex pilot program service through and beyond the COVID-19 pandemic.

In December 2020, the Board approved the release of the OC ACCESS paratransit service request for proposals, which included the OC Flex service. The intent of this procurement strategy is to ensure continuity of the program while the long-term planning process for the service continues. Staff's assessment of the budget need for the new OC Flex agreement focused on service recovery in the first year of operation. Subsequent years account for the addition of a new zone and overall service growth that may come with future marketing campaigns.

A recent assessment of service trends during the months of December 2020 and January 2021 identified unserved demand in the afternoons and longer than normal wait times during peak hours. As a result, staff opted to add a third vehicle into service on April 1, 2021, which has led to an increase in boardings and a reduction in peak hour wait times.

Key Performance Metrics

Below is a summary of each of the established performance metrics as related to the program goals.

- **Productivity** – As of April 2021, OC Flex ridership has steadily increased to 1,620 monthly boardings. While this is a 15 percent increase from the mid-COVID-19 pandemic plateau of 1,380, ridership is still 50 percent less than peak monthly ridership in February 2020. April 2021 productivity was 1.6 boardings per revenue vehicle hour (B/RVH), down from the 2.5 B/RVH reported in February 2020.
- **Cost Effectiveness** – Cost effectiveness is measured by subsidy per boarding, calculated as the ratio of actual direct costs of the service less fare revenue and divided by total boardings. In February 2020, the subsidy per boarding had reached the lowest point throughout the pilot program duration, at \$19.35. Due to the COVID-19 pandemic, service adjustments, and decreased demand, subsidy per boarding as of April 2021 was \$35.75.
- **Shared Rides** – Shared rides are the number of trip bookings that share a vehicle, including group trips. The performance target is 25 percent. In April 2021, the shared rides accounted for 11 percent of trip bookings

due to the constraints placed on vehicle occupancy in compliance with social distancing guidelines.

- Connecting Transit Trips – This measure is represented by the percentage of trips to or from transit hubs, specifically the Laguna Niguel-Mission Viejo Metrolink Station. In April 2021, the percentage of total trips transferring to or from the OC Bus or Metrolink services was 22 percent, three percentage points less than the target of 25 percent.
- Customer Satisfaction – This metric is tracked by measuring the percentage of passengers satisfied with the service. The targeted level for customer satisfaction is 85 percent. Staff did not conduct a customer satisfaction survey during the COVID-19 pandemic but found that customers rated the service at five out of five stars when using the in-app rating system.

Summary

Throughout the COVID-19 pandemic, productivity, shared rides, and subsequently, the cost effectiveness of the OC Flex microtransit pilot program were hindered due to capacity constraints on vehicles in compliance with social distancing guidelines and reduced demand. While the performance metrics are skewed, staff finds the recent increase in demand and the stability of the connecting transit trips metric to be encouraging trends. This indicates that service recovery of the program is likely, and that the service continues to be a resource for the key demographic of essential workers throughout the COVID-19 pandemic.

Attachment

None.

Prepared by:



Jack Garate
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Approved by:



Johnny Dunning, Jr.
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Jennifer L. Bergener
Deputy Chief Executive Officer/
Chief Operating Officer, Operations
714-560-5462



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Award of Sole Source Agreement for the Purchase of Bus Engines

Transit Committee Meeting of July 8, 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 6-0 by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-1-3417 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$12,525,823, for the purchase of 173 Cummins L9N, 8.9-liter, compressed natural gas-powered engines.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Sole Source Agreement for the Purchase of Bus Engines

Overview

The Orange County Transportation Authority operates a fleet of 173 New Flyer Xcelsior compressed natural gas-powered buses, model year 2016, that are due for midlife overhaul maintenance, which includes engine replacement. The proposed replacement engine has been certified by the California Air Resources Board as a near-zero-emission engine, which will further decrease the emissions profile of the entire bus fleet. Only one engine manufacturer is certified to meet these emissions standards. Board of Directors' approval is requested to execute a sole source agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-1-3417 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$12,525,823, for the purchase of 173 Cummins L9N, 8.9-liter, compressed natural gas-powered engines.

Discussion

The New Flyer Xcelsior fleet of 173 buses is comprised of 157 40-foot buses and 16 60-foot articulated buses. These buses operate an average of approximately 50,000 miles per year, and midlife overhaul maintenance is typically completed at 300,000 miles. As such, seven buses will exceed 275,000 miles and will be within the manufacturer-recommended engine replacement mileage by early 2022, with the remainder of the fleet closely following.

The California Air Resources Board (CARB) has certified only one engine to meet standard, the Cummins L9N, 8.9-liter, compressed natural gas (CNG)-powered engines. This replacement engine is ten times cleaner in terms of emissions than the engine being replaced. The current engine produces 0.2

grams of oxides of nitrogen (NOx) per brake horsepower-hour (g/bhp-hr) and the replacement engine is rated at 0.02 grams of NOx per g/bhp-hr. These reductions in emissions contribute to the Orange County Transportation Authority's (OCTA) goal of operating zero or near-zero-emissions vehicles for a healthy community.

As there is only one manufacturer with engines certified by CARB for use in transit buses and a sole source agreement is required to proceed with the engine replacement. The recommended engine purchase includes a two-year, 100,000-mile all-inclusive engine warranty, which includes all of the electronic modules, sensors, and emission controls. The estimated useful life of the new engine is six years, or 300,000 miles of operation, which coincides with the Federal Transit Administration-defined minimum useful life of the asset.

Procurement Approach

The procurement was handled in accordance with OCTA Board of Directors-approved policies and procedures for a sole source procurement.

Cummins engines are the only approved and CARB-certified engines with near-zero-emissions for transit buses in California, and Cummins Pacific, LLC (Cummins) is the sole supplier and distributor. Therefore, the procurement meets the guidelines for a sole source purchase as the engines are only available from one responsible source, and no other supplier can meet the requirements.

Cummins provided pricing to OCTA for 173 Cummins L9N, 8.9-liter CNG-powered engines, with a standard two-year, or 100,000-mile, all-inclusive base warranty and two Installation Quality Audits for two pilot engines, at a firm-fixed price in the amount of \$12,552,823, including sales tax. Cummins' proposal was reviewed by staff from the Contracts Administration and Materials Management (CMM) and Transit Technical Services departments to ensure compliance with the contract terms and conditions, as well as the technical requirements.

In accordance with the OCTA sole source procurement procedures, a sole source agreement over \$50,000 requires the OCTA Internal Audit Department (Internal Audit) to conduct an independent pre-award price review of Cummins' proposed pricing. The CMM department used recommendations from Internal Audit as the basis for negotiations with Cummins. As a result of negotiations, Cummins submitted lower pricing, resulting in a cost savings of approximately \$27,000 of the amount initially quoted. In addition, the price is

lower than the OCTA project manager's independent cost estimate; therefore, CAMM determined the price to be fair and reasonable. Based on the above, this award is recommended to Cummins.

Fiscal Impact

The project was included in the approved OCTA Fiscal Year 2021-22 Budget, Transit Technical Services, accounts 2114-9024-D2108-0PB and 2114-9024-D2108-02A.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C13417 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$12,525,823, for the purchase of 173, Cummins L9N, 8.9-liter, compressed natural gas-powered engines.

Attachment

None.

Prepared by:



Dayle Withers
Department Manager of Maintenance
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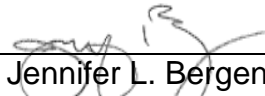
Approved by:



Cliff Thorne
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Jennifer L. Bergener
Chief Operating Officer, Operations/
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COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

A handwritten signature in black ink, appearing to read 'Andrea West', is written over the 'From:' line.

Subject: August 2021 Bus Service Change

Transit Committee Meeting of July 8, 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 6-0 by the Members present.

Director Sarmiento was not present to vote on this item.

Staff Recommendation

Receive and file as an information item.



July 8, 2021

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: August 2021 Bus Service Change

Overview

California is emerging from the coronavirus pandemic and the stay-at-home orders that were put in place to protect public health are being phased out. The return of economic activity is expected to increase demand for bus transit service. In response, the Orange County Transportation Authority is implementing a mid-summer service change. The proposed August 2021 bus service change represents the largest increase in service since the start of the pandemic. The additional service is intended to address expected ridership increases related to the return of in-person instruction for schools, colleges, and universities, and the resurgence of hospitality industry activities.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) implements regular schedule and route revisions to selected OC Bus routes three times a year, in February, June, and October.

OCTA implemented an emergency service change on March 23, 2020, which reduced service levels to balance a reduction in demand for transit service resulting from the federal and state emergency declarations including California's stay-at-home order to help reduce the spread of the coronavirus (COVID-19) while still providing vital transportation services. Based on these factors, service levels were adjusted to provide a baseline level of service for customers needing to make essential trips. Bus service was subsequently adjusted as demand increased and to help ensure social distancing for passengers and OCTA coach operators.

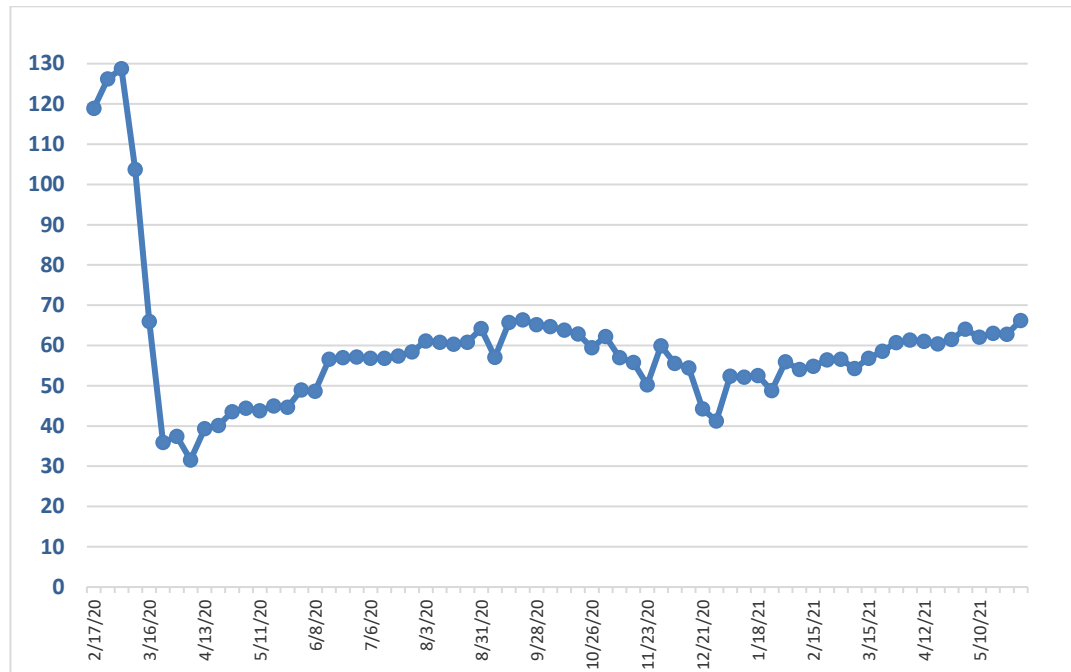
OC Bus routes have been operating under a public health emergency since the initial service changes went into effect in March 2020. The Federal Transit Administration (FTA) requires that, pursuant to Title VI, any major service change that lasts longer than 12 months include a service equity analysis to determine if there are disparate impacts on minority and/or low-income populations who rely on bus service. As a result, OCTA was required to perform a service equity analysis, conduct public outreach, and hold a public hearing. On February 22, 2021, the Board of Directors (Board) directed staff to implement a Public Outreach Program to comply with the FTA requirement and to solicit feedback for the planned restoration of bus service. Per OCTA's policy, a Public Outreach Program was conducted and concluded with a public hearing at the April 26, 2021 Board meeting. This effort resulted in the receipt of 2,262 questionnaires and comments. Staff began incorporating public input in the recently implemented June 2021 bus service change and will continue to incorporate this feedback in upcoming service changes.

The State's plan to reopen businesses to full capacity and the return of in-person instruction for Kindergarten through 12 schools, colleges, and universities is expected to result in increased demand for transit service. Further, the anticipated rebound in the hospitality sector will likely contribute to demand for public transit. In response, a mid-summer service change is proposed to increase service frequency and service span and reinstate some suspended routes. Staff recommends implementing this service change on August 15, 2021. The proposed August service change does not alter plans for the regularly scheduled October 2021 service change, which could include additional bus service changes based on ridership trends through the summer period and seasonal adjustments.

Discussion

After the implementation of California's stay-at-home order in March 2020, weekday OC Bus ridership dropped significantly, from approximately 125,000 average weekday boardings to the low 30,000s in April 2020. Ridership rebounded to over 60,000 average weekday boardings in fall 2020 and spring 2021. The chart below shows the average weekday ridership from mid-February 2020 through early June 2021.

Average Weekday Boardings by Week (in Thousands)



On March 23, 2020, in direct response to the dramatic decrease in demand, OCTA reduced fixed-route bus service approximately 40 percent by implementing Sunday service schedules on all routes, seven days a week. Starting with the June 2020 service change and continuing with subsequent service changes in October 2020, February 2021, and June 2021, an enhanced Saturday service schedule on weekdays and a regular schedule on Saturdays and Sundays has been in operation. With implementation of the proposed August 2021 service change, service levels are projected to increase by approximately 103,400 annual revenue vehicle hours (RVH), from 1,200,000 to 1,303,400, which is a nine percent increase in service over June 2021 levels. Additionally, with the re-opening of the State on June 15, capacity limitations on buses have been lifted allowing OCTA to accommodate growing demand within available resources.

The proposed August 2021 service change will improve service on 20 of the 50 bus routes currently operated based on public feedback and anticipated increase in demand as the economy continues to reopen and schools return to in-person instruction. These changes include.

- Improving service frequency on 14 bus routes,
- Improving Bravo! service on two routes with offsetting adjustments on the underlying local routes,
- Expanding hours of operation earlier in the morning and/or later in the evening on 19 bus routes, and
- Reinstating two bus routes that were suspended during the pandemic.

OCTA will continue the suspension of six bus routes. The recommendations are detailed in Attachment A and shown in attachments B, C, D, E, F, and G.

Staff anticipates that ridership demand for OC Bus service will remain steady during the summer and increased ridership resulting from schools re-opening will be accommodated with the changes proposed for August. After implementation, staff will assess the service change based on key variables, such as customer demand and workforce availability. Contingent on increasing demand, the October 2021 service change will build on the proposed August 2021 service change based on these variables in addition to public input received. Preliminary plans for October 2021 could increase service by approximately 40,000 annual RVH to a total of 1,350,000 annual RVH or about 17 percent below pre-COVID-19 service levels, consistent with the proposed OCTA Fiscal Year (FY) 2021-22 Budget. Staff will inform the Board prior to implementation.

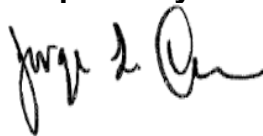
Summary

Staff recommends the Board approve the proposed August 2021 bus service change and continue to use the public feedback received to develop the FY 2021-22 Bus Service Plan. With Board approval, staff will begin implementing the recommendations for the August 2021 bus service change. Customers will be notified of the changes three weeks prior to implementation.

Attachments

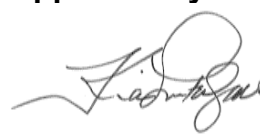
- A. August 2021 Bus Service Change
- B. August 2021 Bus Service Change System Map, Routes with Frequency Improvements
- C. August 2021 Bus Service Change System Map, Routes with Frequency Reductions
- D. August 2021 Bus Service Change System Map, Routes with Span Improvements
- E. August 2021 Bus Service Change System Map, Routes to be Reinstated
- F. August 2021 Bus Service Change System Map, Routes Continue Suspended
- G. August 2021 Bus Service Change System Map, Routes with No Changes

Prepared by:



Jorge Duran
Service Planning Analyst, Principal
(714) 560-5765

Approved by:



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

August 2021 Bus Service Change

Route	Route Description	Service Improvement	Service Added	
			Annual RVH	Bus Trips
1	Long Beach - San Clemente	Improve frequency	1,092	2
25	Fullerton - Huntington Beach	No change	-	-
26	Fullerton - Yorba Linda	Improve frequency; Improve span	6,532	22
29	La Habra - Huntington Beach	Service reduction	(390)	(2)
30	Cerritos - Anaheim	No change	-	-
33	Fullerton - Huntington Beach	No change	-	-
35	Fullerton - Costa Mesa	No change	-	-
37	La Habra - Fountain Valley	Improve frequency; Improve span	6,758	16
38	Lakewood - Anaheim Hills	Improve frequency; Improve span	8,279	16
42	Seal Beach - Orange	Improve frequency; Improve span	6,197	12
43	Fullerton - Costa Mesa	Reduce frequency; Improve span	1,102	(4)
46	Los Alamitos - Orange	No change	-	-
47	Fullerton - Balboa	Improve frequency; Improve span	8,424	10
50	Long Beach - Orange	Improve frequency; Improve span	4,123	9
53	Orange - Irvine	Improve frequency; Improve span	5,449	21
54	Garden Grove - Orange	Improve span	3,467	9
55	Santa Ana - Newport Beach	Improve span	1,556	8
56	Garden Grove - Orange	Improve frequency; Improve span	6,250	20
57	Brea - Newport Beach	No change	-	-
59	Anaheim - Irvine	No change	-	-
60	Long Beach - Tustin	Reduce frequency	(15,593)	(31)
64	Huntington Beach - Tustin	Improve span	(128)	2
66	Huntington Beach - Irvine	Improve span	2,003	6
70	Sunset Beach - Tustin	Improve frequency; Improve span	2,100	10
71	Yorba Linda - Newport Beach	No change	-	-
72	Sunset Beach - Tustin	Improve frequency; Improve span	1,803	12
76	Huntington Beach-JWA via Talbert/MacArthur	No change	-	-
79	Tustin - Newport Beach	No change	-	-
82	Foothill Ranch - Rancho Santa Margarita	No change	-	-
83	Anaheim - Laguna Hills	Improve span	1,427	3
85	Mission Viejo - Laguna Niguel	No change	-	-
86	Costa Mesa - Mission Viejo	No change	-	-
87	Rancho Santa Margarita - Laguna Niguel	No change	-	-
89	Mission Viejo - Laguna Beach	No change	-	-
90	Tustin - Dana Point	Improve frequency; Improve span	8,317	16
91	Laguna Hills - San Clemente	No change	-	-
123	Anaheim - Huntington Beach	No change	-	-

August 2021 Bus Service Change

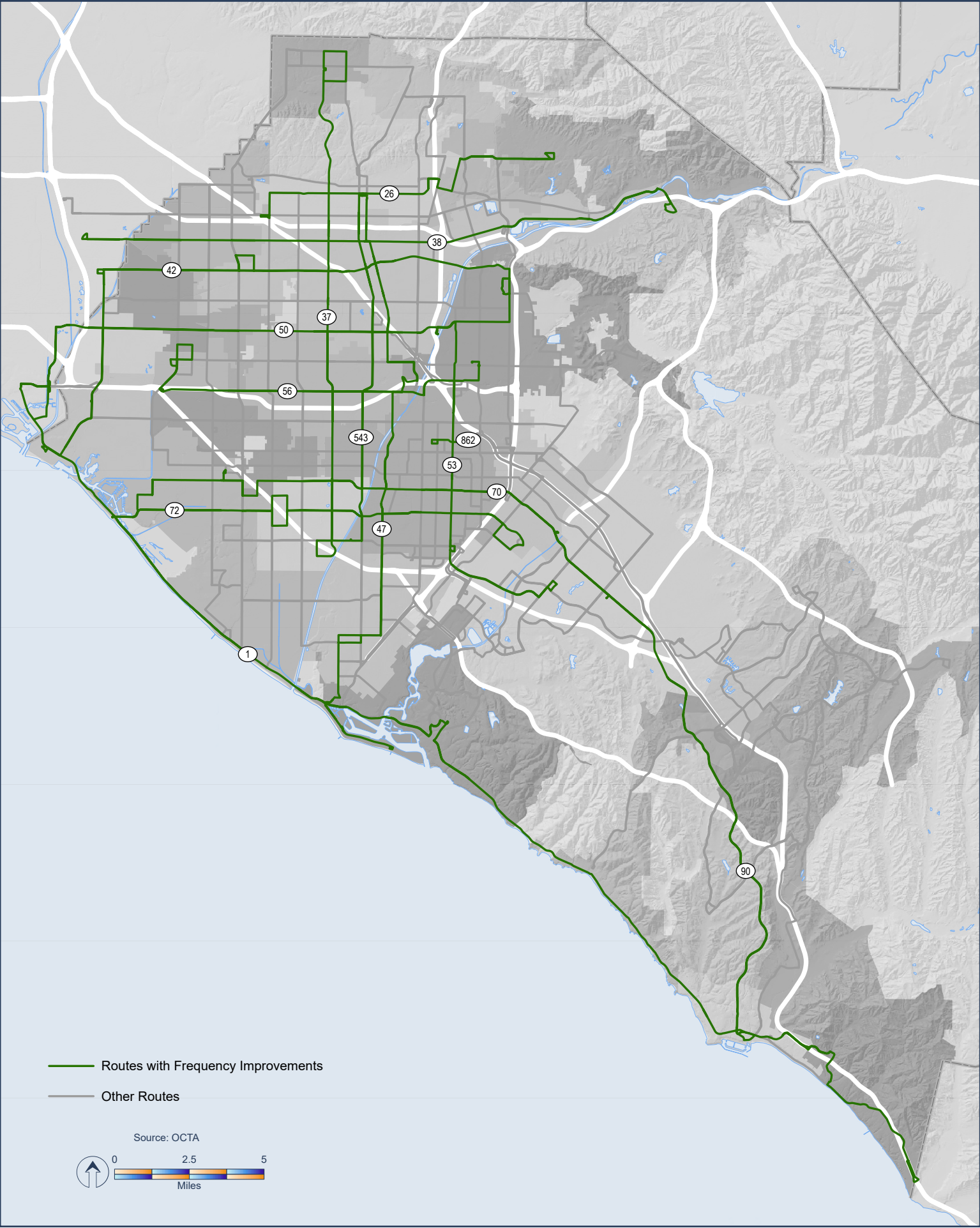
Route	Route Description	Service Improvement	Service Added	
			Annual RVH	Bus Trips
129	La Habra - Anaheim	No change	-	-
143	La Habra - Brea	No change	-	-
150	Santa Ana - Costa Mesa	Reinstate service	9,468	30
153	Brea - Anaheim	No change	-	-
167	Orange - Irvine	No change	-	-
177	Foothill Ranch - Laguna Hills	No change	-	-
178	Huntington Beach - Irvine	No change	-	-
206	Santa Ana - Lake Forest Express	Continue suspension	-	-
213	Brea - Irvine Express	Continue suspension	-	-
453	Orange Transportation Center - St. Joseph's Hospital	No change	-	-
463	The Depot at Santa Ana - Hutton Center	No change	-	-
472	Tustin Station - Irvine Business Complex	No change	-	-
473	Tustin Station - UCI	No change	-	-
480	Irvine Station - Lake Forest	No change	-	-
529	Fullerton - Huntington Beach Express	Continue suspension	-	-
543	Fullerton - Santa Ana	Improve frequency; Improve span	6,524	14
560	Santa Ana - Long Beach	Reinstate service	25,232	64
701	Huntington Beach - Los Angeles Express	Continue suspension	-	-
721	Fullerton - Los Angeles Express	Continue suspension	-	-
794	Riverside - South Coast Metro Express	Continue suspension	-	-
862	Downtown Santa Ana Shuttle	Improve frequency; Improve span	3,383	24
Total			103,374	289

