



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, November 22, 2021 at 9:00 a.m.

Any person with a disability who requires a modification or accommodation 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 business days prior to this meeting, to allow time to make reasonable arrangements to assure accessibility to the 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 (Board) 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 ww.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Public Comments on Agenda Items

Members of the public can either attend in-person (subject to OCTA's Coronavirus (COVID-19) safety protocols) or listen to audio live streaming of the Board and Committee meetings by clicking the below link:

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



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Members of the public may address the Board of Directors regarding any item two ways:

In-Person Comment

Members of the public may attend in-person (subject to OCTA's COVID-19 safety protocols) and address the Board regarding any item. Members of the public will be strongly encouraged to wear a face covering regardless of vaccine status. Limited (physically-distanced) seating will be available in the Board room. If capacity is reached, members of the public will be asked to wait outside until it is time for them to speak.

Please complete a speaker's card and submit it to the Clerk of the Board (or notify the Clerk of the Board the item number on which you wish to speak). Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Invocation

Director Delgleize

Pledge of Allegiance

Director Chaffee



BOARD AGENDA

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Public Hearing for the 2021 Orange County Congestion Management Program

Gregory Nord/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program. In accordance with state law, the Orange County Congestion Management Program Report has been updated for 2021 and all requirements have been fulfilled. A public hearing is required prior to the Board of Directors' adoption of the biennial Congestion Management Program Report.

Recommendations

- A. Consider public hearing comments received on the 2021 Orange County Congestion Management Program Report.
- B. Adopt the 2021 Orange County Congestion Management Program Report.
- C. Direct staff to forward the 2021 Orange County Congestion Management Program Report to the Southern California Association of Governments for a finding of regional consistency.

Consent Calendar (Items 2 through 21)

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

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes - November 8, 2021

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of November 8, 2021.



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3. Approval of Minutes - November 1, 2021

Approval of the Orange County Transportation Authority and affiliated agencies' Special meeting minutes of November 1, 2021.

4. Ralph M. Brown Act Board of Directors Resolution for Teleconference Meetings

Andrea West/Jennifer L. Bergener

Overview

The Orange County Transportation Authority Board of Directors holds regular meetings to effect business and act on measures related to its programs, projects, and services. In order to comply with new provisions related to the Ralph M. Brown Act, a resolution must be adopted.

Recommendation

Adopt Board of Directors Resolution 2021-091.

5. Proposed 2022 Board of Directors and Committee Meetings Calendar

Andrea West/Jennifer L. Bergener

Overview

Presented are the proposed 2022 Board of Directors and committee meetings calendars, depicting the dates of the Board of Directors and anticipated committee meetings and holidays for the year.

Recommendation

Approve the Orange County Transportation Authority and affiliated agencies 2022 Board of Directors and anticipated committee meetings calendar.

6. Conflict of Interest Code and 2021 Annual Statement of Economic Interests Filing

Andrea West/Jennifer L. Bergener

Overview

Pursuant to the Orange County Transportation Authority's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.



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Recommendations

- A. Approve the list of designated positions and disclosure categories subject to the Orange County Transportation Authority's Conflict of Interest Code.
- B. Direct the Clerk of the Board to distribute and monitor the 2021 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2022.

7. Interstate 405 Customer Service and Operations Center Lease

Christina Runge Haidl/Kirk Avila

Overview

The Interstate 405 Improvement Project is well underway and as part of the future operations of the 405 Express Lanes, a customer service and operations center is needed to service 405 Express Lanes customers. For customer convenience and easy access to the express lanes, this facility should be located in the 405 Express Lanes corridor. The proposed space will accommodate the walk-in customer service center, call center, and the traffic management center. Staff has retained the brokerage services of CBRE, Inc., and has done extensive surveys of available space in the 405 Express Lanes corridor. As a result of this search, staff has identified an appropriate location in the City of Costa Mesa.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute a lease agreement with C.J. Segerstrom & Sons, for the 405 Express Lanes Customer Service and Operations Center in the City of Costa Mesa, in an amount not to exceed \$15,423,000.



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8. Amendment to the 91 Express Lanes Three-Party Operating Agreement
Kirk Avila

Overview

In April 2019, the Orange County Transportation Authority Board of Directors authorized the release of a competitive procurement for contractor services for the joint operations of the 91 Express Lanes in Orange and Riverside counties. As a part of this procurement, the contractor is to design, develop, test, and implement a new back-office system. On July 22, 2019, the Board of Directors approved an amendment which allowed for an optional extension period of up to six months to the three-party agreement for joint operations of the combined 91 Express Lanes facility in the event the approved contractor may not be ready to commence operations under the new operating agreement. An additional extension for a period of up to three months is presented for approval should additional time be required to successfully transition to the new agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-3-1529 among the Orange County Transportation Authority, Riverside County Transportation Commission, and Cofiroute USA, LLC, for three one-month optional extension periods from January 1, 2022 through March 31, 2022, for continued operating services on the 91 Express Lanes.

9. 91 Express Lanes Update for the Period Ending - September 30, 2021
Kirk Avila

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since that time, traffic volumes and toll revenues have fluctuated with the changes in the economy, added capacity to the State Route 91 corridor, and the recent coronavirus pandemic. Over the last quarter, there were approximately 5.1 million trips taken on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending September 30, 2021.



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Recommendation

Receive and file as an information item.

10. Fiscal Year 2021-22 First Quarter Grant Reimbursement Status Report
Sam Kaur/Andrew Oftelie

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the first quarter of fiscal year 2021-22, covering July through September 2021.

Recommendation

Receive and file as an information item.

11. Update on the Loan Agreements with the Cities of Anaheim, Buena Park, Placentia, and the West Orange County Water Board
Sam Kaur/Andrew Oftelie

Overview

The Orange County Transportation Authority Board of Directors authorized loan agreements with the cities of Anaheim, Buena Park, Placentia, and the West Orange County Water Board. This report provides the annual update on the status of each of these agreements as requested by the Board of Directors.

Recommendation

Receive and file as an information item.



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12. Orange County Employees Retirement System Early Payment for Fiscal Year 2022-23

Robert Davis/Andrew Oftelie

Overview

The Orange County Employees Retirement System has offered an early payment discount to member agencies of 5.8 percent if they elect to prepay their contributions for fiscal year 2022-23. Advance payments must be received before January 14, 2022. The estimated savings for the Orange County Transportation Authority over the next year and a half under this payment option will total approximately \$1.6 million. Board of Directors' authorization is requested for the early payment option.

Recommendation

Authorize the early payment of approximately \$28.9 million by January 14, 2022, to the Orange County Employees Retirement System, for member contributions for fiscal year 2022-23.

13. Status Report of State Legislation Enacted in 2021

Dustin J. Sifford/Lance M. Larson

Overview

At the conclusion of the 2021 state legislative session, 770 bills were signed into law by Governor Newsom and chaptered by the Secretary of State, while 66 bills were vetoed. A report containing an analysis of legislation relevant to the Orange County Transportation Authority is provided.

Recommendation

Receive and file as an information item.



BOARD AGENDA**14. Federal Legislative Status Report**

Dustin J. Sifford/Lance M. Larson

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy issues directly impacting the agency's programs, projects, and operations. An update is provided on the House's approval of the Senate-passed infrastructure legislation, the Infrastructure Investment and Jobs Act, which also reauthorizes federal surface transportation programs for the next five years. This report outlines the benefits of the bill and the next steps for its implementation.

Recommendation

Receive and file as an information item.

15. Performance Evaluation of State Legislative Advocate, Topp Strategies

Kristin Jacinto/Lance M. Larson

Overview

The firm Topp Strategies provides state legislative advocacy services for the Orange County Transportation Authority. A staff evaluation of the services provided this legislative session is presented to the Board of Directors for consideration and further comment.

Recommendation

Receive and file the staff evaluation of the state advocacy services of Topp Strategies as an information item and provide any additional comments.

16. Performance Evaluation of Federal Legislative Advocate, Potomac Partners, DC

Kristin Jacinto/Lance M. Larson

Overview

The firm Potomac Partners, DC provides federal legislative advocacy services for the Orange County Transportation Authority in Washington, DC. A staff evaluation of the services provided this legislative session is presented to the Board of Directors for consideration and further comment.



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Recommendation

Receive and file the staff evaluation of the federal advocacy services of Potomac Partners, DC as an information item and provide any additional comments.

- 17. Orange County Transportation Authority's 2021-22 State and Federal Legislative Platforms**
Alexis Leicht/Lance M. Larson

Overview

Halfway through each legislative session, staff conducts a refresh to the Orange County Transportation Authority's State and Federal Legislative Platforms to ensure updates are provided on relevant issues that are anticipated to be of discussion for the upcoming year. The final drafts of the revised 2021-22 Orange County Transportation Authority State and Federal Legislative Platforms are submitted for consideration and adoption by the Orange County Transportation Authority Board of Directors.

Recommendations

- A. Adopt the revised final draft of the 2021-22 State and Federal Legislative Platforms.
- B. Direct staff to distribute the adopted platforms to elected officials, advisory committees, local governments, affected agencies, the business community, and other interested parties.

- 18. Excess Liability Insurance Pricing Update**
Al Gorski/Maggie McJilton

Overview

The Orange County Transportation Authority has been fully self-insured for operational liability exposures since December 1, 2020, due to recent unfavorable premium pricing in the excess liability insurance market. Staff has reviewed the current insurance market and pricing remains unfavorable to procure excess liability insurance. Board of Directors approval is necessary to remain self-insured.



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Recommendation

Authorize the Chief Executive Officer to continue to fully self-insure for liability claims until such time the insurance market pricing is more favorable.

19. Funding Recommendations for the 2021 Enhanced Mobility for Seniors and Disabled Grant Program

Jennifer Haith Farinas/Kia Mortazavi

Overview

On July 12, 2021, the Orange County Transportation Authority Board of Directors released the Enhanced Mobility for Seniors and Disabled Grant Program call for projects for 2021. The Orange County Transportation Authority received 16 grant applications for vehicles, supporting equipment, mobility management, and to support service operations. Programming recommendations are presented for review and approval.

Recommendations

- A. Approve the award of \$2.750 million in local funding to 14 applications submitted for consideration of funding through the Enhanced Mobility for Seniors and Disabled Grant Program.
- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with selected applicants to receive funding through the Enhanced Mobility for Seniors and Disabled Grant Program.

Orange County Local Transportation Authority Consent Calendar Matters

20. Cooperative Agreement with the Southern California Regional Rail Authority for the Coastal Rail Infrastructure Improvements Project

Jason Lee/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority to define roles, responsibilities, and funding to prepare a Project Definition Report for the Coastal Rail Infrastructure Improvements Project.



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Recommendations

- A. Request to amend the Orange County Transportation Authority Fiscal Year 2021-22 budget by \$700,000, to accommodate Cooperative Agreement No. C-1-3828 with the Southern California Regional Rail Authority to develop long-term solutions along the coastal rail corridor to protect the railroad against future tidal and landslide risks.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3828 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in the amount of \$700,000, to prepare a Project Definition Report for the Coastal Rail Infrastructure Improvements Project.

21. Cooperative Agreement with the Southern California Regional Rail Authority for Railroad Track Stabilization in the City of San Clemente

Dinah Minteer/Jennifer L. Bergener

Overview

The Orange County Transportation Authority owns over 40 miles of active rail line in Orange County that extends from the City of Fullerton to the San Diego County Line in the City of San Clemente. Metrolink is responsible for regional rail operations and maintenance along the corridor. In September, tidal surges, along with a failing slope, severely degraded the railroad track structure in the City of San Clemente. Staff is requesting approval to enter into a cooperative agreement with the Southern California Regional Rail Authority for costs associated with stabilizing the railroad track structure, in an area owned by the Orange County Transportation Authority.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3749 with the Southern California Regional Rail Authority in the amount up to \$5,000,000, to stabilize the railroad track structure in the City of San Clemente.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2021-22 Budget by \$5,000,000, to accommodate Cooperative Agreement No. C-1-3749 for the railroad track stabilization work.



BOARD AGENDA

Regular Calendar

There are no Regular Calendar matters.

Discussion Items

22. 2021 Attitudinal and Awareness Survey Results

Alice T. Rogan/Maggie McJilton

A countywide survey of Orange County residents was recently conducted to gain an understanding of current attitudes and awareness of the Orange County Transportation Authority and its services, projects, and programs, as well as transportation priorities for the development of the 2022 Long Range Transportation Plan. True North Research, Inc. will present the results of the 2021 Countywide Attitudinal and Awareness Survey.

23. Public Comments

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

24. Chief Executive Officer's Report

25. Directors' Reports

26. Closed Session

There are no Closed Sessions scheduled.

27. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, December 13, 2021**, at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.



November 22, 2021

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Public Hearing for the 2021 Orange County Congestion Management Program Report

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program. In accordance with state law, the Orange County Congestion Management Program Report has been updated for 2021 and all requirements have been fulfilled. A public hearing is required prior to the Board of Directors' adoption of the biennial Congestion Management Program Report.

Recommendations

- A. Consider public hearing comments received on the 2021 Orange County Congestion Management Program Report.
- B. Adopt the 2021 Orange County Congestion Management Program Report.
- C. Direct staff to forward the 2021 Orange County Congestion Management Program Report to the Southern California Association of Governments for a finding of regional consistency.

Background

In June 1990, the passage of Proposition 111 required urbanized areas to designate a Congestion Management Agency (CMA) and adopt a Congestion Management Program (CMP) to continue receiving state gasoline tax funds. As Orange County's designated CMA, the Orange County Transportation Authority (OCTA) is responsible for developing, monitoring, and biennially updating Orange County's CMP Report. The purpose of the CMP is to provide a mechanism for coordinating land-use and transportation decisions, and to assess how travel demand is being managed by monitoring the transportation

system. Specific CMP elements are also used in the Measure M2 (M2) eligibility process (per the M2 Ordinance) that qualifies cities and the County of Orange for M2 funds.

The draft 2021 Orange County CMP Report was presented to the OCTA Board of Directors (Board) on September 27, 2021 and was subsequently released for public review. A notice of availability was forwarded to local jurisdictions including the Southern California Association of Governments (SCAG), and the California Department of Transportation (Caltrans) District 12. The City of Anaheim, SCAG, and Caltrans District 12 submitted comments that are summarized below, and are included as attachments A, B, and C.

- The City of Anaheim acknowledged and agreed with discussions in the draft CMP Report regarding the reductions in traffic and transit ridership experienced during the coronavirus (COVID-19) pandemic and how SB 743 (Chapter 386, Statutes of 2013) requirements for analysis of vehicle miles traveled under the California Environmental Quality Act are separate and apart from the CMP Traffic Impact Analysis requirements that measure level of service (LOS).
- SCAG confirmed that the draft 2021 CMP effectively addresses statutory requirements and recommended a minor formatting edit that has been addressed in the final report (Attachment D).
- Caltrans District 12 highlighted state transportation planning priorities for safety, reliability, equity, and environmental protection. These priorities will be considered in OCTA's transportation planning efforts, such as the Long-Range Transportation Plan, as well as future CMP Reports.

In accordance with state law, the final 2021 Orange County CMP Report is now being presented at a noticed public hearing prior to adoption. Public hearing notices were posted as follows:

- OCTA.net on October 13, 2021,
- Nguoi Viet on October 15, 2021,
- OC Register on October 17, 2021, and
- Excelsior on October 22, 2021.

Discussion

The 2021 Orange County CMP Report has been developed in compliance with state law and includes the elements discussed below.

Traffic Level of Service Standards

In 1991, OCTA implemented an intersection capacity utilization (ICU) monitoring method. This was developed with technical staff from local and state agencies for measuring the level of service (LOS) at CMP intersections and assigning an LOS grade as reflected in the table below. This method is consistent with the Caltrans Highway Capacity Manual. The first CMP intersection LOS measurement (taken in 1992 for most CMP intersections) established a baseline for comparing future measurements. CMP intersections are required to maintain an LOS grade of 'E' or better, unless the baseline LOS was lower than E. If the baseline LOS is lower than E, the ICU rating cannot increase by more than 0.10. If the minimum LOS is not maintained, the intersection will be considered deficient. The responsible agency must identify improvements necessary to bring deficient intersections back into conformity with the LOS standards. This can be achieved through existing plans in current capital improvement programs, or through development of deficiency plans. There were no deficient intersections identified in the 2021 Orange County CMP Report.

LOS Grade	ICU Rating	General Description
A	0.00 – 0.60	Free flow, no delays
B	0.60 – 0.70	Mostly free flow, minimal delays
C	0.70 – 0.80	Acceptable delays
D	0.80 – 0.90	Approaching instability or delays with some backups forming
E	0.90 – 1.00	Vehicle volume nearing capacity with increased delay and backups
F	> 1.00	Volume exceeds capacity resulting in significant delays and backups

Performance Measures

CMP highway and roadway system performance is measured by LOS at 101 CMP intersections in Orange County. Since 1992, average LOS conditions have improved by approximately 36 percent in the morning and 28 percent in the evening. The 2021 figures show an improvement over 2019 as well. The 2019 CMP Report showed improvements of approximately 10.5 percent and 12.5 percent, respectively. It should be noted that the data collection occurred in the winter and spring of 2021 and were therefore affected by the downturn in traffic volumes resulting from COVID-19 and the State's stay-at-home order that was imposed to encourage the public to limit interactions and slow the spread of COVID-19. However, the LOS improvements reported through the CMP consistently demonstrate the value of the investments made in the transportation system. Orange County's population and employment has increased by approximately 28 percent and 17 percent, respectively since 1992, yet effective

use of M2 funds, as well as other local, state, and federal resources has helped manage the related traffic implications.

Additionally, transit system performance is reported to track the effectiveness and efficiency of Orange County's fixed-route bus and commuter rail services. These performance metrics are also reflective of pandemic conditions where Orange County transit ridership dropped significantly. However, ridership has been steadily recovering since the stay-at-home order was lifted and OCTA anticipates expanding service as transit demand increases. The priorities for service improvements include addressing vehicle loads, balancing frequency of headways with demand, providing on-time performance, and enhancing service accessibility. OCTA's Bus Restructuring Study, which is currently underway, will be considering these priorities and identifying system improvements where appropriate.

Transportation Demand Management (TDM)

There are various demand management strategies implemented throughout Orange County that help address congestion on the CMP highway system by supporting and promoting alternatives to driving alone. These methods and strategies often include incentives for use of carpools, vanpools, transit, bicycling, flexible work hours, remote working, and parking management programs,

Land-Use Analysis Program

The CMP Traffic Impact Analysis (TIA) Guidelines define a process for local jurisdictions to measure and mitigate impacts of proposed development projects on the CMP highway system. All local jurisdictions have adopted this process, or a process consistent with the CMP TIA Guidelines. Compliance with the Land-Use Analysis Program is a requirement of the M2 eligibility process for local jurisdictions.

Capital Improvement Program (CIP)

A seven-year capital improvement program of projects for each Orange County local jurisdiction is included in the CMP report. The CIP includes projects that help maintain or improve traffic conditions on the CMP Highway System and other local facilities. Local jurisdictions submit CIPs to OCTA as part of the M2 eligibility process.

CMP Conformance

As the designated CMA, OCTA determines if local jurisdictions are in conformance with the CMP by monitoring the following:

- Consistency with LOS standards,
- Adoption and implementation of deficiency plans when traffic LOS standards are not maintained,
- Adoption and implementation of a program to analyze the impacts of land-use decisions, and
- Adoption and submittal of CIPs.

OCTA gathers the local traffic data to determine the LOS for CMP intersections and reports any deficient intersections after consultation with the responsible jurisdiction. No deficient intersections are identified in the 2021 Orange County CMP Report. In addition, local jurisdictions completed a set of checklists, developed by OCTA, that guide them through the CMP conformity requirements. The checklists ensure the legislative requirements of the CMP are addressed, including land-use coordination, CIP preparation, and TDM strategies utilization. Based on the LOS monitoring and the completed CMP checklists, all local jurisdictions are in compliance with the CMP (Attachment E).

Next Steps

Following the noticed public hearing, and upon Board approval, the 2021 Orange County CMP Report will be forwarded to SCAG to make a final determination of consistency with the current Regional Transportation Plan.

Summary

The 2021 Orange County CMP Report has been prepared in accordance with statutory requirements and has been developed through cooperative efforts involving local jurisdictions and public agencies. Monitoring efforts have determined that all requirements have been fulfilled, and Board approval of the 2021 Orange County CMP is requested.

Attachments

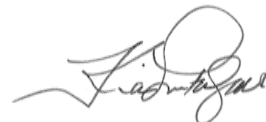
- A. Letter to Greg Nord, Orange County Transportation Authority, from Rafael Cobian, City Traffic Engineer, City of Anaheim, Subject: Draft 2021 Orange County Congestion Management Program Report, dated October 19, 2021
- B. Letter to Mr. Kia Mortazavi, Orange County Transportation Authority, Executive Director, Planning, from Annie Nam, Deputy Director, Transportation, Southern California Association of Governments, re: Draft 2021 Congestion Management Program, dated October 19, 2021
- C. Letter to Mr. Gregory Nord, Section Manager, Orange County Transportation Authority, from Scott Shelley, Branch Chief, Regional-IGR-Transit Planning, Caltrans, District 12, dated October 19, 2021
- D. 2021 Orange County Congestion Management Program Report
- E. 2021 Congestion Management Program, Summary of Compliance

Prepared by:



Gregory Nord
Section Manager III
(714) 560-5885

Approved by:



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

**City of Anaheim
DEPARTMENT OF PUBLIC WORKS**



October 19, 2021

Greg Nord
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

SUBJECT: Draft 2021 Orange County Congestion Management Program Report

Dear Mr. Nord,

Thank you for providing us the opportunity to review and comment on the Draft 2021 Orange County Congestion Management Program (CMP) Report. The City of Anaheim acknowledges the key changes made in the 2021 update of the Orange County CMP and offers the following comments:

- COVID-19 Impacts
 - The City of Anaheim agrees and has also seen significant changes in travel patterns due to COVID-19, including seeing a significant reduction in ridership on the Anaheim Canyon Station circulator as well as Anaheim Transportation Network's Anaheim Resort Transportation routes. Additionally, we agree with the report's findings that traffic volumes have decreased due to COVID-19, which the CMP states may reflect an anomaly in LOS ratings.
- SB 743
 - The City of Anaheim acknowledges the new language added under the Land-Use Impact Analysis Chapter, and understands that we are expected to comply with the CMP by following the CMP TIA Guidelines.

Please let me know if the City of Anaheim can be of any further assistance.

Sincerely,

Rafael Cobian
City Traffic Engineer



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October 19, 2021

Mr. Kia Mortazavi
Orange County Transportation Authority
Executive Director, Planning
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584

Subject: Draft 2021 Congestion Management Program

Dear Mr. Mortazavi:

The Southern California Association of Governments (SCAG) appreciates the opportunity to comment on the Draft 2021 Congestion Management Program (CMP) for Orange County. Under California Government Code Section 65089, SCAG, as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for our region is required to perform an evaluation of CMPs developed by the Congestion Management Agencies (CMAs) in the SCAG region.

The Orange County Transportation Authority (OCTA) is the designated CMA for Orange County and is responsible for preparation of the biennial CMP. The Draft 2021 CMP was prepared in response to State CMP requirements. The following evaluations of CMPs are required by the State of California and are based on SCAG's Regional Consistency and Compatibility Criteria for CMPs:

- Consistency between countywide modeling methodology/databases and SCAG's model and database [Section 65089(c)];
- Consistency with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the related socio-economic data [Section 65089.2(a)];
- Compatibility with other CMPs developed within the SCAG region [Section 65089.2(a)]; and
- Incorporation of the CMP into the Federal Transportation Improvement Program (FTIP) [Section 65089.2(b)].

SCAG has reviewed the Draft 2021 CMP and discusses its findings below.

Findings

- The Draft 2021 CMP addresses congestion relief in Orange County through the following strategies: CMP Highway System monitoring and performance measurement, transit system performance monitoring, land use impact analysis, transportation demand management (TDM), a defined Deficiency Plan including monitoring and conformance, and a Capital Improvement Program (CIP).

- The Draft 2021 CMP addresses monitored Level of Service (LOS) for Orange County's CMP Highway System as part of State requirements. OCTA uses the Interchange Capacity Utilization (ICU) method for determining LOS at the intersections. Between 1991 and 2021, the average AM ICU improved from 0.67 to 0.43 (a 35.8 percent improvement), and the PM ICU improved from 0.72 to 0.52 (a 27.8 percent improvement). The ICU improvements indicate that Orange County agencies are effectively operating, maintaining, and improving the CMP Highway System. (OCTA also notes that the data was collected during the COVID 19 pandemic and thus may reflect an anomaly for intersection LOS ratings.)
- The Draft 2021 CMP includes no intersections that are deficient.
- The Draft 2021 CMP addresses the Orange County Deficiency Plan process. Cities with deficient intersections must prepare deficiency plans. The LOS Deficiency Plans are not required if the deficient intersections are brought into compliance within 18 months of their initial detection, using improvements that have been previously planned and programmed in the CMP Capital Improvement Program (CIP), or are exempt due to other factors per CMP statute.
- The Draft 2021 CMP contains the implementation and monitoring programs for the recommended CMP strategies.
- Chapter 6 of the Draft 2021 CMP addresses the CMP CIP, a seven-year program of projects. OCTA certifies that all projects in the CIP that are funded by federal or state funds, as well as locally funded projects of regional significance, are consistent with SCAG's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) "Connect SoCal" and included in the Federal Transportation Improvement Program (FTIP).
- Appendix D of the Draft 2021 CMP contains a set of checklists to guide local jurisdictions in conforming with CMP requirements, goals and objectives. (Checklists themselves say "Appendix C" – please correct).
- The Draft 2021 CMP is consistent with SCAG's RTP/SCS goals, objectives, and policies, including use of the related socio-economic data.
- The Draft 2021 CMP modeling, both for methodology and database applications, is consistent with the SCAG regional model used for development of the RTP/SCS.

We look forward to receiving the Final 2021 CMP for final review and certification. If you have any questions on SCAG's comments, please contact me at (213) 236-1827, or Steve Fox, Senior Regional Planner at (213) 236-1855.

Sincerely,



Annie Nam

Deputy Director, Transportation

DEPARTMENT OF TRANSPORTATION

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1750 EAST FOURTH STREET, SUITE 100

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October 19, 2020

Mr. Gregory Nord
Section Manager
Orange County Transportation Authority
600 Main Street
Orange, CA 92868

File: IGR/CEQA
SCH#: N/A
12-ORA-2017-01804
All routes within OC

Dear Mr. Nord,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Orange County Transportation Authority's Congestion Management Plan (CMP) for the County of Orange. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The goals of Orange County's CMP are to support regional mobility objectives by reducing traffic congestion, to provide a mechanism for coordinating land-use and development decisions that support the regional economy, and to support gas tax funding eligibility. To meet these goals, the CMP contains policies designed to monitor and address system performance issues. Caltrans is a commenting agency for this project and upon review, have the following comments:

Transportation Planning

1. Caltrans appreciates OCTA's recommendation, to local agencies, to coordinate with Caltrans' Local Development Intergovernmental Review Branch. The LD-IGR Branch's role is to provide early coordination, review, and comments on potential transportation impacts to State Highway facilities. This early coordination reduces time and effort for approvals on projects and helps reduce impacts to the local and regional transportation system.
2. Caltrans encourages the evaluation of potential Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network. For additional TDM options, refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). This reference is available online at:
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

3. Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Complete Streets improvements promote regional connectivity, improve air quality and public health, reduce congestion, and Vehicle Miles Traveled (VMT), promote improved first-/last-mile connections, and increase safety for all modes of transportation.
4. In accordance with the State's goal of Triple Double Double, Caltrans supports OCTA's OC Active initiative. Along with Vision Zero, Caltrans strives to make Orange County a safer and more improved place for all modes of transportation. These initiatives along with better signage, active transportation infrastructure, and safety features will encourage more active transportation, reducing reliance on automobiles.
5. To improve first mile/last mile connectivity, continue coordinating with local agencies and developing policies for e-transit/micro-transit. Studies show that almost half of all automobile trips are under 3-miles. E-transit/micro-transit can provide more sustainable alternatives to these short length trips.
6. Caltrans supports OCTA in promoting the usage of bus and rail transit services. Transit provides local and regional mobility alternatives to automotive driving, reducing congestion and emission impacts of transportation, while reducing overall VMT. Consider accessibility and transportation equity when analyzing transit performance measures.
7. Caltrans encourages the use of the Governor's Office of Planning and Research Technical Advisory guidance to identify and analyze VMT related impacts. This information can be found at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
8. Please continue to coordinate with Caltrans regarding Capital Improvement Program projects that occur near or on the State Highway System.
9. Proximity to the Port of Los Angeles and Port of Long Beach may contribute to congestion in freight corridors throughout Orange County. Consider a discussion on freight and its impacts to the transportation system. Policies such as off-peak hour transportation and dedicated freight rest areas may result in reduced congestion.
10. Consider the impacts of partial or full implementation of work-from-home initiatives post-pandemic to transportation network congestion and transit services.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Jude Miranda at (657) 328-6229 or Jude.Miranda@dot.ca.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley". The signature is fluid and cursive, with the first name "Scott" and last name "Shelley" clearly distinguishable.

SCOTT SHELLEY
Branch Chief, Regional-IGR-Transit Planning
Caltrans, District 12

2021 Orange County Congestion Management Program Report

Orange County Transportation Authority
November 2021

www.octa.net



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2021 Update

The 2021 Congestion Management Program (CMP) report offers a snapshot of some of the many evolving circumstances and challenges both Orange County and the Orange County Transportation Authority (OCTA) have been facing in recent years. Although many of these challenges are not unique to the region or the agency, OCTA continues to adapt its systems and programs as it navigates through new societal, technological, and political dynamics. Following is a summary of key changes made in the 2021 update of the Orange County CMP:

1. **Coronavirus (COVID-19) Impacts on the Transportation System** – A significant new challenge OCTA has encountered in the delivery of its projects and services is the ongoing impacts from the COVID-19 pandemic. Since 2020, this has resulted in a number of significant changes to travel patterns in Orange County, including a reduction in ridership on OCTA's bus system, Metrolink's rail system, and reduced traffic on Orange County's streets and roads. Some of these impacts may be temporary and others may be more long-term. The 2021 CMP update discusses and reflects these trends throughout the document, most particularly in the data sets it includes.
2. **Discussion of SB 743 (Chapter 5, Statutes of 2017) Implementation in Relationship to the CMP** – SB 743 was first referenced as part of the 2019 CMP update as a means of providing some initial guidance and clarity on evaluating transportation impacts under California Environmental Quality Act (CEQA). This information was included at the end of Chapter 1: Introduction as a new subsection on SB 743 legislation. The 2021 update has now added new language under Chapter 5: Land-Use Impact Analysis, as well that builds on the information first introduced in 2019. These changes clarify that all jurisdictions in Orange County are expected to comply with the CMP Land-Use Coordination analysis by following a process consistent with the CMP Traffic Impact Analysis (TIA) guidelines for the purpose of monitoring Orange County's highway system performance.

Chapter 1: Introduction

Purpose and Need

In June 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a CMP. The following year, Orange County's local governments designated the OCTA as the Congestion Management Agency (CMA) for the County. As a result, OCTA is responsible for the development, monitoring, and biennial updating of Orange County's CMP.

The passage of AB 2419 (Chapter 293, Statutes of 1996), in July 1996, provided local agencies the option to elect out of the CMP process without the risk of losing state transportation funding. However, local jurisdictions in Orange County expressed a desire to continue the existing CMP process, because the requirements were similar to those of the Orange County Measure M Growth Management Program (GMP), and because it contributes to fulfilling federal requirements for the Congestion Management Process (23 Code of Federal Regulations 450.320), which is prepared by the Southern California Association of Governments (SCAG). The OCTA Board of Directors affirmed the decision to continue with the existing CMP process on January 13, 1997. Although the GMP ended with the sunset of Measure M, the CMP remains necessary as an eligibility requirement under Measure M2 (M2).



As mentioned above, the CMP contributes to federal Congestion Management Process requirements, which is a systematic and regionally-accepted approach for managing congestion. The federal Congestion Management Process provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.

The Congestion Management Process is also intended to serve as a systematic process that provides for consistent and effective integrated monitoring and management of the multimodal transportation system.

The process includes:

- Development of congestion management objectives;
- Establishment of measures of multimodal transportation system performance;
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion;
- Identification of congestion management strategies;
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy; and
- Evaluation of the effectiveness of implemented strategies.

A federal Congestion Management Process is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements also state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process.

CMP Goals

The goals of Orange County's CMP are to support regional mobility objectives by reducing traffic congestion, to provide a mechanism for coordinating land-use and development decisions that support the regional economy, and to support gas tax funding eligibility.

To meet these goals, the CMP contains a number of policies designed to monitor and address system performance issues. OCTA developed the policies that makeup Orange County's CMP in coordination with local jurisdictions, the California Department of Transportation (Caltrans), and the South Coast Air Quality Management District (SCAQMD).

State Legislation

Required Elements

California Government Code Section 65089(b) requires the CMP to include specific elements, as summarized below. The full text of the Government Code can be viewed at <https://leginfo.legislature.ca.gov/faces/codes.xhtml>, sections 65088-65089.10.

Traffic Level of Service Standards – §65089(b)(1)(A) & (B)

Traffic level of service (LOS) standards shall be established for a system of highways and roadways. The highways and roadway system shall be designated by OCTA and shall include, at minimum, all state highways and principal arterials. None of the designated facilities may be removed, and new state highways and principal arterials must be added, except if they are within an infill opportunity zone. The LOS must be measured using a method that is consistent with the Highway Capacity Manual. The LOS standards must not be below level of service "E", unless the levels of service from the baseline CMP

dataset were lower. If a Congestion Management Program Highway System (CMPHS) segment or intersection does not meet the minimum LOS standard outside an infill opportunity zone, a deficiency plan must be adopted (subject to exclusions).

Chapter 2 specifically addresses this element.

Performance Measures – §65089(b)(2)

Performance measures shall be established to evaluate the current and future performance of the transportation system. At a minimum, measures must be established for the highway and roadway system, frequency and routing of public transit, and for the coordination of transit service by separate operators. These measures will be used to

support improvements to mobility, air quality, land-use, and economic objectives and shall be incorporated into the Capital Improvement Program, the Land-Use Analysis Program, and any required deficiency plans.

Chapter 3 specifically addresses this element.

Travel Demand – §65089(b)(3)



A travel demand element shall be established to promote alternative transportation methods, improve the balance between jobs and housing, and other trip reduction strategies. These methods and strategies may include, but are not limited to, carpools, vanpools, transit, bicycles, park-and-ride lots, flexible work hours, telecommuting, parking management programs, and parking cash-out programs.

Chapter 4 specifically addresses this element.

Land-Use Analysis Program – §65089(b)(4)

A program shall be established to analyze the impacts of land-use decisions on the transportation system, using the previously described performance measures. The analysis must also include cost estimates associated with mitigating those impacts. To avoid duplication, this program may require implementation through the requirements and analysis of CEQA.

Chapter 5 specifically addresses this element.

Capital Improvement Program – §65089(b)(5)

The CMP shall use the performance measures described above to determine effective projects that mitigate impacts identified in the Land-Use Analysis Program, through an adopted seven-year capital improvement program. This seven-year program will conform to transportation-related air quality mitigation measures and will include any projects that increase the capacity of the transportation system. Furthermore, consideration will be given to maintaining or improving bicycle access and safety within the project areas. Projects necessary for preserving investments in existing facilities may also be included.

Chapter 6 specifically addresses this element.

CMA Requirements

As Orange County's CMA, OCTA is responsible for the administration of the CMP, as well as providing data and models that are consistent with those used by the SCAG. OCTA is also responsible for developing the deficiency plan processes. These requirements are described in the legislation, and are summarized below.

Modeling and Data Consistency – §65089(c)

In consultation with SCAG and local jurisdictions, OCTA developed a uniform database on traffic impacts for use in a countywide transportation computer model. This database is consistent with the database maintained by SCAG, the regional agency. The Orange County Transportation Analysis Model (OCTAM) is developed and maintained by OCTA. OCTAM uses standardized assumptions and conventions and is consistent with the methodologies adopted by SCAG. OCTA encourages local jurisdictions to use OCTAM to determine the quantitative impacts of development on the circulation system. This approach to modeling and data consistency reflects a consensus approach developed through discussions between OCTA and local jurisdictions.

Appendix G discusses this requirement in more detail.

Deficiency Plan Procedures – §65089.4

OCTA is responsible for preparing and adopting procedures for local deficiency plan development and implementation. OCTA's deficiency plan procedures incorporate a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within Orange County. If required, a multi-jurisdictional deficiency plan must be adopted by all participating local jurisdictions. The procedures also provide for a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities.

Chapter 3 and Appendix C discuss this requirement in more detail.

Other Relevant Legislation

SB 743

Approved in 2013, SB 743 amended the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Since its passing, the Governor's Office of Planning and Research has proposed changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. Since adoption by the California Natural Resources Agency in 2018, automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA.

The intent of this legislation is to balance the need for traffic LOS standards with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers. In doing so, this legislation aims to provide greater flexibility to local governments to balance these sometimes competing needs.

Lead agencies, including OCTA, are required to comply with SB 743 requirements in the CEQA Guidelines, and OCTA even evaluates VMT in plans such as the Long-Range Transportation Plan (LRTP). However, a jurisdiction may still adopt LOS as a performance standard for analyzing traffic conditions and maintaining throughput on its highway system. Therefore as Orange County's Congestion Management Agency, OCTA still requires LOS analysis for certain projects as defined in the CMP TIA Guidelines.

Chapter 2: Traffic Level of Service Standards

In 1991, the OCTA implemented an Intersection Capacity Utilization (ICU) monitoring method, developed with technical staff members from local and State agencies, for measuring the LOS at CMPHS intersections. The CMP LOS grade chart is illustrated in Figure 1.

FIGURE 1: LOS Grade Chart

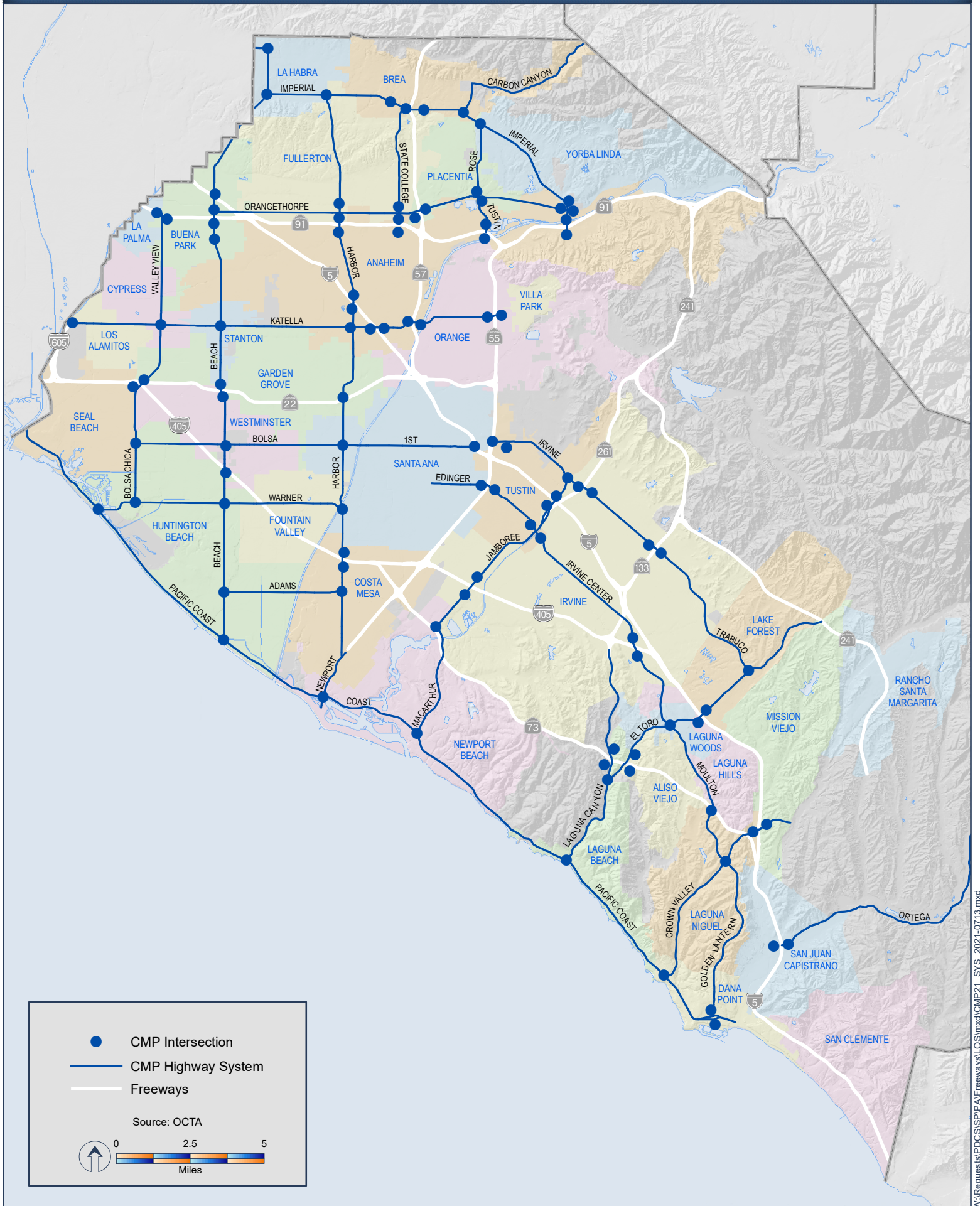
Level of Service	ICU Rating
A	0.00 – 0.60
B	0.60 – 0.70
C	0.70 – 0.80
D	0.80 – 0.90
E	0.90 – 1.00
F	> 1.00

The first CMP LOS measurement recorded, which was in 1992 for most CMP intersections, established the baseline for comparing future measurements. During subsequent LOS monitoring, CMP statute requires that CMPHS intersections maintain a LOS grade of 'E' or better, unless the baseline is lower than 'E'; in which case, the ICU rating cannot increase by more than 0.10. Chapter 3 discusses the ICU method in more detail.

OCTA has an established CMPHS, consisting of Orange County's state highways and the arterials included in OCTA's Smart Street network (Figure 2). If, during any monitoring period, a CMPHS intersection is determined to be performing below the LOS standards, the responsible agency must identify improvements necessary to meet the LOS standards. This is accomplished either through existing plans or capital improvement programs, or through the development of a deficiency plan. This is described in more detail in Chapter 3.



Figure 2: 2021 Congestion Management Program Highway System



Freeway monitoring results, provided by Caltrans District 12, are located in Appendix A. Caltrans is responsible for monitoring freeway performance and addressing any deficiencies on State-operated facilities. Caltrans' responsibilities include, but are not limited to:

- A. Evaluating current conditions and identifying deficiencies.
- B. Developing plans and strategies to address deficiencies.
- C. Evaluating development projects of local and regional significance to determine whether they will impact the State transportation system and, if so, working with lead agencies to develop potential mitigation measures.

For the State transportation system, Caltrans does not use CMP thresholds and analysis methodologies to determine if significant impacts occur under CEQA. Their specific focus is on maintaining the safety of State highways. As such, their performance measures tend to focus upon freeway segment/ramps, ramp metering operations, queue lengths, and signal operations (timing, phasing, and system/series progression) metrics.

Local agencies are encouraged to coordinate with the Caltrans Local Development/Intergovernmental Review Branch early in the development process to determine what



methodologies and thresholds of significance should be used to identify impacts to the State transportation system. During the development of the Orange County CMP, OCTA works with Caltrans to obtain necessary freeway and state-controlled intersection data, as well as notifying Caltrans of any deficiencies on State facilities.

Chapter 3: System Performance

Highway and Roadway System Performance Measures

This section discusses the process for determining ICU ratings, as well as how ICU ratings determine the LOS at CMPHS intersections. This method is generally consistent with the Highway Capacity Manual.

Overview of ICU Methodology

Traffic counts are manually collected at CMPHS intersections to initiate the ICU calculation process. The counts monitor the traffic flow, including the approach (northbound, eastbound, southbound, or westbound) and movement (left turn, through, or right turn) for each vehicle.

Each intersection has counts conducted in 15-minute increments, during peak periods in the AM (6:00-9:00) and PM (3:00-7:00) on three separate mid-week days (Tuesday, Wednesday, and Thursday). Counts are not taken during periods when irregular conditions exist (inclement weather, holidays, construction, etc.).

The highest count total during any four consecutive 15-minute count intervals within a peak period represents the peak-hour count set. For each intersection, a peak-hour count set is determined for each day's AM and PM peak period, resulting in a group of three AM peak-hour count sets and a group of three PM peak-hour count sets (one for each mid-week count day).

The group of AM peak-hour count sets is averaged, as is the group of PM peak-hour count sets. The results are the volumes used to determine AM and PM volume-to-capacity (V/C) ratios for each movement through the intersection. A number of assumptions determine the capacities for each movement.

An example of an assumption used to determine capacity is the saturation flow-rate, which represents the theoretical maximum number of vehicles that are able to move through an intersection in a single lane during a green light phase. In 1991, OCTA and the technical staff members from local and state agencies agreed upon a saturation flow-rate of 1,700 vehicles per lane per hour. However, other factors can adjust this assumption.

Such factors include right turn lanes, which can increase the saturation flow-rate by 15 percent in specific circumstances. Right turn overlaps (signalized right turn lanes that are



green during the cross traffic's left turn movements) and free right turns (lanes in which vehicles are allowed to turn right without stopping, even when the through signal is red) are some of the circumstances that will increase the saturation flow-rate. If right turns on red are permitted, a *de facto* right turn lane (approaches that do not have designated right turn lanes, but which are at least 19-feet wide and prohibit on-street parking during peak hours) may also increase the saturation flow rate.

Roadway capacity can also be reduced under certain conditions. For example, if a lane is shared for through and turn movements, the saturation flow-rate of 1,700 could be reduced. This occurs only when the turn movement volumes reach a certain threshold that is calculated for each intersection with shared lanes. The reduction represents the slower turning movements interfering with through movements.

Finally, bicycle and pedestrian counts are conducted simultaneously with vehicle counts. Saturation flow-rate calculations may be requested to factor in bicycle and pedestrian activity for effected lanes. These calculations shall use standard reductions in accordance with the most recent Highway Capacity Manual. Reductions are only considered when field observations indicate the presence of more than 100 pedestrians per hour on one leg of an intersection.

Once the V/C ratios are determined for each movement, critical V/C ratios are calculated. Conflicting movements determine which V/C ratios are included in the calculation of the critical V/C ratios. Conflicting movements represent a situation where a movement from one approach prevents a movement from the opposite approach. For example, if through movements are being made from the southbound approach, left turn movements cannot simultaneously be made from the northbound approach. For each set of opposing approaches (north/south and east/west), the two conflicting movements with the greatest summed V/C ratios are identified. These summed V/C ratios then become known as the critical V/C ratios.

OCTA and technical staff members from local and state agencies also agreed upon a lost time factor of 0.05 in 1991. The lost time factor represents the assumed amount of time it takes for a vehicle to travel through an intersection. For each intersection, the critical V/C ratios are summed (north/south + east/west), and the lost time factor is added to the sum, producing the ICU rating for the intersection.

Based on a set of ICU rating ranges, which were agreed upon by OCTA and technical staff members from local and state agencies, grades are assigned to each intersection. The grades indicate the LOS for intersections, and are used to determine whether the intersections meet the performance standards described at the beginning of the chapter.

The 2021 LOS ratings for the CMP intersections have been mapped in Figure 3. A spreadsheet of the baseline and 2021 LOS ratings for the CMP intersections, and corresponding ICU measurements, is located in Figure 4.

Note that in Figure 4, Orange County's average ICU rating has improved over the baseline. Between 1991 and 2021, the average AM ICU improved from 0.67 to 0.43 (an improvement of 35.82 percent), and the PM ICU improved from 0.72 to 0.52 (an improvement of 27.77 percent). The ICU improvements indicate that Orange County agencies are effectively operating, maintaining, and improving the CMP Highway System. However, data collected for the 2021 CMP occurred during the COVID-19 pandemic and might reflect an anomaly for intersection LOS ratings.

Figure 3: 2021 CMP Intersection Level of Service

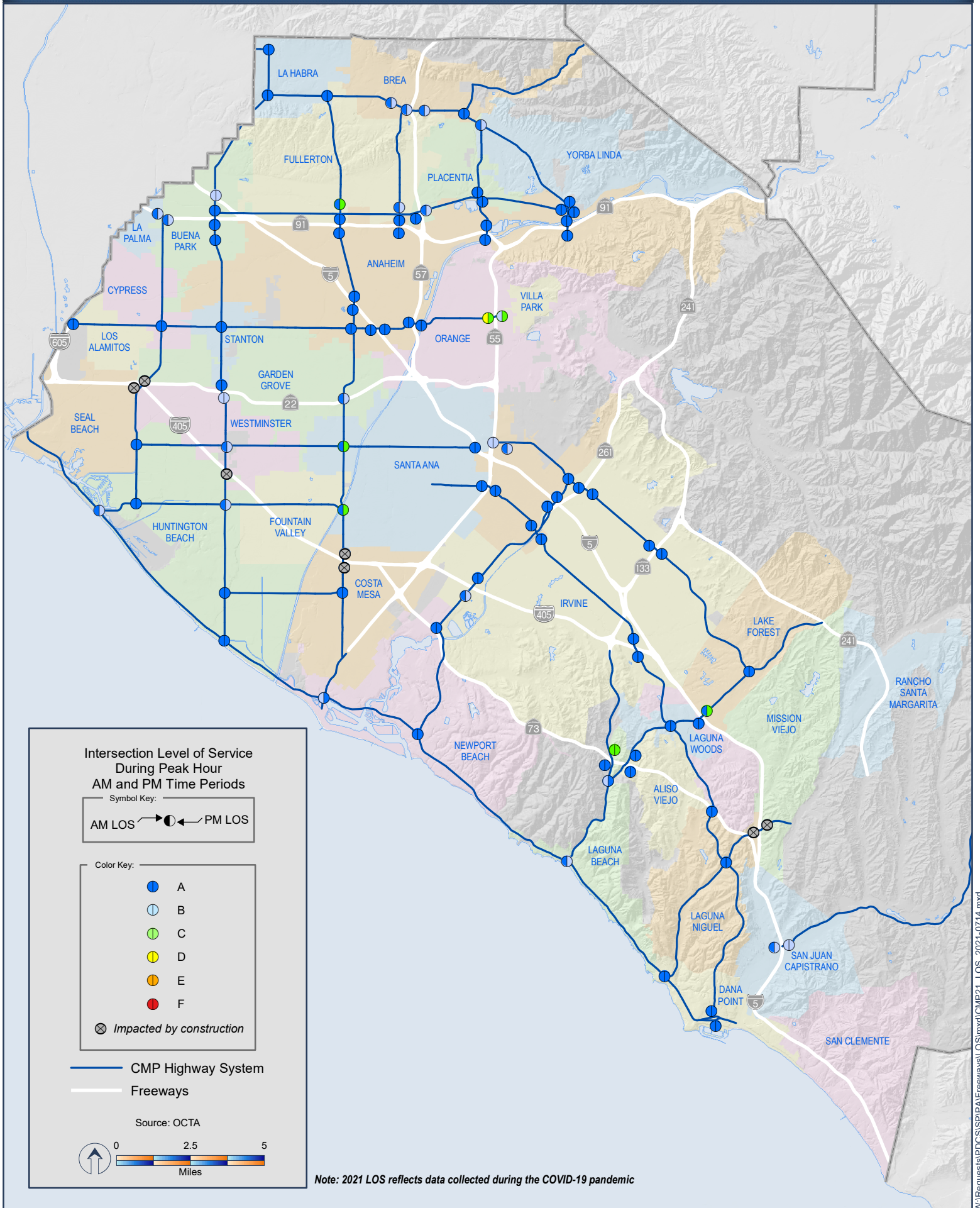


FIGURE 4: 2021 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2021 AM LOS	2021 AM ICU	Baseline PM LOS	Baseline PM ICU	2021 PM LOS	2021 PM ICU
Anaheim	Anaheim Boulevard-I-5 NB Ramp/Katella Avenue	A	0.49	A	0.32	D	0.82	A	0.41
Anaheim	Harbor Boulevard/Katella Avenue	A	0.53	A	0.3	B	0.67	A	0.42
Anaheim	Harbor Boulevard/I-5 SB Ramps	A	0.29	A	0.19	A	0.31	A	0.24
Anaheim	Harbor Boulevard/SR-91 EB Ramps	A	0.46	A	0.35	A	0.52	A	0.5
Anaheim	I-5 NB Ramp/Harbor Boulevard	A	0.52	A	0.31	A	0.54	A	0.41
Anaheim	I-5 SB Ramps/Katella Avenue	A	0.48	A	0.43	A	0.41	A	0.5
Anaheim	SR-57 NB Ramps/Katella Avenue	A	0.51	A	0.27	A	0.41	A	0.31
Anaheim	SR-57 SB Ramps/Katella Avenue	A	0.52	A	0.31	A	0.51	A	0.34
Anaheim	SR-91 EB Ramp/Imperial Highway	C	0.73	A	0.45	C	0.79	A	0.59
Anaheim	SR-91 EB Ramps/State College Boulevard	B	0.69	A	0.37	D	0.82	A	0.39
Anaheim	SR-91 EB Ramps/Tustin Avenue	B	0.66	A	0.43	D	0.84	A	0.37
Anaheim	SR-91 WB Ramp/Harbor Boulevard	B	0.61	A	0.42	C	0.77	A	0.54
Anaheim	SR-91 WB Ramp/Imperial Highway	C	0.71	A	0.42	B	0.63	A	0.49
Anaheim	SR-91 WB Ramp/State College Boulevard	A	0.55	A	0.37	B	0.63	A	0.51
Anaheim	SR-91 WB Ramps/Tustin Avenue	B	0.64	A	0.54	A	0.6	A	0.54
Anaheim	Imperial Highway Off/SB On/Orangethorpe Avenue	A	0.32	A	0.33	A	0.39	A	0.4
Anaheim	Imperial Highway NB On/Orangethorpe Avenue	A	0.26	A	0.18	A	0.3	A	0.26
Anaheim	Imperial Highway/Orangethorpe Avenue Ramps	A	0.41	A	0.32	A	0.42	A	0.36
Brea	SR-57 SB Ramps/Imperial Highway	B	0.68	A	0.5	B	0.7	B	0.61
Brea	State College Boulevard/Imperial Highway	C	0.73	A	0.55	E	0.93	B	0.68
Brea	Valencia Avenue/Imperial Highway	A	0.56	A	0.35	A	0.59	A	0.36
Brea	SR-57 NB Ramp/Imperial Highway	C	0.78	A	0.49	E	0.91	B	0.64
Buena Park	Beach Boulevard/Orangethorpe Avenue	C	0.76	A	0.41	D	0.87	A	0.49
Buena Park	I-5 SB Ramps/Beach Boulevard	C	0.72	B	0.62	C	0.78	B	0.69
Buena Park	SR-91 EB Ramp/Beach Boulevard	C	0.74	A	0.39	D	0.84	A	0.54
Buena Park	SR-91 EB Ramp/Valley View Street	A	0.58	A	0.43	D	0.86	B	0.62
Buena Park	SR-91 WB Ramp/Beach Boulevard	A	0.58	A	0.33	A	0.59	A	0.42
Buena Park	SR-91 WB Ramp/Valley View Street	C	0.8	A	0.49	E	0.94	B	0.69
Costa Mesa	Harbor Boulevard/Adams Avenue	E	0.99	A	0.4	F	1.09	A	0.57
Costa Mesa	I-405 SB Ramps/Harbor Boulevard	A	0.53	Impacted by Construction		B	0.63	Impacted by Construction	
Costa Mesa	I-405 NB Ramps/Harbor Boulevard	E	0.95	Impacted by Construction		F	1.07	Impacted by Construction	
Cypress	Valley View Street/Katella Avenue	B	0.63	A	0.45	D	0.87	A	0.56
Dana Point	Crown Valley Parkway/Bay Drive/PCH	F	1.41	A	0.44	F	1.62	A	0.58
Dana Point	Street of the Golden Lantern/Del Prado Avenue	A	0.32	A	0.2	A	0.53	A	0.36
Dana Point	Street of the Golden Lantern/PCH	A	0.42	A	0.49	A	0.55	A	0.6
Fullerton	Harbor Boulevard/Orangethorpe Avenue	A	0.6	A	0.45	E	0.94	C	0.71
Fullerton	State College Boulevard/Orangethorpe Avenue	C	0.8	A	0.48	D	0.86	B	0.62
Garden Grove	SR-22 WB/Beach Boulevard	C	0.73	B	0.63	C	0.73	B	0.62
Garden Grove	SR-22 WB Ramp/Valley View Street	C	0.76	Impacted by Construction		D	0.87	Impacted by Construction	
Garden Grove	SR-22 WB Ramps/Harbor Boulevard	F	1.1	A	0.58	F	1.16	B	0.67
Huntington Beach	Beach Boulevard/405 SB Ramp/Edinger Avenue	B	0.63	Impacted by Construction		E	1.03	Impacted by Construction	
Huntington Beach	Beach Boulevard/Adams Avenue	A	0.55	A	0.42	C	0.67	A	0.58
Huntington Beach	Beach Boulevard/PCH	A	0.45	A	0.37	A	0.47	A	0.5
Huntington Beach	Beach Boulevard/Warner Avenue	C	0.78	A	0.56	E	0.93	B	0.66
Huntington Beach	Bolsa Chica Street/Bolsa Avenue	B	0.66	A	0.36	A	0.53	A	0.43
Huntington Beach	Bolsa Chica Street/Warner Avenue	A	0.57	A	0.47	D	0.81	A	0.58