Acronyms

RVH - Revenue Vehicle Hours

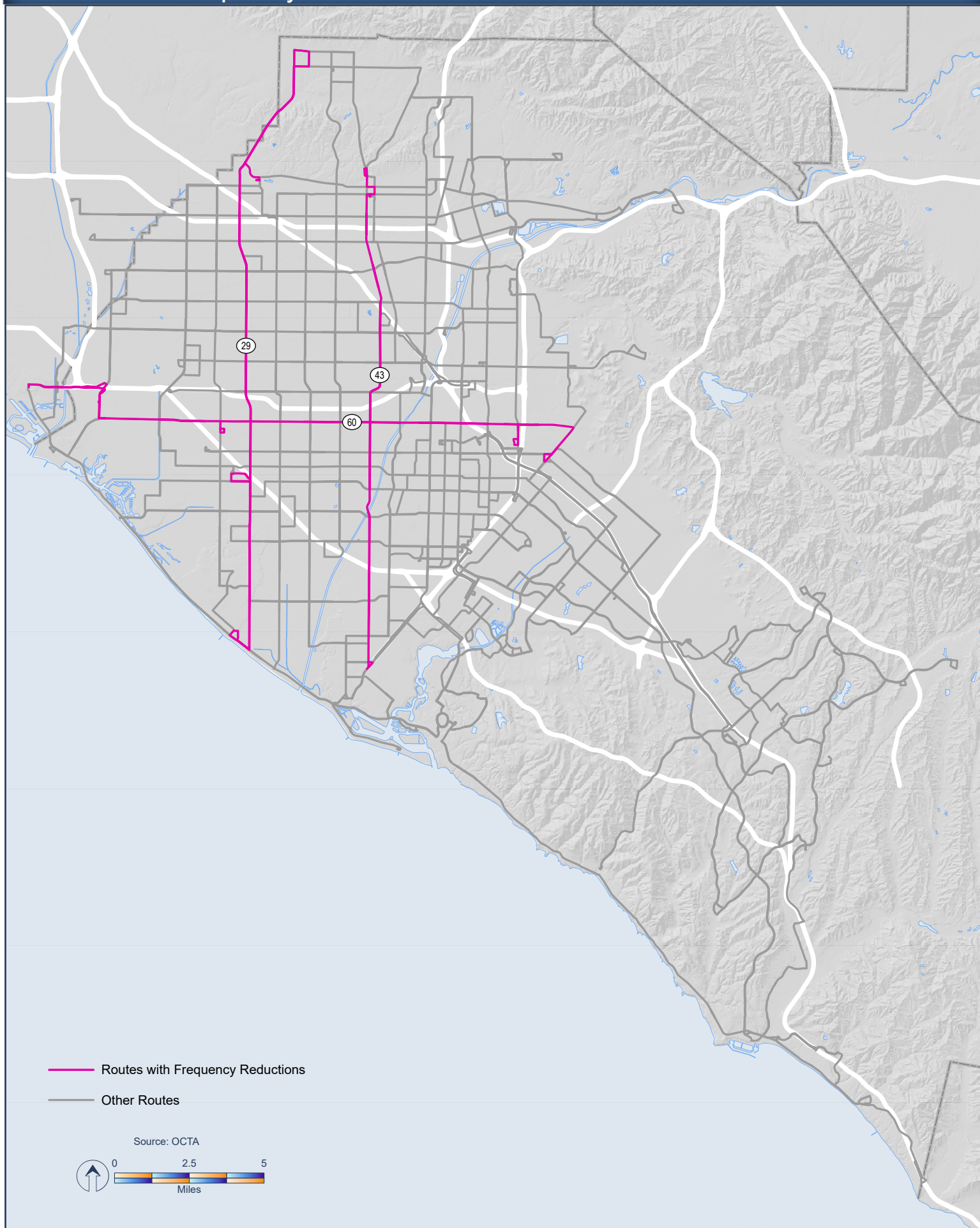
August 2021 Bus Service Change System Map

Routes with Frequency Improvements



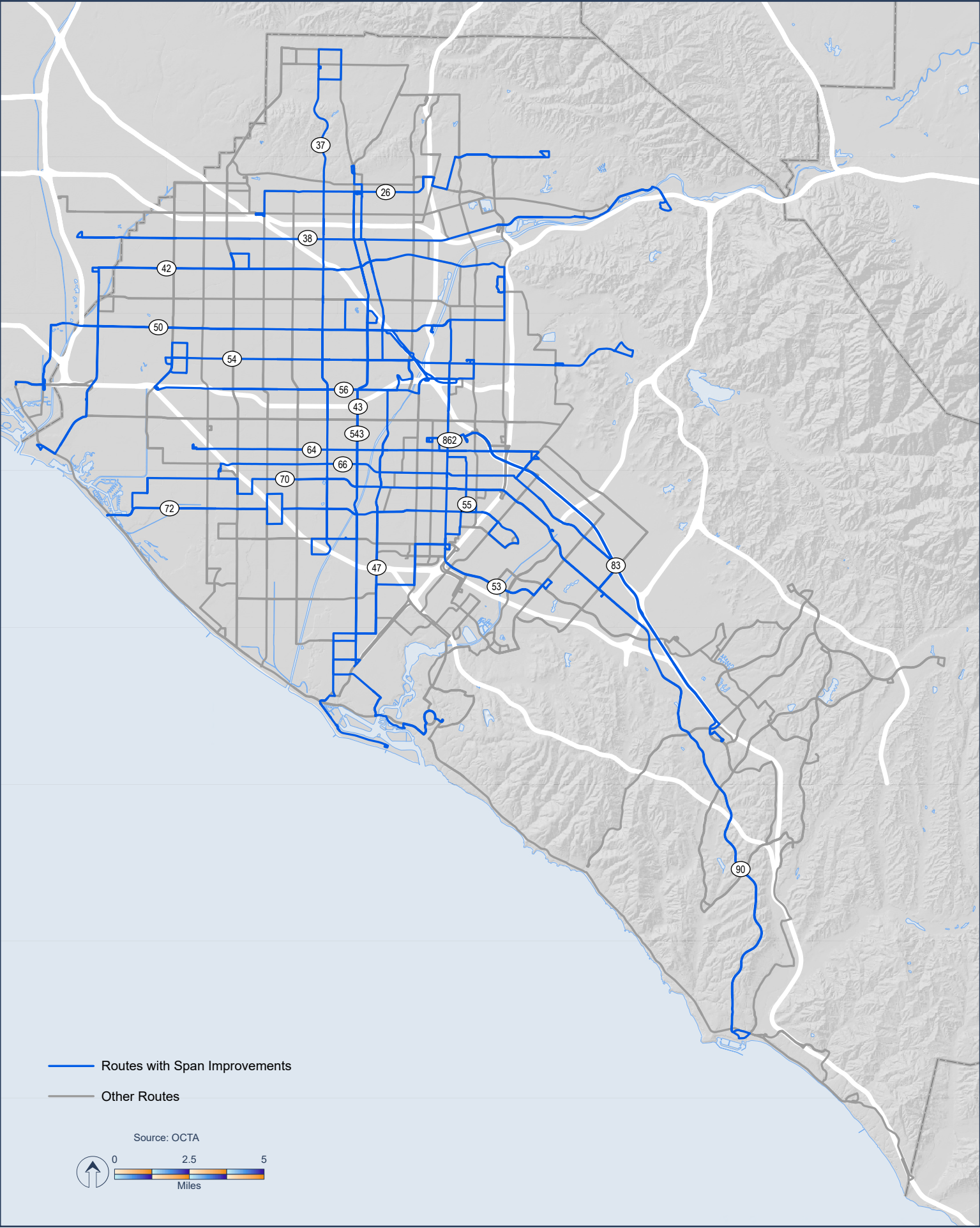
August 2021 Bus Service Change System Map Routes with Frequency Reductions

ATTACHMENT C



August 2021 Bus Service Change System Map

Routes with Span Improvements



August 2021 Bus Service Change System Map

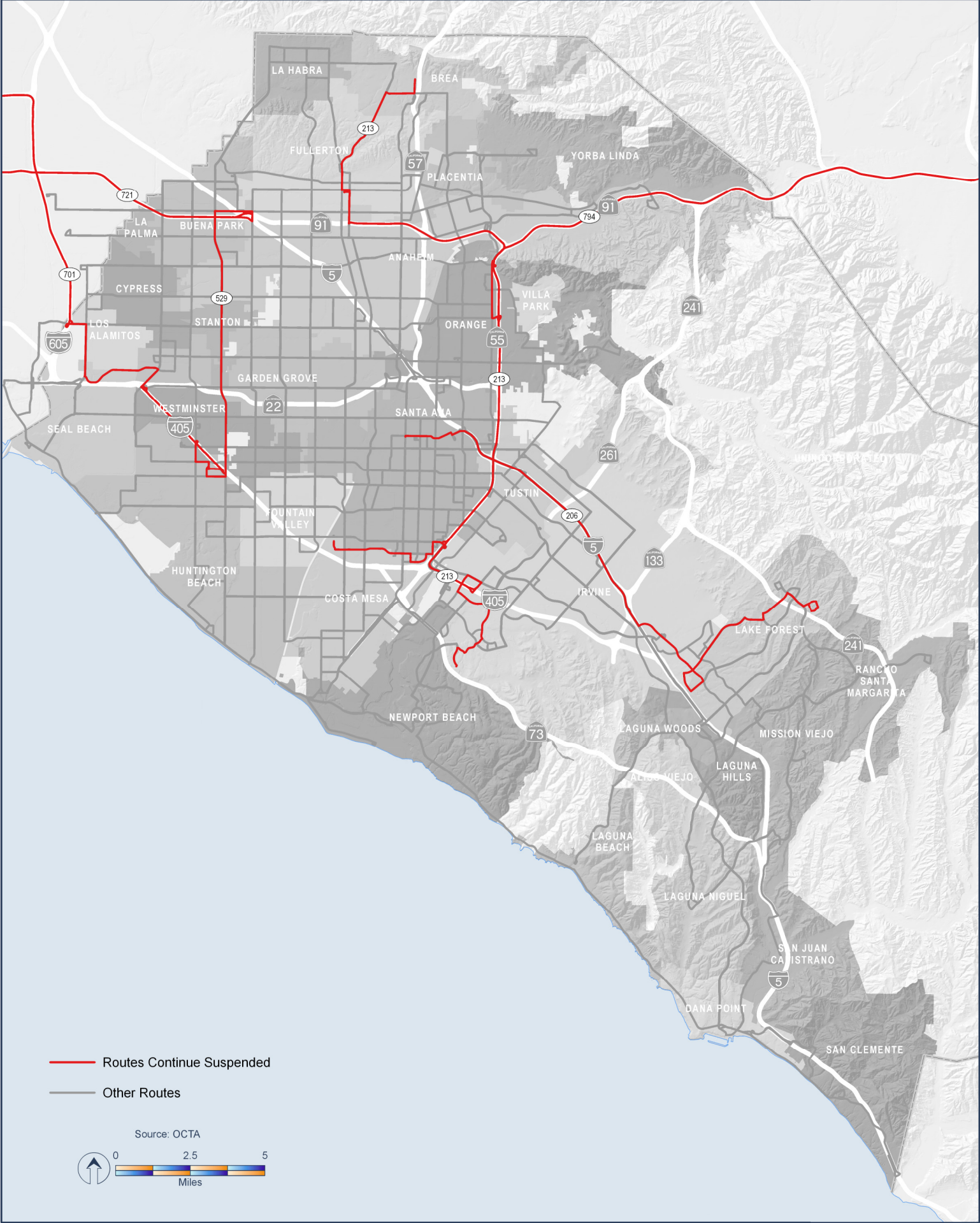
Routes to be Reinstated

ATTACHMENT E



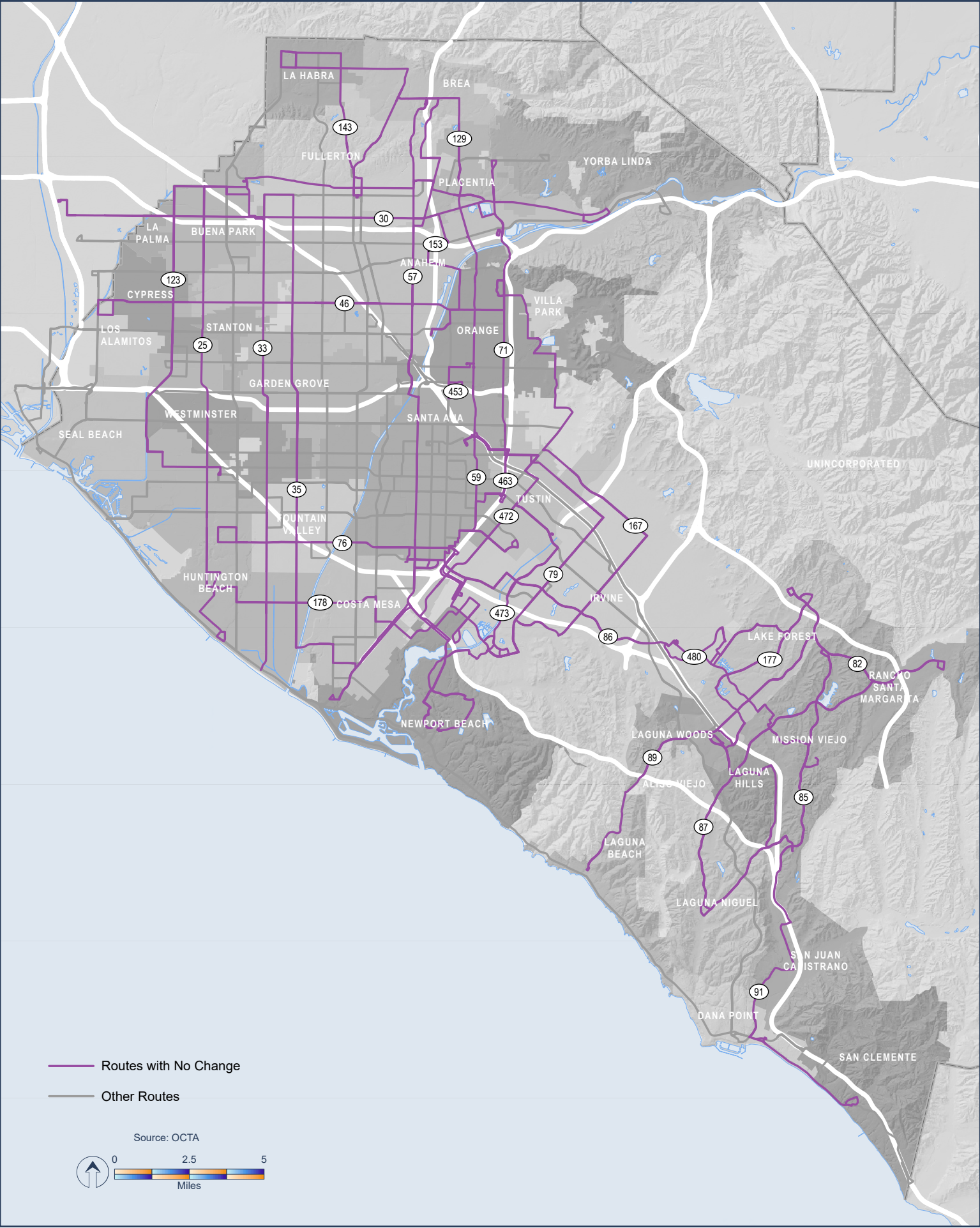
August 2021 Bus Service Change System Map

Routes Continue Suspended



August 2021 Bus Service Change System Map

Routes with No Changes





COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Regional Planning and Highways Committee Meeting of July 1, 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 Parsons Transportation Group Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 between the Orange County Transportation Authority and Parsons Transportation Group Inc., for the preparation of plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.



July 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Overview

On March 8, 2021, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant services to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Parsons Transportation Group Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 between the Orange County Transportation Authority and Parsons Transportation Group Inc., for the preparation of plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Discussion

The State Route 57 (SR-57) Northbound Improvement Project between Orangewood Avenue and Katella Avenue (Project) is part of Project G in the Measure M2 (M2) freeway program. In the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in April 2021, the Project is listed as one of the M2 freeway projects to move forward into design using federal and M2 revenue.

The Project will add one general purpose (GP) lane in the northbound direction on SR-57 between Orangewood Avenue and Katella Avenue. The Project will also construct the missing section of the fifth GP lane, extend the existing auxiliary lane from the Orangewood Avenue off-ramp to the Katella Avenue off-ramp, improve the Katella Avenue off-ramp to provide additional storage capacity, and extend the merge length between the existing freeway on-/off-ramps to improve weaving distance.

The final environmental document was signed on March 29, 2019, with build alternative 2 identified as the preferred alternative by the project development team. Alternative 2 includes the addition of the missing section of the fifth GP lane in the northbound direction from Orangewood Avenue to Katella Avenue, while keeping the existing northbound slip-ramp from Orangewood Avenue to SR-57.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On March 8, 2021, the Board authorized the release of Request for Proposals (RFP) 1-3298 which was electronically issued on CAMM NET. The Project was advertised on March 8 and March 15, 2021, in a newspaper of general circulation. A pre-proposal conference was held on March 26, 2021, with 28 attendees representing 17 firms. Three addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On April 5, 2021, four proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management, Highway Programs, and Rail Programs departments, as well as external representatives from the California Department of Transportation (Caltrans) and the City of Anaheim, met to review all submitted

proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weights:

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

The evaluation criteria are consistent with the weighting developed for similar A&E procurements. Several factors were considered in developing the criteria weightings. The qualifications of the firm in performing work of similar scope and size are important to the success of the Project. A high level of importance was assigned to staffing and project organization, as the qualifications of the project manager (PM) and other key task leaders are of most importance to the timely delivery of the Project. Likewise, a high level of importance was also assigned to the work plan as the technical approach to the Project is critical to the successful delivery of the Project.

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

Firm and Location

Mark Thomas & Company, Inc. (Mark Thomas)
Irvine, California

Moffatt & Nichol, Inc. (M&N)
Costa Mesa, California

Parsons Transportation Group Inc. (PTG)
Irvine, California

On May 17, 2021, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation allowing each team to discuss its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also discussed its staffing plan, work plan, and perceived project challenges. Each firm was asked general questions related to qualifications, relevant experience, project organization, and approach to the work plan. All firms were asked questions specific to their proposals regarding their team's approach to the requirements of the scope of work, management of

the Project, coordination with various agencies, experience with similar projects, and the proposed solutions toward achieving the Project goals.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends PTG as the top-ranked firm to prepare plans, specifications, and estimates (PS&E) for the Project. PTG received the highest ranking due to its extensive and recent PS&E experience with projects of similar scope and scale, including projects with challenges similar to those anticipated on the Project.

Qualifications of the Firm

All short-listed firms are established with recent and relevant experience and are qualified to perform the required services.

PTG was founded in 1944 and provides design, traffic handling and engineering, program/project management, technical and construction services. The firm has over 16,000 employees with offices in 25 countries and 34 states, including over 500 employees in Southern California. PTG has delivered more than 50 PS&E projects throughout Southern California. Relevant PS&E project experience includes the SR-57 Lambert Road Interchange Improvements Project for the City of Brea and the Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Improvement Project between Avenida Pico and Avenida Vista Hermosa for OCTA. Currently PTG is preparing PS&E for the State Route 91 (SR-91) Improvement Project from Lakeview Avenue to State Route 55 (SR-55) for OCTA, project approval/environmental document (PA/ED) and PS&E for Caltrans Pavement Rehabilitation, and PA/ED and PS&E for SR-91/State Route 71 Interchange Improvement Project for Riverside County Transportation Commission. PTG is currently providing program management services for the design-build Interstate 405 (I-405) Improvement Project for OCTA. The proposed subconsultants have relevant project experience and most have worked with PTG on past projects, including the PS&E for the SR-57 Lambert Road Interchange Improvement Project.

Mark Thomas was founded in 1927 and provides civil and structures engineering, surveying, construction management, and other professional services to public agencies throughout California. The firm has 260 employees across 12 offices statewide. Relevant firm experience includes the PS&E for Interstate 15 (I-15) Congestion Relief with the City of Temecula, where Mark Thomas serves in the capacity of prime consultant, and PS&E for US 101 HOV Widening in Santa Barbara County. Mark Thomas has working

relationships with the proposed subconsultants, including WSP USA, Inc., who led the PA/ED phase for this Project.

Founded in 1945, M&N has 850 employees worldwide, including 300 in California. M&N provides multidisciplinary engineering and planning services from conceptual planning, feasibility studies, preliminary engineering through final design, and construction support services. M&N is the lead design firm for the design-build I-405 Improvement Project. The firm has provided PA/ED and PS&E services for the I-15/French Valley Parkway Interchange for the City of Temecula and PS&E services for the Gilman Drive Bridge over the I-5 in San Diego. Proposed subconsultant TY Lin delivered the PA/ED for SR-57 Northbound Widening between Orangewood Avenue and Katella Avenue project and the PS&E for the I-5 HOV Improvement Project from SR-55 to SR-57. M&N has worked on various types of projects with most of the firm's proposed subconsultants.

Staffing and Project Organization

All three short-listed firms proposed qualified project managers, key personnel, and subconsultants who collectively demonstrated the qualifications and experience required to successfully complete the Project.

PTG's proposed team demonstrated extensive PS&E experience. The proposed PM has 39 years of highway engineering and management experience, including 30 years at Caltrans delivering more than 200 projects from the project study report phase through construction close-out, including major freeway widening and interchange reconstruction projects. The proposed PM has historical knowledge and experience on the SR-57 corridor having served as the corridor manager and the District 12 Project PM for three segments of the Project G, the SR-57 northbound widening project from Katella Avenue to Lambert Avenue, while at Caltrans. The PM also has thorough knowledge of Caltrans' policies, procedures and standards, and has established relationships with Project stakeholders. The proposed structures lead has 19 years of experience delivering numerous highway and bridge widening projects, including OCTA's SR-91 Improvement Project from Lakeview Avenue to SR-55.

The proposed roadway lead has more than 13 years of experience involving planning and design of roadway projects throughout California, including successful delivery of PS&E for highway widening and interchange improvement projects. Additionally, the roadway lead was responsible for the PS&E for State Route 60/Moreno Beach Drive Interchange Project (Phase 2) for the City of Moreno Valley. Both the proposed structures and roadway leads also served in

the same roles on the PS&E for the SR-57 Lambert Road Interchange Improvement Project. PTG also proposed experienced key personnel for railroad coordination with over 30 years of experience and demonstrated long-standing relationships working with the Southern California Regional Rail Authority (SCRRA), the BNSF Railway Company (BNSF), and Amtrak and has expertise in all aspects of railroad engineering. The proposed team has adequate availability to support the Project. The presentation and interview confirmed the technical knowledge and expertise of the PTG team and its comprehensive understanding of Project challenges, risks, and requirements.

Mark Thomas' proposed PM has 23 years of experience managing and leading the design of numerous large-scale projects, including more than 20 interchange and freeway widening projects in Southern California. The project experience cited for the PM involved various project phases, including some for PS&E services. Relevant experience includes serving as the PM for the design phase of the I-15 Congestion Relief project. The proposed PM served as a subconsultant PM for the PA/ED for the I-5 from State Route 73 to El Toro Road. The proposed PM was the subconsultant PM supporting the PS&E efforts for the I-5 Widening from Oso Parkway to Alicia Parkway and PA/ED for the Interstate 605/Katella Avenue Interchange. The proposed structures lead has 18 years of experience designing complex structures, retaining walls, and bridge projects. The proposed roadway lead has 15 years of experience as project and staff engineer on various highway improvements and interchange projects in Southern California. The proposed staff for railroad coordination has 13 years of experience providing project management and technical support. The interview confirmed the technical knowledge and expertise of the Mark Thomas team and its comprehensive understanding of Project challenges, risks, and requirements.