FIGURE 4: 2021 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2021 AM LOS	2021 AM ICU	Baseline PM LOS	Baseline PM ICU	2021 PM LOS	2021 PM ICU
Huntington Beach	PCH/Warner Avenue	D	0.81	A	0.46	B	0.72	B	0.61
Irvine	SR-133 NB Ramps/Irvine Boulevard	A	0.37	A	0.36	A	0.33	A	0.44
Irvine	SR-133 SB Ramps/Irvine Boulevard	A	0.37	A	0.34	A	0.29	A	0.36
Irvine	SR-261 NB Ramps/Irvine Boulevard	A	0.38	A	0.21	A	0.53	A	0.32
Irvine	SR-261 SB Ramps/Irvine Boulevard	A	0.42	A	0.23	A	0.4	A	0.29
Irvine	I-405 NB Ramps/Enterprise/Irvine Center Drive	E	0.95	A	0.3	A	0.39	A	0.46
Irvine	I-405 NB Ramps/Jamboree Road	F	1.03	A	0.48	C	0.78	A	0.59
Irvine	I-405 SB Ramps/Irvine Center Drive	E	1	A	0.31	A	0.57	A	0.4
Irvine	I-405 SB Ramps/Jamboree Road	E	0.92	A	0.55	B	0.66	B	0.69
Irvine	I-5 NB Ramps/Jamboree Road	A	0.54	A	0.43	C	0.75	A	0.57
Irvine	I-5 SB Ramps/Jamboree Road	A	0.4	A	0.48	A	0.35	A	0.52
Irvine	MacArthur Boulevard/Jamboree Road	B	0.61	A	0.31	B	0.69	A	0.36
La Habra	Harbor Boulevard/Imperial Highway	D	0.81	A	0.43	D	0.86	A	0.57
La Habra	Beach Boulevard/Imperial Highway	D	0.85	A	0.36	D	0.87	A	0.58
La Habra	Beach Boulevard/Whittier Boulevard	A	0.33	A	0.33	A	0.29	A	0.46
Laguna Beach	El Toro Road/SR-73 NB Ramps	E	0.91	A	0.39	A	0.59	A	0.49
Laguna Beach	El Toro Road/SR-73 SB Ramps	A	0.41	A	0.36	B	0.67	A	0.46
Laguna Beach	Laguna Canyon Rd/SR-73 NB Ramps	C	0.73	C	0.72	C	0.72	C	0.72
Laguna Beach	Laguna Canyon Rd/SR-73 SB Ramps	A	0.32	A	0.32	A	0.33	A	0.3
Laguna Beach	Laguna Canyon Road/El Toro Road	F	1.54	B	0.63	F	1.16	A	0.57
Laguna Beach	Laguna Canyon Road/PCH	D	0.84	A	0.59	C	0.74	B	0.65
Laguna Hills	I-5 SB Ramp/Avenida de la Carlotta/El Toro Road	F	1.18	A	0.41	F	1.13	A	0.42
Laguna Niguel	Moulton Parkway/SR-73 SB Ramps	A	0.45	A	0.27	A	0.38	A	0.3
Laguna Niguel	Moulton Parkway/Crown Valley Parkway	A	0.56	A	0.43	B	0.65	A	0.49
Laguna Niguel	I-5 SB Ramps/Crown Valley Parkway	E	0.94	Impacted by Construction		F	1.26	Impacted by Construction	
Laguna Woods	Moulton Parkway/El Toro Road	A	0.56	A	0.4	D	0.81	A	0.45
Lake Forest	I-5 NB/Bridger/El Toro Road	F	1.03	A	0.55	C	0.8	C	0.74
Lake Forest	Trabuco Road/El Toro Road	B	0.69	A	0.48	B	0.65	A	0.51
Los Alamitos	I-605 NB Ramps/Katella Avenue	B	0.68	A	0.28	B	0.69	A	0.37
Mission Viejo	I-5 NB Ramps/Crown Valley Parkway	D	0.86	Impacted by Construction		F	1.01	Impacted by Construction	
Newport Beach	MacArthur Boulevard/PCH	A	0.51	A	0.46	B	0.7	A	0.56
Newport Beach	Newport Boulevard/PCH	A	0.56	B	0.6	A	0.49	A	0.54
Orange	SR-55 NB Ramps/Sacramento/Katella Avenue	C	0.75	B	0.6	D	0.85	C	0.77
Orange	SR-55 SB Ramps/Katella Avenue	C	0.73	D	0.89	E	0.95	C	0.8
Placentia	Rose Drive/Imperial Highway	E	0.95	A	0.46	E	0.99	B	0.63
Placentia	SR-57 NB Ramps/Orangethorpe Avenue	B	0.67	A	0.55	C	1.03	B	0.61
Placentia	SR-57 SB Ramps/Iowa Place/Orangethorpe Avenue	C	0.74	A	0.41	B	0.8	A	0.44
Placentia	Del Cerro Dr/Orangethorpe Ave	A	0.29	A	0.2	A	0.69	A	0.23
Placentia	Rose Dr/Del Cerro Dr	A	0.59	A	0.4	A	0.69	A	0.41
San Juan Capistrano	I-5 NB Ramps/Ortega Highway	A	0.52	B	0.66	A	0.51	B	0.69
San Juan Capistrano	I-5 SB Ramps/Ortega Highway	B	0.61	A	0.58	C	0.58	B	0.62
Santa Ana	Harbor Boulevard/1st Street	A	0.48	A	0.57	D	0.77	C	0.7
Santa Ana	Harbor Boulevard/Warner Avenue	E	0.93	A	0.56	E	0.81	C	0.71
Santa Ana	I-5 SB Ramps/1st Street	A	0.29	A	0.41	A	0.98	A	0.44
Santa Ana	SR-55 SB Ramp/Auto Mall/Edinger Avenue	D	0.9	A	0.5	F	0.46	A	0.53
Santa Ana	SR-55 SB Ramps/Irvine Boulevard	B	0.68	B	0.6	D	1.06	B	0.64

FIGURE 4: 2021 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2021 AM LOS	2021 AM ICU	Baseline PM LOS	Baseline PM ICU	2021 PM LOS	2021 PM ICU
Stanton	Beach Boulevard/Katella Avenue	D	0.89	A	0.48	F	0.83	A	0.56
Tustin	Jamboree Road/Edinger Avenue-NB Ramp	A	0.28	A	0.31	A	0.32	A	0.41
Tustin	Jamboree Road/Edinger Avenue-SB Ramp	D	0.81	A	0.31	A	0.41	A	0.41
Tustin	Jamboree Road/Irvine Boulevard	B	0.65	A	0.43	A	0.59	A	0.51
Tustin	SR-55 NB Ramps/Edinger Avenue	C	0.72	A	0.36	B	0.65	A	0.54
Tustin	SR-55 NB Ramps/Irvine Boulevard	A	0.59	A	0.5	A	0.45	B	0.68
Westminster	SR-22 EB/Beach Boulevard	A	0.53	A	0.45	A	0.54	A	0.46
Westminster	Beach Boulevard/Bolsa Avenue	F	1.09	A	0.59	F	1.11	B	0.66
Westminster	Bolsa Chica Road/Garden Grove Boulevard	E	0.91	Impacted by Construction		E	0.97	Impacted by Construction	
	COUNTY AVERAGE		0.67		0.43		0.72		0.52

*2021 LOS reflects data collected during the COVID-19 pandemic

Deficiency Plans

If an intersection does not meet LOS standards, then a deficiency plan is required, as described under California Government Code Section 65089.4. The deficiency plan identifies the cause of congestion, the improvements needed to solve the problem, and the cost and timing for implementing proposed improvements.

A deficiency plan process was developed by the CMP Technical Advisory Committee to provide local jurisdictions with a framework for maintaining compliance with the CMP when a portion of the CMPHS fails to meet its established LOS standard (Appendix C-1). The Deficiency Plan Decision Flow Chart (Appendix C-2) illustrates the individual steps that must be taken in order for a local jurisdiction to meet CMP deficiency plan requirements.

Deficiency plans are not required if a deficient intersection is brought into compliance within 18 months of its initial detection, using improvements that have been previously planned and programmed in the CMP Capital Improvement Program. In addition, CMP legislation specifies that the following shall be excluded from deficiency determinations:



- Interregional travel (trips with origins outside the Orange County CMPHS)
- Construction, rehabilitation, or maintenance of facilities that impact the system
- Freeway ramp metering
- Traffic signal coordination by the State or multi-jurisdictional agencies
- Traffic generated by the provision of low-income and very low-income housing
- Traffic generated by high-density residential development located within one-quarter mile of a fixed-rail passenger station
- Traffic generated by any mixed-use development located within one-quarter mile of a fixed rail passenger station, but only if more than half of the land area, or floor area, of the mixed-use development is used for high-density residential housing.

Per §65089.4, the following three CMP intersections have adjustment factors applied to their traffic counts as a result of interregional travel:

- *Beach Boulevard/Whittier Boulevard (City of La Habra)*
- *Beach Boulevard/Imperial Highway (City of La Habra)*
- *Harbor Boulevard/Imperial Highway (City of La Habra)*

There are no intersections exceeding the CMP level of service standard in 2021. However, it should also be noted that data collected for the 2021 CMP occurred during the COVID-19 pandemic and might reflect an anomaly for intersection LOS ratings.

Transit System Performance Measures

As Orange County's transit provider, OCTA continually monitors the frequency and routing of its transit services. Bus and rail transit are essential components of Orange County's transportation system, and are important tools for achieving a balanced multi-modal transportation system capable of maintaining level of service standards.



The CMP performance measures provide an index of the effectiveness and efficiency of Orange County's fixed-route bus and commuter rail services. ACCESS, OCTA's complementary paratransit service, is not reported separately because it is an extension of the fixed-route service. The CMP performance measures are used to help ensure that bus and rail services meet demand.

COVID – 19 Impacts to Bus Service

OCTA implemented an emergency service change on March 23, 2020. This emergency service change reduced service levels to balance a reduction in demand for transit service resulting from the federal and state emergency declarations. This included the State's

stay-at-home order to help reduce the spread of the COVID-19 and correlating public health guidance.

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 increased slightly in June 2020 as demand increased and to help ensure social distancing for passengers and OCTA coach operators. Staff will continue to reinstate service as the economy reopens and demand increases. COVID-19 continues to have a negative impact on bus ridership.

Fixed-Route Bus Service

OCTA's fixed-route bus service includes local routes, express routes, community routes, limited-stop/Bus Rapid Transit (BRT) routes, rail feeder and shuttle routes.

- Local routes (numbered 1 to 99) operate primarily along arterial corridors serving multiple bus stops spaced about 1/4-mile apart, serving multiple destinations

such as residential areas, employment centers, educational institutions and health care facilities. They are the most heavily used bus routes and, in many cases, require additional trips during peak commute periods. OCTA also provides Xpress service which are local routes with limited-stop trips.

- Express routes (numbered 200 to 299 and 700 to 799) provide higher speed point-to-point service along freeways and high-occupancy vehicle (HOV) facilities providing peak period commuter transportation to employment centers. Relatively few stops are made and service is generally designed to match typical work-time spreads. OCTA's 200-series intracounty express routes operate within Orange County while the 700-series intercounty services connect Orange County with neighboring counties such as Los Angeles and Riverside County.
- Community routes (numbered 100 to 199) are typically shorter distance services that may act as community circulators and are less direct compared to the local routes. They often provide connections to the local and express bus network. Community routes typically operate throughout the service day.
- Limited-stop/BRT routes (numbered 500 to 599) provide trips with higher average speeds and connect with other OCTA bus networks and modes. The speed advantage is realized by making fewer stops which are spaced about a three-fourth-mile to one mile apart. Local bus riders making longer distance trips are among the transit users that are attracted to limited-stop/BRT service. Like local and community routes, these services operate throughout the service day.
- Rail feeder/Stationlink routes (numbered 400 to 499) provide first and last mile trips during peak hours to and from employment centers for commuters using Metrolink commuter rail service. Feeder trips are scheduled to match specific train trips and, like express routes, operate only during commute hours.
- Shuttle routes (numbered 600 to 699) serve special event venues or provide additional connections to community points of interest as a traffic mitigation tool. Shuttle routes may be point-to-point and seasonal in nature such as OCTA's Orange County Fair Express network or confined to a single community perhaps using a short distance circular route structure.
- Circulator Shuttle routes (numbered 800 to 899) typically provide short-distance connections to local business on a frequent timed headway. Route 862 is an example implemented to connect the Santa Ana Regional Transportation Center to the Santa Ana Downtown area while the OC Streetcar is under construction. The alignment and timed headway of Route 862 is similar to the planned OC Streetcar service and will help to acclimate riders to transition to the OC Streetcar upon its opening.

OCTA's pre-pandemic fixed-route bus service has a total of 58 routes. The network is comprised of 36 local routes, five express routes (two intra- and three inter-county routes), eight community routes, three limited-stop routes, five rail feeder routes, and one circulator shuttle, as listed above.

After the implementation of the state's stay-at-home order in March 2020, weekday OC Bus ridership dropped significantly. Weekday ridership decreased from approximately 125,000 boardings to the low 30,000s immediately after the stay-at-home order, but has been steadily recovering and is now in the mid 60,000s. In March 2020, OCTA reduced fixed-route bus service to 41 routes (approximately 40 percent of revenue vehicle hours (RVH)) by implementing Sunday service schedules on all routes, seven days a week. Starting in June 2020, an enhanced Saturday service schedule was implemented on weekdays and a regular schedule on Saturdays and Sundays. This increase to 50 routes equates to about 75 percent of RVH for pre-COVID-19 service levels. OCTA anticipates adding incremental amounts of service as ridership increases.

Bus Restructuring Study

OCTA last completed a bus restructuring study nearly a decade ago, in 2012. The "Transit System Study" was the basis for OC Bus 360 changes that were implemented between 2016 and 2018. In general, these changes reallocated service from lower productivity routes and areas to the core service area where these resources could yield additional ridership. COVID-19 has affected transit ridership significantly in Orange County and throughout the nation, although it is not yet clear which impacts may be temporary and which might have more long-term affects. With these considerations, OCTA is looking to restructure the OC Bus system based on changing demand, travel patterns, and funding.

Performance Measures

The section that follows describes OCTA's transit performance measures for vehicle load, vehicle headway, on-time performance, and service accessibility. These performance measures are used to evaluate the effectiveness of transit service provided by OCTA.

Performance Measure 1: Vehicle Load

Vehicle load refers to the maximum number of passengers allowed on a service vehicle, expressed as the ratio of passengers to the number of seats on the vehicle and varied by mode and by time of day. OCTA monitors vehicle load to help ensure the safety and comfort of customers. All pre-pandemic routes have less than 100 percent average peak loads based on an analysis of 2018 Automatic Passenger Counter data.

During COVID-19, OCTA started with a 15-passenger capacity. This was a limit many transit agencies began with, and was less than half of the seated load (36 on a 40' bus) to maintain social distance. These precautions were accompanied with encouragement or

requirement of face coverings, use of hand sanitizers installed on all buses, rear door boarding, and signage along with a marketing campaign preceding these precautions. These precautions considered local, state and federal guidelines, discussions with American Public Transportation Association subcommittees, and the availability of resources to use trippers to mitigate capacity limitation impacts (pass-bys due to overcrowding).

After the installation of plexi-glass shields for coach operators, OCTA switched back to all door boarding and an increase to a 20-passenger capacity. Staff's approach was to leave an empty seat between each passenger (50 percent of the seated capacity equaling 18 passengers). To account for groups that may ride together, staff assumed two to three such groups. Therefore, allowing two additional customers, bringing the total to 20. As of June 15th, 2021, state and local distancing measures were lifted and OCTA has reinstated regular passenger load standards.

Performance Measure 2: Vehicle Headway

Vehicle headway is the time interval between vehicles on a route that allows passengers to gauge how long they will have to wait for the next vehicle. Vehicle headway varies by mode and time of day and is primarily determined by bus ridership. However, it is also limited by the availability of resources to operate the system. To keep up with changing conditions and to make improvements to service, OCTA continually monitors ridership along routes and their respective headways. This process generally results in an identification of improvement priorities pending funding availability.

Due to the impact of COVID-19, OCTA responded with the reduction of frequency to account for the drop in demand for transit service. However, where passenger loads exceeded OCTA's COVID-19 capacity considerations (described above), trippers were used to ensure social distancing measures were met with approximately 130 extra trippers per day.

Peak Weekday Vehicle Headways

Service	≤15 Min.	16 – 30 min.	>30 min.
Local Routes	6	12	19
BRT / Limited	0	1	0
Community Routes	0	0	7
Express Routes	0	0	0
Rail Feeder Routes	0	0	0

Performance Measure 3: On-Time Performance (OTP)

OCTA defines OTP as not more than five minutes late. OTP is measured at the time point. A trip is on-time if it does not leave the time point ahead of the scheduled departure time

and no more than five minutes later than the scheduled departure time. System-wide OTP for fiscal year (FY) 2020-21 was 83 percent.

Performance Measure 4: Service Accessibility

Service accessibility is the percentage of population and employment in proximity to bus service. A review of service accessibility conducted in 2018 shows that 86 percent of all population and employment, and 95 percent of population and employment within minority communities (census tracts with a minority population of 53.75 percent or greater), are within a half-mile of OCTA bus services.



During COVID-19, travel and commute patterns changed dramatically. Demand for transit service dropped further and this drop required a reduction in frequency, span of service, and area coverage affecting service accessibility. Moving forward, OCTA will look to the Bus Restructuring Study to establish future coverage.

The impacts of COVID-19 on the OC Flex service have also made it challenging to evaluate the performance of this pilot

program. Prior to March 2020, ridership in south Orange County had been steadily increasing, and key metrics such as subsidy per boarding continued to improve. Due to its success, the pilot program in south Orange County will be extended through December 2021 for further evaluation. The service portions in the Cities of Huntington Beach and Westminster have been suspended indefinitely because of low ridership. The OCTA Bus Restructuring effort may also lead to further expansion of the program in other zones in the future.

Meeting Transit Service Challenges

The lack of ongoing operating revenues, competing resources (e.g., increasing resources dedicated to paratransit costs), decreases in ridership, and impacts from COVID-19 in recent years have all contributed to an increasing set of challenges. The priorities for improvements include addressing vehicle loads, headways, on-time performances, and service accessibility. OCTA's current Bus Restructuring Study will be considering these priorities and identifying system improvements where appropriate.

Coordination of Transit Service with Other Carriers

OCTA coordinates the delivery of transit services with several transit agencies. They include the City of Laguna Beach, the City of Irvine, Riverside Transit Agency, Norwalk Transit System, Los Angeles County Metropolitan Transportation Authority, Long Beach Transit, Foothill Transit, North County Transit District, Omnitrans, Anaheim Transportation Network, various specialized charter bus services, and commuter rail services. OCTA also coordinates with cities during the planning and implementation of Project V community circulators. Additionally, internet-based services, such as Google transit, can often provide service schedules and identify available transfers between the various systems.

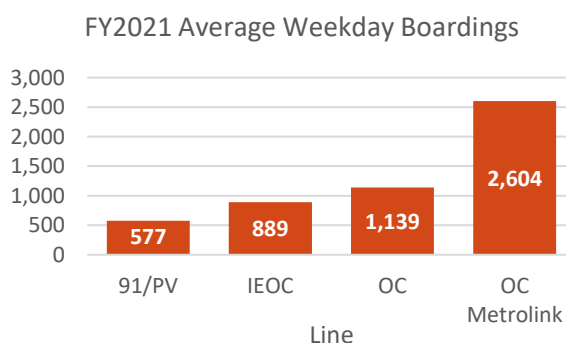
Commuter Rail Service

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Metrolink is operated by the Southern California Regional Rail Authority (SCRRA), a joint powers authority of five member agencies representing the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.



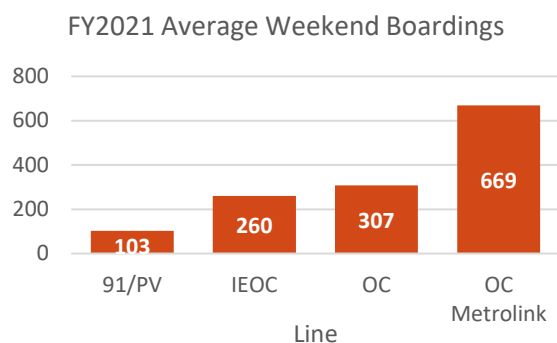
In 2021, Metrolink provides service on seven routes, covering 538 miles through six counties in Southern California. On an average weekday, there are 108 trains serving nearly 7,000 passenger trips at 61 stations. Orange County plays an important and growing role within this system.

As one of the five SCRRA member agencies, OCTA administers and funds Orange County's portion of the Metrolink commuter rail system. Orange County's share of Metrolink



service covers 68 route miles and sees approximately 2,604 average weekday boardings, comprising more than 35 percent of Metrolink's total system-wide boardings. There are 11 stations in Orange County that serve a total of 41 one-way trips each weekday on three lines:

- **Orange County (OC) Line:** Daily service from Los Angeles Union Station to Oceanside;
- **Inland Empire-Orange County (IEOC) Line:** Daily service from San Bernardino and Riverside through Orange to Oceanside; and
- **91 / Perris Valley (91/PV) Line:** Daily service from South Perris through Riverside and Fullerton to Los Angeles Union Station.



In 2006, Metrolink Weekend service was introduced on the OC and IEOC lines, with increased service during the summer travel season. In July 2014, weekend service was added on the 91/PV Line, providing four trains between Riverside and Los Angeles Union Station. Weekend ridership varies considerably dependent upon the

season and local events, but generally the OC, IEOC and 91/PV Lines combined carry a total of approximately 669 riders per weekend day.

OCTA and other local agencies provide free transfers to local bus service to deliver Metrolink passengers to their final destinations. OCTA has five dedicated StationLink bus routes that connect with Orange County Metrolink stations in Orange, Santa Ana, Tustin, and Irvine. The iShuttle in the City of Irvine has six routes that provide peak hour connections to and from the Tustin and Irvine stations. Anaheim Resort Transportation provides transfers at the Anaheim Regional Transportation Intermodal Center to various destinations. These local transit connections offer Metrolink ticket holders free, easy connections between stations and major employment and activity centers, with schedules designed to meet Metrolink weekday train arrivals and departures.

In addition to Metrolink, Amtrak's Pacific Surfliner provides daily service with 18 trains between Los Angeles Union Station and downtown San Diego as an alternative for commuters. Within Orange County, Amtrak station stops include Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, and San Clemente Pier.

Future Transit Improvements

Completed in 2018, the OC Transit Vision (Vision) is a 20-year plan for enhancing and expanding public transit service in Orange County. The Vision identifies near-term and long-term projects and programs that can make transit a more compelling travel option for Orange County residents and visitors. The Vision recognizes that transit is important for Orange County, both today and in the future. Transit can provide a sustainable, accessible, and affordable mobility option that serves different markets and travel needs



in a variety of ways. The recommendations from the OC Transit Vision were included in OCTA's 2018 LRTP.

The OC Transit Vision continues the process of modernizing transit by moving away from a "one-size-fits-all" approach. As described in the OC Transit Vision, some corridors with high demand may benefit from a high-capacity transit service such as streetcar or rapid bus. For example,

serving the high concentration of employment in the Irvine Business Complex might be better accomplished using Freeway Bus Rapid Transit rather than standard buses on arterial roadways. Areas with a low density of transit demand might be addressed through flexible "microtransit" such as the pilot OC Flex service. These modernized transit services benefit from technological advances as they strive to serve existing and potential Orange County transit customers while controlling costs.

Commuter Rail Service Improvements

Following the completion of the Metrolink Service Expansion Program (MSEP) improvements in 2012, OCTA deployed a total of ten new Metrolink intra-county trains operating between the Cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during midday and evening hours. Efforts to increase ridership through a redeployment of the trains without significantly impacting operating costs have been underway since 2014. In April 2015, a schedule change added a connection between the 91/PV Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Additional service increases will vary based on funding availability; however, the OCTA Comprehensive Business Plan does not include new service at this time. Funding for the MSEP is being provided through M2, Orange County's half-cent sales tax for transportation improvements.

Chapter 4: Transportation Demand Management

Transportation Demand Management (TDM) strategies are geared toward increasing vehicle occupancy, promoting the use of alternative modes, reducing the number of automobile trips, decreasing overall trip lengths, and improving air quality. The adoption of a TDM ordinance was required from every local jurisdiction for Orange County's 1991 CMP. The adoption of these ordinances is no longer a statutory requirement; however, OCTA continues to encourage local jurisdictions to maintain these ordinances as a means of reducing greenhouse gas emissions.

TDM Ordinances

The model TDM ordinance, prepared by OCTA, promotes carpools, vanpools, alternate work hours, park and ride facilities, telecommuting, and other traffic reduction strategies. OCTA

updated the model ordinance in 2001 to reflect the adoption of Rule 2202 by the SCAQMD, which requires employers with 250 or more employees at a worksite to develop an emission reduction program to help meet an emission reduction target set by the SCAQMD.

Principal provisions of the TDM model ordinance are as follows:

- Applies to non-residential public and private development proposals expected to generate more than 250 employees;
- Contains a methodology for determining projected employment for specified land-use proposals;
- Includes mandatory facility-based development standards (conditions of approval) that apply to proposals that exceed the established employment threshold;
- Presents optional provisions for implementing operational TDM programs and strategies that target the property owner or employer, and requires annual reporting on the effectiveness of programs and strategies proposed for facilities;



- Contains implementation and monitoring provisions; and
- Includes enforcement and penalty provisions.

Several jurisdictions have adopted ordinances that go beyond those contained in the model TDM ordinance. Such strategies include:

- Encouraging employers to establish and help subsidize telecommuting, provide monetary incentives for ridesharing, and implementing alternative work hour programs;
- Proposing that new development projects establish and/or participate in Transportation Management Associations (TMAs);
- Implementing bus loading facilities at worksites;
- Implementing pedestrian facilities such as sidewalks, paved pathways, and pedestrian grade separations over arterial streets to connect worksites to shopping, eating, recreation, parking, or transit facilities; and
- Participating in the development of remote parking facilities and the HOV (i.e., shuttles, etc.) to serve them.

Countywide TDM Strategies

TDM efforts in Orange County are not just limited to the implementation of the local TDM ordinance provisions. Countywide services and programs, as described below, also help to manage demand on the multimodal system.

Transit/Shuttle Services

Local fixed-route bus service comprises the largest portion of OCTA's transit services. In addition, OCTA provides feeder bus service to commuter rail (Metrolink) stations. Express bus service provides patrons with longer routes that utilize freeways to connect residential areas to Orange County's main employment centers. OCTA also provides community routes for connecting to the local and express bus networks, as well as limited-stop routes for higher speed connections to other OCTA modes and networks. OC ACCESS is OCTA's shared-ride service for people who are unable to use the regular, fixed-route bus service because of functional limitations caused by a disability. These passengers must be certified by OCTA to use the ACCESS system by meeting the Americans with Disabilities Act (ADA) eligibility criteria.

OCTA Vanpool Program

The OCTA Vanpool Program assists commuters working in Orange County. OCTA coordinates with commuters, employers, and private vanpool operators to organize and sustain vanpools, and provides a monthly subsidy for each vanpool to offset vehicle lease



and maintenance costs. In addition to Caltrans-maintained park-and-ride lots, OCTA maintains park-and-ride lots throughout the County and supports the Guaranteed Ride Home Program. OCTA provides trip planning tools on their website and on the phone through the 5-1-1 service. OCTA has also provided the necessary data to Google Transit® to integrate trip planning with other Southern California transit operators. These efforts are designed to reduce single-occupancy commuting.

Transportation Management Associations

TMAs are comprised of groups of employers who work together to solve mutual transportation problems by implementing programs to increase average vehicle ridership. Presently, Orange County has TMAs located in the following areas:

- Irvine (Spectrumotion)
- Anaheim (Anaheim Transportation Network)

Park-and-Ride Lots

Currently there are 29 park-and-ride lots in Orange County providing 10,383 parking spaces. Of the 29 lots, 11 are located at Metrolink stations, accounting for 7,604 of the parking spaces. Also, six of the lots are located at OCTA transit centers, which account for 1,492 parking spaces. The remaining 1,287 spaces are at Caltrans-managed lots.

Park-and-ride lots serve as transfer points for commuters to change from one mode of travel (usually single-occupancy automobile) to another, higher capacity mode (bus, train, carpool, or vanpool). Providing a convenient system of park-and-ride transfer points throughout Orange County encourages ridesharing and the use of higher capacity transit systems, which improves the efficiency of the transportation system. Park-and-ride lots

are also a natural companion to Orange County's network of HOV lanes and transitways on the freeways.

Parking Cash-Out Programs

Parking cash-out programs are employer-funded programs that provide cash incentives to employees who do not drive to work. The most effective programs provide an incentive equal to the full cost of employee parking. State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the parking cash-out program. The intent of the law is to reduce vehicle commute trips and emissions by offering employees the option of "cashing out" their subsidized parking space and taking transit, biking, walking or carpooling to work.

Guaranteed Ride Home Program

Employers throughout Orange County have the option to participate in OCTA's Guaranteed Ride Home Program. This program provides reliability for those who rideshare but are faced with an unexpected illness, at-home emergency, or unexpected overtime.

Complete Streets

On September 30, 2008, Governor Arnold Schwarzenegger signed AB 1358 (Chapter 657, Statutes of 2008), the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce VMT and to shift from short trips in the automobile to biking, walking and use of public transit."

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

As identified in OCTA's Pedestrian Action Plan, OCTA staff has developed a Complete Streets Checklist to consider bicycle and pedestrian accommodation in projects planned and designed by OCTA. This provides a method to illustrate decision-making and

transparency in ultimate design outcomes and avoid conflict when a project is ready for construction. Furthermore, the Orange County Council of Governments Complete Streets Initiative Design Handbook serves as another resource for both OCTA staff and Orange County's local agency staff that identifies best practices for complete street design specific to the Orange County context.

Active Transportation

In 2021, the League of American Bicyclists renewed their designation of Orange County as a bronze-level bike friendly community. This was in recognition of the collective county-level and local efforts to improve conditions for bicycling in Orange County. This includes countywide regional bikeway planning, recent bicycle and pedestrian safety marketing campaigns, and encouraging first/last mile linkages to transit for both bicyclists and pedestrians. In support of these efforts, OCTA allocates funding to local agencies through the Bicycle Corridor Improvement Program call for projects.

The broad serving active transportation program addresses topics serving people bicycling and walking. Completed in 2019, OC Active is the countywide active transportation plan. OC Active includes the first effort to analyze pedestrian needs throughout Orange County. OC Active provides maps of high need pedestrian areas and maps future bikeways for each jurisdiction. The plan guides active transportation investments and enables local agencies to secure funding for infrastructure and non-infrastructure improvements countywide. Further efforts by OCTA have been centered around Safe Routes to School (SRTS) programming in the form of OCTA's SRTS Action Plan and Safe Travels Education Program campaign. Work focused on provided SRTS activities and programming directly to schools that serve disadvantaged communities as well as developing a strategic plan for implementing a countywide SRTS Program.

Forthcoming work includes continued encouragement activities at local schools, a study to mirror the OC Loop concept in central and south Orange County with a cross county connector providing a connection from northeast to southwest. OCTA will also be



undertaking a bus stop safety and accessibility study as well as the project approval and environmental documentation phase of a bike trail connecting Downtown Santa Ana and Garden Grove along the Pacific Electric Right-of-Way.

Motorist Aid and Traffic Information System (511)

Orange County's 511 service is a one-stop source for up-to-the-minute travel information, advisories and trip planning information. Traffic and transit updates are provided via the free Go511 application, calling 511, or visiting Go511.com.

The 511 Motorist Aid and Travelers' Information System helps commuters outsmart traffic with the following services:

- Real-time traffic speed, congestion & incident information
- Live freeway cameras & roadwork advisories
- Bus & rail trip planner
- Scheduled departures for 70+ transit agencies in SoCal
- Carpool & ride matching information
- Park & Ride lot locations (website/phone)
- Airport information (website only)
- Bike maps, tips & resources (website only)
- Local weather conditions (website only)

The 511 system can be accessed around the clock throughout Orange County by calling 511. Accessing the Go511 system from other surrounding counties is also available by calling 877.22.go511.

Freeway Construction Mitigation

OCTA and Caltrans developed a comprehensive public outreach program for commuters impacted by construction projects and improvements on Orange County freeways. The outreach program alleviates traffic congestion during freeway construction by providing up-to-date ramp, lane, and bridge closure information; as well as suggestions for alternate routes and travel modes.

Outreach efforts include public workshops, open houses, fast fax construction alerts, flyers and newsletters, as well as other materials and presentation events. Also, OCTA's website (www.octa.net), and the Orange County Freeway Construction Helpline (1-800 724-0353), make detour and closure information available. In addition, most jurisdictions implement traffic management plans to alleviate roadway congestion during construction.

Chapter 5: Land-Use Impact Analysis

The CMP TIA measures impacts of proposed development projects on the CMPHS. In the past, Orange County's jurisdictions were allowed to select either the process outlined in the CMP TIA guidelines (Appendix B-1), or their previously existing traffic-environmental



analysis process, so long as consistency was maintained with the CMP TIA Guidelines.

Today, the traffic-environmental analysis process under CEQA no longer considers traffic delay and, instead, recommends a VMT analysis as the measure for identifying transportation impacts (as discussed under State Legislation, pg. 8).

Nevertheless, all jurisdictions in

Orange County are expected to comply with the CMP Land-Use Coordination analysis by following a process consistent with the CMP TIA guidelines for the purpose of monitoring Orange County's highway system performance. The selected TIA process must be consistently applied to all development projects meeting the adopted trip generation thresholds. Traffic impact analyses focus on:

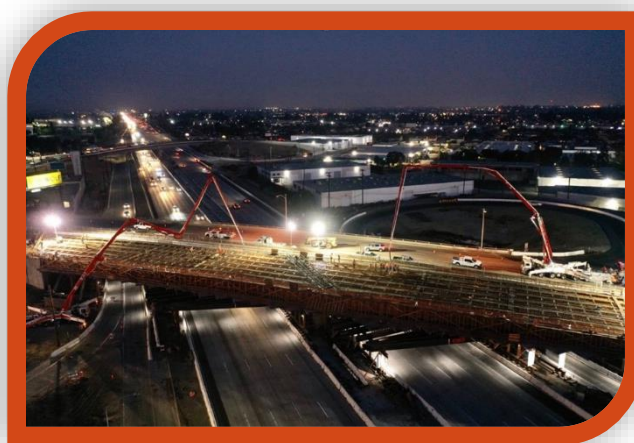
- Identifying locations where, and the extent to which, trips generated by the proposed project caused CMPHS intersections to exceed their LOS standards;
- Assessing feasible mitigation strategies capable of reducing the identified impact, thereby maintaining the LOS standard; and,
- Utilizing existing environmental processes and inter jurisdictional forums to conduct cooperative, interjurisdictional discussion when proposed CMP mitigation strategies included modifications to roadway networks beyond the jurisdiction's boundaries; and/or, when a proposed development will increase traffic at CMPHS locations outside the jurisdiction's boundaries.

OCTA does allow exemptions from this requirement for selected categories of development projects, consistent with state legislation (Appendix B-2 for a listing of exempt projects).

Chapter 6: Capital Improvement Program

The Capital Improvement Program (CIP) is a seven-year program of projects and programs that is adopted by each Orange County jurisdiction and integrated into a countywide CIP by OCTA. It includes projects that will help to maintain or improve traffic conditions on the CMPHS and adjacent facilities. In addition to traditional capital projects, which preserve investments in existing facilities, the CIP can include projects that increase the capacity of the multimodal system and provide air quality benefits, such as transit projects. Consistency with statewide standards is emphasized in order for projects in the CIP to compete for state funding.

The CIP projects, prepared by local jurisdictions for inclusion in the Orange County CMP, mitigate transportation impacts identified in the Land-Use Impact Analysis component of the CMP, and preserve and maintain CMPHS infrastructure. Many types of CIP projects have been submitted by local jurisdictions in the past, including freeway ramp widenings, transportation systems



management projects such as bus turnouts, intersection improvements, roadway widenings, signal coordination projects, and roadway resurfacing projects.

Each Orange County jurisdiction's CIP is included in Appendix E, which is published separately and provided on OCTA's website at www.octa.net/Plans-and-Programs/Congestion-Management-Program/Overview/. All projects in the CIP that are state or federally funded, or locally funded but of regional significance, are included in the Orange County portion of the Federal Transportation Improvement Program (FTIP), and are consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), both of which are approved by SCAG.

Projects that significantly increase single occupant vehicle (SOV) capacity in the region are monitored and regulated by the federal government, and should be developed consistent with the federal Congestion Management Process. In carrying out this process, SCAG identifies SOV capacity increasing projects in the FTIP that are at least one-mile in length. These projects, if at least partially funded by federal sources, require the lead agency to document and demonstrate the consideration of alternative Transportation Systems

Management/TDM strategies during the alternatives analysis. Those that are considered safety, operational, or bottleneck improvements are exempt from this process.

Lastly, based upon a resolution by the California Transportation Commission (G-17-22), the M2 program of projects is being included in the 2021 CMP (by reference) in order to satisfy the CMP requirement of this resolution. For a listing of the M2 program of projects please see Appendix F.

Chapter 7: CMP Conformance

As Orange County's CMA, OCTA is legislatively required to monitor the implementation of all elements of the CMP, and biennially determine conformance. In so doing, OCTA consults with local jurisdictions.

OCTA determines if the local jurisdictions are in conformance with the CMP by monitoring the following:

- Consistency with LOS standards;
- Adoption of CIPs;
- Adoption and implementation of a program to analyze the impacts of land-use decisions, including an estimate of the costs associated with mitigating those impacts; and
- Adoption and implementation of deficiency plans when highway and roadway level of service standards are not maintained.

OCTA gathers local traffic data to determine the LOS at intersections throughout the CMPHS, as discussed in Chapter 2. In addition, the local jurisdictions complete a set of checklists, developed by OCTA, that guide them through the CMP conformity process



(Appendix D). The checklists address the legislative requirements of the CMP, including Land-Use Coordination, the Capital Improvement Program, and transportation demand management strategies.

Based on the LOS data and CMP checklists completed by the local jurisdictions, as summarized in Figure 7, the

following was determined for the 2021 CMP update:

LOS

The LOS data, collected by OCTA, was provided to local jurisdictions for verification. A few discrepancies in LOS reporting occurred as a result of slight variations in the data collection methodology used by the cities and OCTA, or due to erroneously reported intersection geometry. Any discrepancies in the LOS reporting were resolved through an

interactive, cooperative process between the cities and OCTA. The data shows that all local jurisdictions are in compliance with the established LOS standards.

Capital Improvement Program

All local jurisdictions submitted adopted seven-year capital improvement programs. The CIPs included projects to maintain or improve the traffic LOS on the CMPHS, or adjacent facilities which benefit the CMPHS.

Land-Use Coordination

All local jurisdictions have adopted CMP TIA processes for analyzing the impacts of land-use decisions on the CMPHS. All local jurisdictions have applied their TIA processes to development projects that met the CMP minimum threshold of 2,400 or more daily trips (1,600 or more trips per day for development projects that will directly access the CMPHS).

Deficiency Plans

Based on the data exhibited in Figure 7, all non-exempt intersections on the CMP highway system were found in compliance with LOS requirements. Therefore, no deficiency plans were required for the 2021 CMP.

Regional Consistency

To ensure consistency between CMPs within the SCAG region, OCTA submits each biennial update of the Orange County CMP to SCAG. As the regional agency, SCAG evaluates consistency with the RTP/SCS and with the CMPs of adjoining counties, and incorporates the program into the FTIP, once consistency is determined.

FIGURE 5: Summary of Conformance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land-use	Level of Service	2021 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

*No CMP intersections within jurisdiction

Appendix A: Freeway Level of Service

The following freeway performance information includes 1) the 2019 LOS for AM and PM peak hours, as well as the 2019 annual average daily traffic (AADT) volumes for the freeways and toll roads in Orange County; and 2) the first Quarter Mobility Performance Reports for 2020 and 2021, comparing VMT, vehicle hours of delay, and other performance measures from the most recent quarter and the previous four quarters.

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.000	SAN DIEGO COUNTY LINE	4	64	4516	1213	0.93	7.22	20	C	48	6052	1588	0.95	7.22	35	D	
																	143,000
1.000	AVENIDA CALIFIA	4	68	4408	1179	0.93	7.22	18	B	58	5832	1522	0.96	7.22	27	D	
																	148,000
1.627	EL CAMINO REAL	4	67	4744	1212	0.98	7.22	19	C	59	6164	1571	0.98	7.22	28	D	
																	155,700
2.306	AVENIDA PRESIDIO ³	4	68	5005	1440	0.87	7.22	22	C	67	5903	1494	0.99	7.22	23	C	
																	154,000
2.663	AVENIDA PALIZADA ³	4	66	5726	1638	0.87	7.22	26	C	58	6499	1639	0.99	7.22	29	D	
																	173,400
3.393	AVENIDA PICO	4	45	5517	1445	0.95	7.22	34	D	58	5481	1391	0.99	7.22	25	C	
																	172,200
5.801	CAMINO ESTRELLA	5	70	6812	1765	0.96	7.22	21	C	58	6796	1742	0.98	7.22	25	C	
																	205,600
6.780	JCT RTE 1	4	68	6145	1578	0.97	4.25	24	C	54	5216	1389	0.94	4.25	26	D	
																	191,200
7.344	CAMINO CAPISTRANO	4	47	6862	1806	0.95	4.25	39	E	60	6030	1556	0.97	4.25	27	D	
																	212,000
8.795	SAN JUAN CREEK	4	63	8004	2105	0.95	4.25	34	D	57	6622	1706	0.97	4.25	31	D	
																	215,000
9.604	JCT. RTE. 74	4	65	7292	1897	0.96	4.27	30	D	60	6030	1556	0.97	4.27	27	D	
																	253,000
10.910	JUNIPERO SERRA	5	69	8549	2201	0.97	4.27	26	C	62	7152	1847	0.97	4.27	24	C	
																	267,000
12.490	JCT RTE 73	4	66	6092	1559	0.98	4.27	24	C	60	6030	1556	0.97	4.27	27	D	
																	234,000
12.943	AVERY PARKWAY	4	67	5683	1460	0.97	4.27	22	C	68	5434	1480	0.92	4.27	22	C	
																	255,000
13.776	CROWN VALLEY PARKWAY	4	64	7207	1861	0.97	3.50	29	D	60	6928	1849	0.94	3.50	32	D	
																	300,000
15.217	OSO PARKWAY	4	43	8303	2292	0.91	3.50	55	F	60	8648	2272	0.95	3.50	39	E	
																	316,000
16.528	LA PAZ ROAD ⁴	4	62	8387	2201	0.95	3.50	36	E	65	7563	1929	0.98	3.50	30	D	
																	333,000
17.472	ALICIA PARKWAY	6	52	10022	2600	0.96	3.50	34	D	63	8169	2084	0.98	3.50	22	C	
																	341,000

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18.685	NIGUEL/EL TORO	5	70	11631	3034	0.96	3.50	35	E	69	8968	2266	0.99	3.50	27	D	
																	415,000
19.890	LAKE FOREST	6	64	12120	3170	0.96	3.50	33	D	64	9611	2487	0.97	3.50	26	D	
																	371,000
21.304	JCT. RTE. 405 ¹	3	62	4796	1225	0.98	3.37	27	D	62	4205	1084	0.97	3.37	24	C	
																	283,000
22.213	ALTON PARKWAY	5	69	7048	1821	0.97	3.37	22	C	59	7797	2038	0.96	3.37	28	D	
																	315,000
23.120	JCT. RTE. 133	4	55	6918	1794	0.96	5.50	34	D	60	7245	1895	0.96	5.50	33	D	
																	309,000
23.942	SAND CANYON	5	67	7568	1932	0.98	4.97	24	C	61	8897	2348	0.95	4.97	32	D	
																	294,000
24.991	JEFFREY ROAD ⁵	5	58	8334	2225	0.94	4.97	31	D	58	7720	2076	0.93	4.97	29	D	
																	290,000
26.583	CULVER DRIVE ⁵	6	40	9121	2460	0.93	4.97	42	E	46	8092	2064	0.98	4.97	30	D	
																	330,000
27.589	JAMBOREE ROAD ⁵	5	48	8359	2197	0.95	4.97	38	E	43	7186	1826	0.98	4.97	35	E	
																	354,000
28.250	TUSTIN RANCH ⁵	5	66	9066	2370	0.96	4.97	30	D	63	7955	2031	0.98	4.97	27	D	
																	377,000
29.091	RED HILL AVENUE	5	53	8954	2330	0.96	4.97	36	E	49	8047	2047	0.98	4.97	34	D	
																	292,000
29.616	NEWPORT AVENUE	5	57	9656	2501	0.97	4.97	36	E	51	8252	2118	0.97	4.97	34	D	
																	292,000
30.263	JCT. RTE. 55	4	55	7486	1961	0.95	5.50	37	E	52	5876	1540	0.95	5.50	30	D	
																	269,200
30.8	1ST STREET	5	60	10432	2675	0.97	5.50	37	E	56	8018	2091	0.96	5.50	31	D	
																	465,000
31.23	4TH STREET	5	62	9939	2552	0.97	5.50	34	D	40	7989	2093	0.95	5.50	43	E	
																	465,000
32.3	17TH STREET ²	5	52	7910	2041	0.97	5.50	32	D	45	6814	1740	0.98	5.50	31	D	
																	382,000
33.2	MAIN STREET	5	62	9829	2500	0.98	5.50	33	D	52	9030	2317	0.97	5.50	36	E	
																	338,000
35	CHAPMAN	5	67	7216	1860	0.97	7.00	23	C	45	8047	2050	0.98	7.00	38	E	
																	279,000
35.1	STATE COLLEGE	5	68	6202	1600	0.97	7.00	20	C	63	7163	1876	0.95	7.00	25	C	
																	279,000
35.6	GENE AUTRY	5	68	6427	1642	0.98	7.00	20	C	64	7584	1990	0.95	7.00	26	C	
																	240,900

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36.48	KATELLA	4	66	6077	1566	0.97	9.60	25	C	41	7051	1814	0.97	9.60	47	F	
																	285,000
37.38	HARBOR	4	66	4478	1152	0.97	9.60	18	C	44	6676	1708	0.98	9.60	40	E	
																	284,000
37.7	BALL	4	66	6633	1665	1.00	9.60	26.6	D	43	8378	2140	0.98	9.60	52	F	
																	307,000
38.9	LINCOLN	5	67	6057	1566	0.97	9.50	20	C	62	8471	2150	0.99	9.50	29	D	
																	293,000
39.3	EUCLID	4	67	5892	1558	0.95	9.60	24	C	62	7792	1978	0.98	9.60	34	D	
																	296,000
40.5	BROOKHURST	4	66	5827	1506	0.97	9.60	24	C	61	7217	1888	0.96	9.60	32	D	
																	290,000
40.98	LA PALMA	5	68	6176	1630	0.95	9.60	20	C	59	7575	1969	0.96	9.60	28	D	
																	241,000
41.8	MAGNOLIA	4	69	3922	1019	0.96	9.60	16	B	67	4576	1176	0.97	9.60	18	C	
																	145,000
42.5	ORANGETHORPE	6	70	5812	1556	0.93	9.35	16	B	67	6196	1592	0.97	9.35	17	B	

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

- 1. Percent Observed is 0%
- 2. Percent Observed is 39%
- 3. Used timeframe of 2/4 - 2/10
- 4. Used timeframe of 6/3 - 6/9
- 5. Used timeframe of 9/23 - 9/29

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.000	SAN DIEGO COUNTY LINE	4	64	4674	1244	0.94	7.22	20	C	63	5641	1514	0.93	7.22	25	C	
																	143,000
1.000	AVENIDA CALIFIA	4	66	4651	1231	0.94	7.22	19	C	66	5599	1502	0.93	7.22	24	C	
																	148,000
1.627	EL CAMINO REAL	4	64	4639	1231	0.94	7.22	20	C	66	5635	1507	0.93	7.22	24	C	
																	155,700
2.306	AVENIDA PRESIDIO	4	61	4933	1293	0.95	7.22	22	C	63	6110	1569	0.97	7.22	26	C	
																	154,000
2.663	AVENIDA PALIZADA ⁴	5	66	6587	1716	0.96	7.22	22	C	62	6946	1761	0.99	7.22	23	C	
																	173,400
3.393	AVENIDA PICO	4	68	3854	1017	0.95	7.22	16	B	64	4906	1260	0.97	7.22	20	C	
																	172,200
5.801	CAMINO ESTRELLA	4	70	4447	1155	0.96	7.22	17	B	69	5824	1519	0.96	7.22	23	C	
																	205,600
6.780	JCT RTE 1	5	70	4261	1126	0.95	4.25	13	B	71	5875	1510	0.97	4.25	17	B	
																	191,200
7.344	CAMINO CAPISTRANO	5	65	5936	1531	0.97	4.25	19	C	62	8000	2087	0.96	4.25	27	D	
																	212,000
8.795	SAN JUAN CREEK	4	62	6688	1817	0.92	4.25	30	D	58	8447	2133	0.99	4.25	38	E	
																	215,000
9.604	JCT. RTE. 74	4	66	5200	1353	0.96	4.27	21	C	69	6890	1779	0.97	4.27	26	D	
																	253,000
10.910	JUNIPERO SERRA	5	72	6369	1715	0.93	3.98	19	C	70	8256	2095	0.99	3.98	24	C	
																	267,000
12.490	JCT RTE 73	4	70	5865	1553	0.94	3.98	23	C	68	6389	1622	0.98	3.98	24	C	
																	234,000
12.943	AVERY PARKWAY	4	65	5326	1393	0.96	3.98	22	C	68	5827	1468	0.99	3.98	22	C	
																	255,000
13.776	CROWN VALLEY	4	66	5615	1506	0.93	3.50	23	C	68	5905	1511	0.98	3.50	23	C	
																	300,000
15.217	OSO PARKWAY	4	68	6814	1796	0.95	3.50	27	D	68	6752	1726	0.98	3.50	26	C	
																	316,000
16.528	LA PAZ ROAD ⁵	4	70	6842	1811	0.94	3.50	26	D	70	8168	2064	0.99	3.50	30	D	
																	333,000
17.472	ALICIA PARKWAY	4	64	6471	1699	0.95	3.50	27	D	59	8507	2156	0.99	3.50	37	E	
																	341,000
18.685	NIGUEL/EL TORO	5	66	7527	1938	0.97	3.50	24	C	49	9144	2426	0.94	3.50	40	E	

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																	415,000
19.890	LAKE FOREST	6	65	8466	2229	0.95	3.50	23	C	46	9678	2598	0.93	3.50	39	E	
																	371,000
21.304	JCT. RTE. 405 ¹	3	67	4370	1128	0.97	3.37	23	C	65	4513	1150	0.98	3.37	24	C	
																	283,000
22.213	ALTON PARKWAY ⁶	4	58	6854	1790	0.96	3.37	32	D	64	6720	1707	0.98	3.37	27	D	
																	315,000
23.120	JCT. RTE. 133 ⁶	5	47	7323	1904	0.96	5.50	34	D	64	7176	1848	0.97	5.50	24	C	
																	309,000
23.942	SAND CANYON ⁶	5	61	8263	2115	0.98	4.97	28	D	69	7814	1982	0.99	4.97	23	C	
																	294,000
24.991	JEFFREY ROAD ⁶	5	45	9351	2393	0.98	4.97	43	E	58	10832	2767	0.98	4.97	39	E	
																	290,000
26.583	CULVER DRIVE	5	44	8310	2134	0.97	4.97	40	E	63	9280	2358	0.98	4.97	31	D	
																	330,000
27.589	JAMBOREE ROAD	6	51	8341	2095	1.00	4.97	28	D	62	9356	2383	0.98	4.97	26	D	
																	354,000
28.250	TUSTIN RANCH ⁴	5	51	9110	2318	0.98	4.97	37	E	51	9289	2385	0.97	4.97	38	E	
																	377,000
29.091	RED HILL AVENUE	5	55	9512	2438	0.98	4.97	37	E	61	10074	2557	0.98	4.97	34	D	
																	292,000
29.616	NEWPORT AVENUE	6	52	9635	2442	0.99	4.97	32	D	55	10525	2710	0.97	4.97	33	D	
																	292,000
30.263	JCT. RTE. 55	4	44	6355	1630	0.97	5.50	38	E	56	6974	1803	0.97	5.50	33	D	
																	269,200
30.8	1ST STREET ¹	5	47	8480	2206	0.96	5.50	39	E	62	9347	2350	0.99	5.50	31	D	
																	465,000
31.23	4TH STREET	5	42	8702	2256	0.96	5.50	44	E	59	9327	2365	0.99	5.50	33	D	
																	465,000
32.3	17TH STREET	5	48	9328	2440	0.96	5.50	41	E	55	9416	2422	0.97	5.50	36	E	
																	382,000
33.2	MAIN STREET ⁴	4	31	6442	1705	0.94	5.50	56	F	63	6265	1599	0.98	5.50	26	C	
																	338,000
35	CHAPMAN	6	31	8309	2129	0.98	7.00	48	F	66	8030	2039	0.98	7.00	21	C	
																	279,000
35.1	STATE COLLEGE	5	41	8591	2201	0.98	7.00	44	E	61	8102	2047	0.99	7.00	28	D	
																	279,000
35.6	GENE AUTRY	5	45	7212	1840	0.98	7.00	34	D	68	6937	1755	0.99	7.00	21	C	
																	240,900

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36.48	KATELLA ³	4	51	6967	1809	0.96	9.60	37	E	59	6434	1664	0.97	9.60	29	D	
																	285,000
37.38	HARBOR	5	55	8420	2195	0.96	9.60	33	D	68	8005	2068	0.97	9.60	26	C	
																	284,000
37.7	BALL	4	51	7426	1879	0.99	9.60	39	E	60	7045	1798	0.98	9.60	32	D	
																	307,000
38.9	LINCOLN	4	59	7390	1872	0.99	9.50	33	D	62	7218	1847	0.98	9.50	31	D	
																	293,000
39.3	EUCLID	4	47	6735	1766	0.95	9.60	39	E	64	6557	1671	0.98	9.60	27	D	
																	296,000
40.5	BROOKHURST	4	50	6856	1795	0.95	9.60	38	E	64	7167	1815	0.99	9.60	30	D	
																	290,000
40.98	LA PALMA	6	39	7128	1857	0.96	9.60	33	D	70	7554	1926	0.98	9.60	19	C	
																	241,000
41.8	MAGNOLIA	6	42	6864	1757	0.98	9.60	29	D	69	6939	1770	0.98	9.60	18	C	
																	145,000
42.5	ORANGETHROPE	4	64	4149	1056	0.98	9.35	17	B	68	4464	1154	0.97	9.35	18	B	

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

- 1. Percent Observed is 66%
- 2. Percent Observed is 78%
- 3. Percent Observed is 73%
- 4. Used timeframe of 9/23 - 9/29
- 5. Used timeframe of 6/3-6/9
- 6. Used timeframe of 5/6 - 5/12

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
R0.000	LOS ANGELES/ORANGE COUNTY LINE	3	0	0	0	N/A	8.70	N/A	N/A	0	0	0	N/A	8.70	N/A	N/A	
																	100,000
R0.650	JCT. RTE. 405	3	58	4809	1261	0.95	8.70	30	D	64	4445	1134	0.98	8.70	25	C	
																	147,000
R2.653	WESTMINSTER, KNOTT AVENUE/GOLDEN WEST STREET INTERCHANGE	3	46	4877	1283	0.95	8.70	39	E	64	4734	1215	0.97	8.70	27	D	
																	150,500
R3.587	GARDEN GROVE, JCT. RTE. 39	3	44	6150	1601	0.96	4.90	50	F	54	5773	1449	1.00	4.90	37	E	
																	189,100
R4.812	GARDEN GROVE, MAGNOLIA STREET INTERCHANGE	4	61	6900	1797	0.96	4.90	30	D	65	6621	1673	0.99	4.90	26	D	
																	196,400
R5.817	GARDEN GROVE, BROOKHURST STREET INTERCHANGE	4	48	7192	1862	0.97	4.90	40	E	52	6785	1720	0.99	4.90	34	D	
																	202,100
R6.811	GARDEN GROVE, EUCLID STREET INTERCHANGE	4	50	6311	1675	0.94	4.90	35	D	44	5782	1487	0.97	4.90	34	D	
																	216,500
R7.829	GARDEN GROVE, HARBOR BOULEVARD	4	44	6534	1766	0.92	4.70	41	E	61	6056	1537	0.99	4.70	26	C	
																	230,500
R8.822	GARDEN GROVE, GARDEN GROVE BOULEVARD INTERCHANGE	4	34	5676	1439	0.99	4.70	43	E	27	5510	1423	0.97	4.70	53	F	
																	229,600
R9.729	ORANGE, MANCHESTER AVENUE/ CITY DRIVE INTERCHANGE	2	33	3294	880	0.94	4.70	55	F	29	3274	831	0.98	4.70	59	F	
																	235,500
R10.478	SANTA ANA, JCT. RTES. 5 AND 57; SANTA ANA/ ORANGE FREEWAYS	2	41	3292	881	0.93	4.50	44	E	59	3335	848	0.98	4.50	29	D	
																	151,300

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R10.992	SANTA ANA, MAIN STREET	2	58	4007	1025	0.98	4.50	36	E	52	3777	954	0.99	4.50	38	E	
																	146,700
R11.825	ORANGE, GLASSELL STREET INTERCHANGE ¹	3	59	5222	1335	0.98	4.50	31	D	51	5766	1471	0.98	4.50	39	E	
																	141,800
R12.866	TUSTIN AVENUE INTERCHANGE ¹	5	55	7308	1873	0.98	4.50	28	D	50	7960	2072	0.96	4.50	34	D	
																	118,400
R13.164	JCT. RTE. 55, COSTA MESA FREEWAY ¹		0	0	0					0	0	0					

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **
1. Used timeframe of 6/3 - 6/9

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
R0.000	LOS ANGELES/ORANGE COUNTY LINE	2	62	2273	594	0.96	8.70	20	C	58	2252	600	0.94	8.70	22	C	
																	100,000
R0.650	JCT. RTE. 405	3	67	4035	1034	0.98	8.70	21	C	65	3936	1008	0.98	8.70	21	C	
																	147,000
R2.653	WESTMINSTER, KNOTT AVENUE/GOLDEN WEST STREET INTERCHANGE	3	57	4251	1136	0.94	8.70	28	D	54	4281	1235	0.87	8.70	32	D	
																	150,500
R3.587	GARDEN GROVE, JCT. RTE. 39	3	59	5299	1344	0.99	4.90	31	D	55	5302	1339	0.99	4.90	33	D	
																	189,100
R4.812	GARDEN GROVE, MAGNOLIA STREET INTERCHANGE	4	65	6042	1598	0.95	4.90	25	C	64	6346	1695	0.94	4.90	27	D	
																	196,400
R5.817	GARDEN GROVE, BROOKHURST STREET INTERCHANGE	4	64	6032	1566	0.96	4.90	25	C	59	6797	1784	0.95	4.90	31	D	
																	202,100
R6.811	GARDEN GROVE, EUCLID STREET INTERCHANGE	4	61	6652	1705	0.98	4.90	29	D	59	7616	1966	0.97	4.90	34	D	
																	216,500
R7.829	GARDEN GROVE, HARBOR BOULEVARD	5	65	6805	1766	0.96	4.70	22	C	55	7558	1971	0.96	4.70	29	D	
																	230,500
R8.822	GARDEN GROVE, GARDEN GROVE BOULEVARD INTERCHANGE	4	69	6440	1690	0.95	4.70	25	C	68	7265	1865	0.97	4.70	28	D	
																	229,600
R9.729	ORANGE, MANCHESTER AVENUE/ CITY DRIVE INTERCHANGE	4	66	5802	1496	0.97	4.70	23	C	44	5655	1438	0.98	4.70	34	D	
																	235,500
R10.478	SANTA ANA, JCT. RTES. 5 AND 57; SANTA ANA/ ORANGE FREEWAYS	3	62	5368	1378	0.97	4.50	30	D	43	5168	1311	0.99	4.50	41	E	
																	151,300
R10.992	SANTA ANA, MAIN STREET	3	66	3805	992	0.96	4.50	20	C	44	3906	990	0.99	4.50	31	D	

																	146,700
R11.825	ORANGE, GLASSELL STREET INTERCHANGE	3	46	6035	1547	0.98	4.50	46	F	47	5547	1443	0.96	4.50	42	E	
																	141,800
R12.866	TUSTIN AVENUE INTERCHANGE ^{1.}	4	61	7027	1874	0.94	4.50	31	D	43	6581	1718	0.96	4.50	41	E	
																	118,400
R13.164	JCT. RTE. 55, COSTA MESA FREEWAY ¹		0	0	0					0	0	0					

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1. Used timeframe of 6/3 - 6/9

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0	TUSTIN, FINLEY AVENUE																
																	55,700
0.267	JCT. RTE. 1																
																	93,000
1.513	COSTA MESA, EAST 17TH STREET																
																	93,000
1.82	COSTA MESA, HARBOR BOULEVARD																
																	80,000
2.021	COSTA MESA, 19TH STREET																
																	85,000
R2.772	COSTA MESA, VICTORIA/22ND STREETS	4	68	4235	1116	0.95	3.60	17	B	68	3400	873	0.97	3.60	13	B	
																	140,000
R4.022	COSTA MESA, MESA DRIVE	4	50	6156	1689	0.91	3.60	34	D	52	4469	1179	0.95	3.60	23	C	
																	138,000
R4.77	JCT. RTE. 73, CORONA DEL MAR FREEWAY	3	39	4866	1284	0.95	3.60	45	E	66	3727	951	0.98	3.60	20	C	
																	153,600
R5.99	JCT. RTE. 405, SAN DIEGO FREEWAY	3	54	4523	1204	0.94	2.10	30	D	53	3240	830	0.98	2.10	21	C	
																	167,400
R6.99	SANTA ANA, MAC ARTHUR BOULEVARD	4	52	7031	1892	0.93	5.80	38	E	63	6170	1573	0.98	5.80	26	C	
																	290,800
R7.85	SANTA ANA, DYER ROAD	4	57	7026	1806	0.97	5.80	32	D	61	6393	1669	0.96	5.80	28	D	
																	242,400
R9.437	SANTA ANA, EDINGER AVENUE	4	54	7580	1951	0.97	5.80	37	E	49	6917	1761	0.98	5.80	37	E	
																	272,300
R9.96	TUSTIN, MC FADDEN STREET INTERCHANGE	5	57	8523	2168	0.98	5.80	31	D	46	8243	2116	0.97	5.80	38	E	
																	280,000
10.45	TUSTIN, JCT. RTE. 5, SANTA ANA FREEWAY	3	60	5047	1316	0.96	7.70	30	D	45	5064	1300	0.97	7.70	40	E	
																	246,100