M&N's proposed PM has more than 33 years of project management and technical experience preparing freeway, roadway, and structural PS&Es. The proposed PM's relevant project experience includes serving as structures design lead on the OCTA design-build I-405 Improvement Project and structural lead manager for the SR-57 northbound widening project between Orangethorpe Avenue and Lambert Road. The proposed PM's overall experience is more focused on structures rather than project management. The proposed structures lead has 20 years of experience as a design lead for a variety of project types, including interchanges, freeway overcrossings, undercrossing, and freeway connectors. The proposed roadway lead has 16 years of experience working on multiphase highway and interchange projects throughout California. M&N's designated key personnel for rail coordination has

36 years of experience working with the major stakeholders to include SCRRA, BNSF, and California Public Utilities Commission.

Work Plan

PTG presented a comprehensive and viable workplan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The proposal included discussion of major areas critical to project success, including stakeholder coordination, Stadium Avenue overhead widening, Santa Ana River Bridge widening, and Katella Avenue off-ramp improvements. The work plan also identified all disciplines and included a detailed list of project activities and responsible parties. PTG proposed several feasible enhancements to include a potential fourth lane addition to Katella Avenue off-ramp; seismic retrofit to the Santa Ana River bridge, including various features and enhanced analysis techniques; and modified placement of columns at Stadium Avenue overhead outside of the railroad right-of-way to limit disruption of railroad operations. Technical solutions were based on the team's past experience and knowledge of similar issues and solutions to those of the Project. PTG's work plan also proposed collaboration and coordination with the ocV!BE Development Team for the planned mixed-use community surrounding the Honda Center and other improvements planned for the stadium area to minimize impacts to event traffic and future reconstruction at the Katella Avenue interchange.

PTG's work plan also included a discussion on quality, budget, and schedule control along with a comprehensive Project schedule. The team demonstrated in-depth knowledge of its proposed work plan approach to the scope of work by providing detailed Project-specific responses to the interview questions.

Mark Thomas also presented a detailed work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan discussed the key project elements including railroad coordination. Mark Thomas' proposed work plan included a refinement for the stadium overhead superstructure design and construction sequencing to reduce maintenance costs and minimize impacts to adjacent facilities. Other workable enhancements included innovative use of lightweight expanded polystyrene in the Orangewood Avenue on-ramp retaining wall, a mechanically stabilized earth construction approach on the mainline widening retaining wall, and reduction in length of the Katella Avenue off-ramp retaining wall, which could potentially yield savings in construction cost.

Mark Thomas' discussion on quality, budget, and schedule control included development of a project management plan to include 30- and 90-day plans. Mark Thomas proposed a detailed Project schedule. The team's presentation and interview demonstrated in-depth knowledge of its proposed approach to the scope of work by providing detailed Project-specific responses to the interview questions.

M&N presented a work plan with detailed refinements that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan included the team's proposed project approach to mitigate schedule risks with early stakeholder engagement, maintain traffic, environmental compliance, and minimize construction impacts along the project corridor. Proposed key refinements deemed potentially viable included the use of flexible pavement instead of rigid pavement to reduce constructability issues, revision to the Orangewood Avenue layout to tie into the City of Anaheim's Orangewood Avenue widening project, and a design change to the stadium overhead columns to minimize operational and construction impacts to the stadium and railroad. A key refinement to eliminate the extension to the northbound auxiliary lane number six, one of the main elements of the Project, was proposed but an adequate solution to the resulting increase in street traffic was not provided.

M&N's work plan discussed quality, budget, and schedule control; identified sequential activities to include project tasks and assigned key lead personnel; and presented a detailed Project schedule. The M&N team responded to all interview questions in detail with Project-specific responses.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of PTG as the top-ranked firm to prepare the PS&E for the SR-57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0017-7519-FG104-1OD, and will be funded through a combination of federal and M2 funds.

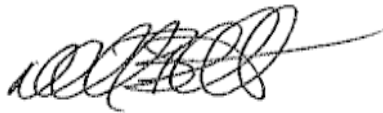
Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 with Parsons Transportation Group Inc., as the firm to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Attachments

- A. Review of Proposals, RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
- B. Proposal Evaluation Matrix (Short-Listed), RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
- C. Contract History for the Past Two Years, RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

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Approved by:



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Review of Proposals
RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
Presented to the Regional Planning and Highways Committee - July 1, 2021
4 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	86	Parsons Transportation Group Inc. Irvine, California	The Alliance Group Enterprise, Inc. C Below, Inc. Earth Mechanics, Inc. GHD Inc. Guida Surveying, Inc. Value Management Strategies, Inc. Zephyr UAS, Inc.	Highest-ranked firm overall. Firm has recent, relevant and extensive design experience managing and delivering transportation projects of similar size and scope in Southern California. Qualified team including project manager, key personnel, and subconsultants with demonstrated experience working together. Project manager has over 39 years of experience and institutional knowledge of the State Route 57 corridor. Task leads all have demonstrated experience delivering plans, specifications and estimates (PS&E) for bridge, highway and interchange projects, and designated key personnel for railroad coordination. Comprehensive and feasible work plan demonstrated understanding of Project challenges, risks, and requirements. Presentation and interview demonstrated team's knowledge of Project and proposed work plan delivery approach.
2	79	Mark Thomas & Company, Inc. Costa Mesa, California	WSP USA, Inc. Advanced Civil Technologies Earth Mechanics, Inc. Group Delta Consultants, Inc. Guida Surveying, Inc. LSA Associates, Inc. Q3 Consulting doing business as Value Management Strategies, Inc.	Firm has recent and relevant experience providing conceptual, environmental, preliminary engineering and PS&E services as a prime and/or subconsultant. Qualified team including project manager, key personnel, and subconsultants with established working relationships. Project manager has 23 years of experience managing and leading projects in Southern California. Task leads have relevant experience in design of structures, highway and interchange improvements. Detailed work plan demonstrated understanding of Project challenges, risks, and requirements. Presentation and interview demonstrated team's knowledge of Project.
3	75	Moffatt & Nichol, Inc. Irvine, California	TY Lin International AESCO Tech Earth Mechanics, Inc. Iteris, Inc. Monument ROW, Inc. Noreas Environmental Engineering Psomas Tatsumi & Partners Value Management Strategies, Inc.	Firm has recent and relevant experience providing environmental and PS&E services as a prime and/or subconsultant. Qualified team including project manager, key personnel, and subconsultants, with experience working together. Project manager has PS&E project experience as a structure design lead and structure lead manager. Task leads have relevant experience and included personnel designated for railroad coordination. Work plan presented detailed enhancements and an understanding of Project challenges, risks, and requirements. Presentation and interview demonstrated team's knowledge of Project.

Evaluation Panel: Six Members**Internal:**

Contracts Administration and Materials Management (1)
Highway Programs (1)
Rail Programs (1)

External:

California Department of Transportation (2)
City of Anaheim (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

20 percent
40 percent
40 percent

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project
Between Orangewood Avenue and Katella Avenue

Parsons Transportation Group Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	4.5	4.0	4.5	4	17.7
Staffing/Project Organization	4.5	4.0	4.0	4.0	4.5	4.5	8	34.0
Work Plan	4.0	4.5	4.0	4.5	4.5	4.0	8	34.0
Overall Score	86.0	86.0	82.0	86.0	88.0	86.0		86

Mark Thomas & Company, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	3.5	4.0	4.0	3.5	3.5	4.0	8	30.0
Work Plan	4.0	4.5	4.0	4.5	4.0	4.0	8	33.3
Overall Score	76.0	84.0	80.0	80.0	76.0	80.0		79

Moffatt & Nichol, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	3.5	4.0	3.5	3.5	3.5	4.0	4	14.7
Staffing/Project Organization	3.5	4.0	3.5	3.5	3.5	3.5	8	28.7
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	8	32.0
Overall Score	74.0	80.0	74.0	74.0	74.0	76.0		75

The score for the non-short listed firm was 69.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 1-3298

Plans, Specifications, and Estimates for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Parsons Transportation Group Inc.						
Contract Type: Firm-Fixed Price	C-9-1160	Plans, Specifications and Estimates for State Route 91 from State Route 55 to Lakeview Avenue Project	March 30, 2020	April 30, 2028		\$ 6,798,503
Subconsultants:						
Earth Mechanics Inc.					\$ 353,303	
Kleinfelder Construction Services					\$ 338,093	
Paleo Solutions, Inc.					\$ 10,782	
Psomas					\$ 623,368	
Contract Type: Contract Task Order	C-8-1462	On Call Consulting Services for 91 Express Lanes	June 21, 2018	March 31, 2023		\$ -
Subconsultants:						
None						
Contract Type: Time and Expense	C-2-1513	Program Management Consultant Services for Interstate 405 Improvement Project from Euclid Street to Interstate 605	March 3, 2014	May 31, 2023		\$ 132,796,531
Subconsultants:						
Coast Surveying Inc.						
Citi Environmental, Inc.						
Declan Corporation						
Falcon Engineering Services						
GCAP Services Inc.						
Group Delta Consultants, Inc.						
HNTB Corporation						
MARRS Services, Inc.						
Mclean & Schultz						
Overland, Pacific & Cutler, LLC						
Panacea, Inc.						
Progressive Transport Solutions						
Psomas						
Rosendin Electric, Inc.						
SPEC Services, Inc.						
The Alliance Group Enterprise, Inc.						



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Regional Planning and Highways Committee Meeting of July 1, 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

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 99 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$470,000, to design and construct intersection and sidewalk improvements at the intersection of Garden Grove Boulevard and the Interstate 405 northbound off-ramp.



July 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed at this time to compensate OC 405 Partners for additional design and construction efforts related to intersection and sidewalk improvements at Garden Grove Boulevard.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 99 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$470,000, to design and construct intersection and sidewalk improvements at the intersection of Garden Grove Boulevard and the Interstate 405 northbound off-ramp.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and will add an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

Contract Change Order for the Interstate 405 Improvement *Page 2* **Project from State Route 73 to Interstate 605**

On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. On July 27, 2017, NTP No. 2 was issued to OC405 for the full design and construction of the Project.

The recommended contract change order (CCO) is described in more detail below.

Intersection and Sidewalk Improvements at Garden Grove Boulevard

In accordance with the contract documents, OC405 is required to reconstruct the northbound I-405 off-ramp to Garden Grove Boulevard. The planned Project improvements would not have connected the new intersection improvements with the existing sidewalks on Garden Grove Boulevard, or provided an accessible crossing to the opposite side of Garden Grove Boulevard. The City of Westminster requested construction of these improvements to provide pedestrian access and continuity, and OCTA agreed with the access/continuity concerns and concurred with the request. OCTA directed OC405 to design and construct the intersection and sidewalk improvements to provide the noted access. The additional intersection and sidewalk improvements were not anticipated in the original scope of work. A CCO is now needed, in the amount of \$470,000, for OC405 to comply with this directive.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements.

On November 14, 2016, the OCTA Board approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Proposed CCO No. 99, in the amount of \$470,000, will provide compensation to OC405 for the additional design and construction efforts necessary to implement the intersection and sidewalk improvements at Garden Grove Boulevard.

Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

Contract Change Order for the Interstate 405 Improvement *Page 3*
Project from State Route 73 to Interstate 605

Fiscal Impact

Funding for this work was approved in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes. The cost of CCO No. 99 is funded from the Project contingency and is not anticipated to increase the total Project estimate of \$2.08 billion.

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 99 to Agreement No. C-5-3843 with OC405, in the amount of \$470,000.

Attachment

- A. OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

Prepared by:



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Approved by:



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**OC 405 Partners
Agreement No. C-5-3843
Contract Change Order Log**

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	6/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$200,000.00
003.1.1	Provisional Sum for Extra Maintenance Work-Unilateral	Approved	10/10/2019	\$400,000.00
003.1.2	Supplemental Extra Maintenance Work	Approved	1/16/2020	\$350,000.00
003.1.3	Supplemental Extra Maintenance Work	Approved	8/4/2020	\$350,000.00
003.2	Additional Extra Maintenance Work	Approved	12/22/2020	\$500,000.00
003.2.1	Extra Maintenance Work (Supplemental)	Approved	3/19/2021	\$500,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
005.1	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	7/1/2019	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006.1	Partnering per Contract Section 19.1	Approved	7/1/2019	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
008.1	Supplemental Unknown Hazardous Materials	Approved	9/11/2019	\$100,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
008.2	Supplemental Unknown Hazardous Materials	Approved	11/25/2019	\$250,000.00
008.2.1	Supplemental Unknown Hazardous Materials	Approved	3/11/2020	\$150,000.00
008.3	Supplemental Unknown Hazardous Materials	Approved	5/4/2020	\$500,000.00
008.3.1	Supplemental for Additional collection and disposal of Unknown Hazardous Materials	Approved	11/2/2020	\$500,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to the Orange County Transportation Authority (OCTA) for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39
013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/ Bushard Street	Approved	2/25/2019	\$8,560,556.00
013.1	Permanent Traffic Signal at the intersection of Warner Avenue and Greenleaf Street	Approved	12/5/2019	\$460,327.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
016.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$4,512.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
017	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$800,000.00
018	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$56,395.00
019	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$11,484.00
020	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$4,095.00
021	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$1,463,020.00
022	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$85,573.00
023	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$20,532.00
024	Express Lanes Channelizers	Approved	3/12/2019	\$122,778.00
025	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	-\$9,293.00
026	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$35,994.00
026.1	Supplemental for OCTA PlanGrid Software Licenses	Approved	9/11/2019	\$8,570.00
026.2	Additional PlanGrid Software Licenses	Approved	3/8/2021	\$46,278.00
027	Utility potholing on Milton Avenue	Approved	9/12/2019	\$61,731.87
027.1	Electrical Infrastructure Work at Milton Avenue	Approved	1/16/2020	\$278,282.28
028	Mesa Water District 12-inch Water Line (CN-1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp CMS Deletion	Approved	5/15/2019	-\$74,319.00
030	Motel 6 Sound Wall (SW-791) Elimination	Approved	5/15/2019	-\$130,000.00
031	Sound Wall 956 Reduction	Approved	5/22/2019	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	7/30/2019	\$176,465.00
034	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$75,000.00
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	2/18/2020	\$110,000.00
034.3	Chevron and Crimson Goldenwest Relocation Assistance	Approved	8/4/2020	\$10,982.00
034.4	Chevron and Crimson Goldenwest Relocation Assistance	Approved	9/21/2020	\$300,000.00
035	Incompatible Specifications - Adjacent to CRCP Pavement	Approved	6/26/2019	\$2,900,557.00
036	Minor Construction Support for Dry Utilities	Approved	5/11/2020	\$100,000.00
037	Sound Wall 375 Protect in Place	Approved	6/4/2019	\$200,000.00
040	High Density Polyethylene in Lieu of Reinforced Concrete Pipe	Approved	7/9/2019	-\$7,418.68
041	Emergency Vehicle Preemption Devices at Fairview	Approved	7/9/2019	\$44,147.00
042	Executed Utility Agreements (Unilateral)	Approved	11/4/2019	\$0.00
043	Early Partial Removal of Sound Wall 328	Approved	9/16/2019	\$14,414.18
044	Field survey for Frontier at Westminster Avenue	Approved	1/7/2020	\$12,908.42
045	Water Line Betterments (CN 1012 & 6044) at Warner Avenue	Approved	10/12/2019	\$256,244.00
046	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$389,878.00
047	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$266,828.00
048	Temporary Construction Easement Reduction at Sit n' Sleep (CPN 103026)	Approved	10/17/2019	\$129,243.00
049	Beach Boulevard Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden OC Abutment 3)	Approved	10/17/2019	\$59,383.87
051	Exercising Water Valves for the City of Fountain Valley	Approved	1/16/2020	\$50,000.00
052	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$0.00
053	Traffic Signal Modification at Beach Boulevard and McFadden Avenue	Approved	11/14/2019	-\$128,118.00
054	Differing Site Condition Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
055	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$8,428.29
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00
057	Archaeological Treatment Plan	Approved	6/4/2020	\$200,000.00
057.1	Archaeological Treatment Plan	Approved	7/9/2020	\$500,000.00
057.1.1	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental)	Approved	8/27/2020	\$500,000.00
057.1.2	Supplemental Environmental Monitoring at Bolsa Overcrossing	Approved	10/30/2020	\$300,000.00
057.2	Archaeological Treatment Plan and Native American Monitoring	Approved	3/4/2021	\$500,000.00
058	Biological Monitoring Naval Weapons Station (Unilateral)	Approved	6/29/2020	\$50,000.00
058.1	Biological Monitor at Naval Weapon Station Seal Beach	Approved	12/10/2021	\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	2/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/2020	\$1,044,927.00
061	Plant Establishment Period	Approved	2/26/2020	\$1,600,000.00
062	Senate Bill 1: Diesel Fuel Sales Tax Rate Increase	Approved	3/9/2020	\$1,764,164.64
063	Bracing for Southern California Edison Power Poles at CN 2012	Approved	3/5/2020	\$169,770.00
064	City Sales and Use Tax Increases (Unilateral)	Approved	4/22/2020	\$28,657.00
065	Traffic Studies to Analyze Schedule Mitigation	Approved	4/22/2020	\$70,854.00
066	Combined Authority-Accepted Extra Work	Approved	5/14/2020	\$18,826.00
067	Southern California Edison Conduit at Heil Avenue	Approved	5/14/2020	\$109,219.00
068	Archaeological Monitoring for all Ground Disturbing Activities at Naval Weapons Station	Approved	8/27/2020	\$100,000.00
068.1	Archaeological and Native American Monitors at Naval Weapon Station Seal Beach	Approved	12/10/2021	\$100,000.00
068.2	Lighting Management System Specifications	Approved	5/26/2021	\$75,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
069	Drainage System 757 Access	Approved	5/14/2020	\$60,374.00
070	Amendments to Contract Sections 19.3.4 and 19.5.2 No Cost	Approved	5/19/2020	\$0.00
071	Union Pacific Railroad Flagging Costs	Approved	6/13/2020	\$200,000.00
072	Southern California Edison and Frontier Electrical Infrastructure Work at Almond Avenue	Approved	5/19/2020	\$1,843,329.00
073	Shadow Striping on Portland Cement Concrete Pavement	Approved	4/19/2021	\$200,000.00
074	Combined Authority Accepted Extra Work (Proposed Change Orders (PCO) 169 and 122G)	Approved	7/7/2020	\$6,965.39
075	Bushard Pile Conflict with Existing Piles	Approved	7/21/2020	\$28,867.00
076	Combined Authority Accepted Extra Work (PCOs 180, and 183)	Approved	9/16/2020	\$12,981.02
077	Toll Rate Changeable Message Signs	Approved	9/8/2020	\$146,031.00
078	Parking Lot Improvements at United States Postal Service Property	Approved	10/27/2020	\$537,436.00
079	Extension of the Third Westbound Lane on Talbert Avenue to Cashew Street	Approved	12/2/2020	\$270,528.00
080	Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2	Approved	10/30/2020	\$579,604.00
081	Oceanview Channel Damaged Existing Reinforced Concrete Box	Approved	11/5/2020	\$59,806.16
082	Existing Buried Shoring Removal at Bella Terra Near Retaining Wall 895 (Unilateral)	Approved	11/10/2020	\$19,637.23
083	Combined Authority Accepted Extra Work No. 4 (PCOs 237 and 258)	Approved	12/23/2020	\$7,963.82
084	Revised K-Rail Placement at Bolsa Chica Boulevard	Approved	12/23/2020	\$74,185.84
085	Modified Pavement Overlay for the City of Fountain Valley	Approved	12/15/2021	\$107,180.00
086	Global Settlement	Approved	12/17/2021	\$157,000,000.00
087	Retaining Wall 906 Southern California Edison Pole at Sugar Drive	Approved	3/30/2021	\$133,159.89
088	Valves at Corta Bella Apartments	Approved	3/17/2021	\$18,310.07
089	Unavailable Electrical Specifications	Approved	5/12/2021	\$578,348.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
090	Bolsa Chica Community Wall	Approved	5/12/2021	\$867,349.00
091	Traffic Signal Equipment at Multiple Intersections	Approved	5/12/2021	\$418,620.00
092	Protect Existing Facilities at Senior Center	Approved	5/12/2021	\$995,000.00
093	Shell Driveway at Brookhurst and Talbert	Approved	4/26/2021	\$4,489.12
094	Shiffer Park Fence Replacement	Approved	4/27/2021	\$54,818.00
097	Combined Authority Accepted Extra Work (PCOs 263 and 274)	Approved	5/26/2021	\$43,898.43
098	Drainage System 387 and 356 Maintenance Access	Approved	5/26/2021	\$125,000.00
099	State Route 22 and Garden Grove Boulevard Intersection Improvements	Pending		\$470,000.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$241,959,728.00</u>
Total Contract Allotment	\$1,459,024,728.00

Subtotal Approved CCOs	\$193,353,914.39
Subtotal Pending CCOs	<u>\$470,000.00</u>
Total CCOs	\$193,823,914.39

Proposed Revised Contract Price	\$1,410,888,914.39
Remaining Contingency Fund	\$48,135,813.61



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Cooperative Agreement with the Southern California Regional Rail Authority for the Irvine Station Improvements Project

Transit Committee Meeting of July 8, 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 6-0 by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3425 between the Orange County Transportation Authority and the Southern California Regional Rail Authority for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the Southern California Regional Rail Authority for the Irvine Station Improvements Project

Overview

The Orange County Transportation Authority, in coordination with the Southern California Regional Rail Authority, is working in cooperation to implement improvement at the Irvine Station. A cooperative agreement is necessary to define roles, responsibilities, and funding for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3425 between the Orange County Transportation Authority and the Southern California Regional Rail Authority for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.

Discussion

The Orange County Transportation Authority (OCTA), in coordination with the Southern California Regional Rail Authority (SCRRA), is working to advance the Irvine Station Improvements Project (Project). Improvements include reconfiguring the Irvine Metrolink Station (Station) including rail infrastructure to support future expansion of passenger service as part of SCRRA's Southern California Optimized Rail Expansion (SCORE) Program. The project definition report (PDR) was completed in June 2019 by SCRRA, and OCTA is advancing the Project into the preliminary engineering and environmental phase.

The Station is served by Amtrak's Pacific Surfliner intercity passenger rail and Metrolink's Orange County and Inland Empire-Orange County commuter rail services. The Project improvements identified in the PDR include the addition of third and fourth tracks between Milepost (MP) 184 and MP 186.7 (approximately

2.7 miles), as well as station reconfiguration to allow for enhanced transfer times and improved accessibility. The existing Station configuration currently includes two main tracks and side platforms. The existing platforms have limited capacity due to their size and accessibility, and do not allow for operating more passenger train service at the Station or more frequent headways.

The Project requires a cooperative agreement between OCTA and SCRRA to define roles, responsibilities, and funding. OCTA will be the lead on the preliminary engineering and environmental phase and will coordinate this work with SCRRA and the City of Irvine. The cost for OCTA's work on the environmental phase of the Project is estimated to be \$5,500,000, and will be funded through Transit and Intercity Rail Capital Program (TIRCP) grant funds awarded by the California State Transportation Agency (CalSTA) through SCRRA's SCORE Program.

SCRRA will provide design support, including right of entry permits, safety training, flagging, and other services as needed for the Project. The cost for SCRRA's work on this phase of the Project is estimated to be \$830,000, and will be funded through TIRCP grant funds granted by CalSTA through SCRRA's SCORE Program.