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10.979	SANTA ANA, FOURTH STREET INTERCHANGE	4	66	6677	1738	0.96	7.70	27	D	53	7401	1881	0.98	7.70	37	E	
																	226,600
11.785	TUSTIN, SEVENTEENTH STREET INTERCHANGE	4	64	5727	1482	0.97	7.70	24	C	36	6631	1709	0.97	7.70	49	F	
																	227,500
12.967	JCT. RTE. 22 WEST, GARDEN GROVE FREEWAY	4	68	8582	2187	0.98	5.90	33	D	68	8164	2063	0.99	5.90	31	D	
																	271,900
13.7	CHAPMAN AVENUE	4	65	6497	1760	0.92	5.90	28	D	47	7168	1838	0.97	5.90	40	E	
																	238,300
15.242	ORANGE, KATELLA AVENUE INTERCHANGE	4	61	6436	1784	0.90	5.90	30	D	40	6163	1575	0.98	5.90	40	E	
																	212,900
16.981	ORANGE, LINCOLN AVENUE INTERCHANGE	4	64	6805	1834	0.93	5.90	30	D	36	6575	1729	0.95	5.90	49	F	
																	211,600
17.876	JCT RTE 91		0	0	0		5.90			0	0	0		5.90			

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Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0	TUSTIN, FINLEY AVENUE																
																	55,700
0.267	JCT. RTE. 1						3.60							3.60			
																	93,000
1.513	COSTA MESA, EAST 17TH STREET						3.60							3.60			
																	93,000
1.82	COSTA MESA, HARBOR BOULEVARD						3.60							3.60			
																	80,000
2.021	COSTA MESA, 19TH STREET						3.60							3.60			
																	85,000
R2.772	COSTA MESA, VICTORIA/22ND STRETS ¹	3	59.517	3151	827	0.95	3.60	19	C	52	3266	840	0.97	3.60	22	C	
																	140,000
R4.022	COSTA MESA, MESA DRIVE ²	4	64	4784	1264	0.95	3.60	20	C	57	6296	1604	0.98	3.60	29	D	
																	138,000
R4.77	JCT. RTE. 73, CORONA DEL MAR FREEWAY	3	63	3680	964	0.95	3.60	21	C	60	5359	1353	0.99	3.60	31	D	
																	153,600
R5.99	JCT. RTE. 405, SAN DIEGO FREEWAY ³	3	44	4213	1070	0.98	2.10	33	D	44	4850	1268	0.96	2.10	39	E	
																	167,400
R6.99	SANTA ANA, MAC ARTHUR BOULEVARD	4	58	7569	1916	0.99	5.80	34	D	57	7227	1844	0.98	5.80	33	D	
																	290,800
R7.85	SANTA ANA, DYER ROAD	4	61	8316	2114	0.98	5.80	36	E	55	7353	1925	0.95	5.80	36	E	
																	242,400
R9.437	SANTA ANA, EDINGER AVENUE	4	59	8395	2112	0.99	5.80	37	E	63	7455	1913	0.97	5.80	31	D	

																	272,300
R9.96	TUSTIN, MC FADDEN STREET INTERCHANGE	4	44	8385	2113	0.99	5.80	49	F	55	7558	1938	0.97	5.80	36	E	
																	280,000
10.45	TUSTIN, JCT. RTE. 5, SANTA ANA FREEWAY	4	69	5035	1285	0.98	6.60	19	C	54	4731	1270	0.93	6.60	24	C	
																	246,100
10.979	SANTA ANA, FOURTH STREET INTERCHANGE	3	61	7067	1829	0.97	6.60	41	E	58	6763	1729	0.98	6.60	41	E	
																	226,600
11.785	TUSTIN, SEVENTEENTH STREET INTERCHANGE	4	61	7405	1957	0.95	6.60	33	D	68	7564	1920	0.98	6.60	29	D	
																	227,500
12.967	JCT. RTE. 22 WEST, GARDEN GROVE FREEWAY	5	48	6747	1759	0.96	7.50	30	D	50	6770	1726	0.98	7.50	29	D	
																	271,900
13.7	CHAPMAN AVENUE	4	62	6137	1599	0.96	5.90	26	D	65	6223	1579	0.99	5.90	25	C	
																	238,300
15.242	ORANGE, KATELLA AVENUE INTERCHANGE	4	59	6791	1757	0.97	5.90	31	D	65	6221	1585	0.98	5.90	25	C	
																	212,900
16.981	ORANGE, LINCOLN AVENUE INTERCHANGE	4	0	0	0	N/A	5.90	N/A	N/A	0	0	0	N/A	5.90	N/A	N/A	
																	211,600
17.876	JCT RTE 91		0.0	0	0		5.90			0.0	0	0		5.90			

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

- 1. Percent Observed is 65%
- 2. Percent Observed is 72%
- 3. Used timeframe of 4/8-4/14

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
11.1	AT CHAPMAN OFF	5	69	7103	1894	0.94	6.14	23	C	67	6881	1825	0.94	6.14	22	C	
																	202,600
11.22	CHAPMAN	5	67	6754	1814	0.93	6.14	22	C	64	6344	1644	0.96	6.14	21	C	
																	228,700
11.68	ORANGEWOOD	5	71	7730	2007	0.96	6.14	23	C	59	7706	2014	0.96	6.14	28	D	
																	228,700
12.2	STADIUM	5	0	0	0	N/A	6.14	N/A	N/A	0	0	0	N/A	6.14	N/A	N/A	
																	228,700
12.5	KATELLA	5	70	7671	2004	0.96	6.14	24	C	64	7266	1846	0.98	6.14	24	C	
																	259,600
12.9	DOUGLASS	5	69	7779	2013	0.97	6.14	24	C	44	7554	1913	0.99	6.14	36	E	
																	259,600
13.38	BALL	5	70	6980	1811	0.96	6.14	21	C	45	6628	1730	0.96	6.14	32	D	
																	270,700
13.9	WAGNER	5	67	8686	2253	0.96	6.14	28	D	47	8684	2204	0.99	6.14	38	E	
																	270,700
14.73	LINCOLN	5	66	7225	1848	0.98	6.14	23	C	60	6733	1753	0.96	6.14	24	C	
																	278,800
15.4	LA PALMA	3	61	6129	1563	0.98	6.14	35	E	54	5517	1406	0.98	6.14	36	E	
																	278,800
15.7	N OF 91	3	64	6078	1550	0.98	6.14	33	D	61	5610	1442	0.97	6.14	33	D	
																	196,000
16.5	ORANGETHROPE ¹	6	67	8190	2141	0.96	6.14	22	C	67	9098	2339	0.97	6.14	24	C	
																	309,800
17.18	PLACENTIA	5	63	9549	2481	0.96	6.14	32	D	58	9687	2453	0.99	6.14	35	D	
																	309,800
18.3	YORBA LINDA	5	70	6610	1744	0.95	6.14	21	C	69	7377	1897	0.97	6.14	23	C	
																	244,000
19.1	ROLLING HILLS	4	66	7422	1945	0.95	6.14	31	D	65	8023	2061	0.97	6.14	33	D	
																	244,000
19.8	IMPERIAL	5	68	5653	1536	0.92	6.14	19	C	50	6418	1667	0.96	6.14	27	D	
																	229,000

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21.16	LAMBERT ROAD ²	4	65	5566	1462	0.95	6.14	23	C	44	5518	1425	0.97	6.14	33	D	
																	242,300
22	TONNER CANYON ³	4	67	6081	1632	0.93	6.14	25	C	63	6105	1564	0.98	6.14	26	C	
																	239,000

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

- 1. Used timeframe of 6/3 - 6/9
- 2. Used timeframe of 2/4 - 2/10
- 3. Used timeframe of 2/11 - 2/17

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
11.08	CHAPMAN	4	45	5996	1512	0.99	6.14	35	D	51	5865	1518	0.97	6.14	31	D	
																	228,700
11.55	ORANGEWOOD ¹	4	51	7521	1994	0.94	6.14	41	E	53	7632	1968	0.97	6.14	38	E	
																	228,700
12.2	STADIUM	4	0	0	0	N/A	6.14	N/A	N/A	0	0	0	N/A	6.14	N/A	N/A	
																	228,700
12.4	KATELLA	4	56	7294	1854	0.98	6.14	34	D	58	7571	1978	0.96	6.14	35	E	
																	259,600
12.9	DOUGLAS	4	41	7200	1816	0.99	6.14	46	F	53	7406	1879	0.99	6.14	36	E	
																	259,600
13.27	BALL	4	50	6776	1747	0.97	6.14	36	E	45	7046	1784	0.99	6.14	41	E	
																	270,700
13.9	WAGNER	5	49	7926	2015	0.98	6.14	34	D	59	7874	2045	0.96	6.14	29	D	
																	270,700
14.65	LINCOLN	5	60	7529	1911	0.98	6.14	26	D	66	7482	1961	0.95	6.14	25	C	
																	278,800
15.4	LA PALMA	4	51	5372	1358	0.99	6.14	28	D	60	5652	1485	0.95	6.14	26	C	
																	278,800
15.7	N OF 91	4	63	5335	1370	0.97	6.14	22	C	68	5580	1431	0.97	6.14	22	C	
																	196,000
16.46	ORANGETHROPE	5	54	7348	1884	0.98	6.14	29	D	61	7511	1882	1.00	6.14	25	C	
																	309,800
17.18	CHAPMAN	4	37	6606	1712	0.96	6.14	48	F	57	6810	1737	0.98	6.14	31	D	
																	280,300
18.18	YORBA LINDA	5	43	6433	1638	0.98	6.14	31	D	66	6707	1704	0.98	6.14	21	C	
																	244,000
19.1	ROLLING HILLS	4	44	6787	1829	0.93	6.14	42	E	63	6921	1794	0.96	6.14	29	D	
																	244,000
19.73	IMPERIAL	4	38	5980	1624	0.92	6.14	44	E	66	5666	1494	0.95	6.14	23	C	
																	229,000
20.7	LAMBERT ²	4	38	5784	1508	0.96	6.14	40	E	53	5476	1393	0.98	6.14	27	D	
																	242,300
22.06	TONNER CANYON ²	4	45	6446	1701	0.95	6.14	39	E	64	6383	1618	0.99	6.14	26	D	
																	239,000

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

- 1. Percent Observed is 73%
- 2. Used timeframe of 2/4 - 2/10

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
10.000	JCT RTE 5	3	63	4329	1131	0.96	0.95	24	C	66	2137	565	0.95	0.95	12	B	
																	32,150
11.760	GREENFIELD DR	3	64	3651	956	0.95	0.95	20	C	58	1754	478	0.92	0.95	11	B	
																	31,600
13.404	LA PAZ ROAD	3	64	4699	1261	0.93	0.95	27	D	69	1956	533	0.92	0.95	10	A	
																	45,200
14.393	ALISO CREEK ROAD	4	65	6242	1627	0.96	0.95	25	C	69	2144	592	0.91	0.95	9	A	
																	50,000
16.250	EL TORO ROAD	3	59	5346	1392	0.96	1.04	31	D	68	2036	550	0.93	1.04	11	A	
																	57,500
18.696	TOLL PLAZA	3	64	6251	1609	0.97	1.04	33	D	64	2758	702	0.98	1.04	15	B	
																	57,500
21.428	NEWPORT COAST DRIVE	4	64	6710	1750	0.96	1.04	28	D	69	2797	747	0.94	1.04	11	A	
																	62,400
22.448	BONITA CANYON DRIVE/FORD ROAD	5	62	7111	1877	0.95	1.04	24	C	72	2904	797	0.91	1.04	9	A	
																	60,600
24.78	JAMBOREE ROAD	3	59	5976	1505	0.99	1.04	34	D	56	4964	1309	0.95	1.04	31	D	
																	119,200
26.58	COSTA MESA, JCT RTE 55	3	65	3786	964	0.98	1.04	20	C	51	4886	1258	0.97	1.04	33	D	
																	95,700
27.28	COSTA MESA, BEAR STREET	3	66	4157	1076	0.97	1.04	22	C	59	4262	1124	0.95	1.04	26	C	
																	135,500
27.81	JCT RTE 405, SAN DIEGO FREEWAY	3	61	3705	965	0.96	2.35	21	C	65	3835	997	0.96	2.35	21	C	

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
10.000	JCT RTE 5	3	67.65833	1502	405	0.93	0.95	8	A	70.2333	2899	740	0.98	0.95	14	B	
																	32,150
11.760	GREENFIELD DR	3	67.575	1102	291	0.95	0.95	6	A	66.4917	2466	636	0.97	0.95	13	B	
																	31,600
13.404	LA PAZ ROAD	3	66.61667	1315	363	0.91	0.95	7	A	56.95	3089	821	0.94	0.95	19	C	
																	45,200
14.393	ALISO CREEK ROAD	3	64.65	1493	402	0.93	0.95	8	A	58.0333	4281	1193	0.90	0.95	28	D	
																	50,000
16.250	EL TORO ROAD	3	64.66667	1599	429	0.93	1.04	9	A	64.8333	4901	1345	0.91	1.04	28	D	
																	57,500
18.696	TOLL PLAZA	5	71.525	1957	529	0.92	1.04	6	A	64.5917	5838	1613	0.90	1.04	20	C	
																	57,500
21.428	NEWPORT COAST DRIVE	4	70.01667	1831	517	0.89	1.04	7	A	54.85	5780	1554	0.93	1.04	28	D	
																	62,400
22.448	BONITA CANYON DRIVE/FORD ROAD	4	67.38333	1937	499	0.97	1.04	7	A	54.8583	6088	1656	0.92	1.04	30	D	
																	60,600
24.78	JAMBOREE ROAD	3	55.61667	4243	1094	0.97	1.04	26	D	59.575	5051	1343	0.94	1.04	30	D	
																	119,200
26.58	COSTA MESA, JCT RTE 55	3	29.08333	4641	1192	0.97	1.04	55	F	63.7833	3637	936	0.97	1.04	20	C	
																	95,700
27.28	COSTA MESA, BEAR STREET	3	46.10833	4441	1138	0.98	1.04	33	D	62.6583	3969	1027	0.97	1.04	22	C	
																	135,500
27.81	JCT RTE 405	3	66.7	3941	1028	0.96	2.35	21	C	56.5333	3880	998	0.97	2.35	24	C	

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Postmile	SEGMENT	# of Lanes	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0	LOS ANGELES-ORANGE COUNTY LINE	4	0	0	0	N/A	6.29	N/A	N/A	0	0	0	N/A	6.29	N/A	N/A	
																	275,400
R0.489	LA PALMA, ORANGETHORPE AVENUE	4	53	5620	1507	0.93	6.29	29	D	64	5763	1449	0.99	6.29	23	C	
																	300,400
R0.848	BUENA PARK, VALLEY VIEW STREET	4	53.275	6185	1577	0.98	6.29	31	D	42	7037	2028	0.87	6.29	49	F	
																	300,400
R1.842	BUENA PARK, KNOTT AVENUE	4	59	5880	1515	0.97	6.29	26	D	62	6311	1625	0.97	6.29	27	D	
																	312,700
R2.615	BUENA PARK, JCT. RTE. 39/BEACH ^{1. 3.}	4	59	6583	1678	0.98	8.08	30	D	47	6623	1676	0.99	8.08	37	E	
																	319,000
R3.638	FULLERTON, JCT. RTE. 5, SANTA ANA FREEWAY	3	26	3627	1002	0.90	6.80	52	F	51	4057	1064	0.95	6.80	29	D	
																	120,200
1.232	ANAHEIM, BROOKHURST AVENUE	4	41	6026	1596	0.94	6.80	41	E	59	6136	1581	0.97	6.80	28	D	
																	312,400
2.234	EUCLID AVENUE INTERCHANGE ^{2. 3.}	4	44	5629	1489	0.95	6.80	35	D	47	5626	1439	0.98	6.80	32	D	
																	317,000
3.258	FULLERTON, HARBOR BOULEVARD	4	47	6388	1703	0.94	7.10	38	E	60	6108	1557	0.98	7.10	27	D	
																	306,600
3.512	ANAHEIM, LEMON STREET/HARVARD AVENUE	4	47	6388	1703	0.94	7.10	38	E	60	6108	1557	0.98	7.10	27	D	
																	306,600
4.256	ANAHEIM, EAST STREET	4	31	6290	1599	0.98	7.10	54	F	57	6160	1570	0.98	7.10	28	D	
																	287,000
5.258	ANAHEIM, STATE COLLEGE BOULEVARD	4	56	6873	1781	0.96	9.20	33	D	59	6635	1683	0.99	9.20	30	D	
																	279,300

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6.119	ANAHEIM, JCT. RTE. 57, ORANGE FREEWAY	3	62	4334	1129	0.96	8.70	26	C	60	4090	1027	1.00	8.70	24	C	
																	228,700
7.353	KRAEMER BOULEVARD/ GLASSELL STREET	3	59	4525	1148	0.99	8.70	27	D	63	4278	1113	0.96	8.70	25	C	
																	239,000
8.399	TUSTIN AVENUE INTERCHANGE	4	49	6492	1737	0.93	8.70	37	E	39	6500	1756	0.93	8.70	47	F	
																	228,500
9.187	JCT. RTE. 55 SOUTH	4	0	0	0	N/A	4.50	N/A	N/A	0	0	0	N/A	4.50	N/A	N/A	
																	287,400
10.091	LAKEVIEW AVENUE	6	65	7465	1896	0.98	4.50	20	C	63	7886	2037	0.968	4.50	22	C	
																	290,000
11.540	PERALTA, JCT. RTE. 90 WEST	5	67	6405	1639	0.98	4.75	20	C	67	6484	1666	0.973	4.75	20	C	
																	279,000
14.431	WEIR CANYON ROAD	5	68	6299	1682	0.94	4.75	20	C	65	5945	1515	0.981	4.75	19	C	
																	279,000
15.925	JCT RTE 241	4	61	5969	1615	0.92	4.75	27	D	61	6484	1661	0.98	4.75	28	D	
																	272,000
16.404	GYPSUM CANYON ROAD INTERCHANGE	4	59	5841	1556	0.94	4.75	27	D	65	6353	1616	0.98	4.75	26	C	
																	280,000
17.950	COAL CANYON ROAD	5	65	7433	1901	0.98	4.75	24	C	45	8333	2174	0.96	4.75	39	E	
																	139,500
18.905	ORANGE/RIVERSIDE COUNTY LINE	5	0	0	0	N/A	4.75	N/A	N/A	0	0	0	N/A	4.75	N/A	N/A	

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

- 1. Percent Observed is 75%
- 2. Percent Observed is 71%
- 3. Used timeframe of 2/4 - 2/10

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0	LOS ANGELES-ORANGE COUNTY LINE	4	0	0	0	N/A	6.29	N/A	N/A	0	0	0	N/A	6.29	N/A	N/A	
																	275,400
R0.6	LA PALMA, ORANGETHORPE AVENUE	4	62	5590	1420	0.98	6.29	24	C	61	6133	1575	0.97	6.29	27	D	
																	300,400
R1	BUENA PARK, VALLEY VIEW STREET	4	61	5546	1418	0.98	6.29	24	C	61	6074	1551	0.98	6.29	26	D	
																	300,400
R1.99	BUENA PARK, KNOTT AVENUE ³	4	58	6822	1753	0.97	6.29	31	D	61	6747	1715	0.98	6.29	29	D	
																	312,700
R2.6	BUENA PARK, JCT. RTE. 39/BEACH	4	55	6917	1800	0.96	8.08	34	D	49	6705	1706	0.98	8.08	37	E	
																	319,000
R3.4	FULLERTON, JCT. RTE. 5, SANTA ANA FREEWAY ¹	3	55	4773	1225	0.97	6.80	30	D	37	4865	1236	0.98	6.80	46	F	
																	120,200
1.12	ANAHEIM, BROOKHURST AVENUE	4	62	6964	1801	0.97	6.80	30	D	63	7274	1841	0.99	6.80	30	D	
																	312,400
2.11	EUCLID AVENUE INTERCHANGE ²	4	60	6183	1582	0.98	6.80	27	D	58	6580	1658	0.99	6.80	30	D	
																	317,000
3.13	FULLERTON, HARBOR BOULEVARD	4	58	7732	1984	0.97	7.10	35	E	48	7638	1936	0.986	7.10	41	E	
																	306,600
3.91	ANAHEIM, LEMON STREET/ HARVARD AVENUE	4	59	6688	1719	0.973	7.10	30	D	62	8174	2123	0.963	7.10	36	E	
																	306,600
4.18	ANAHEIM, EAST STREET	4	58	6796	1728	0.98	7.10	31	D	53	7002	1831	0.96	7.10	36	E	
																	287,000
5.14	ANAHEIM, STATE COLLEGE BOULEVARD	4	59	6289	1634	0.96	9.20	29	D	53	6322	1615	0.98	9.20	32	D	
																	279,300
6.15	ANAHEIM, JCT. RTE. 57, ORANGE FREEWAY	3	39	5446	1427	0.95	8.70	52	F	57	5294	1366	0.97	8.70	34	D	
																	228,700
7.4	KRAEMER BOULEVARD/ GLASSSELL STREET	5	61	6885	1773	0.97	8.70	24	C	65	6632	1718	0.97	8.70	22	C	
																	239,000
8.36	TUSTIN AVENUE INTERCHANGE	6	5	7815	2090	0.93	8.70	291	F	5	7422	1918	0.97	8.70	267	F	
																	228,500
9.187	JCT. RTE. 55 SOUTH	4	0	0	0	N/A	4.50	N/A	N/A	0	0	0	N/A	4.50	N/A	N/A	

																	287,400
10.091	LAKEVIEW AVENUE	5	50	7526	1988	0.946	4.50	32	D	52	7568	1915	0.952	4.50	31	D	
																	290,000
11.540	PERALTA, JCT. RTE. 90 WEST	5	71	6729	1697	0.991	4.75	20	C	63	6429	1639	0.981	4.75	21	C	
																	279,000
14.431	WEIR CANYON ROAD	5	75	6849	1748	0.98	4.75	19	C	67	6096	1541	0.989	4.75	19	C	
																	141,700
15.925	JCT RTE 241	4	66	7035	1806	0.97	4.75	28	D	59	6600	1675	0.99	4.75	29	D	
																	272,000
16.404	GYPSUM CANYON ROAD INTERCHANGE	4	66	6916	1764	0.98	4.75	27	D	62	6466	1634	0.99	4.75	27	D	
																	280,000
17.950	COAL CANYON ROAD	5	57	9092	2311	0.98	4.75	33	D	56	8021	2018	0.99	4.75	29	D	
																	139,500
18.905	ORANGE/RIVERSIDE COUNTY LINE	4	34	5903	1499	0.98	4.75	45	F	58	5347	1399	0.96	4.75	25	C	

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **
 1. Percent Observed is 65%
 2. Percent Observed is 49%
 3. Used timeframe of 2/4 - 2/10

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.000	LAGUNA BEACH, JCT. RTE. 1, PACIFIC COAST HIGHWAY																
																	22,900
0.230	LAGUNA BEACH, N OR CLIFF DRIVE																
																	31,400
0.962	LAGUNA BEACH, CANYON ACRES DRIVE																
																	33,800
3.416	LAGUNA BEACH, EL TORO ROAD																
																	20,700
7.710	LAGUNA CANYON ROAD																
																	n/a
8.376	JCT. RTE. 405, SAN DIEGO FREEWAY																
																	36,100
8.990	BARRANCA1	2	61	1806	494	0.91	4.53	17	B	58	2875	747	0.96	4.53	27	D	
																	37,700
9.100	BARRANCA2 ¹	3	54	3053	811	0.94	4.53	21	C	56	4169	1106	0.94	4.53	27	D	
																	37,700
9.37	S OF 5	2	67	693	194	0.89	4.53	6	A	62	2042	556	0.92	4.53	18	C	
																	37,700
9.77	N OF 5	2	67	1339	370	0.90	4.53	11	B	64	3830	978	0.98	4.53	31	D	
																	37,700
10.05	MARINE WAY	2	64	1177	332	0.89	4.53	11	A	66	3249	883	0.92	4.53	27	D	
																	45,000
10.50	N OF MARINE	3	67	1175	333	0.88	4.53	7	A	68	3330	913	0.91	4.53	18	C	
																	45,000
10.73	S OF PM 11	4	70	1495	418	0.89	4.53	6	A	66	4472	1212	0.92	4.53	19	C	
																	45,000
11.08	AT PM 11	3	68	1470	404	0.91	4.53	8	A	65	4403	1182	0.93	4.53	25	C	
																	45,000
11.35	N OF PM 11	3	64	1491	408	0.91	4.53	9	A	65	4480	1184	0.95	4.53	25	C	
																	45,000
11.70	IRVINE BLVD 1	3	70	2036	552	0.92	4.53	11	A	65	6005	1630	0.92	4.53	34	D	

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																	45,000
12.05	IRVINE BLVD 3	3	68	1358	358	0.95	3.19	7	A	65	4032	1094	0.92	3.19	23	C	
																	45,000
12.42	S OF PORTOLA	4	70	1472	386	0.95	3.19	6	A	64	4212	1132	0.93	3.19	18	B	
																	51,700
12.77	NB 133 TO 241	2	66	866	246	0.88	3.19	8	A	65	2088	572	0.91	3.19	18	B	
																	51,700
13.04	ORANGE 1	2	67	869	242	0.90	3.19	7	A	61	2082	567	0.92	3.19	19	C	
																	51,700
13.42	ORANGE 2	2	70	863	233	0.93	3.19	7	A	68	2101	566	0.93	3.19	17	B	
																	51,700

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1. Percent Observed is 0%

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.000	LAGUNA BEACH, JCT. RTE. 1, PACIFIC COAST HIGHWAY						3.41							3.41			
																	22,900
0.230	LAGUNA BEACH, N OR CLIFF DRIVE						3.41							3.41			
																	31,400
0.962	LAGUNA BEACH, CANYON ACRES DRIVE						3.41							3.41			
																	33,800
3.416	LAGUNA BEACH, EL TORO ROAD						1.14							1.14			
																	20,700
7.710	LAGUNA CANYON ROAD						1.14							1.14			
																	35,000
8.376	JCT. RTE. 405, SAN DIEGO FREEWAY						3.76							3.76			
																	35,000
8.990	BARRANCA2	3	55	2790	728	0.96	4.53	18	C	66	2071	528	0.98	4.53	11	A	
																	30,100
9.37	S OF 5	2	60	1777	479	0.93	4.53	16	B	64	822	281	0.73	4.53	9	A	
																	46,900
9.77	N OF 5	2	56	2666	696	0.96	4.53	26	C	64	894	240	0.93	4.53	8	A	
																	46,900
10.05	MARINE WAY	3	54	4290	1125	0.95	4.53	28	D	63	1352	351	0.96	4.53	8	A	
																	46,900
10.50	N OF MARINE	3	62	4307	1142	0.94	4.53	25	C	68	1346	356	0.95	4.53	7	A	
																	46,900
10.73	S OF PM 11	4	60	9450	2437	0.97	4.53	42	E	69	3040	824	0.92	4.53	12	B	
																	46,900
11.08	AT PM 11	3	61	5549	1431	0.97	4.53	32	D	67	1568	416	0.94	4.53	8	A	
																	46,900
11.35	N OF PM 11	3	61	6128	1588	0.96	4.53	36	E	61	1718	460	0.93	4.53	10	A	
																	46,900
11.70	IRVINE BLVD 1	3	63	4686	1252	0.94	3.19	27	D	67	1205	322	0.94	3.19	6	A	
																	47,200
12.05	IRVINE BLVD 3	3	63	4724	1266	0.93	3.19	27	D	66	1222	332	0.92	3.19	7	A	
																	47,200
12.42	S OF PORTOLA	4	61	5167	1423	0.91	3.19	24	C	67	1515	415	0.91	3.19	6	A	

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																	47,200
13.04	ORANGE 1	2	63	2321	641	0.91	3.19	21	C	66	784	221	0.89	3.19	7	A	
																	47,200
13.42	ORANGE 2	2	68	2295	592	0.97	3.19	18	B	63	835	218	0.96	3.19	7	A	
																	47,200

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
14.550	OSO	2	64	876	239	0.92	6.36	8	A	65	429	124	0.86	6.36	4	A	
																	31,100
17.768	ANTONIO	2	64	876	239	0.92	6.36	8	A	65	429	124	0.86	6.36	4	A	
																	25,700
18.488	SANTA MARGARITA	2	67	1441	401	0.90	6.36	12	B	66	563	156	0.90	6.36	5	A	
																	38,000
20.077	LOS ALISOS	3	68	3031	799	0.95	1.70	16	B	67	1117	291	0.96	1.70	6	A	
																	38,100
21.802	PORTOLA UC	3	68	3154	832	0.95	1.70	16	B	67	1038	272	0.95	1.70	5	A	
																	32,400
23.418	ALTON	3	67	3735	1035	0.90	3.08	21	C	66	1437	381	0.94	3.08	8	A	
																	35,900
24.968	PORTOLA	3	65	3902	1033	0.94	3.08	21	C	69	1740	478	0.91	3.08	9	A	
																	37,200
27.378	JCT RTE 133	2	68	953	257	0.93	3.08	8	A	68	1078	309	0.87	3.08	9	A	
																	37,000
32.541	CHAPMAN-SANTIAGO RD UC	2	68	1507	413	0.91	3.08	12	B	66	2108	570	0.92	3.08	18	B	
																	56,600
36.099	WINDY RIDGE TOLL	3	68	1985	532	0.93	3.08	11	A	57	3687	954	0.97	3.08	23	C	
																	47,800
39.079	JCT RTE 91	4	67	2082	560	0.93	1.66	8	A	38	3906	1011	0.97	1.66	26	D	