On behalf of OCTA, SCRRA will formally request that OCTA become the implementing agency of TIRCP funds, in the amount of \$6,330,000, with the provision that SCRRA invoice the California Department of Transportation (Caltrans) directly for its portion of the services.

The OCTA Board of Directors (Board) approved the release of Request for Proposals 0-2604 on October 26, 2020, to procure a consultant for preliminary engineering and environmental services related to the Project. A separate item will be presented to the Board seeking approval of the consultant selection for the services.

Fiscal Impact

The Project is included in the OCTA Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0018-7831-TR215-0SV, and will be funded with TIRCP grant funds awarded by CalSTA through SCRRA's SCORE Program and allocated to the Project by the California Transportation Commission.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3425 with the Southern California Regional Rail Authority for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.

Attachment

A. Project Location Map

Prepared by:



Jason Lee
Project Manager
714-560-5833



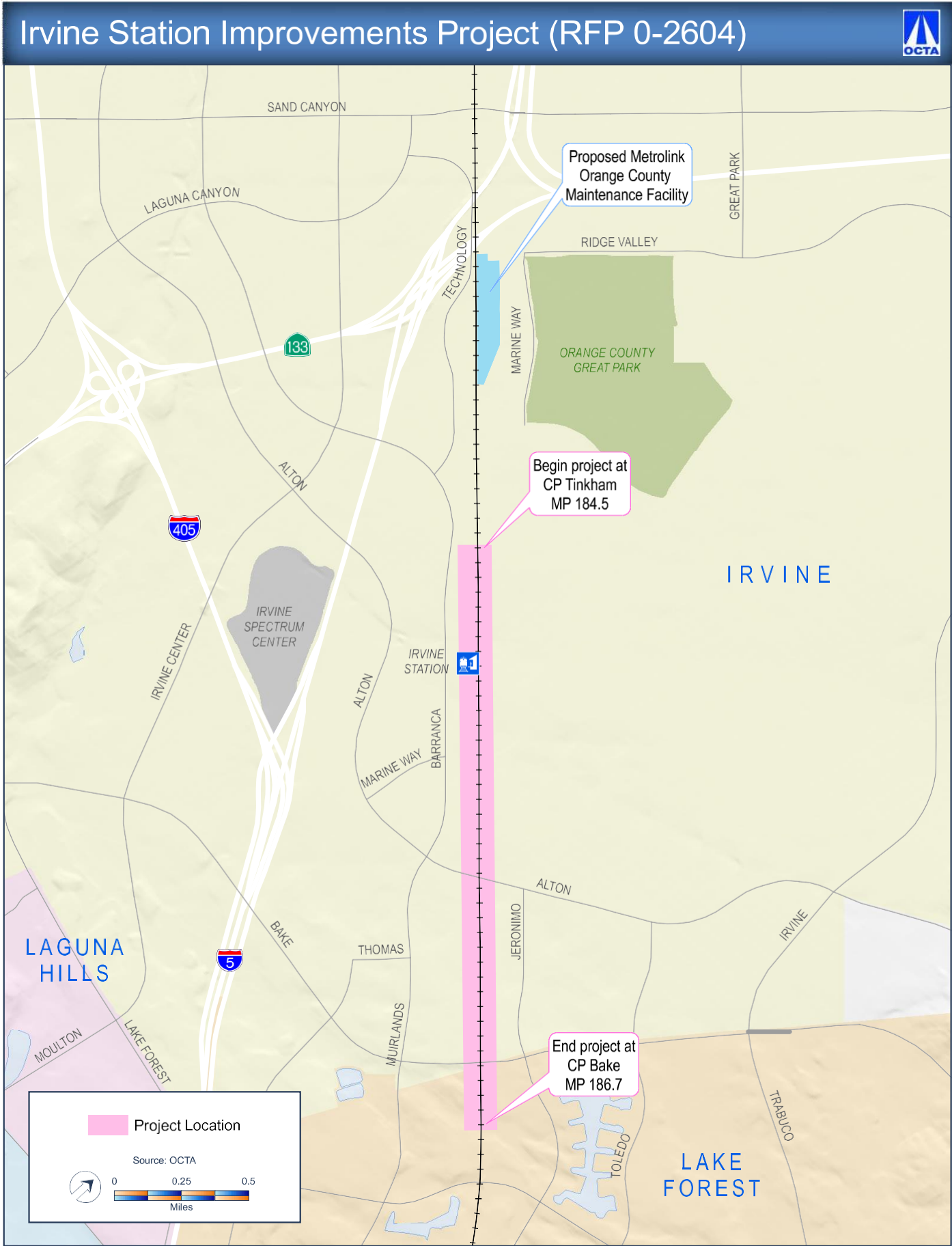
Pia Veesapen
Director, Contracts Administration and
Materials Management
714-560-5619

Approved by:



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

Project Location Map





COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Consultant Selection for Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

Transit Committee Meeting of July 8, 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 6-0 by the Members present.

Due to the Levine Act, Director Shaw did not participate or vote on this item.

Committee Recommendations

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 between the Orange County Transportation Authority and AECOM Technical Services, Inc., for preliminary engineering and environmental services for the Irvine Station Improvements Project.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

Overview

On October 26, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for preliminary engineering and environmental services for the Irvine Station Improvements Project. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 between the Orange County Transportation Authority and AECOM Technical Services, Inc., for preliminary engineering and environmental services for the Irvine Station Improvements Project.

Discussion

The Orange County Transportation Authority (OCTA), in coordination with the Southern California Regional Rail Authority (SCRRA), is working to advance the Irvine Station Improvements Project (Project). Improvements include reconfiguring the Irvine Metrolink Station (Station) with additional rail infrastructure to support future expansion of passenger service as part of SCRRA's Southern California Optimized Rail Expansion (SCORE) Program. The Project Definition Report (PDR) was completed in June 2019 by SCRRA, and the Project is ready to advance into the environmental phase. A multidisciplinary firm is needed to complete the environmental phase which includes the preparation of preliminary engineering (PE) and environmental documentation.

The Station is served by Amtrak's Pacific Surfliner intercity passenger rail and Metrolink's Orange County and Inland Empire-Orange County commuter rail services. The railroad corridor south of the City of Laguna Niguel is generally constrained by the availability of the railroad right-of-way (ROW); therefore, the service growth envisioned in the SCORE Program is north of the Laguna Niguel/Mission Viejo Metrolink Station. The Project improvements identified in the PDR include the addition of third and fourth tracks between Milepost (MP) 184 and MP 186.7 (approximately 2.7 miles), and station reconfiguration to allow for better-timed transfers and improved accessibility. The existing Station configuration with two main tracks and side platforms has limited capacity due to the depth of the platforms and ROW constraints which do not allow for operating more passenger train service at the Station with more frequent headways.

Cooperative Agreement No. C-1-3425 between OCTA and SCRRA, which defines roles and responsibilities of the agencies related to the Project, will provide grant funding through Transit and Intercity Rail Capital Program (TIRCP) funds granted by the California State Transportation Agency (CalSTA) through SCRRA's SCORE Program. OCTA will be the lead on the preliminary engineering and environmental phase of the Project and will coordinate this work with SCRRA and the City of Irvine (City).

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan approach. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with the Board-approved procurement policies.

On October 26, 2020, the Board authorized the release of Request for Proposals (RFP) C-0-2604, which was electronically released on OCTA's CAMM NET system. The Project was advertised on November 18 and November 23, 2020, in a newspaper of general circulation. A pre-proposal conference was held on November 9, 2020, with 34 attendees representing 21 firms. Five addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On December 18, 2020, five proposals were received. An evaluation committee consisting of members from OCTA's Planning and Contracts Administration and Materials Management departments, the Capital Programs Division, and external representatives from SCRRA and the City met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

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

In developing the criteria and weightings, several factors were considered. The firms' qualifications and experience in performing relevant work of similar scope and size is important to the success of the Project. Staffing and project organization of the firm was assigned a weighting of 40 percent, as the qualifications of the project manager and other key personnel are important to the successful and timely delivery of the Project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the Project, its challenges, and its approach to implementing the various elements of the scope of work. The technical approach to the Project is critical to a firm's successful performance.

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

Firm and Location

AECOM Technical Services, Inc. (AECOM)
Orange, California

STV Incorporated (STV)
Irvine, California

T.Y. Lin International (TYLI)
Los Angeles, California

On February 3, 2021, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation where each team presented its qualifications, highlighted its proposal, and responded to questions from the evaluation committee. Each firm also discussed its staffing plan, work plan, and perceived Project challenges. Each firm was asked general questions related to qualifications, relevant experience, proposed project organization, and approach to the work plan. Each firm was asked questions specific to proposals for its team's

approach to the requirements of the scope of work, management of the Project, coordination with various agencies, experience with similar projects, and the proposed solutions toward achieving the Project's goals. After considering responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores of the firms, resulting in AECOM as the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends AECOM as the top-ranked firm to provide preliminary engineering and environmental services for the Project. AECOM received the highest ranking due to its relevant experience managing projects of similar scope and scale, familiarity with SCRRA requirements, comprehensive understanding of the Project objectives and constraints, and presentation of technical solutions that considered both time and cost-saving improvements to lessen impacts to rail operations. The firm demonstrated a clear understanding of the Project requirements and presented a detailed work plan addressing key issues that are critical to the success of the Project. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

All short-listed firms are well established with recent and relevant experience and are qualified to perform the services.

AECOM, founded in 1927, specializes in preliminary and final design, construction management and program management services for transportation projects on a local and global level. AECOM has successfully delivered environmental and design services on rail and station improvement projects throughout California for state and local government agencies, including OCTA, SCRRA, Los Angeles County Metropolitan Transportation Authority (LA Metro), San Diego Association of Governments (SANDAG), California High-Speed Rail Authority (CHSRA), and Bay Area Rapid Transit (BART). The firm has five offices throughout Southern California, including an office in the City of Orange which is comprised of 500 staff members. AECOM's relevant firm experience in the Project Approval/Environmental Document (PA/ED) phase includes the SCORE Phase 1 Orange Subdivision PDR for this Project, the Madera Station Relocation Environmental Clearance, and the Burbank Safety Corridor projects in the PA/ED phase, while its experience working from the conceptual through final design phases includes SCRRA's Empire Avenue railroad realignment, grade separation, and railroad underpass, along with work on over 200 on-call design tasks for SCRRA. The firm proposed to utilize four subconsultants in a wide range of disciplines to provide required services, all of which have experience working with AECOM on past projects.

STV, founded in 1912, is a local and national transportation planning and design firm providing a wide range of services for transportation agencies, including conducting alternatives analysis, preparing preliminary engineering plans, reports, and studies, and conducting environmental analyses. The firm has 41 offices in North America, 2,200 employees nationwide, and has three offices in Southern California comprised of 140 employees, located in the cities of Irvine, Los Angeles, and Rancho Cucamonga. STV's relevant firm experience includes LA Metro's Brighton to Roxford Double Track PA/ED, the Anaheim Canyon Station Improvements PA/ED for OCTA, the Perris Valley Line in the PA/ED and plans, specifications, and estimates (PS&E) phases for the Riverside County Transportation Commission (RCTC), and having worked on over 48 SCRRA rail station on-call projects. The firm proposed to utilize ten subconsultants in a wide range of disciplines to provide required services who have experience working with STV on past projects.

TYLI, founded in 1954, is an international infrastructure engineering firm that provides planning, project studies, design, engineering, inspection, and construction and program management services. The firm has 2,900 employees and 50 offices nationwide. TYLI's California operations consist of the firm's headquarters office in the City of San Francisco and eight other offices with a California staff of over 280 employees. TYLI's relevant firm experience includes the PE and PS&E for Poinsettia Station Improvements and Tracks for SANDAG, the Carlsbad Village Station PA/ED and PS&E, and the Encinitas Railroad Grade Separations and Pedestrian Underpasses PE. The firm proposed to utilize 11 subconsultants working together on various transportation projects similar to the scope of work.

Staffing and Project Organization

All three firms proposed qualified project managers, key personnel, and subconsultants with relevant PA/ED experience to complete the environmental phase of the Project.

AECOM proposed a cohesive qualified project team with relevant experience and a comprehensive understanding of the Project issues, risks, and challenges. The team is proficient in the various disciplines required for the Project and has extensive recent OCTA, SCRRA, and other public agency experience. The team has demonstrated experience working on projects of similar size and scope. The proposed project manager (PM) has 38 years of experience managing, planning, and successfully delivering various transportation projects from preliminary studies through final design for both rail and roadway projects. The PM has successfully performed in the project management role and completed various phases of transportation projects, including the Grade Crossing Rail Corridor Project Study Report (PSR) with LA Metro, the Burbank Corridor Safety Improvements PA/ED

with SCRRA, the Grade Crossing Improvements PS&E with the City of Glendale, and served as PM and quality manager on the SCORE Phase I Orange Subdivision PDR with SCRRA. The proposed design and engineering lead has 23 years of experience with large-scale multi-disciplinary projects for various rail transportation agencies. Recent experience includes the Link Union Station Project, the Burbank Safety Corridor Project, and technical lead for the SCORE Phase I Orange Subdivision PDR with SCRRA.

The proposed environmental lead has 29 years of experience in transportation project environmental assessment and documentation and specializes in environmental clearance and planning for multimodal transportation projects. Recent projects include the Orange County Maintenance Facility Project for OCTA, San Joaquin Joint Powers Authority (SJPA) Madera Station Relocation environmental clearance, and the LA Metro Gold Line Foothill Phase 2B Project.

STV proposed a qualified project team with relevant experience and understanding of the Project issues, risks, and challenges. The team, including subconsultants, are experienced in the various disciplines required for the Project and have relevant experience in transportation projects in Southern California. The proposed PM has 30 years of experience providing design services for rail transit, roadway, and infrastructure projects for government and public agencies, including SCRRA. The proposed PM has design lead experience in various phases of transportation projects but limited experience as a PM. Recent projects include the Placentia Metrolink Station Phase I and II, LA Metro Orange and Purple Line extensions design-build, and the Vermont Avenue Bridge Overcrossing Widening – United States (US) 101 Freeway PA/ED and PS&E. The proposed design lead has 25 years of experience providing design and planning of various types of railroad and civil public works projects in all project phases and capacities. Recent projects include OCTA PA/ED services for the Anaheim Canyon Station Expansion, LA Metro Brighton to Roxford Double Track project, CHSRA Burbank-Anaheim Corridor project, and RCTC Perris Valley Line. The proposed environmental lead has 19 years of experience managing and directing the preparation of alternatives analysis and feasibility studies for projects throughout California and the Pacific Northwest.

TYLI proposed a project team and subconsultants with relevant experience with transportation projects in Southern California. The proposed PM has 40 years of experience managing commuter, freight, high-speed, and light rail transit projects. The proposed PM also has track design management experience overseeing various phases of transportation projects. Although the PM's recent projects include the PS&E for San Onofre to Pulgas Double Track, PE and PS&E for Seattle to Everett Capacity Improvement Project, and Mid-Coast Corridor Transit Project, the PM demonstrated limited experience with environmental phase projects. The proposed structures lead identified in the technical proposal had 24 years of bridge

design experience on railroad, transit, pedestrian, and highway structures and served in key roles on transit rail projects.

Recent projects for the structures lead include the Surfside Inn Pedestrian Bridge PE and PS&E over the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor for Orange County Public Works and LA Metro Portal Widening and Turnback Facility Project. The proposed environmental lead has 35 years of experience in environmental assessments and 17 years of experience working on OCTA transportation projects and is knowledgeable of requirements set by the Federal Transit Administration, Federal Highway Administration, and California Department of Transportation. Recent projects include OCTA's Transit Security and Operations Center in the City of Anaheim, Interstate 5 Widening Project between Interstate 405 and State Route 55, and the Poinsettia Lane Bridge Widening over the LOSSAN corridor in the City of Carlsbad.

Work Plan

All short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

AECOM presented a detailed and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. AECOM identified potential impacts to the Station's bus drop-off area based on the design alternative selected and proposed to design the reconfiguration of the bus drop-off area to minimize the reduction of parking spaces and maintain pedestrian access and bus operations during construction. The work plan proposed minimizing operational impacts to the Station during construction of the pedestrian underpass by using the jack and bore method, which utilizes hydraulic jacks to move pre-cast concrete box sections into place under the tracks to shorten the construction duration. AECOM detailed a construction phasing approach to minimize ROW, rail, and facility operational impacts, and enhancements to the proposed pedestrian underpass with openings to provide daylight and improve air flow, while also including steps, ramps, seating areas, bicycle parking, and landscaping at the entrance of the underpass.

The overall approach to Project execution described in the work plan and presented during the interview identified potential risks, which were accompanied by design alternative and operational impact discussions and construction phasing approaches. The interview confirmed the technical knowledge and expertise of the AECOM team, as well as its comprehensive understanding of the Project risks, challenges, and requirements. The AECOM team presented a clear vision on Project approach and demonstrated in-depth knowledge of the scope of work by providing detailed Project-specific responses to all interview questions with participation from all team members present.

STV presented a comprehensive work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan identified solutions to potential issues which could result in construction cost and schedule savings, as well as reduce property impacts by minimizing the reconstruction of the existing bus turnaround area. STV proposed two types of underpass structures, a reinforced concrete box and a railroad bridge, and described the advantages and disadvantages for each, including constructability, maintainability, and cost. The work plan identified the potential need for level boarding to comply with the Americans with Disabilities Act.

The overall approach described in the STV work plan and presented during the interview identified solutions to potential Project risk, constructability issues, and impacts to construction cost and schedule. The STV team was responsive to the evaluation committee's interview questions; however, the proposed PM was not able to articulate and demonstrate a full understanding of Project issues and deferred to other team members to respond to interview questions.

TYLI presented a work plan identifying issues, recommendations, challenges, and potential solutions that demonstrated an understanding of the scope of work and risks associated with the Project. To save costs, TYLI proposed shifting the existing two bridges at Borrego Wash rather than demolishing and rebuilding them to make room for two additional new railroad bridges. The work plan proposed an approach to minimize impacts to bus operations and Station users in the construction phase.

The overall approach to Project execution described in the work plan and presented during the interview demonstrated an understanding of the scope of work, challenges, risks, and Project requirements. The TYLI team was responsive to the evaluation committee's interview questions; however, the team demonstrated limited in-depth understanding of the complexity of the Project, and the PM was unable to articulate important aspects of the Project, only providing general responses to interview questions.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, work plan approach, and information obtained during the interviews, the evaluation committee recommends the selection of AECOM as the top-ranked firm to provide preliminary engineering and environmental services for the Project. AECOM delivered a comprehensive proposal which addressed all the requirements of the RFP.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0018-7519-TR215-0SV, and will be funded with TIRCP grant funds awarded by CalSTA through SCRRA's SCORE Program.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 with AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.

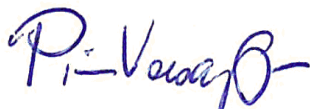
Attachments

- A. Review of Proposals, RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project
- C. Contract History for the Past Two Years, RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

Prepared by:



Jason Lee
Project Manager
(714) 560-5833



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

Approved by:



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

Review of Proposals
RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project
Presented to the Transit Committee - July 8, 2021

5 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	84	AECOM Technical Services, Inc. Orange, California	Leighton Group, Inc. Moffatt & Nichol Rail Surveyors & Engineers, Inc. Value Management Services, Inc.	Firm has recent and relevant experience managing and delivering transportation projects of similar size and scope. Qualified cohesive team, with comprehensive understanding of project issues, including project manager, key personnel, technical staff, and subconsultants with experience working together on recent preliminary engineering and environmental (PA/ED) projects. Project manager has demonstrated experience planning, managing and successfully delivering transportation projects from preliminary studies through final design. Detailed work plan identifying key issues, providing sound recommendations, and viable solutions. Proposed a detailed construction phasing approach to minimize right-of-way, rail, and facility operational impacts. Comprehensive team presentation and interview with project specific responses to all questions.
2	82	STV Incorporated Irvine, California	Arellano Associates Coast Surveying, Inc. Epic Land Solutions, Inc. Group Delta Consultants, Inc. HNTB Corporation LSA Associates, Inc. NUVIS Safeprobe, Inc. Safety Environmental Consulting Value Management Strategies, Inc.	Firm has recent and relevant experience managing and delivering transportation projects of similar size and scope. Qualified team, with understanding of the Project issues, including project manager, key personnel, and subconsultants working together on recent PA/ED projects. Project manager is qualified with relevant experience providing design services for rail, transit, roadway, and infrastructure projects, but limited experience as a project manager. Comprehensive work plan that demonstrated an understanding of the project design requirements, constraints, challenges, and risk. Proposed two types of underpass structures and described the pros/cons for each, including constructability, maintainability, and cost. Detailed team presentation and interview with responsive answers to all questions.
3	77	T.Y. Lin International Los Angeles, California	Bargas Environmental Consulting Earth Mechanics, Inc. Epic Land Solutions, Inc. Group Delta Consultants, Inc. Gruen Associates Kimley-Horn & Associates, Inc. Kal Kasishman Consulting Services, Inc. Krebs Corporation LSA Associates, Inc. Value Management Strategies, Inc. Wagner Engineering & Survey, Inc.	Firm has recent and relevant experience managing and delivering transportation projects of similar size and scope. Qualified experience team, including project manager, key personnel, and subconsultants with relevant experience working together on recent PA/ED projects. Project manager is qualified with relevant experience managing and providing commuter, high-speed, and rail transit projects, but limited experience as a project manager for environmental projects. Work plan identified key issues, recommendations, challenges and potential solutions that demonstrated an understanding of the scope of work. Proposed a viable construction phasing approach that identified steps on the construction of each phase to mitigate impacts to station operations. The proposed structure lead presented in the interview was different than the one identified in the technical proposal. Thorough team presentation and interview with general responses to interview questions.