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Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
14.550	OSO	2	0	0	0	N/A	6.36	N/A	N/A	0	0	0	N/A	6.36	N/A	N/A	
																	31,100
17.768	ANTONIO ¹	2	63	906	239	0.95	6.36	8	A	63	1442	387	0.93	6.36	13	B	
																	25,700
18.488	SANTA MARGARITA	2	66	514	146	0.88	6.36	5	A	67	1107	309	0.90	6.36	10	A	
																	38,000
20.077	LOS ALISOS	2	57	1610	451	0.89	1.70	16	B	51	2994	784	0.95	1.70	31	D	
																	38,100
21.802	PORTOLA UC ¹	2	65	1088	304	0.89	1.70	9	A	66	2435	654	0.93	1.70	20	C	
																	32,400
23.418	ALTON	3	69	1410	362	0.97	3.08	7	A	68	2720	727	0.94	3.08	14	B	
																	35,900
24.968	PORTOLA	2	69	1829	475	0.96	3.08	14	B	69	2889	760	0.95	3.08	22	C	
																	37,200
27.378	JCT RTE 133 ²	2	67	1316	353	0.93	3.08	11	A	62	1217	313	0.97	3.08	10	A	
																	37,000
32.541	CHAPMAN-SANTIAGO RD UC	2	59	2661	692	0.96	3.08	24	C	65	1135	297	0.96	3.08	9	A	
																	56,600
36.099	WINDY RIDGE TOLL	3	46	5543	1398	0.99	3.08	41	E	66	1776	472	0.94	3.08	10	A	
																	47,800
39.079	JCT RTE 91	5	39	5928	1583	0.94	1.66	33	D	74	1806	462	0.98	1.66	5	A	

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- 1. Percent Observed is 0%
- 2. Percent Observed is 47%

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.000	WALNUT AVENUE	3	69	280	83	0.84		2	A	63	2124	572	0.93		12	B	
																	71,100
0.239	JAMBOREE	2	66	271	80	0.85		2	A	67	2089	560	0.93		17	B	
																	37,500
1.638	IRVINE	2	67	344	100	0.86		3	A	66	2039	516	0.99		16	B	
																	37,900
2.848	PORTOLA	3	69	385	114	0.84		2	A	70	1935	509	0.95		10	A	
																	38,600
6.035	CHAPMAN	3	69	465	136	0.85		3	A	71	1568	417	0.94		8	A	
																	28,000
6.205	JCT RTE 241		0	0	0					0	0	0					

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.000	WALNUT AVENUE ¹	2	60	2852	736	0.97		25	C	67	960	253	0.95		8	A	
																	71,100
0.239	JAMBOREE ²	2	68	3653	988	0.92		29	D	67	670	186	0.90		6	A	
																	37,500
1.638	IRVINE	3	60	3252	845	0.96		19	C	70	494	133	0.93		3	A	
																	37,900
2.848	PORTOLA	2	63	3145	816	0.96		26	C	68	489	132	0.93		4	A	
																	38,600
6.035	CHAPMAN	2	62	2772	711	0.97		23	C	68	502	135	0.93		4	A	
																	28,000
6.205	JCT RTE 241		0	0	0					0	0	0					

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

- 1. Used timeframe of 8/19 - 8/25
- 2. Used timeframe of 2/4 - 2/10

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.230	IRVINE, JCT. RTE. 5	3	64	4338	1155	0.94	5.00	24	C	66	2945	753	0.98	5.00	16	B	
																	196,100
0.949	IRVINE CENTER DRIVE ^{1.4.}	6	63	6342	1609	0.99	5.00	17	B	68	5637	1490	0.95	5.00	15	B	
																	212,900
1.804	IRVINE, JCT. RTE. 133	5	42	8563	2273	0.94	4.90	44	E	55	7528	1971	0.95	4.90	29	D	
																	258,200
2.876	IRVINE, SAND CANYON AVENUE ^{1.4.}	4	47	7889	2123	0.93	5.20	46	F	56	6937	1753	0.99	5.20	32	D	
																	255,900
3.947	UNIVERSITY DRIVE	4	47	8173	2071	0.99	5.60	45	F	42	7070	1859	0.95	5.60	46	F	
																	251,900
5.618	IRVINE, CULVER DRIVE	5	62	9351	2407	0.97	5.60	32	D	57	7682	1991	0.96	5.60	29	D	
																	268,400
6.917	IRVINE, JAMBOREE BOULEVARD	5	55	9391	2431	0.97	5.60	37	E	56	8511	2177	0.98	5.60	32	D	
																	277,000
7.803	IRVINE, MAC ARTHUR BOULEVARD	5	62	9194	2333	0.99	5.00	31	D	48	8698	2268	0.96	5.00	38	E	
																	287,900
8.740	COSTA MESA, JCT. RTE. 55	4	68	4651	1191	0.98	3.49	18	B	61	5237	1365	0.96	3.49	23	C	
																	246,700
9.46	COSTA MESA, BRISTOL STREET	4	65	5123	1334	0.96	3.49	21	C	58	5485	1416	0.97	3.49	25	C	
																	229,200
9.9	BEAR	5	0	0	NO DATA	N/A	3.49	N/A	N/A	0	0	NO DATA	N/A	3.49	N/A	N/A	
																	229,200
10.9	FAIRVIEW	6	68	8025	2056	0.98	3.49	20	C	52	8621	2266	0.95	3.49	30	D	
																	292,400
11.4	COSTA MESA, HARBOR BOULEVARD	6	65	8549	2158	0.99	3.49	22	C	57	9236	2351	0.98	3.49	28	D	
																	312,400
12.85	FOUNTAIN VALLEY, EUCLID STREET	5	70	10153	2684	0.95	3.49	31	D	50	10552	2797	0.94	3.49	45	F	
																	291,300
13.74	FOUNTAIN VALLEY, BROOKHURST STREET	4	67	7398	1953	0.95	3.49	29	D	60	7794	2046	0.95	3.49	35	D	
																	269,200

14.82	FOUNTAIN VALLEY, WARNER AVENUE	4	58	6715	1765	0.95	3.49	31	D	48	6924	1744	0.99	3.49	37	E	
																	252,400
15.17	HUNTINGTON BEACH, MAGNOLIA STREET	4	70	7633	2012	0.95	3.49	29	D	48	9266	2343	0.99	3.49	50	F	
																	266,000
16.52	BEACH	4	66	6402	1613	0.99	3.49	25	C	53	6974	1799	0.97	3.49	34	D	
																	274,300
17.45	MCFADDEN	4	0	0	0	N/A	3.49	N/A	N/A	0	0	0	N/A	3.49	N/A	N/A	
																	274,300
17.92	GOLDENWEST ^{3,4.}	4	65	6341	1667	0.95	3.49	26	D	57	6946	1775	0.98	3.49	32	D	
																	262,700
19.24	WESTMINISTER	4	60	7365	1920	0.96	3.49	32	D	59	8351	2136	0.98	3.49	37	E	
																	245,400
20.33	BRYANT	4	65	10868	2779	0.98	3.49	44	E	50	10771	2778	0.97	3.49	56	F	
																	389,400
22.55	SEAL BEACH	6	66	10355	2609	0.99	3.00	27	D	44	10247	2598	0.99	3.00	40	E	
																	370,100
23.62	SALMON	5	63	8492	2201	0.96	3.00	29	D	58	8721	2225	0.98	3.00	31	D	
																	262,500

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- 1. Percent Observed is 66%
- 2. Percent Observed 75%
- 3. Percent Observed 73%
- 4. Used timeframe of 5/6 - 5/12

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
0.230	IRVINE, JCT. RTE. 5	5	65	5792	1535	0.94	5.00	19	C	65	6601	1689	0.98	5.00	21	C	
																	196,100
0.949	IRVINE CENTER DRIVE	4	64	5449	1416	0.96	5.00	23	C	64	6108	1564	0.98	5.00	25	C	
																	212,900
1.804	IRVINE, JCT. RTE. 133 ³	4	66	6985	1808	0.97	4.90	28	D	64	6343	1631	0.97	4.90	26	D	
																	258,200
2.876	IRVINE, SAND CANYON AVENUE ¹	4	54	6058	1549	0.98	5.20	30	D	48	5617	1431	0.98	5.20	31	D	
																	255,900
3.947	UNIVERSITY DRIVE	4	59	8390	2189	0.96	5.60	38	E	51	7565	1958	0.97	5.60	39	E	
																	251,900
5.618	IRVINE, CULVER DRIVE	4	60	8031	2072	0.97	5.60	35	E	57	7461	1947	0.96	5.60	35	E	
																	268,400
6.917	IRVINE, JAMBOREE BOULEVARD	6	62	7647	2034	0.94	5.60	22	C	59	8057	2065	0.98	5.60	24	C	
																	277,000
7.803	IRVINE, MAC ARTHUR BOULEVARD	6	49	11561	2933	0.99	5.00	41	E	64	9813	2472	0.99	5.00	26	D	
																	287,900
8.740	COSTA MESA, JCT. RTE. 55	4	61	7471	1894	0.99	3.49	32	D	65	6298	1616	0.97	3.49	25	C	
																	246,700
9.54	COSTA MESA, BRISTOL STREET	5	50	8920	2334	0.96	3.49	38	E	66	6270	1639	0.96	3.49	20	C	
																	229,200
9.9	BEAR	4	0	0	NO DATA	N/A	3.49	N/A	N/A	0	0	NO DATA	N/A	3.49	N/A	N/A	
																	229,200
10.28	FAIRVIEW	5	0	0	NO DATA	N/A	3.49	N/A	N/A	0	0	NO DATA	N/A	3.49	N/A	N/A	
																	292,400

11.2	COSTA MESA, HARBOR BOULEVARD	6	56	9636	2429	0.99	3.49	29	D	62	8577	2190	0.98	3.49	24	C	
																	312,400
12.5	FOUNTAIN VALLEY, EUCLID STREET	5	47	8788	2247	0.98	3.49	39	E	63	7820	1999	0.98	3.49	26	C	
																	291,300
13.81	FOUNTAIN VALLEY, BROOKHURST STREET	4	47	9783	2498	0.98	3.49	54	F	62	8807	2268	0.97	3.49	37	E	
																	269,200
14.72	FOUNTAIN VALLEY, WARNER AVENUE	4	45	6547	1793	0.91	3.49	41	E	52	6580	1693	0.97	3.49	33	D	
																	252,400
15.16	HUNTINGTON BEACH, MAGNOLIA STREET	4	43	5618	1514	0.93	3.49	35	E	62	6029	1514	1.00	3.49	25	C	
																	266,000
16.26	EDINGER	5	51	7824	2137	0.92	3.49	34	D	67	8482	2170	0.98	3.49	26	D	
																	266,000
16.6	BEACH	4	49	1272	388	0.82	3.49	8	A	50	1628	412	0.99	3.49	8	A	
																	274,300
17.45	MCFADDEN	4	0	0	0	N/A	3.49	N/A	N/A	0	0	0	N/A	3.49	N/A	N/A	
																	274,300
17.98	GOLDENWEST	4	49	7559	2147	0.88	3.49	45	E	66	8483	2172	0.98	3.49	34	D	
																	262,700
19.05	WESTMINSTER, WESTMINSTER AVENUE ^{2. 3.}	4	48	6820	1869	0.91	3.49	40	E	62	7128	1838	0.97	3.49	30	D	
																	245,400
20.33	BRYANT	4	62	9580	2506	0.96	3.49	41	E	57	10561	2731	0.97	3.49	49	F	
																	389,400
22.54	SEAL BEACH	6	63	10533	2718	0.97	3.00	29	D	46	10958	2846	0.96	3.00	42	E	
																	370,100
23.62	SALMON	4	61	8617	2268	0.95	3.00	38	E	66	8682	2263	0.96	3.00	35	E	
																	262,500

** % Truck and ADT Values are the most recent values published at
www.dot.ca.gov/hq/traffops/saferesr/trafddata/ which is currently 2018 data **

1. Percent Observed is 24%
2. Percent Observed 40%
3. Used timeframe of 9/23 - 9/29

Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
R 1.26	KATELLA 1	4	65	5174	1319	0.98	4.63	21	C	36	5859	1573	0.93	4.63	44	E	
																	167,000
R 1.55	KATELLA 2	4	68	4905	1285	0.95	4.63	19	C	46	5451	1414	0.96	4.63	32	D	
																	167,000

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Postmile	SEGMENT	# of LANES	AM PEAK PERIOD							PM PEAK PERIOD							2019 AADT
			AM Speed	AM (PHV)	PHV (15 min)	PHF	% Truck	AM Density	AM LOS	PM Speed	PM (PHV)	PHV (15 min)	PHF	% Truck	PM Density	PM LOS	
R 1.26	KATELLA 1 ¹	4	64	5742	1532	0.94	4.63	25	C	62	5356	1408	0.95	4.63	23	C	
																	167,000
R 1.55	KATELLA 2	4	58	5147	1380	0.93	4.63	25	C	62	4778	1219	0.98	4.63	20	C	
																	167,000

** % Truck and ADT Values are the most recent values published at www.dot.ca.gov/hq/traffops/saferesr/trafdata/ which is currently 2018 data **

1. Used timeframe of 4/8 - 4/14

District 12 Mobility Performance Report

2020 First Quarter

DEPARTMENT OF TRANSPORTATION

May 6, 2020

DISTRICT 12 TMC

DISTRICT 12 MOBILITY PERFORMANCE REPORT

2020 1st Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 12 (Orange County) is located in southern California and is neighbors with District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of July 2017, the total population in Orange County was 3,190,400. The jurisdictional boundaries of Orange County encompass a metropolitan area of 794 square miles, including 34 cities, and 17 state highway routes. The county has 1,059 lane miles of general purpose lanes and 226 lane miles of High-Occupancy Vehicle (HOV) lanes, which is one of California's largest HOV lane networks. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

The Mobility Performance quarterly analysis compares information from the most recent quarter and the previous 4 quarters, involving the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- Detector Health

This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The MPR uses congestion at two speed thresholds: delay from vehicles traveling below 35 MPH and delay from vehicles traveling below 60 mph. The 35 MPH limit

represents severe congestion while the 60 MPH limit represents light and heavy congestion. These thresholds/limits are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the 1st quarter, of 2020, total delay equaled to 1.3 million vehicle hours of delay (VHD) at the 35mph speed threshold and 4.5 million VHD at 60mph threshold. Compared to the fourth quarter, there was a -39.8 percent decrease in 35mph VHD and -27.4 percent decrease in 60mph VHD.

The average weekday VHD experienced in this quarter was approximately 18 thousand VHD at 35mph and 65 thousand VHD at 60mph. Compared to the third quarter, there was -40.2 percent decrease in 35 mph VHD and -26.9 percent decrease in 60 mph VHD.

Top 10 Bottlenecks for the 1st Quarter of 2020

Fwy	Location	Shift	Abs PM	CA PM	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
I405-N	BROOKHUR1	PM	13.51	13.74	51	3.33	36,045.90	8,740.00
I5-N	B ST	PM	102.25	30	50	4.11	21,561.90	10,765.00
I405-N	CATION 5013	PM	12.89	13.122	49	2.71	20,070.50	3,190.00
I5-S	S OF 22	AM	105.99	33.8	51	1.12	18,734.60	9,580.00
I5-S	EUCLID 1	AM	111.49	39.3	49	2.58	16,143.00	5,760.00
I405-S	TMS 5015 SB	AM	15.49	15.722	50	2.95	13,517.40	3,025.00
SR55-N	TAFT	PM	15.78	15.8	46	2.97	11,634.00	9,305.00
I5-N	1ST	PM	103.05	30.8	32	0.77	11,627.50	7,435.00
SR91-E	LAKEVIEW1	PM	28.45	R10.08	52	2.61	10,709.60	8,475.00
I405-N	TMS 5015 NB	PM	15.43	15.66	28	1.25	10,651.80	2,570.00

Quarterly Mobility Statistics

2020 Q1 Quarterly Mobility Statistics District 12

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table><tr><th>Period</th><th>VMT (Billions)</th></tr><tr><td>2019 Q1</td><td>3.26</td></tr><tr><td>2019 Q4</td><td>3.25</td></tr><tr><td>2020 Q1</td><td>2.97</td></tr></table>	Period	VMT (Billions)	2019 Q1	3.26	2019 Q4	3.25	2020 Q1	2.97	Over one year ago	Over last quarter
Period	VMT (Billions)										
2019 Q1	3.26										
2019 Q4	3.25										
2020 Q1	2.97										
		-8.9%	-8.6%								
		↓	↓								
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table><tr><th>Period</th><th>VHD (Millions)</th></tr><tr><td>2019 Q1</td><td>2.1</td></tr><tr><td>2019 Q4</td><td>2.1</td></tr><tr><td>2020 Q1</td><td>1.3</td></tr></table>	Period	VHD (Millions)	2019 Q1	2.1	2019 Q4	2.1	2020 Q1	1.3	Over one year ago	Over last quarter
Period	VHD (Millions)										
2019 Q1	2.1										
2019 Q4	2.1										
2020 Q1	1.3										
		-40.3%	-39.8%								
		↓	↓								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table><tr><th>Period</th><th>VHD (Thousands)</th></tr><tr><td>2019 Q1</td><td>30</td></tr><tr><td>2019 Q4</td><td>31</td></tr><tr><td>2020 Q1</td><td>18</td></tr></table>	Period	VHD (Thousands)	2019 Q1	30	2019 Q4	31	2020 Q1	18	Over one year ago	Over last quarter
Period	VHD (Thousands)										
2019 Q1	30										
2019 Q4	31										
2020 Q1	18										
		-39.4%	-40.2%								
		↓	↓								
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table><tr><th>Period</th><th>VHD (Millions)</th></tr><tr><td>2019 Q1</td><td>6.1</td></tr><tr><td>2019 Q4</td><td>6.2</td></tr><tr><td>2020 Q1</td><td>4.5</td></tr></table>	Period	VHD (Millions)	2019 Q1	6.1	2019 Q4	6.2	2020 Q1	4.5	Over one year ago	Over last quarter
Period	VHD (Millions)										
2019 Q1	6.1										
2019 Q4	6.2										
2020 Q1	4.5										
		-25.7%	-27.4%								
		↓	↓								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table><tr><th>Period</th><th>VHD (Thousands)</th></tr><tr><td>2019 Q1</td><td>86</td></tr><tr><td>2019 Q4</td><td>88</td></tr><tr><td>2020 Q1</td><td>65</td></tr></table>	Period	VHD (Thousands)	2019 Q1	86	2019 Q4	88	2020 Q1	65	Over one year ago	Over last quarter
Period	VHD (Thousands)										
2019 Q1	86										
2019 Q4	88										
2020 Q1	65										
		-24.7%	-26.9%								
		↓	↓								

2020 Q1
Quarterly Mobility Statistics
District 12

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Monday -36.4%	Friday 38.8%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		—	—
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		5 PM -40.4%	5 PM -40.6%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		11 PM 18.8%	—
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		4 PM -53.8%	5 PM -50.6%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		7 AM 20%	—
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		4 PM -67.3%	4 PM -53.5%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		6 AM 11.1%	3 AM 28%

2020 Q1
Quarterly Mobility Statistics
District 12

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>2.1 2.08 1.25</p> <p>2019 Q1 2019 Q4 2020 Q1</p> <p>Orange</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Orange -40.3% ↓	Orange -39.8% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		—	—
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>2019 Q1 2019 Q4 2020 Q1</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		PM Peak -26.5% ↓	PM Peak -34.2% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		—	—
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2019 Q1 2019 Q4 2020 Q1</p> <p>4,216 3,971 3,772</p> <p>1,424 1,326 1,374</p>	Change in Good over one year ago	Change in Good over last quarter
		-11% ↓	-5% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		-4% ↓	4% ↑

**2020 Q1
Quarterly Mobility Statistics
District 12**

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2020 Q1-2019 Q1		Difference 2020 Q1-2019 Q4		Rank		
		2019 Q1	2019 Q4	2020 Q1	Absolute	Percentage	Absolute	Percentage	2019 Q1	2019 Q4	2020 Q1
I5	Orange	516,905	528,946	337,866	-179,040	-34.6%	-191,080	-36.1%	2	1	1
I405	Orange	586,241	471,857	282,330	-303,912	-51.8%	-189,528	-40.2%	1	2	2
SR91	Orange	347,765	345,495	222,665	-125,100	-36.0%	-122,830	-35.6%	3	3	3
SR55	Orange	233,619	323,434	138,704	-94,915	-40.6%	-184,729	-57.1%	4	4	4
SR57	Orange	109,188	152,316	98,455	-10,732	-9.8%	-53,861	-35.4%	6	5	5
SR22	Orange	129,748	106,308	72,478	-57,270	-44.1%	-33,829	-31.8%	5	6	6
SR73	Orange	107,251	92,510	54,077	-53,174	-49.6%	-38,433	-41.5%	7	7	7
SR241	Orange	26,855	36,479	27,753	898	3.3%	-8,726	-23.9%	8	8	8
I605	Orange	20,801	9,425	6,001	-14,800	-71.2%	-3,424	-36.3%	9	9	9
SR74	Orange	998	3,662	5,523	4,525	453.6%	1,861	50.8%	12	12	10
SR133	Orange	20,537	9,213	4,659	-15,878	-77.3%	-4,555	-49.4%	10	10	11
SR142	Orange	1,338	4,630	3,623	2,285	170.8%	-1,007	-21.7%	11	11	12
SR261	Orange	219	456	786	567	258.6%	331	72.6%	13	13	13
SR1	Orange	48	0	0	-48	-100.0%	0		14		
TOTALS		2,101,514	2,084,730	1,254,920	-846,594	-40.3%	-829,810	-39.8%			

District 12 Mobility Performance Report

2021 1st Quarter

DEPARTMENT OF TRANSPORTATION

April 29, 2021

District 12 Traffic Operations Northwest

DISTRICT 12 MOBILITY PERFORMANCE REPORT

2021 1st Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 12 (Orange County) is located in southern California and is neighbors with District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of July 2017, the total population in Orange County was 3,190,400. The jurisdictional boundaries of Orange County encompass a metropolitan area of 794 square miles, including 34 cities, and 17 state highway routes. The county has 1,059 lane miles of general purpose lanes and 226 lane miles of High-Occupancy Vehicle (HOV) lanes, which is one of California's largest HOV lane networks. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

The Mobility Performance quarterly analysis compares information from the most recent quarter and the previous 4 quarters, involving the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- Detector Health

This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The MPR uses congestion at two speed thresholds: delay from vehicles traveling below 35 MPH and delay from vehicles traveling below 60 MPH. The 35 MPH limit

represents severe congestion while the 60 MPH limit represents light and heavy congestion. These thresholds/limits are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the 1st quarter of 2021, total delay equaled to 0.73 million vehicle hours of delay (VHD) at the 35 MPH speed threshold and 3.08 million VHD at 60 MPH threshold. Compared to the previous quarter, there was a 14 percent increase in 35 MPH VHD and 7.8 percent increase in 60 MPH VHD.

The average weekday VHD experienced in this quarter was approximately 9 thousands VHD at 35 MPH and 43 thousands VHD at 60 MPH. Compared to the previous quarter, there was 11 percent increase in 35 MPH VHD and 8.2 percent increase in 60 mph VHD.

Top 10 Bottlenecks for the 1st Quarter of 2021

Co	Shift	Fwy	Dir	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
ORA	PM	I405	N	13.51	13.74	33.70	-117.95	38	2.52	27,156.80	4,580.00
ORA	PM	I5	N	100.35	28.1	33.72	-117.80	41	3.88	19,176.90	7,430.00
ORA	PM	I5	S	91.53	19.33	33.62	-117.71	36	1.06	12,965.20	4,585.00
ORA	PM	SR91	E	32.99	R14.62	33.87	-117.74	36	1.79	12,884.70	5,110.00
ORA	PM	I405	N	11.37	11.6	33.69	-117.92	42	0.40	11,958.60	6,405.00
ORA	PM	SR91	E	28.45	R10.08	33.85	-117.81	37	2.55	11,742.60	4,700.00
ORA	AM	SR91	W	36.85	R18.435	33.87	-117.68	42	0.80	10,008.70	8,000.00
ORA	PM	I405	N	16.53	16.76	33.73	-117.99	42	0.70	9,557.20	7,915.00
ORA	AM	I5	S	105.19	33	33.77	-117.87	42	0.60	8,918.40	4,950.00
ORA	PM	SR91	E	34.14	R15.793	33.87	-117.72	36	2.54	8,401.30	3,300.00

2021 Q1 Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table><tr><th>Period</th><th>VMT (Billions)</th></tr><tr><td>2020 Q1</td><td>2.97</td></tr><tr><td>2020 Q4</td><td>2.84</td></tr><tr><td>2021 Q1</td><td>2.82</td></tr></table>	Period	VMT (Billions)	2020 Q1	2.97	2020 Q4	2.84	2021 Q1	2.82	Over one year ago	Over last quarter
		Period	VMT (Billions)								
2020 Q1	2.97										
2020 Q4	2.84										
2021 Q1	2.82										
		-4.9% ↓	-0.5% ↓								
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table><tr><th>Period</th><th>VHD (Millions)</th></tr><tr><td>2020 Q1</td><td>1.3</td></tr><tr><td>2020 Q4</td><td>0.6</td></tr><tr><td>2021 Q1</td><td>0.7</td></tr></table>	Period	VHD (Millions)	2020 Q1	1.3	2020 Q4	0.6	2021 Q1	0.7	Over one year ago	Over last quarter
		Period	VHD (Millions)								
2020 Q1	1.3										
2020 Q4	0.6										
2021 Q1	0.7										
		-42.1% ↓	14.1% ↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table><tr><th>Period</th><th>VHD (Thousands)</th></tr><tr><td>2020 Q1</td><td>18</td></tr><tr><td>2020 Q4</td><td>8</td></tr><tr><td>2021 Q1</td><td>9</td></tr></table>	Period	VHD (Thousands)	2020 Q1	18	2020 Q4	8	2021 Q1	9	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
2020 Q1	18										
2020 Q4	8										
2021 Q1	9										
		-48.5% ↓	11% ↑								
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table><tr><th>Period</th><th>VHD (Millions)</th></tr><tr><td>2020 Q1</td><td>4.5</td></tr><tr><td>2020 Q4</td><td>2.9</td></tr><tr><td>2021 Q1</td><td>3.1</td></tr></table>	Period	VHD (Millions)	2020 Q1	4.5	2020 Q4	2.9	2021 Q1	3.1	Over one year ago	Over last quarter
		Period	VHD (Millions)								
2020 Q1	4.5										
2020 Q4	2.9										
2021 Q1	3.1										
		-31.9% ↓	7.8% ↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table><tr><th>Period</th><th>VHD (Thousands)</th></tr><tr><td>2020 Q1</td><td>65</td></tr><tr><td>2020 Q4</td><td>40</td></tr><tr><td>2021 Q1</td><td>43</td></tr></table>	Period	VHD (Thousands)	2020 Q1	65	2020 Q4	40	2021 Q1	43	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
2020 Q1	65										
2020 Q4	40										
2021 Q1	43										
		-33.5% ↓	8.2% ↑								

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	<p>Hours (Thousands)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Wednesday -46.3%	Sun/Hol -15.8%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		—	Friday 18.7%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	<p>Hours (Thousands)</p>	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		5 PM -56.1%	7 AM -7.6%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		12 PM 49.8%	4 PM 13.2%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	<p>Hours (Thousands)</p>	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		6 PM -34.2%	11 PM -34.9%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		11 AM 51.6%	1 PM 185%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	<p>Hours (Thousands)</p>	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		5 PM -17.2%	5 PM -43.1%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		12 PM 107.1%	12 PM 26.5%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>2020 Q1: 1.25 2020 Q4: 0.64 2021 Q1: 0.73</p> <p>Orange</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Orange -42.1% ↓	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>2020 Q1: 28, 2020 Q4: 8, 2021 Q1: 28 (AM Peak) 2020 Q1: 8, 2020 Q4: 8, 2021 Q1: 8 (Off-Peak Day) 2020 Q1: 50, 2020 Q4: 28, 2021 Q1: 28 (PM Peak) 2020 Q1: 2, 2020 Q4: 2, 2021 Q1: 2 (Off-Peak Night)</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		PM Peak -47.7% ↓	PM Peak -0.2% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2020 Q1: 3,772 (Good), 1,374 (Bad) 2020 Q4: 2,570 (Good), 1,253 (Bad) 2021 Q1: 1,930 (Good), 1,074 (Bad)</p>	Change in Good over one year ago	Change in Good over last quarter
		-49% ↓	-25% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		-22% ↓	-14% ↓

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2021 Q1-2020 Q1		Difference 2021 Q1-2020 Q4		Rank		
		2020 Q1	2020 Q4	2021 Q1	Absolute	Percentage	Absolute	Percentage	2020 Q1	2020 Q4	2021 Q1
I5	Orange	337,866	173,883	229,130	-108,735	-32.2%	55,247	31.8%	1	2	1
SR91	Orange	222,665	188,132	219,653	-3,012	-1.4%	31,521	16.8%	3	1	2
I405	Orange	282,330	93,118	98,267	-184,063	-65.2%	5,149	5.5%	2	3	3
SR57	Orange	98,455	53,220	71,223	-27,233	-27.7%	18,002	33.8%	5	5	4
SR55	Orange	138,704	57,826	38,849	-99,855	-72.0%	-18,977	-32.8%	4	4	5
SR22	Orange	72,478	40,148	33,698	-38,780	-53.5%	-6,450	-16.1%	6	6	6
SR73	Orange	54,077	20,844	20,302	-33,775	-62.5%	-542	-2.6%	7	7	7
SR241	Orange	27,753	5,696	7,213	-20,540	-74.0%	1,517	26.6%	8	8	8
I605	Orange	6,001	1,648	3,057	-2,943	-49.1%	1,409	85.5%	9	9	9
SR133	Orange	4,659	957	3,031	-1,628	-34.9%	2,074	216.7%	11	10	10
SR142	Orange	3,623	832	989	-2,634	-72.7%	156	18.8%	12	11	11
SR74	Orange	5,523	25	629	-4,895	-88.6%	604	2454.9%	10	12	12
SR261	Orange	786	9	63	-723	-92.0%	55	644.7%	13	13	13
SR1	Orange	0	0	0	0		0				
TOTALS		1,254,920	636,337	726,103	-528,817	-42.1%	89,766	14.1%			

Appendix B-1: Meeting CMP Traffic Impact Analysis Requirements

Meeting CMP Traffic Impact Analysis Requirements

AN OPTIONAL GUIDANCE FOR LOCAL JURISDICTIONS

Prepared for:

**Orange County Environmental Management Agency
Orange County Transportation Commission
Orange County Transit District
League of Cities, Orange County Division
Transportation Corridor Agencies**

Prepared by:

**Kimley-Horn and Associates, Inc.
and
The Planning Center**

June 11, 1991

CMP-TIA REQUIREMENTS

Requirements of CMP legislation

- Analyze impacts of land-use decisions on CMP Highway System.
- Estimate costs associated with mitigation of impacts on CMP Highway System.
- Exclude costs associated with mitigating the impacts of interregional travel.
- Allow credits against mitigation costs for local public and private contributions to improvements to the CMP Highway System.
 - For toll road facilities, allow credits only for local public and private contributions which will not be reimbursed from toll revenues or other state or federal sources.
- Report annually on actions taken to adopt and implement a program to analyze the impacts of land-use decisions on the CMP Highway System and to estimate the costs of mitigating those impacts.