Evaluation Panel: 6 Members

Internal:
Contracts Administration and Materials Management (1)
Capital Programs (2)
Planning (1)
External:
City of Irvine (1)
Southern California Regional Rail Authority (SCRRA) (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

20%
40%
40%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

AECOM Technical Services, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.00	4.00	4.00	4.00	4.50	4.00	4	16.3
Staffing/Project Organization	4.50	4.50	4.00	4.50	4.50	4.00	8	34.7
Work Plan	4.00	4.00	4.50	4.00	4.00	4.00	8	32.7
Overall Score	84	84	84	84	86	80		84
STV Incorporated								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.50	3.50	4.00	4.50	4.50	4.50	4	17.0
Staffing/Project Organization	4.00	3.50	4.00	4.00	4.00	4.00	8	31.3
Work Plan	4.50	4.50	4.00	4.50	4.00	4.00	8	34.0
Overall Score	86	78	80	86	82	82		82
T.Y. Lin International								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.50	4.00	4.00	4.00	4.50	4.50	4	17.0
Staffing/Project Organization	3.50	3.50	3.50	4.00	3.50	3.50	8	28.7
Work Plan	4.00	4.00	3.50	4.00	4.00	4.00	8	31.3
Overall Score	78	76	72	80	78	78		77

The range of scores for the non-short-listed firms was 69-72.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
AECOM Technical Services, Inc.						
Contract Type: Firm-Fixed Price	C-3-1433	Project Report and Environmental Document for the Interstate 5 (I-5) Improvement Project from north of Interstate 405 (I-405) to State Route 55 (SR-55)	May 8, 2014	December 31, 2020		\$ 7,463,942
Subconsultants:						
					\$ 263,257.00	
					\$ 230,485.00	
					\$ 159,455.00	
					\$ 136,508.00	
					\$ 144,173.00	
					\$ 1,671,786.00	
					\$ 76,554.00	
					\$ 358,437.00	
					\$ 42,474.00	
					\$ 26,000.00	
Contract Type: Time and Expense	C-0-2582	Construction Management Support Services for the SR-55 Improvement Project between I-405 and I-5	TBD	TBD		TBD
Subconsultants:						
Contract Type: Firm-Fixed Price	C-0-2637	Plans, Specifications, and Estimate for the I-5 Widening Project Between I-405 and Yale Avenue	TBD	TBD		TBD
Subconsultants:						
Total						\$7,463,942

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

T.Y. Lin International						
		Design and Construction Support Services for the Preparation of Plans, Specifications, and Estimate for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue				
Contract Type: Firm-Fixed Price	C-0-2073		November 30, 2020	December 31, 2028		\$8,709,608
Subconsultants:						
					\$ 664,142	
					\$ 363,622	
					\$ 2,371,706	
					\$ 165,051	
					\$ 247,596	
		Consultant Services for the Preparation of Plans, Specification, and Estimate for High-Occupancy Vehicle Improvements Project Between SR-55 and State Route 57				
Contract Type: Firm-Fixed Price	C-4-1778		June 30, 2015	March 31, 2021		\$3,765,988
Subconsultants:						
					\$932,622	
					\$181,110	
					\$228,868	
					\$332,364	
					\$77,765	
		Project Study Report/Project Development Support Document for I-5 Widening from Avenida Pico to the San Diego County Line				
Contract Type: Firm-Fixed Price	C-5-3676		June 28, 2016	November 30, 2020		\$518,482
Subconsultants:						
					\$14,078	
					\$109,615	
					\$23,805	
					\$68,929	
					\$7,938	
Total						\$12,994,078
STV Incorporated						
		On-Call Design and Construction Support Services for Facility Modification Projects				
Contract Type: Firm-Fixed Price	C-4-1927		December 9, 2015	December 31, 2021		\$520,350
Subconsultants:						

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

Contract Type: Firm-Fixed Price	C-6-1108	Preliminary Engineering and Environmental Clearance Services for the Transit Security and Operations Center	June 13, 2017	September 30, 2020		\$1,080,578
Subconsultants:						
Arellano & Associates					\$38,524	
Coast Surveying, Inc.					\$17,452	
Hinman Consulting Engineers					\$88,043	
Jacobus & Yuang					\$37,761	
Lin Consulting, Inc.					\$33,315	
LSA Associates, Inc.					\$299,879	
Ninyo & Moore					\$26,410	
Rincon Consultants, Inc.					\$60,290	
Spectrum ITC Group					\$34,005	
Contract Type: Firm-Fixed Price	C-9-0969	Consultant Services to Develop a Public Transportation Agency Safety Plan	April 4, 2019	July 31, 2020		\$149,325
Subconsultants:						
None						
Total						\$1,750,253



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

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

Transit Committee Meeting of July 8, 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 6-0 by the Members present.

Director Sarmiento was not present to vote on this item.

Committee Recommendations

- A. Receive and file Project V Ridership Report as an information item.
- B. Release contingency for the award of \$171,810 in M2 Project V capital funds for Dana Point's replacement vehicle.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

Measure M2 includes a program to fund Community-Based Transit Circulators known as Project V. The goal of the program is to provide local transit services designed to complement regional transit services. Funding is awarded to local jurisdictions through a competitive call for projects and local jurisdictions then implement the awarded services. Ridership reports for Project V-funded services are presented to the Board of Directors twice annually. This item provides the ridership report for the second and third quarters of fiscal year 2020-21, from October 2020 through March 2021. It also provides a brief update on Project V program-related activities.

Recommendations

- A. Receive and file Project V Ridership Report as an information item.
- B. Release contingency for the award of \$171,810 in M2 Project V capital funds for Dana Point's replacement vehicle.

Background

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

Project V services are required to adhere to established minimum performance standards, which originally required achieving six boardings per revenue vehicle hour (B/RVH) by the end of the first year of service, maintaining six B/RVH and going up to ten B/RVH by the end of the second year of service, and then maintaining ten B/RVH for the remainder of the grant term; however, these

standards were modified by the Board of Directors (Board) in January 2021 to address the impacts of the coronavirus (COVID-19) pandemic. Specifically, the Board approved a change requiring each service to meet a maximum cost per boarding.

This report spans the second and third quarters of fiscal year (FY) 2020-21, with the original performance requirement in place through the end of January 2021, and the updated performance requirement in place from the end of January to March 31, 2021 and provides information on both of these measures for all active services. This report also provides a brief update on Project V Program-related activities.

Discussion

Ridership Report

For this reporting period, the COVID-19 pandemic and associated social distancing requirements significantly impacted both service delivery and ridership. Only three services were operational during the reporting period. These services included:

- Anaheim's Canyon Circulator – Metrolink connector service,
- Orange County's – OC RanchRide Local Circulator and Special Event Service, and
- San Clemente's – SCRides demand-responsive service.

These services met the required minimum performance standards for the reporting period, and productivity information for these services is provided in Attachment A. The other 20 Project V services listed in Attachment A were either suspended or not initiated by local jurisdictions due to the COVID-19 pandemic and its associated impacts.

Current Activities

As restrictions imposed by the pandemic have begun to subside, services are slowly being reinstated. During the fourth quarter, Project V services resumed in the cities of Dana Point, Laguna Beach (Summer Breeze), Newport Beach, San Clemente, and San Juan Capistrano.

A second wave of services is anticipated to resume during the summer and fall. Currently, these services are expected to include Irvine's iShuttle services, Mission Viejo's Community Circulator service, Laguna Beach's Off-Season Weekend Circulator service, and La Habra's Special Event service.

A third group of recently awarded projects, including Laguna Niguel's Summer Trolley and Huntington Beach's Southeast Rideshare Pilot Program are anticipated to begin service in 2022.

Ridership from these and all other active services will continue to be monitored by staff quarterly and reported on in regular semi-annual updates to the Board.

Project V Program-Related Activities Update

A summary of several Project V program updates related to recent Board actions is provided below.

- The City of Dana Point's (City) 2020 Project V capital grant award - As part of the 2020 Project V call for projects (call), the City was requested to compare the purchase of a replacement trolley vehicle to leasing a used Orange County Transportation Authority (OCTA) vehicle. The City provided this documentation, and OCTA concurs with the City's assessment that purchasing a replacement vehicle is consistent with the City's long-term service objectives, and therefore, supports the use of previously programmed Project V funds to purchase a replacement vehicle. Upon Board approval of Recommendation B, staff will develop a cooperative agreement to support both the implementation of the 2020 Project V grant award and the purchase of the replacement vehicle.
- Project V Program Adjustments – OCTA has been working with local jurisdictions to amend existing Project V cooperative agreements in order to implement recent Board-approved adjustments to the Project V program. These adjustments include.
 - Revising the program's minimum performance standards from a B/RVH basis to a cost per boarding basis,
 - Allowing for escalation of annual funding caps and the Project V subsidy amount to address inflationary costs,
 - Initiating customer satisfaction and on-time performance reporting requirements, as applicable,
 - Modifying grant expiration dates to reflect Board-approved COVID-19-related scheduling adjustments, and
 - Implementing various other grant adjustments related to COVID-19 that were approved by the Board through previous semi-annual review cycles.
- OCTA is also continuing to monitor the latest developments with respect to best practices for transit passenger safety and vehicle capacity. As applicable new information becomes available, staff will continue

sharing this information with local jurisdictions to assist them with service planning and re-initiation efforts.

Next Steps

In the coming months, OCTA will continue monitoring and working on the activities described in this report, as well as working to support local jurisdictions as they resume, and initiate services and begin adhering to the program's new minimum performance standards. Staff will also continue providing twice-yearly Project V updates to the Board, with the next update scheduled to occur in early 2022.

Summary

A ridership and status report on Project V services is provided for the Board's information. Staff will continue working with local jurisdictions to monitor COVID-19-related issues, support them as they resume services, and implement recently approved Project V programmatic changes. A status update on these efforts will continue to be provided to the Board semi-annually, with the next scheduled update occurring in early 2022.

Attachment

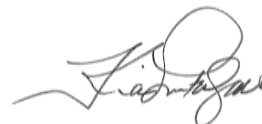
- A. Project V Services – Ridership Report

Prepared by:



Alfonso Hernandez
Senior Transportation Funding Analyst
(714) 560-5857

Approved by:



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

Project V Services – Ridership Report

Reporting Period: Q2 of FY 2020-21 and Q3 of FY 2020-21

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Revenue Vehicle Hour (B/RVH) ¹	Cost Per Boarding	Notes
Anaheim	Anaheim Canyon Circulator	\$ 1,141,864	Commuter Service	July 2020	3	\$13.91	Under the previous minimum performance requirements, which were in place through late January, the service had through June 30, 2021 to achieve six boardings per revenue vehicle hour. However, under the new minimum performance requirements, the service is performing well below the \$20.10 maximum cost per boarding, and is therefore not currently subject to city council disclosure requirements.
Dana Point	Dana Point Trolley	\$ 2,456,511	Seasonal Service	June 2015	N/A	N/A	This service did not operate during the reporting period. However, service was resumed on May 28, 2021, and is operating at a reduced level in order for the city to evaluate ridership and evaluate potential reimbursement concerns. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
Dana Point	Dana Point Trolley Expansion	\$ 905,968	Seasonal Service	June 2017	N/A	N/A	This service did not operate during the reporting period. However, service was resumed on May 28, 2021, and is operating at a reduced level in order for the City to evaluate ridership and evaluate potential reimbursement concerns. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
Dana Point	Dana Point Trolley Continuity	\$ 1,745,065	Seasonal Service	September 2019	N/A	N/A	This service did not operate during the reporting period. However, service was resumed on May 28, 2021, and was implemented at a reduced level in order for the City to evaluate ridership and evaluate potential reimbursement concerns. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
Dana Point	Dana Point Trolley Continuity (2020 Call for Projects)	\$ 2,209,739	Seasonal Service	TBD	N/A	N/A	This grant was awarded funds during the 2020 Project V call for projects (call) and funds the extension of the City's original Project V grant. Accordingly, this grant will be implemented at a later date, once the original Project V grant expires.
Huntington Beach	Huntington Beach Special Events	\$ 93,287	Special Event	July 2014	N/A	N/A	This service did not operate during the reporting period.
Huntington Beach	Huntington Beach Southeast Rideshare Pilot Program (2020 Call for Projects)	\$ 806,240	Shared-Ride Hailing Service	TBD	N/A	N/A	This service was awarded funds during the 2020 Project V call. However, it is not anticipated to be initiated until 2022.
Irvine	Irvine iShuttle Route E - Irvine Station - East	\$ 2,705,984	Commuter Service	February 2019	N/A	N/A	This service did not operate during the reporting period. However, OCTA-led service for Route E is planned to resume in October 2021.
Irvine	Irvine iShuttle Route F - Tustin Station - Irvine Business Complex	\$ 2,712,258	Commuter Service	February 2019	N/A	N/A	This service did not operate during the reporting period. However, OCTA-led service for Route F is planned to resume in July, 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
La Habra	Special Event Service	\$ 96,810	Special Event	November 2016	N/A	N/A	This service did not operate during the reporting period. The City is planning to resume special event service in fall 2021 via its 2020 grant (see below).
La Habra	Community Special Event Service	\$ 66,234	Special Event	TBD	N/A	N/A	This service was awarded funds during the 2020 Project V call. However, it has not been initiated yet. The City plans to start this non-OCTA-led service in fall 2021.
Laguna Beach	Summer Breeze Bus Service	\$ 634,357	Seasonal Service	June 2018	N/A	N/A	This service did not operate during the reporting period. However, service was resumed on June 26, 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
Laguna Beach	Off-Season Weekend Trolley Service (2020 Call for Projects)	\$ 3,850,000	Seasonal and Special Event Service	TBD	N/A	N/A	This service was awarded funds during the 2020 Project V call. However, it has not been initiated yet. The City is planning to start this service in September 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
Laguna Niguel	Laguna Niguel Summer Trolley - Southern Section	\$ 886,082	Seasonal Service	TBD	N/A	N/A	The service was awarded funds in 2019. However, it is not anticipated to be initiated until 2022.
Mission Viejo	Local Community Circulator	\$ 3,332,879	Local Circulator	October 2016	N/A	N/A	The service did not operate during the reporting period. The City is planning to resume service in August 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.

Project V Services – Ridership Report

Reporting Period: Q2 of FY 2020-21 and Q3 of FY 2020-21

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Revenue Vehicle Hour (B/RVH) ¹	Cost Per Boarding	Notes
Newport Beach	Balboa Peninsula Seasonal Trolley	\$ 685,454	Seasonal Service	June 2017	N/A	N/A	This service did not operate during the reporting period. However, service resumed on June 26, 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
Newport Beach	Balboa Peninsula Seasonal Trolley Expansion	\$ 278,400	Seasonal Service	August 2018	N/A	N/A	The service did not operate during the reporting period. However, ridership resumed on June 26, 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
Orange County	Local Circulator and Special Event Service (OC RanchRide)	\$ 2,041,547	Local Circulator and Special Event	June 2017	52	\$5.06	Special event service was reinitiated in February, with one special event being conducted.
San Clemente	Summer Weekend Trolley and Seasonal Service	\$ 1,181,393	Seasonal and Special Event	May 2017	N/A	N/A	This service did not operate during the reporting period. However, service at a reduced level was resumed on May 14, 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
San Clemente	Summer Weekday Trolley and Seasonal Service Expansion	\$ 1,537,200	Seasonal and Special Event	July 2018	N/A	N/A	This service did not operate during the reporting period. However, service at a reduced level was resumed on May 14, 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.
San Clemente	Downtown Route (2020 Call for Projects)	\$ 969,536	Seasonal and Special Event	TBD	N/A	N/A	This grant was awarded funds during the 2020 Project V call and funds the extension of the City's original Project V grant. Accordingly, this grant will be implemented at a later date, once the original Project V grant expires.
San Juan Capistrano	Special Event and Weekend Summer Trolley Service	\$ 958,642	Seasonal and Special Event	July 2018	N/A	N/A	The service did not operate during the reporting period. However, service resumed on June 4, 2021. Ridership and cost per boarding reporting will be provided in the next semi-annual update to the Board.

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Hour of Service (B/HOS) ¹	Cost Per Boarding	Notes
San Clemente	On-Demand	\$ 914,400	Ride Hailing	October 2016	9	\$6.34	The service was active, but only offered single rides during the reporting period due to the coronavirus.

1. Rounded to the next whole number.

N/A - No service hours during reporting period (service was either seasonal and/or impact by the coronavirus).

ACRONYMS

Board- Board of Directors

B/RVH- Boardings/Revenue Vehicle Hour

FY - Fiscal year

N/A - Not applicable

OCTA - Orange County Transportation Authority

Q2 - Quarter 2 (October - December 2020)

Q3 - Quarter 3 (January - March 2021)

TBD - To be determined

NOTE: Services below the minimum performance standard are shaded

Minimum Performance Standards for B/RVH through January 2021

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

Minimum Performance Standards for Cost/Boarding effective January 2021

- Upon the service cost exceeding \$20.10, OCTA provides written notice to the local jurisdiction.
- Local jurisdiction is required to disclose this finding to its city council/Board of Supervisors within 60 days of receipt of the OCTA notice.
- Local jurisdiction's city council/Board of Supervisors determines if it wishes continue, restructure, or cancel the service.
- Local jurisdiction's final determination is made via city council/Board of Supervisors action and must be reported back to OCTA within 45 days.



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Youth Ride Free Promotional Pass Expanded to Include 18 and Under

Transit Committee Meeting of July 8, 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. Expand the eligible age of the current "13 and Under Ride Free" youth fare promotion from six to 13 years old to include ages 14 to 18 years old.
- B. Authorize staff to make all necessary amendments, as well as execute any necessary agreements to facilitate the above recommendation.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Youth Ride Free Promotional Pass Expanded to Include 18 and Under

Overview

The Orange County Transportation Authority plans to launch a promotional free pass for youth ages 13 and under in September 2021, funded by Low Carbon Transit Operation Program grant funds. Based on feedback from the Board of Directors, staff is recommending expanding the eligible age of the pass to include ages 18 and under. The revised promotional “Youth Ride Free” pass would be available to all youth riders (six to 18 years old), from September 2021 to February 2022.

Recommendations

- A. Expand the eligible age of the current “13 and Under Ride Free” youth fare promotion from six to 13 years old to include ages 14 to 18 years old.
- B. Authorize staff to make all necessary amendments, as well as execute any necessary agreements to facilitate the above recommendation.

Background

Staff has developed a phased customer comeback program to help address reductions in OC Bus ridership caused by the coronavirus (COVID-19) pandemic. This program was presented to the Board of Directors in May 2021. As part of this program, a “Welcome Back” promotional discounted fare was included in a campaign highlighting the benefits and safety of public transit to encourage riders to return, in addition to attracting new OC Bus riders.

The “13 and Under Ride Free” program, which is set to be launched at the same time as the comeback program, has been under development since early 2021 and was delayed in being implemented due to the COVID-19 pandemic. This program would provide a free promotional pass to Orange County youth ages six to 13 years old, as OC Bus already allows up to three children five years old or younger to ride for free with each paying customer. Grant funds for the program

were previously approved as a discounted age-based fare program in the Fiscal Year 2019-20 Low Carbon Transit Operations Program (LCTOP) funding recommendations approved by the Board of Directors (Board) on March 23, 2020.

Based on Board feedback to explore the opportunities of discounted or free fares for additional groups of riders, including high school-aged students, staff has developed an expanded youth ride free program for Board consideration.

Discussion

Staff has explored various options to determine an effective recommendation for a discounted or free pass program for high school-aged students.

The considerations for developing a program included:

- A discounted or free pass program would help support the economic recovery of Orange County and help mitigate the financial impacts from the COVID-19 pandemic on low income and diverse populations who represent the majority of OC Bus riders.
- The youth market has consistently been identified as a key transit market; attracting youth riders early helps develop long-term riders.
- Due to COVID-19 impacts, OC Bus service has available capacity to accommodate an increase in youth ridership.
- A targeted fare promotion would demonstrate the value of public transit and provide important usage data for future program development.

After exploring several options and addressing the considerations above, staff recommends expanding the current “13 and Under Ride Free” program to include ages 14 to 18 years old. This would provide a limited term “Youth Ride Free” promotional pass available to youth between the ages of six to 18 years old.

The proposed “Youth Ride Free” pass would continue to be supported using existing LCTOP funds that were allocated for the “13 and Under Ride Free” program. The promotional pass will be limited to six months to meet the Federal Transit Administration Title VI guidelines for the maximum length of a promotional or temporary fare adjustment. The cost of the “Youth Ride Free” pass could potentially exceed available LCTOP funding, which would result in a loss of fare revenue to OCTA. However, given the impacts of the pandemic to ridership, the likelihood of a potential loss in fare revenue is low. If the promotional pass program proves successful, staff will seek additional funding sources and utilize the findings of the promotion to develop future youth pass programs.

Next Steps

With Board approval, staff will work with the California Department of Transportation (Caltrans), which administers the LCTOP grant funds, to take necessary action to expand the eligible ages for the “Youth Ride Free” program. Subject to Board, Caltrans, and California Air Resources Board approval, staff will take appropriate actions to implement the program.

Summary

A promotional “13 and Under Ride Free” program funded by LCTOP grant funds was planned for implementation in September 2021. Based on Board direction and in response to a known transportation need, staff recommends the expansion of the “13 and Under Ride Free” program to include ages 14 to 18 years old. If approved, the resulting “Youth Ride Free” promotional fare would be available to ages six to 18 beginning in September 2021, providing free youth fares until February 28, 2022.

Attachment

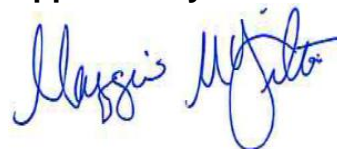
None.

Prepared by:



Ryan Maloney
Section Manager, Customer
Engagement & Data Analytics
714-560-5451

Approved by:



Maggie McJilton
Interim Executive Director,
External Affairs
714-560-5824

Youth Ride Free Promotional Pass Expanded to Include 18 and Under

OC Bus Customer Comeback Campaign

Customer Comeback Campaign includes:

- Discounted Welcome Back Pass
- “13 and Under Ride Free” Program
- College Pass Program



“13 and Under Ride Free” – Expanded



- “13 and Under Ride Free” program
- Funded by Low Carbon Transit Operations Program (LCTOP)
- Recommend expanding the eligible ages to include ages 14 to 18 years old

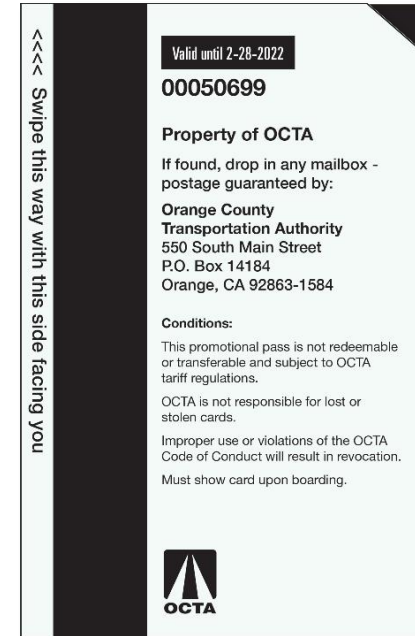
“Youth Ride Free” Promotional Pass

Program Overview

- Six-month Promotional Pass
 - Within FTA promotional fare restriction
- Available to youth (ages six to 18 years old)
- Promotion from September 2021 to February 28, 2022

Distribution

- Available as magnetic stripe physical pass;
Distributed in partnership with K-12 schools
- Schools to collect / store Parental Request Form
- Also available at OCTA Store / website



Next Steps

July 2021	Caltrans and CARB Approvals Anticipated
July – August 2021	School Outreach and Marketing
September 2021	Promotion Start
February 28, 2022	Program End / Evaluation



COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Andrea West

Subject: OC Streetcar Project Quarterly Update

Transit Committee Meeting of July 8, 2021

Present: Directors Chaffee, Do, Jones, Nguyen, Sarmiento, Shaw, and Sidhu

Absent: None

Committee Vote

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


Staff Recommendation

Receive and file as an information item.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: OC Streetcar Project Quarterly Update

Overview

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from April 2021 through June 2021.

Recommendation

Receive and file as an information item.

Background

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

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

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

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

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

On March 26, 2018, the Board of Directors (Board) awarded a contract to Siemens Mobility, Inc., (Siemens) for the manufacture and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the Board awarded the project construction contract to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), securing \$149,000,000 in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was funded through the FTA Transit Award Management System, which was the final step necessary to begin the drawdown of federal funding. Through June 4, 2021, \$71,295,408 has been drawn down on the FFGA.

Discussion

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

Construction

In the Pacific Electric Right-of-Way (PEROW), Walsh continues to install OCS pole foundations, duct banks, and foundation and block for three soundwalls. The Fairview grade crossing was completed with installation of rail and crossing panels, while preparations began for the Fifth Street crossing. Construction of the Westminster Bridge and Santa Ana River Bridge (SARB) is substantially complete, and work is underway to prepare for rail installation on both bridges. A quality issue at the SARB has been identified in regard to installation of the deck. The Project team is working with Walsh to resolve this issue, and staff will report back with the resolution in next quarter's report.

Double-sided station platforms at Fairview Street and Raitt Street are under construction, and conduits are being installed at the Harbor Station. Electrical conduits are being placed to serve traction power substations near Westminster Avenue and at the northwest corner of the MSF.

Construction of the MSF is critical to the Project schedule, as it is needed to accept delivery and conduct final acceptance testing for the eight vehicles being manufactured by Siemens. OCTA continues to coordinate with the FTA and the Most Likely Descendant on the reinterment of the Native American cultural remains encountered during excavations at the MSF site in fall 2020. Construction work continues on the site utilities, foundation slab, wheel-truing pit, service and inspection pits, and perimeter block wall, and the storm drainage infiltration basin was installed. While there were some construction delays at the MSF while waiting for design and material procurement for cathodic and stray current protection, the majority has been installed and placement of reinforced concrete and vapor barrier continues. MSF yard utilities and the car wash building slab have also been completed. Staff will be seeking Board approval of a construction change order (CCO) to compensate Walsh for changes to the MSF plans associated with building permit design compliance requirements in the third quarter of 2021.

Construction of westbound track on Santa Ana Boulevard between Bristol Street and Raitt Street is complete. Construction of eastbound track within the same limits is underway. On Santa Ana Boulevard between French Street and Parton Street Walsh encountered conflicting utilities within the excavation for track construction, which was addressed by employing a re-designed track slab to avoid the utilities, reducing the overall depth of excavation and allowing construction to advance. Track was also placed on Santa Ana Boulevard across the Main Street and Broadway intersections, as well as along the north-south running Mortimer Street from Fourth Street to Sixth Street, with street paving planned in this location in mid-June.

To better assist in detecting utility conflicts, Walsh is utilizing ground penetrating radar equipment to provide additional data on utilities and identify other potential unknown or unmarked utilities. Other significant construction activities in the quarter include continued installation of OCS and traffic signal pole foundations, reconstruction of impacted sidewalks and curb ramps, and inspection of special track work at the fabrication site.

During the reporting quarter, the construction management team worked on preparation of additional CCOs, including additional funding for exploratory potholing allowance, which staff will seek Board approval for in July 2021. Other CCOs planned for Board approval in the third quarter of 2021 include design modifications to the traction power substations, traffic signal interconnects, additional removal and disposal of contaminated soil in the PEROW and treated

wood waste, and installation of a fiber optic backbone network system redundancy.

Vehicle and Operations

Siemens continues production of eight S700 streetcar vehicles. OCTA has an on-site resident inspector at the Siemens facility to oversee the vehicle manufacturing process and ensure compliance with the technical specifications. Currently, cars 1-7 are in final stages of equipping with installation of the last remaining vehicle components. Car 8 is in final assembly and is anticipated to begin static and dynamic testing in the next quarter. Static testing is when the vehicle is stationary inside the facility to verify functionality of the components in a controlled environment. Dynamic testing is performed on the test track when the vehicle is in motion and allows the vehicle manufacturer to observe the functional behavior of the vehicle, monitor system functionality and performance in vehicle operation, and verify response time.

During the reporting period, a First Article Inspection (FAI) was conducted to observe the Computer Aided Dispatching (CAD) and Automated Vehicle Location (CAD/AVL) systems in a simulated environment at the manufacturer's facility. The CAD system monitors the OC Streetcar systems' schedule adherence performance, provides communications between the Operations Control Center (OCC)/dispatcher and streetcar operator, as well as real-time communication between streetcar vehicles to ensure adequate headways. The Automated Vehicle Location system feeds information to the CAD system and provides data to the OCC for the location of each streetcar vehicle on the OC Streetcar system. During the FAI, staff witnessed the systems pass multiple performance tests. In conjunction with the FAI for CAD/AVL, staff also witnessed the OC Streetcar vehicle Automated Passenger Counter. FAIs are a contract requirement and a critical component of the manufacturing process to ensure that each component is built according to specifications and quality control measures are met.

Ongoing coordination with Siemens on the design features and FAIs of multiple vehicle components, as well as extended testing efforts for the vehicle door, energy absorbing bumper, and emergency battery drive, has impacted the anticipated dates for delivery of the S700 vehicles. Staff is in negotiations with Siemens on an updated master program schedule, including options for vehicle storage to align with the availability of the project infrastructure that is needed to accept and test the vehicles. Staff will return to the Board later this year with any contract amendments required for Siemens as a result of these discussions.

Last quarter, it was reported that staff would seek Board approval in June 2021 for a rail tow vehicle contract award. That procurement was subsequently cancelled as a result of only receiving one bid that didn't meet federal

requirements. After further review, it was determined that a 16-ton boom truck, which was already planned for OCS and system maintenance, can also serve the same function as the rail tow vehicle. The boom truck can tow a streetcar vehicle in the unlikely event that it would not be able to move either under its own power or with the assistance of another streetcar vehicle. Work was completed during the quarter for the technical specifications to support this procurement.

The limited Notice to Proceed (NTP) for the operations and maintenance (O&M) contractor, Herzog, began in May 2021. The general manager has been coordinating with staff on several processes which will be performed by the O&M contractor during system integration testing, pre-revenue operations, and revenue operations. The full NTP will be issued to Herzog pending discussions related to the revised revenue service date with FTA and OCTA later this year.

Public Outreach

OCTA outreach staff continued to provide door-to-door construction notifications to residents and businesses regarding nearby activities. Electronic and social media posts supported and amplified the messaging to use detours to avoid specific activities.

During the reporting period, there were full closures of two busy intersections, Santa Ana Boulevard at Main Street and Broadway, for track installation activities. In addition to electronic and social media, a targeted flyer for Hall of Administration stakeholders was developed and distributed through the County of Orange distribution channels. The flyer directed staff to a route that provided them access to all parking structures.

OCTA and City staff continue to meet and discuss the needs of the visitors and businesses along Segment 4 (Fourth Street between Parton Street and Mortimer Street). The contractor has identified the two subsegments where they plan to initiate the work. The outreach team developed and distributed a bilingual postcard identifying the detours available when the traffic control is set. In addition, a flyer detailing track installation activities was also distributed. There will be additional door-to-door outreach prior to the work beginning.

Outreach staff presented a project update to the City's Environment and Transportation Committee and attended a field meeting with Communication Linkage Forum (Com-Link) committee members to discuss project activities in Segment 2 (Santa Ana Boulevard between Raitt Street and Bristol Street). Com-Link partners with the City to promote the exchange of ideas and information between neighborhoods and community leaders.

Outreach staff continues to brief the business associations at its meetings to keep the stakeholders informed of Walsh's preparations and plans for work in the Downtown Santa Ana segment.

OCTA's Eat Shop Play program has expanded to 54 participants, exceeding the goal of 40 businesses. Targeted social media campaigns and biweekly newsletters continue to feature businesses and include information about local community events.

Cost and Schedule

As discussed with the Board in March 2021, the Project cost and schedule to complete the Project is under review by OCTA and FTA, considering the challenges encountered and outstanding project risks. Staff will return to the Board on or before November 2021 to present the results of FTA's risk analysis, as well as recommendations for the cost and schedule adjustments needed to complete the Project.

Next Steps

Construction activities in the next quarter will focus on completing the floor slabs in the MSF building, installation of embedded track in the street and ballasted track in the PEROW, installing OCS poles, delivering the traction power substations, and constructing station stop platforms. Next steps for vehicles include finalizing design for remaining vehicle components, as well as continued production, assembly, and ongoing static and dynamic testing. Upcoming outreach activities include ongoing coordination with the construction team and the City regarding traffic control measures that are needed for the in-street embedded track installation, particularly along Fourth Street where businesses are more prevalent.

Summary

An OC Streetcar project update covering April 2021 through June 2021 is provided for the Orange County Transportation Authority Board of Directors' review.

Attachments

None.

Prepared by:

A handwritten signature in black ink, appearing to read "Ross Lew".

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

Approved by:

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

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

OC Streetcar Project Quarterly Update

Construction—Segment 1



- Pacific Electric Right-of-Way (PEROW)
 - Installation of overhead contact system (OCS) pole foundations, communication duct banks, and foundation for three soundwalls
 - Fairview Street grade crossing completed, and preparations began for Fifth Street grade crossing
 - Electrical conduits installed near Westminster Avenue to serve traction power substations

Westminster Bridge



- Substantially complete, preparations underway for rail installation.

Santa Ana River Bridge



- Substantially complete, preparations underway for rail installation.

Station Stops



Fairview Crossing and Station Stop



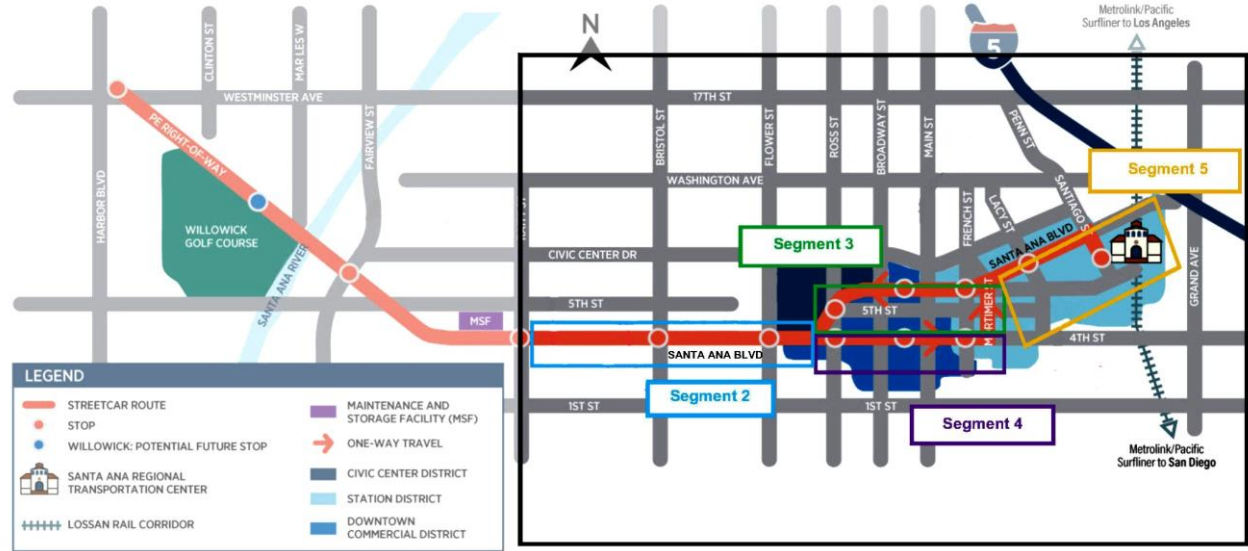
Raitt Station Stop

Maintenance and Storage Facility (MSF)



- On-site utilities, foundation slab, wheel truing and service and inspection pits.
- Car wash building slab completed.

Construction—Segments 2 Through 5

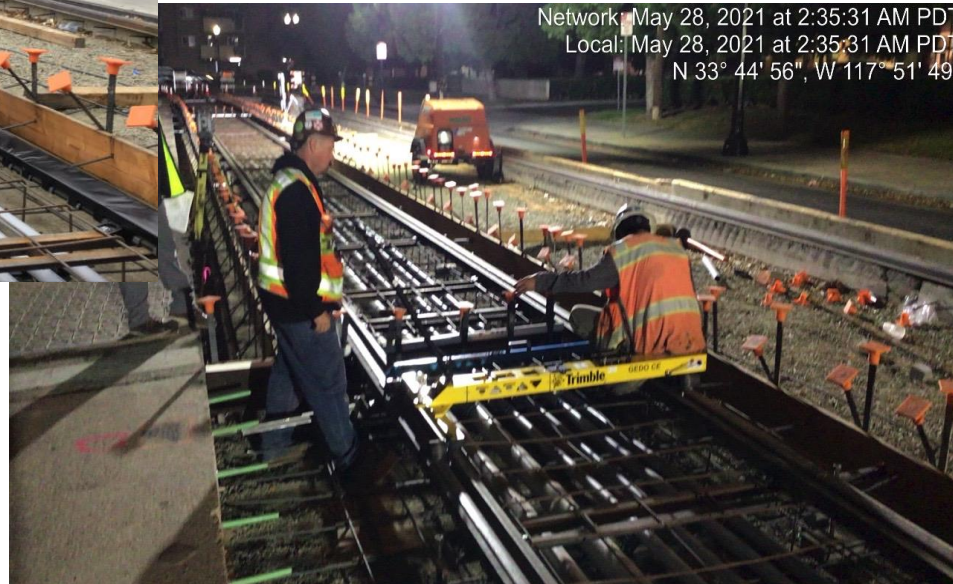


- Construction of westbound embedded track on Santa Ana Boulevard between Bristol Street and Raitt Street is complete.
- Construction of eastbound embedded track on Santa Ana Boulevard between Raitt Street and Bristol Street is underway.
- Embedded track placed on Santa Ana Blvd intersections across Broadway and Main Street, and along Mortimer Street from Fourth to Sixth Streets.

Track Installation



Mortimer Street



Mortimer Street

Raitt Street Crossing



Upcoming Construction Milestones

- In-street embedded track
- PEROW ballasted track
- OCS and traffic signal pole foundations
- MSF slabs and walls
- Station stop platforms
- Delivery and placement of traction power substations

Vehicles

- Cars 1-7 of the eight S-700 streetcar vehicles are undergoing final equipping of remaining vehicle components.
- Car 8 is in final assembly and then will proceed to static and dynamic testing.
- First article inspection conducted for the Computer Aided Dispatching/Automated Vehicle Location system.
- Negotiations are ongoing with Siemens regarding options for vehicle storage to align with the availability of the project infrastructure needed to accept and test the vehicles.



Vehicle Interior



Outreach

- Bilingual Door-to-Door Notices
- Field Meetings
- Downtown Business Associations
- Eat Shop Play



CONSTRUCTION ALERT

WHAT: Full closure of two, two-block segments on 4th Street. Drivers will be detoured; however, sidewalks will be open to access all businesses.

WHEN: Stage 1 is starting as early as June 2021. Crews will be working from 7 a.m. to 7 p.m., but detours will be in place during the day and night.

WHERE: On 4th Street, from Mortimer Street to Ross Street.

- Stage 1: From Mortimer Street to Spurgeon Street and from Main Street to Broadway
- Stage 2: From Spurgeon Street to Main Street and from Broadway to Ross Street

OCTA's Eat Shop Play program supports businesses located along the future OC Streetcar route. We offer marketing assistance to increase exposure and foot traffic during construction. Participation is free, please reach out to us to participate.

We apologize for any inconveniences and appreciate your understanding. For any questions about the OC Streetcar project, please contact us.

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OC STREETCAR OCTA
octa.net/eatshopplay

EAT SHOP PLAY

Breakfast served all day at Café Cultura. Place an online order now!

(714) 662-2002 | <http://cafecitocultura.com/>
324 W 4th St, B, Santa Ana, CA 92701



CONSTRUCTION ALERT

WHAT: Full intersection closures for track construction. Access to Hall of Administration and Board of Supervisors parking will be maintained at all times, there will be no impact to employees entering and exiting the Hall of Administration parking. Please see map on the second page of this notice.

WHEN: The closure will begin Friday, May 14, at 7 a.m. and end on Monday, May 17 at 5 a.m. Construction schedules depend on weather and may be subject to change.

WHERE: The following intersections will be closed:

- Santa Ana Boulevard and Broadway
- Santa Ana Boulevard and Main Street

For any questions about the OC Streetcar project, please contact OCstreetcar@octa.net or (844) 746-6272.

CLOSURE AREA





COMMITTEE TRANSMITTAL

July 12, 2021

To: Members of the Board of Directors

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

Subject: Contract Change Order for Exploratory Potholing Allowance for the Construction of the OC Streetcar Project

Transit Committee Meeting of July 8, 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 Contract Change Order No. 56.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional exploratory potholing allowance for the construction of the OC Streetcar project.



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for Exploratory Potholing Allowance for the Construction of the OC Streetcar Project

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for work to address exploratory potholing.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 56.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional exploratory potholing allowance for the construction of the OC Streetcar project.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the contract to construct the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with construction was issued to Walsh on March 4, 2019. Since then, the Project has progressed with several milestones having been achieved. Recent construction milestones include the substantial completion of the Santa Ana River and Westminster bridges, as well as the installation of embedded track on Santa Ana Boulevard from Raitt Street to Bristol Street, from Parton Street to Ross Street at the Broadway Street and Main Street intersections, and on Mortimer Street from Fourth Street to Sixth Street. Potholing is a construction method that uses small excavations for the purpose of obtaining visual confirmation of utilities and underground obstructions near the planned work. The intent of potholing is to test for utility conflicts before the actual contract excavation begins. While potholing is required in the contract, the extent to which it is needed was beyond what is contractually anticipated.

As previously discussed with the Board, Walsh continues to encounter many unknown utilities during the waterline, sewer, and storm drain work that are neither shown on the contract plans or on City of Santa Ana and private utility record maps. Additionally, Walsh continues to encounter underground utilities that are not in the locations reflected in utility records and contract plans. While Walsh has been compensated through previous CCOs approved by the Board for additional potholing to accommodate waterline, sewer, and storm drain relocations, the same exploratory potholing was needed in other Project elements, including track bed excavations. Within track beds, additional rounds of potholing were required at multiple locations to find clear solutions for avoiding utility obstructions. To advance the Project without further delay, it was prudent to proceed with interim Contract Change Order (CCO) No. 56, in the amount of \$200,000, to develop a mechanism to pay for field-directed exploratory potholing within the track beds in segments 2A and 3, as shown in Attachment A and currently in construction.

The additional rounds of exploratory potholing will exhaust the current allowance, requiring this CCO No. 56.1, in the amount of \$1,100,000, to continue utility exploratory potholing within the track beds for the current Segments 2A and 3, as well as the remaining Segments 2B, 4, and 5. An independent cost estimate has been determined by the construction management (CM) team to be \$1,100,000. This CCO will be paid on a time and expense basis to the contractor after labor and equipment quantities are confirmed through daily extra work reports prepared by Walsh and approved by the CM team. The CCO may need to be supplemented again if further rounds of potholing are required to resolve utility conflicts.

The cost of the work associated with CCO No. 56.1 will be funded from the Project supplemental contingency as approved by the Board on March 22, 2021.

Procurement Approach

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,538,649, for construction of the Project.

Proposed CCO No. 56.1, in the amount of \$1,100,000, will increase the cumulative value of the contract to \$244,151,051, as shown in Attachment B. Board approval is required for CCO No. 56.1, pursuant to the State of California Public Contracting Code Section 20142.

Fiscal Impact

The additional work for this Project is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0051-9017-TS010-Z13, and is funded with Federal Transit Administration Section 5309 New Starts and local Measure M2 funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 56.1 to Agreement No. C-7-1904 between the Orange County Transportation Authority and Walsh Construction Company II, LLC, in the amount of \$1,100,000, for utility exploratory potholing.

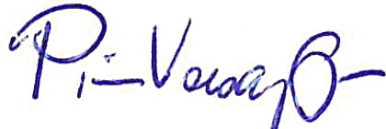
Attachment

- A. Project Map
- B. Walsh Construction Company II, LLC, Agreement No. C-7-1904, Contract Change Order (CCO) Log

Prepared by:



Ross Lew
Program Manager, Senior
(714) 560-5775



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

Approved by:

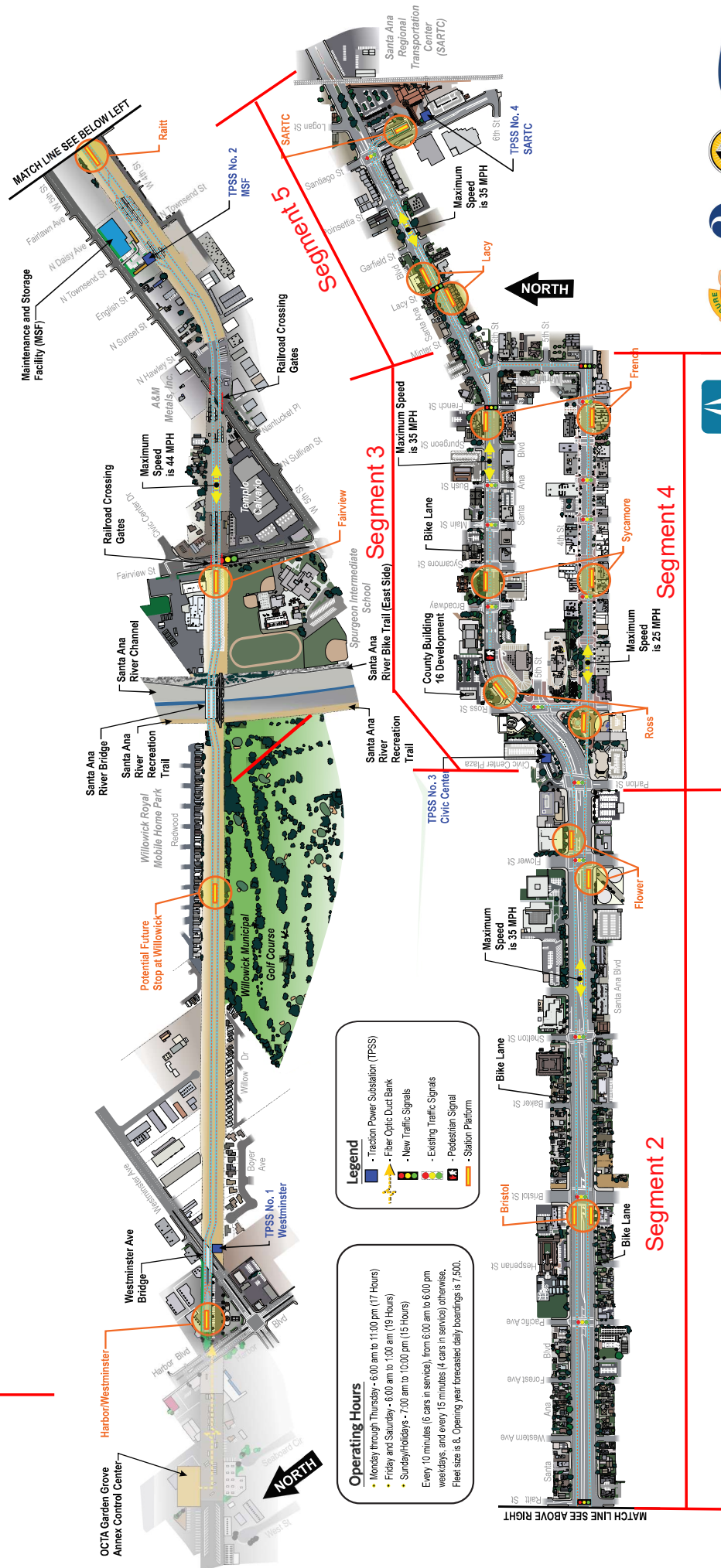


James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

Project Map



Segment 1



Walsh Construction Company II, LLC
Agreement No. C-7-1904
Contract Change Order (CCO) Log