Year One Goal

- Identify the impacts of development anticipated to occur over the next 7 years on the CMP Highway System and the projected costs of mitigating those impacts.

Actions Required of Local Jurisdictions

- A TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips. For developments which will directly access the CMP Highway System, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.
- Document procedures used to identify and analyze traffic impacts of new development on CMP Highway System. This documentation should include the following:
 - Identification of type of development proposals which are subject to a traffic impact analyses (TIA);
 - Description of required or acceptable TIA methodology; and
 - Description of inter-jurisdictional coordination process used when impacts cross local agency boundaries.
- Document procedures/standards used to determine the costs of mitigation requirements for impacts of new development on CMP Highway System.
- Document methodology and procedures for determining applicable credits against mitigation costs including allowable credits associated with contributions to toll road facilities.

SECTION 1 – INTRODUCTION

Purpose

State legislation creating the Congestion Management Program (CMP) requires that the program contain a process to analyze the impacts of land-use decisions by local governments on the regional transportation system. Once impacts of a land-use decision are identified, the CMP also requires that the costs to mitigate the impacts be determined.

For CMP purposes, the regional transportation system is defined by the legislation as all state highways and principal arterials at a minimum. This system is referred to as the CMP Highway System. The identification and analysis of impacts along with estimated mitigation costs are determined with respect to this CMP Highway System.

The objectives of this report are to:

- Provide guidance to local agencies in conducting traffic impact analyses.
- Assist local agencies in maintaining eligibility for funds through documentation of CMP compliance.
- Make available minimum standards for jurisdictions wishing to use them for identifying and analyzing impacts on CMP Highway System.
- Establish CMP documentation requirements for those jurisdictions which elect to use their own TIA methodology.
- Establish a baseline from which TIA standardization may evolve as experience is gained in the CMP process.
- Cause the analysis of impacts on the CMP Highway System to be integrated into the local agency development review process.
- Provide a method for determining the costs associated with mitigating development impacts.
- Provide a framework for facilitating coordination between agencies when appropriate.

Background

Through a coordinated effort among local jurisdictions, public agencies, business and community groups, Orange County has developed a Congestion Management Program framework in response to the requirements of Assembly Bill 1791. This framework is contained in the Congestion Management Program Preparation Manual which was issued in January 1991 as a joint publication of the following agencies:

- County of Orange
- Orange County Division, League of California Cities
- Orange County Transportation Commission
- Orange County Transit District

- Transportation Corridor Agencies

The CMP Manual describes the CMP Program requirements for each component prescribed by the CMP provision of AB 1791. The components include one entitled Land-Use Coordination, which sets forth the basic requirements for the assessment, mitigation, and monitoring of traffic impacts to the CMP Highway System which are attributable to development projects.

Consolidation of Remaining Issues

This report is intended to present a useful reference in addressing the remaining issues associated with the identification and treatment of development impacts on the CMP Highway System. It is desirable that a standardized approach be utilized for determining which projects require analysis and in carrying out the resulting traffic impact analysis (TIA). It is also desirable that a reasonably uniform approach be utilized in determining appropriate mitigation strategies and estimating the associated costs.

TIA Survey History

In 1989, Kimley-Horn and Associates, Inc. conducted a survey of TIA procedures being used at the time by local jurisdictions within Orange County. The survey revealed that although there were some commonalities, there was considerable variation in approach, scope, evaluation methodology, and project disposition.

As part of the CMP process, it was determined that the identification of TIA elements which can or should be standardized should be accomplished. Additional documentation of cost estimating practices and the development of standardized costs and estimating procedures will be valuable in achieving desired consistency among jurisdictions.

In order to accomplish these objectives, Kimley-Horn's previous TIA survey was updated and additional information was solicited from each local agency within Orange County. The information was obtained through telephone interviews with City Engineers and Planners after they had an opportunity to examine the survey questionnaire which was mailed to them in advance of the interview. The information obtained was used in preparing the methodology recommendations contained in this report. A summary of the update survey results is provided in the Appendix.

Relationships with Other Components

In addition to being an integral part of the Land-Use Coordination component of the CMP, the traffic impact analysis requirements also relate to all other CMP components to a greater or lesser degree. These components include the following:

- Modeling
- Level of Service
- Transit Standards
- Traffic Demand Management
- Deficiency Plans
- Capital Improvement Program

The Land-Use Coordination section in Chapter 3 of the CMP Preparation Manual dated January, 1991 contains a detailed description of each of the component linkages listed above.

SECTION 2- REQUIREMENTS OF CMP LEGISLATION

The complete text of CMP legislation is contained in Appendix A to the Preparation Manual for the Congestion Management Program for Orange County dated January, 1991. For ease of reference, the requirements of this legislation related to analysis of the impacts of land-use decisions made by local jurisdictions are summarized as follows:

- Analyze impacts of land-use decisions on CMP Highway System.
- Estimate costs associated with mitigation of impacts on CMP Highway System.
- Exclude costs associated with mitigating the impacts of interregional travel.
- Allow credits against mitigation costs for local public and private contributions to improvements to the CMP Highway System.
 - For toll road facilities, allow credits only for local public and private contributions which will not be reimbursed from toll revenues or other state or federal sources.
- Report annually on actions taken to adopt and implement a program to analyze the impacts of land-use decisions on the CMP Highway System and to estimate the costs of mitigating those impacts.

SECTION 3 - ACTIONS REQUIRED OF LOCAL AGENCIES

The provisions of CMP legislation, as summarized in the preceding section, impose a requirement on local jurisdictions to carry out certain actions in order to demonstrate their compliance with the CMP program. This compliance will maintain eligibility to receive state gas tax funds made available by the voter approved Proposition 111. The actions and documentation requirements related to the identification and analysis of traffic impacts include the following:

- A TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips. For developments which will directly access the CMP Highway System, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.
- Document procedures used to identify and analyze traffic impacts of new development on CMP Highway System. This documentation should include the following:
 - Identification of type of development proposals which are subject to a traffic impact analyses (TIA);
 - Description of required or acceptable TIA methodology; and
 - Description of inter-jurisdictional coordination process used when impacts

cross local agency boundaries.

- Document procedures/standards used to determine the costs of mitigation requirements for impacts of new development on CMP Highway System.
- Document methodology and procedures for determining applicable credits against mitigation costs including allowable credits associated with contributions to toll road facilities.
- Establish annual monitoring and reporting process to summarize activities performed in analyzing the impacts of land-use decisions on the CMP Highway System and in estimating the associated mitigation costs. Procedures for incorporating mitigation measures into the Capital Improvement Program should also be established.
- For the first year, local jurisdictions may assume that all interregional travel occurs on the freeway system or they may develop an analysis methodology to determine the amount of interregional travel occurring on arterials which are part of the CMP Highway System. During the first year, TIAs need to analyze only the impacts to arterial portions of the CMP Highway System.

SECTION 4 - CMP TRAFFIC IMPACT ANALYSIS METHODOLOGY

In order to assure that the CMP Program meets its objectives of linking land-use decisions with the adequate evaluation of impacts related to those decisions, traffic impact analyses must often be undertaken. There are a number of essential elements which should be included in traffic impact analyses (TIA) used to support the program. Many local jurisdictions already employ development review processes which will be adequate for addressing CMP requirements. For those jurisdictions wishing technical guidance in carrying out the analysis of traffic impacts on the CMP Highway System, this section offers an appropriate TIA methodology.

PROJECTS REQUIRING TIA ANALYSIS

All development in Orange County will use the CMP Network to a greater or lesser extent from time-to-time. The seven-year capital improvement program, together with deficiency plans to respond to deficiencies which cannot be resolved in the 7-year timeframe, are developed in response to anticipated growth in travel within a jurisdiction. Thus, a certain level of travel growth is addressed in the normal planning process and it is not necessary to evaluate relatively small projects with a TIA or to rely on TIA's as the primary means of identifying needed CMP Highway System improvements. Furthermore, County voters have approved a sales tax increase which will fund major improvements to the transit and highway systems serving the County.

Many jurisdictions will require an EIR for a proposed development project. When required, the EIR should include steps necessary to incorporate the required CMP analysis. Most or all of the TIA elements described in this section would normally be

incorporated into the typical EIR traffic analysis.

Certain development projects not requiring an EIR should still be evaluated through a TIA process due to their land-use type, intensity, proximity to the CMP network, and/or duration of development timeframe. In other words, developments which will significantly alter the anticipated demand on a CMP roadway should be evaluated through a TIA approach.

At the present time, there is a wide-ranging approach to determining which projects will require a TIA. In some jurisdictions, there are formal guidelines, while in others it depends primarily on the judgment of a member of staff relative to the probable significance of the project's impact on the surrounding road system.

The OCTC TIA guidelines recommended defining three percent of the level of service standard as significant impact. This seems reasonable for application for CMP purposes. Thus, project impacts of three percent or less can be mitigated by impact fees or other revenues. Projects with a potential to create an impact of more than three percent of Level of Service E capacity will require TIA's. On this basis, it is recommended that all development projects which generate more than 2,400 daily trips be subject to a TIA for CMP evaluation. For projects which will directly access or be in close proximity to a CMP Highway System link a reduced threshold of 1,600 trips/day would be appropriate. Appendix B provides background information of the derivation of these threshold values.

TIA PROCESS

There are a number of essential elements in the TIA process itself. It is desirable that all of these elements be evaluated within an acceptable range of criteria in order to assure the objectives of the CMP process and to maintain a reasonable degree of equity from jurisdiction to jurisdiction. It is recognized, however, that for certain of the elements, some variations relating to professional judgment and local criteria and characteristics are necessary and appropriate to the process. These factors have been fully considered in developing the descriptions of the following elements:

- Evaluation of existing conditions
- Trip generation
- Internal capture and passer-by traffic
- Trip distribution and assignment
- Radius of development influence
- Background traffic
- Capacity analysis methodology
- Impact costs/mitigation

Evaluation of Existing Conditions

In order to evaluate the relative impacts of a proposed development, determine CMP Highway System status and define appropriate mitigation for new impacts, it is necessary to understand the existing conditions on the affected roadway network. Evaluation of

existing conditions is common to nearly all jurisdictions in Orange County. Given that most jurisdictions use link and intersection capacity analysis techniques compatible with the techniques identified in the level-of-service component, no changes in existing local jurisdiction procedures should be necessary in connection with the CMP Program.

Trip Generation

At the foundation of traffic impact analyses is the quantification of trip generation. Use of the ITE Trip Generation Manual is common throughout Orange County. In addition, other widely accepted practices are being used when appropriate to supplement the lit data. These practices include use of acceptable rates published by local agencies and surveys conducted at similar sites, subject to approval of the reviewing agency. Given the uniformity of practice in Orange County to date, no major adjustments in this procedure should be required. It would be desirable however to establish a central library for reporting the results of special trip generation studies and making these results available to all other jurisdictions who wish them.

Internal Capture and Passer-by Traffic

Techniques for identifying the internal relationship of travel within mixed-use developments and the degree to which development captures passer-by trips as opposed to creating new trips are being applied by approximately 2/3 of the local jurisdictions within Orange County. The use of guidelines in the ITE Trip Generation Manual and appropriate professional judgment are the predominant techniques employed. To supplement the guidance available through ITE documentation, local jurisdictions are encouraged to undertake additional studies to document rates applicable within their jurisdiction. The determination of applicable rates should be undertaken by experienced transportation engineering professionals with thorough documentation of the methodology, data, and assumptions used. It is recommended that those jurisdictions which do not currently allow these adjustments establish revised TIA procedures incorporating this element. As with trip generation data, a central library would be desirable for reporting of data and analyses performed locally related to determination of appropriate factors.

Trip Distribution and Assignment

Several appropriate distribution and assignment techniques are used in Orange County, depending on the size of the development and the duration of buildout. Manual and computer modeling approaches are used as appropriate. Manual methods based on the best socio-economic information available to the agency and applicant should be acceptable except when a development's size makes a modeling approach more appropriate. Sources of this information include demographic surveys, market analyses, and previous studies.

Radius of Development Influence

There are numerous ways to identify the study area to be evaluated in a TIA. These include both qualitative and quantitative approaches. One of the most effective ways is through the determination of the quantity of project traffic on CMP roadway links compared to a selected level of impact. The goal of a quantitative approach is to be sure that all elements

of the CMP network are addressed in a comparable manner from jurisdiction to jurisdiction. This is important due to the potential for overlapping impacts among jurisdictions. It is also important to maintain flexibility within a quantitative process to allow transportation professionals at local jurisdictions to add areas to the study which are of specific concern. It is not intended that CMP practices should restrict this aspect of each agency's existing TIA process.

It is recommended that the study area for CMP Highway System links be defined by a measure of significant impact on the roadway links. As a starting point, it is proposed that the measure be three percent of existing roadway capacity. Thus, when a traffic impact analysis is being done it would require the inclusion of CMP roadway links that are impacted by 3 percent or more of their LOS E capacity. If a TIA is required only for CMP purposes, the study area would end when traffic falls below three percent of capacity on individual roadway links. If the TIA is also required for other purposes, additional analysis can be required by the local jurisdiction based on engineering judgment or local regulation as applicable.

Background Traffic

In order for a reasonable assessment of the level of service on the CMP network, it is necessary to not only identify the proposed development impact, but also the other traffic which can be expected to occur during the development of the project. There are numerous methods of evaluating background traffic. The implications of these alternative methods are that certain methodologies may result in deficiencies, while other methodologies may find an acceptable operating conditions.

The cost to mitigate impacts of a land-use decision is unrelated to background traffic. Rather, it is related to the cost of replacing the capacity which is consumed by the proposed development. However, it is necessary to understand background traffic in order to evaluate level-of-service. Background traffic is composed of existing traffic demands and growth from new development which will occur over a specific period of time. Both the existing and the growth elements of background traffic contain sub-elements. These include traffic which is generated within Orange County, that which begins and/or ends within the County, and interregional traffic which has neither end in Orange County. CMP legislation stipulates that interregional traffic will not be considered in CMP evaluations with respect to LOS compliance or determining costs of mitigation.

Given that the CMP process is new, there is no existing practice of separating interregional traffic from locally generated traffic. Until a procedure for identifying interregional traffic is developed, local jurisdictions may assume that all interregional traffic occurs on the freeway system. Initially TIA's required for CMP purposes need only analyze the impacts to arterial portions of the CMP Highway System.

Local governments in Orange County are generally consistent in their approach to background traffic. There are three major approaches used. The first is to use historical growth factors which are applied to existing traffic volumes to project future demands. The second is to aggregate the impacts of specific individual projects which have been approved or planned but not built to identify the total approved background traffic on the study area roadway system. A third method is to use computer modeling to identify

total traffic demands which represent both background traffic and project impact traffic. For the present CMP program, it is recommended that the discretion for the appropriate process lie within the local jurisdiction, however, the method to be used in the jurisdiction should be clearly defined in the agency's TIA rules and procedures. In addition, it is recommended that all jurisdictions create a listing of approved development projects and a map showing their locations which would be updated frequently and be available to other jurisdictions on request. The listing should include information related to type and size of land-use and phasing for each project.

It is appropriate to periodically update long range forecasts based on development approvals and anticipated development growth in the region and plan a transportation system which will provide the necessary level-of-service for this amount of development. When a development proposal will significantly alter this long-term plan, it will be necessary to address the aggregate of all approved development to assure that there is a long-term solution. However, from a TIA perspective, it is reasonable and practical to consider only that development traffic which can be expected to exist at the time of buildout of a new development proposal. That is to say, for CMP purposes background traffic should be limited to that traffic which is generated by development which will exist at the time of buildout of a proposed development. CEQA requirements may dictate that other background traffic scenarios be analyzed as well.

Capacity Analysis Methodology

Once the projected traffic demands are known, it is necessary to evaluate these demands relative to available and planned roadway capacity. The methodology used in capacity determination in Orange County is relatively uniform. Additionally, the level of service (LOS) component of the CMP Program has identified specific criteria which are to be used in determining level-of-service on the CMP Highway System.

Impact Costs/Mitigation

This element is at the heart of the CMP process; that is to identify the costs of mitigating a land development decision on the CMP System.

The current practice throughout Orange County is to require mitigation only when the level-of-service standard is exceeded. However, some jurisdictions require regular impact mitigation fees and phasing road improvements with development. The growth management requirement of the sales tax Measure M mandates a traffic phasing program. Often, mitigation is equated to construction of roadway improvements to maintain an acceptable level-of-service and/or to maintain the existing level-of-service. In some instances, a pay and go mitigation approach is allowed. This means that new development may pay its fair share and go forward and the provision of improvements remain the responsibility for the local jurisdiction.

In order to assess responsibility for impacts, there are a variety of approaches. One approach is to consider impact traffic as a percent of total traffic. Impact traffic may also be taken as a percentage of existing capacity. Another common approach is to use the net impact of development as a percent of total future traffic demand.

Since CMP legislation requires the identification of costs of land-use decisions and impacts

across jurisdictional lines, it is desirable that the CMP program have a consistent method for identifying the costs of development impacts. On the other hand, a wide variety of mitigations can occur from jurisdiction to jurisdiction.

It is recommended that the impact costs be calculated as the total of new development traffic on a roadway link requiring improvement divided by the capacity of the improvement times the cost of the improvement. This can be expressed in a formula as follows:

$$\text{Impact Cost} = \frac{\text{Development Traffic}}{\text{Capacity of Improvement}} \times \text{Improvement Cost}$$

Improvements to be included in the cost analysis should be those identified in the jurisdiction's adopted Circulation Element and any additional improvements identified in the development TIA. The total impact cost for a development would be the sum of costs for all significantly impacted links. Funds collected from these assessments could be aggregated and applied to specific projects on an annual basis in accordance with locally established priorities. If project impacts extend across jurisdictional boundaries the impact costs calculated for significantly impacted links in an adjacent jurisdiction should be allocated to that jurisdiction for use in its program of prioritized improvements.

Through this process, progress can be achieved in implementing system improvements without having to wait for 100% of the funds being collected for each individual improvement. In theory, all required improvements will be accomplished over time as new developments are approved which will generate traffic to utilize available and planned system capacity. The costs should be based on recent Unit cost experience in Orange County and may include planning, permitting, preliminary engineering, design, right-of-way, construction, landscaping, construction inspection, and, if applicable, financing costs.

There are two approaches to mitigation. One is traffic reduction and the other is to build improvements to accommodate the new traffic. Traffic reduction through transportation demand ordinances or other regulations which will reduce impacts can be calculated in the same way a development impact would be calculated. But in this case, it would be taken as a credit or a reduction in impact. Mitigation techniques such as TDM or phasing or reduction in project intensity merely reduce for a new development the amount of impact which must be mitigated and are changes which should occur prior to the calculation of project impact costs. A monitoring program should be established to confirm that anticipated reductions are realized.

To comply with the CMP process, a local jurisdiction should accomplish two things. First, it should demonstrate that it is analyzing and mitigating the impact of new development on the CMP Highway System. Second, it should maintain the level-of-service standards or adopt a deficiency plan Consistent with CMP legislation. In order to demonstrate the mitigation which has been undertaken, the local jurisdiction should maintain a record of the cumulative impact cost of all development approvals and the cumulative mitigation value of improvements provided by the local jurisdiction. These could be construction programs or credits from a TDM ordinance or other traffic reduction measures. It is then

only necessary to show on an annual basis that the total improvement costs plus traffic reduction credits are equal to or greater than the total impact cost of new development approvals to prove mitigation compliance.

The maintenance of level-of-service would come through implementation of improvements contained in the 7-year capital improvements element, Measure M and state-funded improvements, additional improvements which may be made in conjunction with development approvals, and from deficiency plans which may be required from time to time. From a TIA perspective, it would be necessary to document the following:

- a. the level-of-service on the CMP network at buildout of the proposed development will be: 1) level—of-service “E or better, or 2) will not result in a cumulative increase of more than 0.10 in v/c ratio if the established LOS standard is worse than LOS E.
- b. a deficiency plan exists to address the links for which level-of-service is not provided, and
- c. a deficiency plan will be developed for a new link when a deficiency will occur.

DOCUMENTATION OF RULES AND PROCEDURES

To assure a clear understanding of the TIA procedures which are necessary to support a viable CMP program, it is recommended that a set of rules and procedures be established by each local jurisdiction. Ideally, these rules and procedures would cover the requirements for the full TIA analysis and would include minimum requirements for the CMP process. Local jurisdictions which prefer not to adopt separate CMP TIA standards could implement standards for CMP requirements within a TIA and maintain their existing approach for all other aspects of their existing TIA process. The following is a summary of the elements which should be included in CMP procedures documentation and the methodologies applicable to each element:

1. **Thresholds for Requiring a TIA for CMP** - Projects with the potential to create an impact of more than 3% of LOS “E” capacity on CMP Highway system links should require a TIA. All projects generating 2,400 or more daily trips should require a TM for CMP evaluation. If a project will have direct access to a CMP link this threshold should be reduced to 1,600 or more daily trips. A TIA should not be required again if one has already been performed for the project as part of an earlier development approval which takes the impact on the CMP Highway System into account.
2. **Existing Conditions Evaluation** - Identify current level-of-service on CMP roadways and intersections where the proposed development traffic will contribute to 3 percent of the existing capacity. Use procedures defined in the level-of-service component for evaluation of level—of-service.
3. **Trip Generation** - ITE trip generation rates or studies from other agencies and locally approved studies for specific land-uses.
4. **Internal Capture and Passerby Traffic** - Justification for internal capture should be

included in the discussion. Passerby traffic should be calculated based upon ITE data or approved special studies.

5. **Distribution and Assignment** - Basis for trip distribution should be discussed and should be linked to demographic or market data in the area. Quantitative and/or qualitative information can be used depending on the size of the proposed development. As the size of the project increases, there should be a tendency to use a detailed quantitative approach for trip distribution. Trip assignment should be based on existing and projected travel patterns and the future roadway network and its travel time characteristics.
6. **Radius of Impact/Project Influence** - The analysis should identify the traffic assignment on all CMP roadway links until the impact becomes less than 3 percent of level of service E capacity.
7. **Background Traffic** - Total traffic which is expected to occur at buildout of the proposed development should be identified.
8. **Impact Assessment Period** - This should be the buildout timeframe of the proposed development.
9. **Capacity Analysis Methodology** - The methodology should be consistent with that specified in the level-of—service component of the CMP Program.
10. **Improvement Costs** - The cost of roadway improvements should include all costs of implementation including studies, design, right-of-way, construction, construction inspection, and financing costs, if applicable.
11. **Impact Costs and Mitigation** - The project impact divided by the capacity of a roadway improvement times the cost of the improvement should be identified for each significantly impacted CMP link and summed for the study area.
12. **Projected Level-of-Service** - The TIA should document that the projected level-of-service on all CMP links in the study area will be at Level-of-Service “E” or the existing level-of-service whichever is less, or that a deficiency plan exists or will be developed to address specific links or intersections.

SECTION 5 – APPENDICES

Appendix A – Summary of TIA Update Survey Results (Available Upon Request)

Appendix B – Deviation of Thresholds for Projects Requiring TIA Analysis

APPENDIX B

DERIVATION OF THRESHOLDS FOR PROJECTS REQUIRING TRAFFIC IMPACT ANALYSIS

The TIA process recommendation is to require a TIA for any project generating 2,400 or more daily trips. This number is based on the desire to analyze any impacts which will be 3% or more of the existing capacity. Since most CMP Highway System will be four lanes or more, the capacity used to derive the threshold is a generalized capacity of 40,000 vehicles/day. The calculations are as follows:

$$40,000 \text{ veh./day} \times 3\% = 1,200 \text{ veh./day}$$

Assuming 50/50 distribution of project traffic on a CMP link

$$1,200 \times 2 = 2,400 \text{ veh./day total generation}$$

As can be seen, a project which will generate 2,400 trips/day will have an expected maximum link impact on the CMP system of 1,200 trips/day based on a reasonably balanced distribution of project traffic. On a peak-hour basis, the 3% level of impact would be 120 peak-hour trips. For intersections, a 3% level of impact applied to the sum of critical volume (1,700 veh./hr.) would be 51 vehicles per hour.

A level of impact below 3% is not recommended because it sets thresholds which are generally too sensitive for the planning and analytical tools available. Minor changes in project assumptions can significantly alter the results of the analysis and the end result can be additional unnecessary cost to the developer and additional review time by staff with little benefit. Additionally, a lower threshold of significance will expand the study area, which also increases effort and costs, and increases the probability that the analysis would extend beyond jurisdictional boundaries.

The following illustration shows that the 2,400 trip/day threshold would be expected to produce a 3% impact on the CMP System only when the project has relatively direct access to a CMP link. As a project location moves further off the CMP System the expected impacts is reduced. With a more directional distribution of project traffic a development with direct CMP System access could produce a 3% impact with somewhat lower daily trip generation.

The table included on the following page illustrates the daily trip generation thresholds which would produce various levels of impact on the CMP System for project locations with and without direct access to the system. Based on a 3% impact the trip generation thresholds for requiring a TIA are 1,600 veh./day with direct CMP System access and 2,400 veh./day if a project does not have direct CMP System access.

CMP Highway System Impacts for Development Generating 2,400 trips/day
Based on proximity to CMP System

	50		50		250	
	80	80		280	80	
100	100	100		300	100	300
200	600	800	2400	800	600	100
300	100	300		200	100	200

MAXIMUM IMPACT < 1%

400						200
200	600	700		600	800	300
	200	300	1200 1200	300	200	
			2400			200

MAXIMUM = 1.8%

	400			100		200
200	800	1000	1200 1200	900	700	300
	200		2400	100		200

MAXIMUM = 3%
COULD BE 4.5% WITH 75/25 SPLIT

Alternative Criteria

Assume 75/25 distribution

For direct access to CMP System:
 $1,200 / .75 = 1,600 \text{ veh./day}$

For no direct CMP System Access:
 Approximately 1/3 less impact
 on CMP System
 $1,600 \times 3/2 = 2,400 \text{ veh./day}$

Daily Trip Generation

Significant Impact	Direct Access	No Direct Access
1%	500	800
2%	1,100	1,600
3%	1,600	2,400

Appendix B-2: Traffic Impact Analysis Exempt Projects

Appendix B-2: Traffic Impact Analysis Exempt Projects

Projects exempt from the requirements of a mandatory, CMP Traffic Impact Analysis are listed below. This list is not meant to be all-inclusive. Any inquiries regarding additional exemptions shall be transmitted in writing to the Orange County Transportation Authority, attention CMP Program Manager.

Project Not Requiring a CMP TIA Analysis:

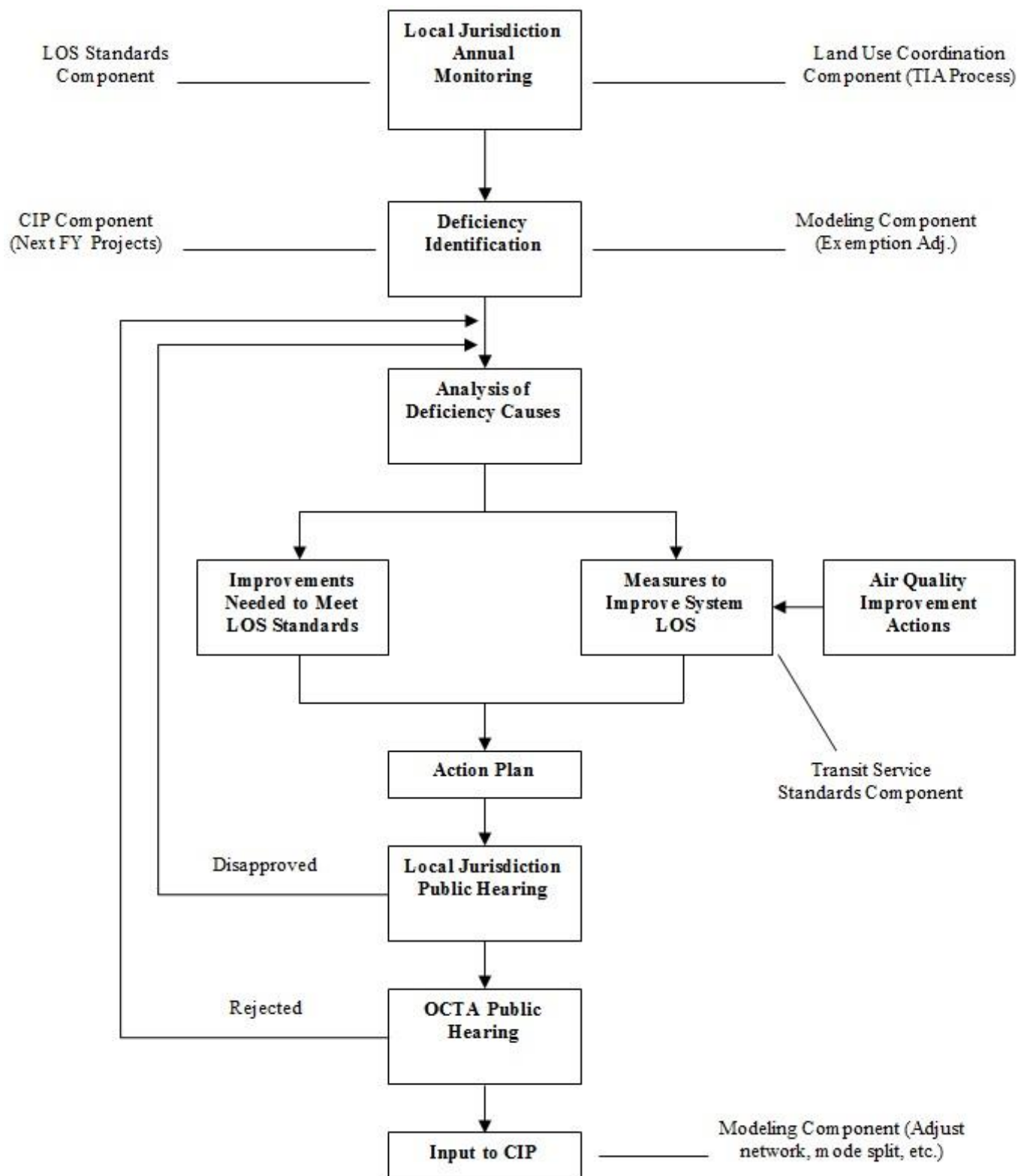
1. Applicants for subsequent development permits (i.e., conditional use permits, subdivision maps, site plans, etc.) for entitlement specified in and granted in a development agreement entered into prior to July 10, 1989.¹
2. Any development application generating vehicular trips below the Average Daily Trip (ADT) threshold for CMP Traffic Impact Analysis, specifically, any project generating less than 2,400 ADT total, or any project generating less than 1,600 ADT directly onto the CMPHS.^{1, 2}
3. Final tract and parcel maps.^{1, 2, 3}
4. Issuance of building permits.^{1, 2, 3}
5. Issuance of certificates of use and occupancy.^{1, 2, 3}
6. Minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992.^{1, 2, 3}

¹ Vehicular trips generated by CMP TIA-exempt development applications shall not be factored out in any traffic analyses or levels of service calculations for the CMPHS.