CCO No.	Title	Status	Date Executed	Cost
1	Demolition, Removals, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	6/20/2019	\$199,749.00
1.1	Demolition, Removals, and Disposal at the MSF Property Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	Time Impact Evaluation (TIE) I - Schedule Impacts Associated with Change Directive (CD)-001 and CD-003	Approved	6/17/2020	\$0.00
2	Removal and Disposal of Contaminated Materials at the MSF Property	Approved	6/25/2019	\$200,000.00
2.1	Removal and Disposal of Contaminated Materials at the MSF Property Additional Funding	Approved	8/15/2019	\$160,000.00
2.3	MSF Removal of Additional Hazardous Materials	Pending		\$0.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned PEROW and Other Project Areas	Approved	2/25/2020	\$7,278,795.00
4	Required Work to Address Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Required Work to Address Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Required Work to Address Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
4.3	Required Work to Address Utility Conflicts Additional Funding	Pending		\$2,000,000.00
5	Tree Removal and Trimming	Approved	6/9/2020	\$129,215.52
7	Orange County Sanitation District Specifications Revisions	Approved	6/9/2020	\$82,445.00
8	Maintenance Path Profile	Approved	6/9/2020	\$6,055.00
9	Vapor Barrier Installation	Approved	12/22/2020	\$395,717.00
10	Ultrasonic Testing	Approved	6/9/2020	\$0
11	Opticom Vehicles	Approved	6/9/2020	\$40,120.00
12	Santa Ana River Bridge Precast Girders	Approved	8/27/2020	\$88,877.00
13	Retaining Wall 544 Reinforcing Steel	Approved	9/3/2020	\$2,321.30
14	MSF Retaining Wall 508	Approved	12/14/2020	\$125,341.00
15	Overhead Contact System (OCS) and Traffic Signal Utility Conflicts	Approved	6/17/2020	\$195,723.00
16	Hand digging and Survey for OCS and Traffic Signal Pole Foundation	Approved	6/23/2020	\$198,808.00
16.1	Hand digging and Survey for OCS, Traffic Signal, and Streetlight Pole Foundations	Approved	6/26/2020	\$1,400,000.00
16.2	Hand digging and Survey for OCS, Traffic Signal, and Streetlight Pole Foundations	Approved	4/15/2021	\$1,400,000.00
17	Westminster Bridge OCS Diaphragm	Approved	10/30/2020	\$1,682.00
18	Removal of Man-Made Objects	Approved	11/23/2020	\$300,000.00
19	Removal of Boulders	Approved	11/17/2020	\$160,000.00
20	Removal of Chain Link Fence	Approved	3/9/2021	\$7,316.90

21	Changes to Turnout Geometry	Approved	10/5/2020	\$0
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0
23	Santa Ana River Bridge, OCS Pole, and OCS Down Guy Diaphragms	Approved	1/19/2021	\$7,419.00
24	OCS Sectionalization – Siemens portion	Approved	10/5/2020	\$158,941.01
24.1	OCS Sectionalization	Approved	4/27/2021	\$722,253.92
26	Revisions to Station Color Schedule, Glass and Pylon	Approved	4/19/2021	\$176,419.84
27	Street Lighting	Approved	11/19/2020	\$12,347.91
28	Extension of Time- TIE 004 and 007	Approved	12/8/2020	\$0.00
29	Santa Ana River Bridge (SARB) OCS Pole and OCS Down Guy Diaphragms	Approved	11/19/2020	\$34,216.80
30	Electrical Continuity Testing	Approved	2/1/2021	\$23,928.10
30.1	Electrical Continuity Testing	Approved	3/16/2021	\$320,164.40
32	Asbestos Survey	Approved	2/1/2021	\$25,000.00
35	No Sunshade for Variable Message Sign	Approved	12/22/2020	\$0.00
37	Station Platform Power	Approved	5/18/2021	\$58,414.15
38	Modify OCS Foundation Schedule	Approved	6/15/2021	\$32,733.04
39	OCS Revisions Based on Field Walks	Approved	6/17/2021	\$28,088.32
40	MSF Remote Yard Gates	Pending		\$32,307.66
43	End of Life Equipment	Approved	5/3/2021	\$372,136.38
44	Design of Temporary Traffic Signals Segment 2A 1 and 2	Approved	4/26/2021	\$41,967.00
45	Thickened Asphalt Concrete (AC) Pavement	Approved	1/19/2021	\$60,000.00
46	MSF Video Servers from Garden Grove	Pending		\$40,267.30
47	Archaeological Security and Data Recovery at MSF	Approved	1/19/2021	\$110,000.00
48	Thickened AC Pavement	Approved	4/27/2021	\$1,177,362.00
49	Retaining Wall 501 Encroachment	Approved	6/17/2021	\$181,802.77
52	Over Excavation of Unsuitable Soils	Pending		\$209,500.00
52.1	Over Excavation of Unsuitable Soils	Pending		\$540,000.00
53	SARB Bridge Decking	Approved	6/17/2021	\$9,002.94
56	Exploratory Potholing Allowance	Approved	4/26/2001	\$200,000.00
56.1	Exploratory Potholing Allowance	Pending		\$1,100,000.00
59	Direct Fixation Fasteners	Approved	6/7/2021	\$0.00
60	Base Contract Utility Credits Binder	Approved	5/25/2021	(\$1,842,680.00)
63	Graffiti Removal	Approved	5/18/2021	\$100,000.00
64	Southern California Edison Meter Switchgear Engineering and Submittal Costs	Approved	5/18/2021	\$17,618.00
65	Additonal Environmental Soil Investigation on W. Santa Ana Boulevard/Bristol Street Station Stop (Stage 1)	Approved	5/18/2021	\$9,840.60
66	Ground Penetrating Radar Investigation	Pending		\$90,000.00
68	Ross Intersection Traffic Signal Conduit Installation	Approved	6/7/2021	\$18,000.00

Subtotal Executed CCOs	\$19,600,326.67
Subtotal Pending CCOs	\$4,012,074.96
TOTAL CCOs	\$23,612,401.63
ORIGINAL VALUE	\$220,538,649.00
PROPOSED REVISED VALUE	\$244,151,050.63



July 12, 2021

To: Members of the Board of Directors 
From: Andrew Do, Chairman of the Board of Directors
Darrell E. Johnson, Chief Executive Officer 
Subject: 2021 Board of Directors and Chief Executive Officer Initiatives and Action Plan – Mid-Year Report

On January 25, 2021, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the 2021 Board and Chief Executive Officer's (CEO) Initiatives (Attachment A) and Action Plan (Attachment B). The Action Plan consists of three Board initiatives broken down into nine CEO initiatives to be monitored through 96 milestones throughout the calendar year. This mid-year report summarizes OCTA's progress on advancing these initiatives between January 1, 2021 and June 30, 2021. At the conclusion of the second quarter, 30 of the 32 milestones planned for completion by mid-year have been completed. Another 64 milestones are scheduled for completion during the second half of the calendar year, some of which have been completed early. Highlights of these accomplishments are provided below.

Board Initiative: Financial Stewardship, Sustainability, and Resilience

OCTA prides itself on its ability to consistently demonstrate strong fiscal responsibility and deliver on its promises to Orange County taxpayers. As such, OCTA is dedicated to maintaining a solid financial position in order to uphold its commitment to voters to provide beneficial transportation improvements. OCTA also promotes and implements innovative ideas and technology that help daily commutes and create a more resilient OCTA.

- **Federal Obligation Authority Plan:** OCTA is responsible for programming Orange County's annual apportionment of federal Surface Transportation Block Grant (STBG) funding and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding. To support the successful delivery of projects and to meet the federal requirements to utilize apportionment and obligation authority each year, staff conducts annual reviews of projects which are required to receive federal authorization for a given year. Additionally, staff strives to maximize available federal funding opportunities by identifying and leveraging multiple funding sources. On February 8, 2021, OCTA provided a Capital Programming Update to the Board, which included information and recommended actions regarding STBG and CMAQ funding for various transit projects. The Board approved

OCTA's funding recommendations ensuring the maximization of federal funds for OCTA projects and that OCTA maintains federal funding budget authority.

- **Enterprise Asset Management (EAM) System Replacement:** On February 22, 2021, the Board approved the selection of 21Tech, LLC as the firm to implement and support a new EAM system. OCTA owns and maintains various assets that are managed under an EAM system which no longer meets the business needs. The selected firm will replace the current EAM system with modern software to meet current and future asset management needs.
- **Comprehensive Business Plan (CBP):** The CBP is updated on an annual basis to lay the foundation for future financial planning and demonstrate the financial feasibility of OCTA programs and services over a 20-year horizon. Although originally scheduled to set at the end of 2020, completion of the fiscal year (FY) 2020-21 CBP was carried over to 2021. This allowed for additional considerations resulting from the unprecedented impacts of the coronavirus (COVID-19) pandemic on funding sources that support OCTA programs and services. On April 26, 2021, the Board approved and adopted the FY 2020-21 CBP, ensuring the financial feasibility of OCTA's programs and services.
- **OCTA's Operating and Capital Budget:** The Board approved the FY 2021-22 budget on June 14, 2021. The \$1,267.1 million budget represents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County.
- **Measure M2 (M2) Environmental Mitigation Program (EMP):** As part of the M2 Program, the EMP helps to mitigate specific environmental impacts of the 13 M2 freeway improvement projects in exchange for streamlined project approvals. To ensure OCTA fulfills its mitigation requirements and monitors progress, an annual report is prepared on the implementation process. A biannual status report of the EMP was presented to the Board on June 14, 2021.

Board Initiative: Reliable, Accessible, and Balanced Transportation Choices

OCTA strives to keep Orange County moving by providing balanced mobility solutions that enhance service quality and advance the M2 improvement projects to transit, streets and roads, and freeways. Through public outreach efforts, OCTA prioritizes engagement with communities in diverse and underserved areas to ensure there are accessible options for those who rely on public transportation to meet their mobility needs.

- **Next 10 Delivery Plan (Next 10 Plan):** The Next 10 Plan, which covers the FY 2020-21 through FY 2029-30 timeframe, aims to ensure OCTA fulfills its M2 commitments, maintains fiscal sustainability, and strives to deliver transportation improvement project benefits early. On December 14, 2020, an update was provided to the Board regarding the impacts of a lower sales tax revenue forecast due to the COVID-19 pandemic. The Board directed staff to conduct additional analysis and strategic planning and update the Next 10 Plan accordingly. After staff reviewed and revised the revenue assumptions and commitments, the Board approved the updated Next 10 Plan on April 12, 2021, ensuring M2 promises to voters would be upheld.
- **Anaheim Canyon Metrolink Station Improvements:** In coordination with the Southern California Regional Rail Authority and the City of Anaheim, OCTA completed plans, specifications, and cost estimate for the Anaheim Canyon Metrolink Station Improvement Project. This project will result in improvements to accommodate planned future train service and enhance on-time service and safety. The Board approved the construction agreement on March 22, 2021, and construction began following the contract execution in April 2021.
- **Bus Service Restructuring:** On April 12, 2021, the Board retained professional services to assist in developing options to restructure the OC Bus fixed-route bus system to better serve customer needs. OCTA last completed a comprehensive bus restructuring study in 2012, which resulted in changes that reallocated service from lower productivity routes to core service areas. COVID-19 impacts have significantly affected transit ridership in Orange County. Additional review is needed to restructure the OC Bus system based on recent changes in demand levels, travel patterns, and funding forecasts.
- **Future of Transit Workshop:** The transportation environment in Orange County is ever evolving. This requires OCTA to continually assess and improve transit services in response to shifts and trends related to ridership, revenue, demographics, and policies. To help guide decision making in shaping the future of transit, several studies have been conducted and are planned for the future. On May 24, 2021, the Board was provided with information on transit service types, ridership trends, and market analysis as a precursor to a second workshop on future transit planning.

- Diversity, Equity, and Inclusion: To strengthen OCTA's commitment to providing equitable public transportation and engaging with diverse and disadvantaged communities, a diversity, equity, and inclusion page was launched on OCTA.net. The webpage will allow OCTA to inventory and better communicate programs and practices in this area.

Board Initiative: Organizational Excellence and Collaboration

OCTA understands that to sustain a high-performing organization, it must invest in its staff, strengthen safety and security measures, and collaborate with local and regional partners. OCTA values its relationships both internally and externally. Ongoing efforts include maximizing workforce potential and safety, retaining a high-quality workforce, as well as engaging with stakeholders, and promoting transparency.

- College Pass Program: OCTA continues to provide enrolled community college students with a free bus pass through the College Pass Program, which initially started in 2017 with Santa Ana College. Earlier this year, OCTA expanded its College Pass Program to Cypress College, enabling enrolled students to travel on any OC Bus fixed route free of charge.
- Early Career Academy (ECA): ECA provides early career development to grow and support new professionals as they advance their careers at OCTA. The second ECA cohort of talented emerging leaders launched virtually on June 15, 2020, and graduated on March 2, 2021, concluding another successful round of the program.
- Leadership Development Academy (LDA): LDA is a senior professional development program designed to grow and support the next generation of leaders at OCTA. The fourth LDA cohort, comprised of some of OCTA's brightest professionals, launched on January 16, 2020, with 15 participants, and graduated on June 30, 2021.
- Cybersecurity: OCTA performs regular evaluations of new security technologies and trends, and follows industry best practices, such as requiring all employees to complete annual cybersecurity training. This allows OCTA to strengthen and protect OCTA's Information Systems continually. Having an effective security program has been a top priority.
- Interstate 5 Improvement Project: This project will complete Orange County's high-occupancy vehicle lane network from the San Diego County Line to Avenida Pico. In March 2021, the environmental phase work began, and OCTA is collaborating with the California Department of Transportation to further advance this project.

The timetable adjusted milestones are summarized in Attachment B. Schedule adjustments were necessary for two milestones to accommodate delays in coordination with external agencies and allow for more time to integrate stakeholder feedback further.

In addition, OCTA has confirmed an additional two milestones planned for the fourth quarter will be carried over and reconsidered for 2022.

- Originally scheduled to be received before the end of 2021, delivery of the first OC Streetcar vehicle will no longer be feasible due to delays in manufacturing. However, OCTA does anticipate that the assembly of all vehicles will be completed by the end of this year and that this delay will not impact the overall project schedule.
- The Interstate 405 Improvement Project continues to make progress with the construction, widening, or replacement of 18 bridges. On May 22, 2021, the project achieved a significant milestone with the opening of the Magnolia Street bridge, which brought the project to being more than halfway complete. Following the Magnolia Street bridge, it was anticipated that the Goldenwest Street bridge would also fully open by the end of this year. However, due to a significant amount of contaminated soils being present at the construction location, mitigation was required delaying progress. As a result, completion and opening of the Goldenwest Street bridge is now anticipated in June 2022.

Quarterly progress reports on the Action Plan will continue to be presented to the Board. OCTA is committed to proactively and strategically addressing the immediate needs of the public and agency employees to keep Orange County moving. Please let me know if you have any questions or contact Darrell E. Johnson, CEO, at (714) 560-5343.

AD/DEJ:ls
Attachments



2021 BOARD & CEO INITIATIVES



FINANCIAL STEWARDSHIP, SUSTAINABILITY, AND RESILIENCE

- Demonstrate Fiscal Responsibility and Effective Measure M2 Administration
- Plan and Adapt to a Changing Environment
- Champion Environmental Stewardship and Sustainability



RELIABLE, ACCESSIBLE, AND BALANCED TRANSPORTATION CHOICES

- Provide Balanced Public Transportation Options and Solutions
- Deliver Improvements to Fulfill Measure M Promises
- Engage with Diverse and Disadvantaged Communities



ORGANIZATIONAL EXCELLENCE AND COLLABORATION

- Enhance Workforce Diversity and Inclusive Work Culture
- Adapt to a Changing Workplace and Promote Employee Development and Safety
- Provide Quality Customer Service and Collaborate with Regional Partners



ANDREW DO
CHAIRMAN

DARRELL E. JOHNSON
CHIEF EXECUTIVE OFFICER



2021 BOARD & CEO INITIATIVES



FINANCIAL STEWARDSHIP, SUSTAINABILITY, AND RESILIENCE

- Demonstrate Fiscal Responsibility and Effective Measure M2 Administration
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ORGANIZATIONAL EXCELLENCE AND COLLABORATION

- Enhance Workforce Diversity and Inclusive Work Culture
- Adapt to a Changing Workplace and Promote Employee Development and Safety
- Provide Quality Customer Service and Collaborate with Regional Partners



ANDREW DO
CHAIRMAN

DARRELL E. JOHNSON
CHIEF EXECUTIVE OFFICER

2021 Board Initiatives

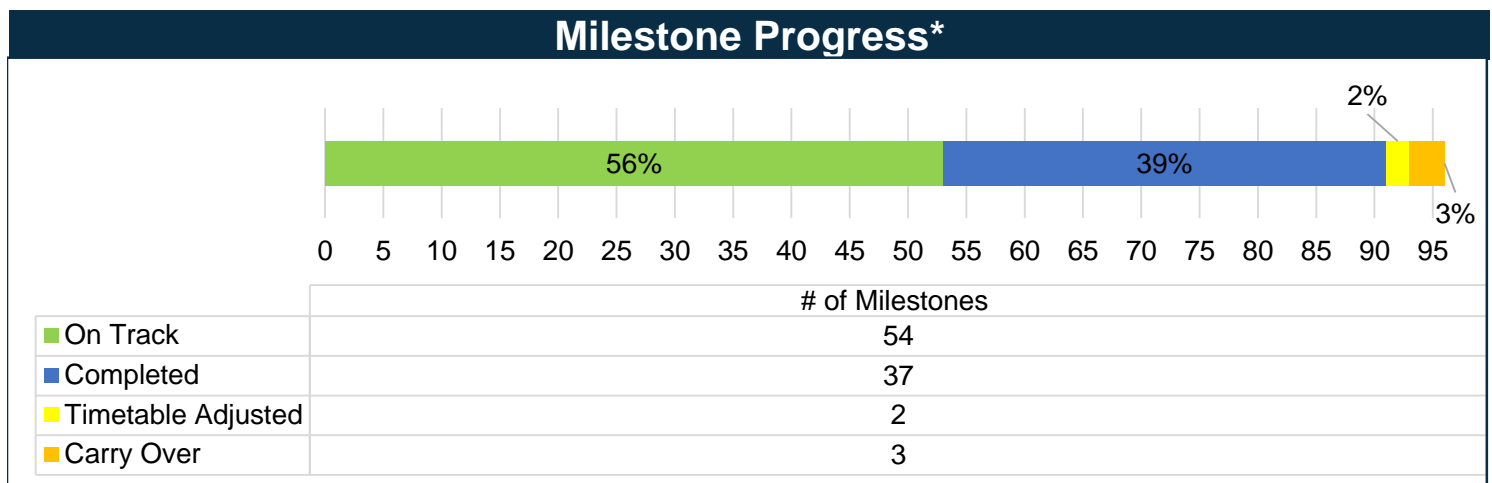
1. Financial Stewardship, Sustainability, and Resilience
2. Reliable, Accessible, and Balanced Transportation Choices
3. Organizational Excellence and Collaboration

2021 CEO Initiatives

1. Demonstrate Fiscal Responsibility and Effective Measure M2 Administration
2. Plan and Adapt to a Changing Environment
3. Champion Environmental Stewardship and Sustainability
4. Provide Balanced Public Transportation Options and Solutions
5. Deliver Improvements to Fulfill Measure M Promises
6. Engage with Diverse and Disadvantaged Communities
7. Enhance Workforce Diversity and Inclusive Work Culture
8. Adapt to a Changing Workplace and Promote Employee Development and Safety
9. Provide Quality Customer Service and Collaborate with Regional Partners

2021 CEO Milestone Summary

Number of Milestones by Quarter	
Quarter Due	Number
First Quarter	12
Second Quarter	20
Third Quarter	24
Fourth Quarter	40
TOTAL	96



FIRST QUARTER (Q1)

12 of 12 Completed - 100%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	I-5, SR-73 to El Toro Road	Ensure Segment 3 is Under Construction	Provide project update to Board - Q1	March 8, 2021 - provided project update to Board.				
2.	Orange County Rail Infrastructure Defense Against Climate Change Study	Identify Implementation Strategies or Mitigations to Reduce Climate Change Risks to Rail Infrastructure	Present update on study to ESC - Q1	February 8, 2021 - presented update to ESC.				
3.	College Pass Program	Provide Community College Students with a Discount Bus Pass to Enhance Access to Education	Work with Cypress College to implement program for spring 2021 semester launch - Q1	Completed the enrollment and launch of the three-year College Pass Program with Cypress College; all students can ride OC Bus free as of January 25, 2021, beginning of the spring semester.				
4.	Digital Transformation Strategies	Digitize Documents, Forms, and Processes	Establish priority list to digitize manual workflows and present to ESC - Q1	March 22, 2021 - presented to ESC.				
5.	Digital Transformation Strategies	Establish Office Automation Methods	Implement Robotic Automation tool and design requirements for use cases - Q1	February 2021 - completed implementation.				
6.	Enterprise Asset Management (EAM) System Replacement	Replace EAM System to Modern Software as a Service to Meet Growing Needs of Maintenance and Procurement	Recommend Board approval for selected EAM vendor - Q1	February 22, 2021 - recommended approval to Board.				
7.	Intelligent Transit Management System (ITMS)	Upgrade ITMS Radio System to Adopt Voice-Over Internet Protocol (VOIP) Technology for Implementation to Both Bus and Streetcar Fleets	Complete pilot testing on the VOIP technology and make recommendation for bus and streetcar fleets - Q1	March 22, 2021 - presented to ESC on completion of pilot testing.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FIRST QUARTER (Q1) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
8.	Reset TIFIA Loan Interest Rate	Reduce the Interest Rate on OCTA's 2017 TIFIA	Submit all necessary paperwork to request TIFIA loan interest rate reset - Q1	All paperwork has been submitted and staff continues to work with the Build America Bureau to finalize the rate reset.				
9.	Early Career Academy (ECA)	Provide Early Career Development to Grow New Professionals	Complete ECA Program with second cohort - Q1	March 2, 2021 - graduation of second cohort took place.				
10.	Agency Climate Resiliency and Sustainability Practices (2020 Carryover)	Perform Gap Analysis on Agency Sustainability Practices and Preparedness for Natural and Human Induced Hazards	Inventory agency-wide practices, including comparative analysis with peer agencies and present next steps for Climate Resiliency and Sustainability Plan development to ESC - Q1	January 11, 2021 - update presented to ESC.				
11.	Federal Obligation Authority Plan (2020 Carryover)	Maximize Federal Formula Funding Opportunities	Present the Federal Obligation Authority Plan to Board - Q1	February 8, 2021 - integrated in the Capital Programming update presented to Board.				
12.	South Orange County Multimodal Study	Study Regional Multimodal Transportation Improvement Options	Present draft Purpose and Need for Board consideration - Q1	February 8, 2021 - presented to Board.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

SECOND QUARTER (Q2)

18 of 20 Completed - 90%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	Anaheim Canyon Metrolink Station Improvement	Initiate Construction for Passenger Enhancements	Begin construction - Q2	April 22, 2021 - construction contract executed.				
2.	Diversity, Equity, and Inclusion	Inventory and Communicate Existing Programs, Policies and Practices Related to Diversity, Equity, and Inclusion	Launch a diversity, equity, and inclusion page on OCTA.net and develop collateral material related to OCTA efforts in this area - Q2	June 15, 2021 - webpage launched. On the website, the Equity Task Force has created an inventory of OCTA's Diversity, Equity, and Inclusion efforts across the agency and are categorizing them into five areas: People, Policies, Projects, Programs and Partnerships.				
3.	Hazard Mitigation Plan (HMP)	Develop a Plan of Actions	Prepare and submit draft HMP for FEMA and State review - Q2	Due to additional time being needed to incorporate comments into the near-final draft, submission has been timetable adjusted to Q3. July 2021 - anticipated to submit draft to the California Governor's Office of Emergency Services for review prior to submission to FEMA for final approval.				
4.	Headquarters Building	Evaluate Alternatives for a Potential New Headquarters' Building	Present options to Real Estate Ad Hoc Committee on long-term strategy for OCTA headquarters - Q2	June 10, 2021 - presented options to Real Estate Ad Hoc Committee.				
5.	Comprehensive Business Plan (2020 Carryover)	Develop OCTA's Business Plan	Provide a summary of OCTA's FY 2020-21 long-term financial plan for adoption to Board - Q2	April 26, 2021 - presented to Board for adoption.				
6.	Cybersecurity	Protect OCTA's Information Systems	Provide cybersecurity update to Executive Committee - Q2	April 5, 2021 - provided update to Executive Committee.				
7.	Line of Credit for I-405 Improvement Project Services	Secure a \$500 Million Line of Credit as Required by OCTA's TIFIA Loan	Resecure committed funds to support OCTA's TIFIA loan - Q2	June 14, 2021 - recommended to the Board the use of \$500 million of its own funds to use as committed funds to eliminate the line of credit.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

SECOND QUARTER (Q2) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
8.	Mobile Ticketing	Implement Mobile Ticketing Application Through New Vendor Bytemark	Transition to Bytemark for mobile ticketing - Q2	July 10, 2021 - anticipated transition to Bytemark.				
9.	OCTA's Operating and Capital Budget	Develop a FY 2021-22 Balanced Budget	Present a comprehensive balanced OCTA FY 2021-22 Budget for adoption to Board - Q2	June 14, 2021 - presented budget to Board.				
10.	Annual Insurance Review	Inform the Board	Present annual review of OCTA's insurance program to Board - Q2	April 12, 2021 - presented annual review to Board.				
11.	Leadership Development Academy (LDA)	Provide Professional Development Programs	Graduate fourth cohort of the LDA to grow the next generation of leaders - Q2	June 30, 2021 - graduation of fourth cohort.				
12.	Management Development Academy (MDA)	Provide Career Development for Mid-Level Managers	Launch MDA - Q2	June 16, 2021 - launched program with 22 participants.				
13.	Personnel and Salary Resolution	Update Personnel Policies	Present recommendations to Board - Q2	June 14, 2021 - presented recommendations to Board as part of OCTA FY 2021-22 Budget.				
14.	Coach Operator Relief Vehicles (ORV)	Reduce Emissions From Coach ORV's	Present ORV electric vehicle implementation to ESC - Q2	June 28, 2021 - presented update to ESC.				
15.	Depot Chargers for Electric Buses	Reduce Emissions in Orange County	Present depot charging plan at the Garden Grove Base for plug-in battery-electric buses to ESC - Q2	June 28, 2021 - presented update to ESC.				
16.	Bus Service Restructuring (Adjustments to COVID-19)	Ensure Ability to Meet Transit Demand	Present recommendations to Board for contract award - Q2	April 12, 2021 - presented recommendations to Board.				
17.	Future of Transit Workshop	Establish a Vision and Goals for the "Future of Transit" in Orange County	Conduct Future of Transit workshop - Q2	May 24, 2021 - conducted and presented Future of Transit workshop (workshop 1 of 2) to Board.				
18.	Next 10 Delivery Plan (2020 Carryover)	Ensure M2 Delivery Commitment	Review and present status of the Next 10 Delivery Plan deliverables to Board - Q2	April 12, 2021 - presented status to Board.				
19.	Streets and Roads	Fund Streets and Roads Improvements	Present recommendations for RCP (Project O) and RTSSP (Project P) projects grant awards to Board - Q2	May 10, 2021 - presented recommendations to Board.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

SECOND QUARTER (Q2) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
20.	Transit Supportive Design Guidelines Study	Update and Modernize Guidelines for Improvements Near OCTA Transit Service	Complete Transit Design Guidelines and distribute to stakeholders - Q2	June 23, 2021 - presented update to Technical Advisory Committee; June 30, 2021 - completed and distributed to stakeholders.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

THIRD QUARTER (Q3)

6 of 24 Completed - 25%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	I-405 Improvement Project	Continue to Advance Construction	Begin bridge construction at Ward Street and Warner Avenue - Q3	April 2021 - began Ward Street bridge construction. June 2021 - began Warner Avenue bridge construction.		Early Complete		
2.	I-405 Improvement Project	Continue to Advance Construction	Complete and open first half of bridges at Bolsa Avenue, Westminster Boulevard, and Fairview Road - Q3	January 2021 - first half of Westminster Boulevard bridge opened; February 2021 - first half of Fairview Road bridge opened; June 2021 - first half of Bolsa Avenue bridge opened.		Early Complete		
3.	I-5, I-405 to SR-55	Initiate Design Phase	Begin design phase - Q3	May 6, 2021 - executed contract to begin design phase for segment 2 (Yale Avenue to SR-55); NTP was provided.		Early Complete		
4.	I-5, Pico to San Diego County Line	Initiate the Environmental Phase	Collaborate with County of San Diego to begin PA/ED phase and provide update to Board - Q3	March 1, 2021 - environmental phase work began; June 28, 2021 - provided update to Board.		Early Complete		
5.	Metrolink Rail Station Improvements	Ensure Asset Preservation	Provide update on construction (Orange County Stations Rehabilitation Project) - Q3	An update on the Anaheim Canyon Metrolink Station construction is anticipated in Q3.				
6.	SR-55, I-405 to I-5 (2020 Carryover)	Initiate Construction	Achieve Ready to List status - Q3	September 2021 - anticipated to achieve Ready to List status.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

THIRD QUARTER (Q3) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
7.	College Pass Program	Provide Community College Students with a Discount Bus Pass to Enhance Access to Education	Work with interested community colleges, including Irvine Valley and Coastline colleges, and the North Orange Continuing Education Program, to implement program as soon as fall 2021 - Q3	January 2021 - met with Irvine Valley College (IVC) members to discuss potential launch of the College Pass Program in fall 2021; February 2021 - met with IVC Student Government Association; April 2021 - IVC indicated a potential starting date for fall 2021; April 23, 2021 - staff met with the senior staff members to discuss implementation; May 24, 2021 - presented Low Carbon Transit Operations Program grant application recommendations for Orange Coast College Pass Program for Board consideration.				
8.	L RTP Market Research	Obtain Statistically Valid Public Opinion Data to Inform the Development of the 2022 L RTP	Conduct Attitudinal and Awareness Survey for the development of the 2022 L RTP and report to the Board - Q3	January 2021 - released RFP to procure consultant; February 2021 - procurement completed; April 1, 2021 - kick-off meeting with consultant; April 29, 2021 - draft of survey submitted for review; June 2021 - began work in the field.				
9.	405 Express Lanes Back-Office System	Implement Transaction Processing System	Present recommendation for selection of back-office system service provider to Board - Q3	July 26, 2021 - anticipated to present evaluation committee recommendation to Board.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

THIRD QUARTER (Q3) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
10.	Diversity, Equity, and Inclusion	Review OCTA Organizational Policies, Practices and Programs related to Diversity, Equity, and Inclusion, and Develop Recommendations for Enhancements and Improvements to Guide Future Agency Decisions	Procure a third-party consultant to review and make recommendations related to OCTA diversity, equity, and inclusion efforts - Q3	June 1, 2021 - RFP to procure a consultant issued; June 22, 2021 - proposals were due with evaluations and interviews to follow. July 29 - anticipated to execute contract.				
11.	Credit Ratings	Maintain OCTA's Positive Credit Rating	Conduct annual rating agency meeting - Q3	September 2021 - anticipated to conduct meeting.				
12.	Cybersecurity	Protect OCTA's Information Systems	Require completion of annual cybersecurity training for all employees - Q3	September 1, 2021 - anticipated to have the General User Annual Refresher Training completed, an annual mandatory training course as designated by the CEO Mandatory Training Memo; the Halogen system will notify employees when they have been assigned the training and will continue to provide email notifications if they have exceeded the deadline.				
13.	APTA Expo (2020 Carryover)	Host International Conference	Lead efforts to host APTA Expo in Anaheim - Q3	APTA will be relocating this event to Orlando due to gathering restrictions in California. APTA and OCTA intend to work with the Anaheim Convention Center to hold the event in Orange County in 2023. This will be carried over to be reconsidered in the future.				
14.	Coach Operator Collective Bargaining Agreement	Negotiate and Renew Agreement	Present agreement to Board - Q3	February 5, 2021 - negotiations began and are ongoing.				

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

THIRD QUARTER (Q3) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
15.	Diversity, Inclusion, Equity and Belonging	Identify, Develop, and Propose Solutions to Help Address Gaps in Current OCTA Employee Programs and Processes (i.e. Recruiting Efforts, Training, and Affirmative Action), and Propose Improvements, Enhancements, and Solutions; and to Support Employees' Voices Throughout the Organization	Develop a process for diverse interview panels and update Affirmative Action Plan to include identified gaps in recruitment and set four-year goals - Q3	Implemented process for diverse interview panels, but still ongoing.				
16.	Employee Health Insurance Renewal Programs	Secure Competitive Health Benefits	Present health insurance recommendations to Board - Q3	August 11, 2021 - anticipated to present to F&A; August 23, 2021 - anticipated to present to Board.				
17.	Risk Management Information System	Upgrade Software System	Upgrade and implement new risk management information system - Q3					
18.	Transportation Communications Union Collective Bargaining Agreement	Negotiate and Renew Agreement	Present parts clerks and facilities technicians agreement to Board - Q3	Currently in negotiations, which are ongoing.				
19.	OC ACCESS	Ensure Service Continuity	Award new agreement for OC ACCESS service provision - Q3	An evaluation of proposals received is underway. August 23, 2021 - anticipated to present to Board and award OC ACCESS/OC Flex contract.				
20.	OC Flex (2020 Carryover - Revised)	Continue Pilot Program into 2021	Review service and performance halfway through the pilot program and present to Board - Q3	July 2021 - anticipated to provide an OC Flex Service update to Board.				
21.	2022 LRTP and Program Environmental Impact Report (PEIR)	Initiate the LRTP PEIR Public Scoping Process	Release the California Environmental Quality Act NOP to initiate the public engagement process - Q3	June 2021 - initiated LRTP public engagement with the OCTA Attitudinal and Awareness/LRTP Survey.		Early Complete		
22.	Bus Fleet Outlook Plan	Make Recommendations for Restructuring the OC Bus Fixed-Route System	Update Fleet Outlook and present to ESC - Q3					

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

THIRD QUARTER (Q3) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
23.	M2 Triennial Performance Assessment	Evaluate the Efficiency, Effectiveness, Economy, and Results of the Agency's Delivery of M2	Initiate the 2018-2021 M2 Triennial Performance Assessment - Q3	July 6, 2021 - anticipated assessment kick-off. March 2, 2021 - RFP released; May 19, 2021 - contract with consultant fully executed.				
24.	SR-91 Implementation Plan	Collaborate with RCTC to Update the Plan in Support of Regional SR-91 Corridor	Present Plan to Board - Q3	June 14, 2021 - presented Plan to Board.		Early Complete		

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4)

1 of 40 Completed -

3%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	I-405 Improvement Project	Continue to Advance Construction	Complete and fully open bridges at Talbert Avenue, Magnolia Street, and Goldenwest Street - Q4	April 2021 - Talbert Avenue bridge opened; May 2021 - Magnolia Street bridge opened. June 2022 - Due to a significant amount of contaminated soils encountered at this location during construction that required mitigation, the opening of the Goldenwest bridge has been delayed. This will be carried over to Q2 of 2022.				
2.	OC Streetcar	Continue to Advance Construction	Report on status of construction to meet October 2022 service startup date Q1 - Q4	An OC Streetcar Board Ad Hoc Committee was formed to continue funding and project delivery discussions; July 26, 2021 - next anticipated update to Board. January 25 and April 26, 2021 - status update presented to Board.				
3.	Placentia Metrolink Station (2020 Carryover - Revised)	Provide Station Approval Progress	Provide update on agreements necessary to obtain station approval to Transit Committee - Q4					

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
4.	Diversity Outreach	Conduct Diversity Outreach Programs to Support Capital Projects, Planning Studies and Marketing	Ensure outreach activities include two-way communications and meaningful engagement with diversity stakeholders including communities of color, disadvantaged communities, and other under-represented groups. Provide annual update to the Board - Q4	March 2021 - executed robust outreach to Vietnamese, Latinos and other difficult-to-reach community members to gain feedback for OC Bus June service change; virtual community meetings conducted in: - English (March 9) - Spanish (March 10) - Vietnamese (March 10) Conducted one-on-one interviews with Vietnamese stakeholders to obtain feedback on OC Bus campaign options for visuals and Vietnamese-language messaging; provided diversity outreach assistance for OC Streetcar and I-405 Improvement projects.				
5.	Market Research	Obtain Statistically Valid Data to Determine How COVID-19 Has Impacted Employment, Travel, and Teleworking in Orange County	Conduct follow-up Employment and Travel Survey and report results to the Board - Q4	September 2021 - anticipated to conduct survey; November 2021 - anticipated to report results to Board.				
6.	Marketing Activities	Promote and Educate Public on OCTA Services	Develop and launch a ridership comeback campaign when social distancing guidelines are less restrictive - Q4	April 2021 - developed creative concepts and messaging for testing with small virtual focus groups; May 24, 2021 - launched campaign, which will continue to be rolled out in a phased approach through the remainder of the year.		Early Complete		

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
7.	Marketing Activities	Promote and Educate Public on OCTA Services	Present biannual updates on ongoing campaigns promoting bus, rail, OC Flex, rideshare, vanpool services, and bus service changes to L&C - Q2 and Q4	June 17, 2021 - presented first biannual update to L&C.				
8.	Outreach Activities	Conduct Outreach to Support Capital Projects and Planning Studies	Provide quarterly I-405 and OC Streetcar updates, as well as I-5 South and SR-55, and other projects and studies as appropriate to Board - Q1-Q4	August 9 and October 18, 2021 - anticipated I-405 and OC Streetcar updates to Board; August 9, 2021 - anticipated 2022 LRTP update to Board; September 13, 2021 - anticipated South Orange County Multimodal Study update to Board. January 11 and April 26, 2021 - I-405 update to Board; January 25 and April 26, 2021 - OC Streetcar update to Board; February 8, 2021 - South Orange County Multimodal Study update to Board; March 8, 2021 - I-5 South update to Board.				

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COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
9.	241/91 Express Lanes Connector (ELC)	Provide 241/91 ELC Project Progress	Provide an update on the status of the project with a discussion on the development of the agreements related to the term sheet to Board - Q4	Representatives from RCTC, TCA, OCTA, and Caltrans continue to meet on a bi-weekly basis to discuss and negotiate specific terms of moving the project forward. Over the past couple months, working groups have been focusing on developing a master agreement amongst the agencies and determining which tolling authority to utilize, a flow of funds for the project for when it's operational, reimbursement of project expenses, and toll rates for the project.				
10.	91 Express Lanes Operating Contract Transition	Implement New Transaction Processing System	Transition to a new contract for the back-office and customer service center systems - Q4	June 4, 2021 - provided update to the SR-91 Advisory Committee. October 2021 - anticipated to complete transition.				
11.	Crisis Communications	Ensure Agency and Staff Preparedness	Conduct a tabletop exercise for the Crisis Communications team and revise Crisis Communications Plan as appropriate - Q4					
12.	Comprehensive Annual Financial Report	Ensure Accountability and Transparency	Obtain an unmodified opinion from the external auditors and provide the annual financial statements to Board - Q4					
13.	Digital Transformation Strategies	Continue Operations Plan	Move all shared work files into the cloud - Q4					
14.	Fare Collection System	Replace OCTA's Fareboxes	Provide a recommendation for a fare collection system to the Board - Q4					

ON TRACK

COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
15.	COVID-19 Legislation	Track and Monitor COVID-19-Related Legislation and Regulations	Provide updates to the Board on legislation and regulatory activities regarding COVID-19 - Q2 and Q4	Updates on COVID-19 legislation/policy have been included in reports to the Board, such as the state and federal legislative status reports in January, February, and March 2021 and continue to occur on a rolling basis as the discussion about COVID-19 impacts and related policies continues; June 2021 - provided update to Board on budgetary actions related to COVID-19 and economic stimulus.				
16.	Federal Compliance Training	Provide Federal Compliance and Oversight Training	Conduct federal compliance training for agency's project managers and subject matter experts - Q4					
17.	Federal Transportation Reauthorization	Monitor Reauthorization Efforts	Report on discussions consistent with legislative platforms to Board - Q4	June 2021 - provided update to Board detailing an initial proposal in the Senate. Future updates are contingent on actions in Congress; OCTA will continue to monitor these efforts.				
18.	Legislative Forums	Communicate Transportation Needs and Challenges	Conduct forums with local delegation representatives and present report to ESC - Q2 and Q4	April 29, 2021 - held first legislative briefing; update to ESC will depend on schedule.				
19.	Legislative Platforms	Set Legislative Priorities	Present 2022 state and federal legislative platforms to Board - Q4	September/October 2021 - anticipated to take draft platform to Board; November 2021 - anticipated to present platform to Board for final approval.				
20.	Legislative Priorities	Provide End of Session Report	Discuss outcomes of legislative priorities with L&C - Q4	November 2021 - anticipated to present end-of-year report to Board for final approval.				

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COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
21.	Subrecipient Compliance Reviews	Identify Compliance Issues and Correct as Needed	Complete compliance reviews for all of OCTA's federal subrecipients - Q4	All ten reviews have been completed with a total of 57 deficiency findings identified. To date, over 98% of the findings have been corrected with one corrective action being developed and implemented. In the coming months, corrections will be validated through training documentation and sample invoice reviews. This effort is on schedule.				
22.	COVID-19 Task Force (2020 Carryover)	COVID-19 Planning and Response Actions	Track, monitor, and implement policies/plans related to COVID-19. Update Executive Leadership to provide updates to the Board - Q1-Q4	February 8, April 12, and June 14, 2021 - provided update to Board. The COVID-19 Task Force efforts continue and CEO regularly provides updates to the Board.				
23.	Diversity, Inclusion, Equity and Belonging	Identify, Develop, and Propose Solutions to Help Address Gaps in Current OCTA Employee Programs and Processes (i.e. Recruiting Efforts, Training, and Affirmative Action), and Propose Improvements, Enhancements, and Solutions; and to Support Employees' Voices Throughout the Organization	Develop a process for ensuring diversity in participants of OCTA's learning academies, including completion of Unconscious Bias Training for all OCTA employees - Q4	March 9, 2021 - Unconscious Bias training completed for 178 managers; content has been added to ECA, LDA, and MDA; currently designing workplan for maintenance and service workers and parts clerks. April 6, 2021 - training for administrative staff began; to date, 100% of working administrative employees completed training.				
24.	Modernizing OCTA's Workforce	Achieve 25% of Administrative Employee Workforce as Remote Workers	Report on strategies to reduce the commute time and VMT for employees in the remote work program to ESC - Q4	April 2021 - distributed an updated remote work policy. September 7, 2021 - anticipated implementation of policy, which will go into effect once all employees can return to the workplace.				

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COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
25.	Bus Fleet (40-Foot CNG Bus Procurement)	Ensure Asset Preservation	Receive first article of CNG-powered buses - Q4	October 2021 - anticipated to receive first article.				
26.	iShuttle	Ensure Asset Preservation	Receipt of remaining 11 iShuttle buses - Q4	Remaining 11 buses on schedule to be received in Q4.				
27.	OC Streetcar	Ensure Vehicle Delivery	Receive delivery of first OC Streetcar - Q4	Due to delays in construction, receipt of delivery will not occur this year. However, completion of all vehicles is anticipated by the end of 2021. This will be carried over to Q4 of 2022.				
28.	Zero-Emission Battery-Electric Buses	Reduce Emissions in Orange County	Receive first two of ten plug-in battery-electric buses (remaining eight will arrive in 2022) - Q4	October 2021 - anticipated to receive first articles.				
29.	Zero-Emission Bus Pilots	Reduce Emissions in Orange County	Provide progress report to Board on zero-emission bus pilots, including the hydrogen fuel-cell electric buses and plug-in battery-electric buses - Q4					
30.	2022 STIP	Maximize State Funding Opportunities	Present the 2022 STIP proposal to Board for approval - Q4					
31.	Active Transportation Initiatives	Implement Programs in Support of Non-Motorized Transportation	Provide biannual updates on Safe Routes to School, OC Loop, STEP Campaign, and Safety Programs to Board - Q2 and Q4	June 14, 2021 - provided first biannual update to Board.				
32.	Agency Climate Resiliency and Sustainability Practices	Create a Comprehensive Plan	Using information from the gap analysis, initiate procurement to develop a Climate Resiliency and Sustainability Plan that is consistent with applicable state plans - Q4					
33.	Congestion Management Program (CMP)	Support Regional Mobility by Reducing Traffic Congestion	Present the 2021 CMP Report to Board for adoption - Q4					
34.	Future of High-Capacity Transit (2020 Carryover - Revised)	Seek Direction of Future Transit Options	Present Future of High-Capacity Transit for discussion to Transit Committee - Q4	July 8, 2021 - anticipated to present Future of High-Capacity Transit workshop preview to Transit Committee.				
35.	M2 Environmental Cleanup Program	Fund Water Quality Improvements	Present programming recommendations for Tier 1 Water Quality Projects (Project X) grant awards to Board - Q4					

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COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4) (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
36.	M2 Environmental Mitigation Programs	Ensure Comprehensive Freeway Program Mitigation	Present biannual progress reports to Board - Q2 and Q4	January 11, 2021 - presented progress report (carryover from December 2020) to Board; June 14, 2021 - presented first biannual progress report to Board. December 2021 - anticipated to present second biannual progress report to Board.				
37.	M2 Quarterly Reports	Provide Updates on Progress of M2 Implementation and Fulfill the Requirements of the M2 Ordinance No. 3	Present quarterly reports to the Board - Q1-Q4	January 11, 2021 - presented FY 2020-21 Q1 report to Board; March 8, 2021 - presented FY 2020-21 Q2 report to Board; June 14, 2021 - presented FY 2020-21 Q3 report to Board. September 13, 2021 - anticipated FY 2020-21 Q4 report to Board; December 13, 2021 – anticipated FY 2021-22 Q1 report to Board.				
38.	Regional Planning Activities	Highlight Transportation Planning Activities	Present biannual reports on activities underway that impact OCTA and the Southern California Region to Board - Q2 and Q4	May 10, 2021 - presented first biannual report to Board. November 2021 - anticipated to present second biannual report to Board.				
39.	SB 743 (Chapter 386, Statutes of 2013) Compliance	Support SB 743 Requirements	Monitor and incorporate applicable SB 743 measures in planning processes and provide update to ESC - Q4					
40.	Signal Synchronization Technology	Future Proof Infrastructure	Provide biannual updates on signal synchronization projects (Project P) - Q2 and Q4	June 14, 2021 - provided first biannual update to Board. November 2021 - anticipated to provide second biannual update to Board.				

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COMPLETED

TIMETABLE ADJUSTED

CARRYOVER

Acronyms

APTA - American Public Transportation Association	PA/ED - Project Approval/Environmental Document
Board - Board of Directors	Q1 - First Quarter
Caltrans - California Department of Transportation	Q2 - Second Quarter
CEO - Chief Executive Officer	Q3 - Third Quarter
CNG - Compressed Natural Gas	Q4 - Fourth Quarter
COVID-19 - Coronavirus	RCTC - Riverside County Transportation Commission
ESC - Executive Steering Committee	RCP - Regional Capacity Program
F&A - Finance and Administration Committee	RFP - Request for Proposals
FEMA - Federal Emergency Management Agency	RPH - Regional Planning and Highways Committee
FY - Fiscal Year	RTSSP - Regional Transportation Signal Synchronization Program
I-5 - Interstate 5	SR-55 - State Route 55
I-405 - Interstate 405	SR-73 - State Route 73
L&C - Legislative and Communications Committee	SR-91 - State Route 91
LRTP - Long-Range Transportation Plan	STEP - Safe Travels Education Program
M2 - Measure M2	STIP - State Transportation Improvement Program
NOP - Notice of Preparation	TCA - Transportation Corridor Agencies
NTP - Notice to Proceed	TIFIA - Transportation Infrastructure Finance and Innovation Act
OCTA - Orange County Transportation Authority	VMT - Vehicle Miles Traveled