² Exemption from conduction a CMP TIA shall not be considered an exemption from such projects' participation in approved, transportation fee programs established by the local jurisdiction.

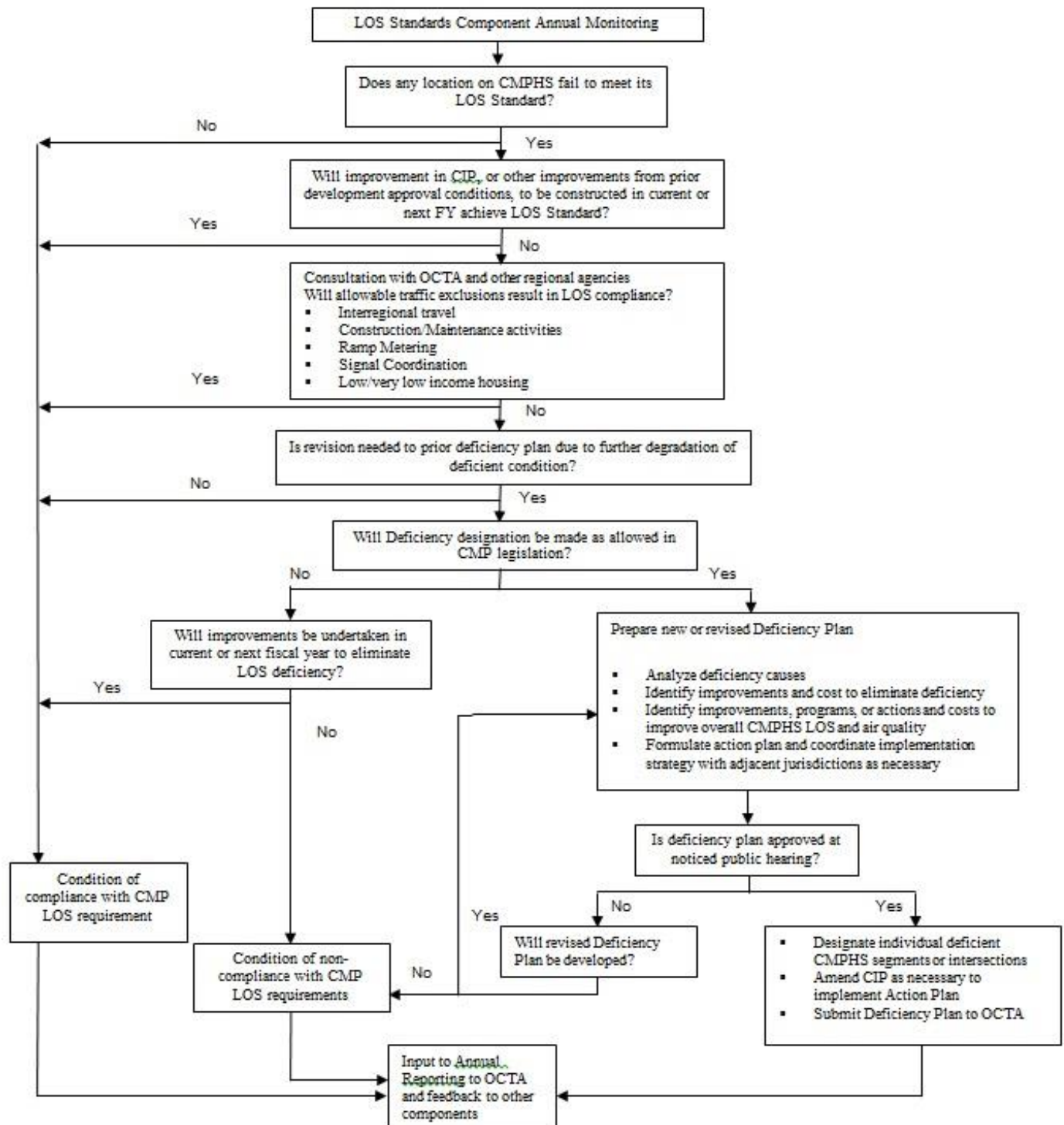
³ A CMP TIA is not required for these projects only in those instances where development approvals granting entitlement for the project sites were granted prior to the effective date of CMP TIA requirements (i.e., January 1992).

Appendix C-1: CMP Deficiency Plan Flow Chart

APPENDIX C-1: CMP Deficiency Plan Flow Chart

Appendix C-2: Deficiency Plan Decision Flow Chart

APPENDIX C-2: Deficiency Plan Decision Flow Chart



Appendix D: CMP Monitoring Checklists



CMP Monitoring Checklist: Level of Service (LOS)				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 	<input type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections that are not operating at the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
<div style="border: 1px solid black; height: 150px; width: 100%;"></div>				

¹The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within 1/4 mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rail passenger station.



CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities², all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 	<input type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.				
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements? :			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

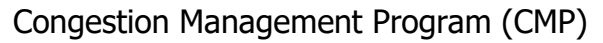
²The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within 1/4 mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rail passenger station.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP Checklist		YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>
Additional Comments:				



³Exemptions include: any development generating less than 2,400 daily trips, any development generating less than 1,600 daily trips (if it directly accesses a CMP highway), final tract and parcel maps, issuance of building permits, issuance of certificate of use and occupancy, and minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992.



CMP Checklist

YES

NO

N/A

- | | |
|----|--|
| 1. | Did you submit a seven-year CIP to OCTA by June 30? |
| 2. | Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)? |
| 3. | Is it consistent with air quality mitigation measures for transportation- related vehicle emissions? |
| 4. | Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP? |

Additional Comments:



CMP Checklist		YES	NO	N/A
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.				
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
_____		_____		_____
Name (Print)		Title		Signature
				Date

Appendix E: Capital Improvement Programs

Available online at:

<http://www.octa.net/Plans-and-Programs/Congestion-Management-Program/Overview/>

Appendix F: Measure M2 Program of Projects



FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

- A I-5, SR-55 to SR-57
- B I-5, El Toro "Y" Area to SR-55
- C I-5, SR-73 to El Toro Road
- C I-5, Avenida Pico to San Juan Creek Road
- D I-5 Highway Interchanges

State Route 22 (SR-22) Projects

- E SR-22 Access Improvements

State Route 55 (SR-55) Projects

- F SR-55, I-405 to I-5
- F SR-55, I-5 to SR-91

State Route 57 (SR-57) Projects

- G SR-57 NB, Orangewood Avenue to Katella Avenue
- G SR-57 NB, Katella Avenue to Lincoln Avenue
- G SR-57 NB, Orangethorpe Avenue to Lambert Road
- G SR-57 NB, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H SR-91 WB, I-5 to SR-57
- I SR-91, SR-57 to SR-55
- J SR-91, SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K I-405, I-605 to SR-73
- L I-405, SR-55 to El Toro "Y" Area

Interstate 605 (I-605) Projects

- M I-605 Katella Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS

- O Grade Separation Program (shown)
- P Signal Synchronization Project Corridors

TRANSIT PROJECTS

- R Grade Separation and Station Improvement Projects
- S Transit Extensions to Metrolink
- T Metrolink Station Conversion to accept Future High-Speed Rail Systems

OC GO PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: Streets & Roads -
Regional Capacity Program

Project Q: Local Fair Share Program

Project R: Grade crossing and
Trail Safety Enhancements
Metrolink Service Expansion Program

Project U: Senior Mobility Program (SMP),
Senior Non-emergency Medical
Transportation Program (SNEMT), and
Fare Stabilization Programs

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program

Appendix G: Orange County Subarea Modeling Guidelines

Note: *The primary purpose of these guidelines are to promote consistency in transportation modeling within Orange County.*

Available online at:

<http://www.octa.net/Plans-and-Programs/Congestion-Management-Program/Overview/>

**2021 Congestion Management Program
Summary of Compliance**

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land-use	Level of Service	2021 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

*No CMP intersections within jurisdiction

N/A – Not Applicable

MINUTES

Board of Directors' Meeting

Call to Order

The Monday, November 8, 2021, regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Do at 9:04 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Gina Ramirez, Clerk of the Board, conducted an attendance roll call and announced a quorum of the Board of Directors (Board) as follows:

Directors Present:

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

Directors Absent:

None

Staff Present:

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Andrea West, Interim Clerk of the Board
Gina Ramirez, Clerk of the Board Specialist, Senior
Allison Cheshire, Clerk of the Board Specialist, Senior
James Donich, General Counsel

Invocation

Director Bartlett gave the Invocation.

Pledge of Allegiance

Director Wagner led the Pledge of Allegiance.

Special Calendar

There were no Special Calendar items.

Consent Calendar (Items 1 through 14)

Orange County Transportation Authority Consent Calendar Matters

1. Approval of Minutes

The Clerk of the Board staff noted a correction to the vote tally for Item #16 - Contract Change Orders for Construction of the OC Streetcar Project. The minutes have been updated to reflect Director Wagner's opposition on the item.

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to approve the amended Orange County Transportation Authority and affiliated agencies' regular meeting minutes of October 25, 2021.

2. Ralph M. Brown Act Board of Directors Resolution for Teleconference Meetings

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to adopt Board of Directors Resolution 2021-090.

3. Coronavirus Update

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

4. Approval of Board Members Travel

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to approve Board Members Travel as requested for Chairman Andrew Do, Vice Chairman Mark A. Murphy, and Finance and Administration Committee Chairman Michael Hennessey to travel with Orange County Transportation Authority Chief Executive Officer, Darrell Johnson, and Finance and Administration staff to New York, NY on December 1-4, 2021, to meet with Moody's Investor Services, Fitch Ratings, Standard & Poor's, and other interested parties.

5. Evaluation of Independent Auditor and Consideration of Contract Amendment to Extend Audit Services through the Fiscal Year Ending June 30, 2023

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to:

- A. Approve draft evaluation questions and comments compiled by the Internal Audit Department for the Finance and Administration Committee.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-1911 between the Orange County Transportation Authority and Crowe LLP, to exercise the two-year option term, in the amount of \$592,200, to provide the annual financial and agreed-upon procedures audits for the fiscal years ending June 30, 2022 and 2023. This will increase the maximum obligation of the agreement to a total contract value of \$1,497,861.

6. Fiscal Year 2021-22 Internal Audit Plan, First Quarter Update

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to receive and file the first quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2021-22 Internal Audit Plan as an information item.

7. Orange County Transportation Authority Investment and Debt Programs Report - September 2021

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

8. Fiscal Year 2020-21 Fourth Quarter Budget Status Report

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

9. First Quarter Fiscal Year 2021-22 Procurement Status Report

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

10. Property Insurance Policy Renewal

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A48889, in an amount not to exceed \$735,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the renewal of the coverage for the period of December 1, 2021 to December 1, 2022.

11. Amendment to the Master Plan of Arterial Highways

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to:

- A. Approve an amendment to the Master Plan of Arterial Highways to remove Glassell Street between Walnut Avenue and La Veta Avenue from the Orange County Master Plan of Arterial Highways.
- B. As applicable, direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the Board of Directors' action.

12. Regional Planning Update

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

Orange County Local Transportation Authority Consent Calendar Matters

13. Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

A motion was made by Director Wagner, seconded by Vice Chairman Murphy, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 68.3 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$155,000, to provide additional environmental monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 115 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$550,000, to provide additional fencing and landscaping between Interstate 405 and Lampson Avenue in the City of Seal Beach.

14. Regional Traffic Signal Synchronization Program Update

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

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

15. Active Transportation Program Biannual Update

Peter Sotherland, Principal Transportation Analyst, provided a PowerPoint presentation on this item.

A discussion ensued regarding the following:

- The cities of Garden Grove and Santa Ana are working together on active transportation.
- The Orange County Transportation Authority (OCTA) is improving active transportation and has requested coordination with the County of Orange (County) on establishing an active transportation committee to include pedestrians and bike users.
- Road bikes, mountain bikes, and e-bikes have blurred the lines, and a universal conversation is needed to define the vision that is being pursued.
- OCTA staff are working on closing the gap in the City of La Habra on the Orange County (OC) North Loop.
- E-bikes stores opened recently in Costa Mesa, and bike-ability has been a priority for some time.
- Inclusion of the flood districts as connectors for the east and west accessibility. The City of Irvine has done a great job connecting its communities.
- The list of gaps is essential, and cities have coordinated to close the gaps by addressing students at campuses and reaching out to those who use dedicated bike lanes to get to and from work on bike safety.
- The cities and the County implements the programs while OCTA provides strategies. The goal is to work with agencies to implement safer options, and allow the County and the cities to plan. OCTA's role is to assist the cities in applying for funds.
- The OC Public Works Department is adding a new commission to address pedestrian and bike safety. It will include public members to provide feedback into the County's active transportation plan.
- More people are riding bikes and e-bikes, and some youths may not fully understand how e-bikes work or operate. Director Muller commented there should be a requirement for ages 16 and under to complete e-bike safety and work with OCTA to develop that program through the bike safety program. Director Deagleize echoed Director Muller's remarks.

Director Foley requested a list of the schools participating, locations for bicycle counts, and the inclusion of Fairview and 19th Street along the State Route 55 terminus on Newport Boulevard, due to bike safety concerns.

Director Jones stated he is a huge proponent of active transportation and discussed the collaboration between the First District on bike lanes and safe routes to school.

Director Jones discussed that in Garden Grove, along the Pacific Electric Right-of-Way (PEROW), a half-mile path was built with OCTA's help, and Garden Grove hopes to extend the route with additional funds. There has been discussion of some retail stores and various events being held in the area.

Chairman Do stated that OCTA should look at utilizing the PEROW and the flood control channels in active transportation.

Darrell E. Johnson, Chief Executive Officer (CEO), discussed that OCTA is communicating with e-bike manufacturers, the Citizens Advisory Committee, the Office of Traffic Safety related to safety grants, and continuing to re-engage with the training and safety.

Mr. Johnson, CEO, noted that Slide Four of the PowerPoint addresses the 13 busiest bus stops and will confer with staff to verify the locations.

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

Orange County Local Transportation Authority Regular Calendar Matters

16. Interstate 405 Improvement Project Update

Jeff Mills, Senior Program Manager, Capital Programs, and Chris Boucly, Section Manager II, External Affairs, co-presented a PowerPoint presentation.

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

Discussion Items

17. Update on Interstate 5/EI Toro Road Interchange Project

Rose Casey, Director of Highway Programs, provided a PowerPoint presentation on this item.

Director Bartlett suggested that staff continues working through the alternatives.

Director Goodell requested that Ms. Casey keep him apprised of any upcoming meetings and information in South County.

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

18. 2021 Board of Directors and Chief Executive Officer Initiatives and Action Plan - Third Quarter Progress Report

Mr. Johnson, CEO, provided an overview of the milestones completed during the third quarter and reported that OCTA will continue to proactively and strategically address the immediate needs of the public and agency employees to keep Orange County moving through the ongoing impacts of the coronavirus (COVID-19) pandemic.

No action was taken on this informational item.

19. Public Comments

Public comments were received from Marc Vukecich, advocating for more trains, trams, and light rail in Orange County. As a bartender in Costa Mesa, a new transportation mode could be beneficial to safety and connectivity. A light rail line along Harbor Boulevard would be helpful to businesses, residents, and Disneyland. A connection to downtown Fullerton and train station would be one less car on the road for every person taking public transit.

20. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

Infrastructure Bill Update -

- Late Friday night, the House of Representatives passed the bipartisan infrastructure bill, known as the Infrastructure Investment and Jobs Act, and the President is expected to sign the bill shortly.
- This bill reauthorizes surface transportation programs for five years and enables the creation of several new programs, including those related to climate change, transportation electrification, and equity.
- The bill also significantly increases transportation funding levels over the current year and includes:
 - A 49 percent increase in highway spending;
 - A 65 percent increase in transit spending; and
 - \$87 billion in rail spending which is approximately 550 percent over the current levels.
- The infrastructure bill's passing represents welcome news for transportation programs, but there are still several policy actions awaiting Congressional action, including the reconciliation package, an appropriations bill for the year, and addressing the debt ceiling.
- Each of these actions could have further implications on transportation programs.
- Staff will closely monitor Congress's activity and provide a detailed verbal update at the November 18th Legislative and Communications Committee meeting.

Veterans Appreciation Event

- On Thursday, November 11th, OCTA will host the annual Veterans Appreciation event to honor OCTA employees and family members who have served in the U.S. Armed Forces.
- The event will take place at 2:00 p.m. at the Garden Grove bus base.
- Chairman Do and Director Foley are planning on attending.

21. Directors' Reports

Director Sarmiento thanked Ted Nguyen, Senior Section Manager of Public Outreach, and OCTA staff for their attendance at the Dia De Los Muertos event in Santa Ana. OCTA staff promoted the Youth Bus Pass program.

Director Nguyen thanked Chairman Do and Director Jones for the right-of-way event in Garden Grove. He participated in the Halloween event with his family. He also acknowledged Director Sarmiento for the Dia De Los Muertos celebration. He congratulated Director Delgleize on her appointment as President of the Association of California Cities of Orange County.

Director Nguyen also noted that he hosted the Los Angeles Chamber of Commerce in Little Saigon, where he spent the morning with OCTA staff to learn about transportation.

Director Delgleize thanked Mr. Johnson, CEO, for attending and speaking at the last Association of California Cities of Orange County meeting.

Chairman Do requested that all Board members review Item #8. He stated that the revenue surplus will increase and this is an opportunity for the Board to look at some of the issues the Board wants to take on as an agency.

22. Closed Session

A Closed Session was held as follows:

- A. Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - St. Andrew's by the Sea United Methodist Church v. Orange County Transportation Authority, et al. – OCSC Case No. 30-2018-01018320.
- B. Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - J.L Kids, LLC v. California Department of Transportation, et al. - OCSC Case No. 30-2018-01014871.
- C. 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, Human Resources and Organizational Development, and Teamsters Local 952 representative.

- D. 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, Human Resources and Organizational Development, and Transportation Communications International Union representative.

23. Adjournment

The meeting adjourned at 10:25 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, November 22, 2021**, at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

ATTEST:

Gina Ramirez
Clerk of the Board Specialist, Senior

Andrew Do
Chairman

MINUTES

Special Board of Directors' Meeting

Call to Order

The Monday, November 1, 2021, special meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Do at 9:06 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Gina Ramirez, Clerk of the Board (COB), conducted an attendance roll call and announced a quorum of the Board of Directors (Board) as follows:

Directors Present: Andrew Do, Chairman

Via Teleconference: Mark A. Murphy, Vice Chairman
Lisa A. Bartlett
Doug Chaffee
Barbara Delgleize
Brian Goodell
Patrick Harper
Michael Hennessey
Gene Hernandez
Steve Jones
Joseph Muller
Tam Nguyen
Vicente Sarmiento
Harry S. Sidhu
Donald P. Wagner
Ryan Chamberlain

Directors Absent: Katrina Foley
Tim Shaw

Staff Present: Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Andrea West, Interim Clerk of the Board
Gina Ramirez, Clerk of the Board Specialist, Senior
Allison Cheshire, Clerk of the Board Specialist, Senior
James Donich, General Counsel

Invocation

Director Sidhu gave the Invocation.

Pledge of Allegiance

Director Nguyen led the Pledge of Allegiance.

1. Public Comments

There were no Public Comments received.

Chairman Do announced that the Board would proceed with the Regular Calendar Item #3, and depending on the vote, would recess into Closed Session.

Special Calendar

2. Closed Session

James Donich, General Counsel, announced a Closed Session would be held as follows:

Pursuant to Government Code Section 54946.9(d)(1) - Conference with General Counsel Potential Litigation - One Matter.

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

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

3. Appeal to the Board of Directors to Protest Proposed Award of Contract: Request for Proposals 0-2690 Contractor Selection for the Back-Office System and Customer Service Center Operations for the 405 Express Lanes in Orange County

Chairman Do provided opening comments on this item.

Director Hennessey requested that the Board recess into Closed Session.

Chairman Do inquired as to what point can the Board consider known facts after the Request for Proposal (RFP) process has closed.

James Donich, General Counsel, responded that the Board has absolute discretion to make whatever determinations it wants. The limitation on information submitted is determined through the procurement policy. The Protestor has to submit their protest, and that is then locked in time. The Board is not locked into that information, and the Protestor cannot offer any new information as it moves through the protest. The Board is free to consider whatever information they would like.

Director Delgleize requested that the motion on the floor be repeated before the Board takes a vote.

Director Bartlett echoed Director Hennessey's request to recess into Closed Session.

Director Wagner inquired if staff made any inquiries on any problems WSP USA Services, Inc. may have had with the back-office systems developed since the contract's original award to Cofiroute, USA, LLC.

A substitute motion was made by Vice Chairman Murphy, seconded by Director Muller, and following a roll call vote, failed 6-9 to deny the protest by WSP USA Services, Inc. and continue to award the contract to Cofiroute USA, LLC.

Directors Bartlett, Delgleize, Goodell, Harper, Hennessey, Hernandez, Jones, Nguyen, and Sarmiento voted in opposition.

A motion was made by Director Bartlett, seconded by Director Hernandez, and following a roll call vote, declared passed 10-5 to uphold the protest and award the contract to WSP USA Services, Inc.

Vice Chairman Murphy and Directors Chaffee, Muller, Sidhu, and Wagner voted in opposition.

Discussion Items

4. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

Legislative Update

- Last week, Congress passed, and the President signed, another short-term extension of the highway trust fund through December 3rd.
- This extension puts surface transportation programs, appropriations, and the debt ceiling on roughly the same deadline.
- Congress is also getting closer to an agreement on reconciliation bills to break the legislative logjam on social spending programs, with a tentative agreement being floated on a \$1.75 trillion framework.
- The framework would include funding for mostly new or otherwise supplemental programs targeted at climate change, housing, and equity as well as rail service that could benefit transportation agencies like OCTA.
- It would also make some changes and extend the Alternative Fuel Tax Credit for five years that benefits OCTA through our clean fuel bus program.
- Staff will continue to monitor this and provide updates on significant developments.

Veterans Appreciation Event

- On Thursday, November 11, OCTA will host the annual Veterans Appreciation event to honor OCTA employees who have served in the U.S. Armed Forces.
- The event will take place at 2:00 p.m. at the Garden Grove bus base.

5. Directors' Reports

There were no Directors' Reports.

6. Adjournment

The meeting adjourned at 10:25 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, November 8, 2021** at the Orange County Transportation Authority Headquarters, Board Room - Conference Room 07-08, 550 South Main Street, Orange, California.

ATTEST:

Gina Ramirez
Clerk of the Board Specialist, Senior

Andrew Do
Chairman



November 22, 2021

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Ralph M. Brown Act Board of Directors Resolution for Teleconference Meetings

Overview

The Orange County Transportation Authority Board of Directors holds regular meetings to effect business and act on measures related to its programs, projects, and services. In order to comply with new provisions related to the Ralph M. Brown Act, a resolution must be adopted.

Recommendation

Adopt Board of Directors Resolution 2021-091.

Discussion

AB 361 (Chapter 165, Statutes of 2021) was approved by the Legislature and signed by Governor Newsom on September 16, 2021. This legislation makes changes to the Ralph M. Brown Act to allow local legislative bodies to meet by teleconference during states of emergency. Under this legislation, if a legislative body wishes to conduct meetings virtually, it must make certain findings by resolution to meet by teleconference so long as there is a declared state of emergency. Board of Directors (Board) Resolution 2021-091 (Attachment A), if adopted, would allow the Orange County Transportation Authority Board and its committees to meet by teleconference for 30 days upon approval of this item.

Summary

A recommendation is made to adopt a resolution to allow the Orange County Transportation Authority Board of Directors and its committees to meet via teleconference.

**Ralph M. Brown Act Board of Directors Resolution for Page 2
Teleconference Meetings**

Attachment

A. Resolution No. 2021-091

Prepared by:



Andrea West
Interim Clerk of the Board
(714) 560-5619

Approved by:



Jennifer L. Bergener
Deputy Chief Executive Officer/
Chief Operating Officer
(714) 560-5462

RESOLUTION NO. 2021-091

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY BOARD OF DIRECTORS FINDING THAT, DUE TO THE PROCLAIMED STATE OF EMERGENCY ARISING FROM THE NOVEL CORONAVIRUS (COVID-19), MEETING IN PERSON PRESENTS IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES, AND THE EMERGENCY CONTINUES TO DIRECTLY IMPACT THE ABILITY OF THE MEMBERS TO MEET SAFELY IN PERSON.

WHEREAS, the Orange County Transportation Authority's ("Authority") Board of Directors holds regular and special public meetings pursuant to the Ralph M. Brown Act (the "Brown Act"), Government Code section 54950, et seq.; and

WHEREAS, the Brown Act, as amended by Assembly Bill 361 (Chapter 165, Statutes of 2021), permits the Authority to use teleconferencing for meetings of the Board of Directors without complying with specified teleconferencing requirements imposed by the Brown Act when the Authority's Board of Directors holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, to continue to hold teleconferencing meetings during the proclaimed state of emergency, the Brown Act requires the Authority's Board of Directors to make findings every thirty (30) days, by at least a majority vote, that the Board of Directors has reconsidered the circumstances of the state of emergency and determines that the state of emergency continues to directly impact the ability of the members to meet safely in person.

NOW, THEREFORE, BE IT RESOLVED, by a least a majority vote of the Authority's Board of Directors, pursuant to Government Code section 54953, the Authority does hereby find and determine as follows:

Section 1. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Governor Gavin Newsom has proclaimed a state of emergency due to the global pandemic caused by the novel coronavirus (COVID-19), which remains active as of the adoption of this Resolution.

Section 3. The Authority's Board of Directors must continue to hold regular and special meetings, pursuant to the Brown Act, during the proclaimed state of emergency.

Section 4. As a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Section 5. The Authority's Board of Directors has reconsidered the circumstances of the state of emergency and determines that it continues to directly impact the ability of the members to meet safely in person.

Section 6. This Resolution shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this _____ day of _____, 2021.

ANDREW DO, CHAIRMAN
ORANGE COUNTY
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

JAMES M. DONICH
GENERAL COUNSEL

ATTEST:

I, Andrea West, Interim Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2021-091, by the following votes:

AYES:

NOES:

ABSENT:

ANDREA WEST
INTERIM CLERK OF THE BOARD



November 22, 2021

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Proposed 2022 Board of Directors and Committee Meetings Calendar

Overview

Presented are the proposed 2022 Board of Directors and committee meetings calendars, depicting the dates of the Board of Directors and anticipated committee meetings and holidays for the year.

Recommendation

Approve the Orange County Transportation Authority and affiliated agencies 2022 Board of Directors and anticipated committee meetings calendar.

Discussion

The 2022 meetings calendar for the Orange County Transportation Authority Board of Directors (Board) and affiliated agencies has been prepared by the Clerk of the Board and is presented for approval and adoption.

In order to mitigate scheduling conflicts for Board Members, the proposed calendar takes into consideration the scheduled meetings of the:

- Orange County Board of Supervisors
- Southern California Regional Rail Authority
- Southern California Association of Governments - Regional Council
- Local Agency Formation Commission
- Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
- Air Quality Management District – Mobile Source Air Pollution Reduction Review Committee
- Transportation Corridor Agencies
- Regularly attended Board conferences and events

The proposed 2022 calendar reflects regular Board and anticipated committee meetings (Attachment A). The anticipated committee calendar is based on the prior years' established schedules.

The committee meeting calendars will be presented to each committee at the first meeting of the year for approval. The Chairman of the Board retains the right to call a Special Meeting at any time should unforeseen circumstances arise which need to be addressed.

Summary

Approval is requested for the proposed Board and committee meetings calendar, which sets dates for the regular Board and committee meetings in 2022.

Attachment

- A. Orange County Transportation Authority 2022 Board and Committee Calendar - Draft

Prepared by:



Andrea West
Interim Clerk of the Board
(714) 560-5676

Approved by:



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



ORANGE COUNTY TRANSPORTATION AUTHORITY 2022 BOARD AND COMMITTEE CALENDAR

DRAFT
11.22.21

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

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

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

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

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

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

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

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

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

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

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

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

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

OCTA Holidays

EXEC
9:00 a.m.

Transit
9:00 a.m.

RP & H
10:30 a.m.

F & A
10:30 a.m.

SR-91
9:00 a.m.

L & C
9:00 a.m.



November 22, 2021

To: Members of the Board of Directors
From: Darrell E. Johnson, Chief Executive Officer
Subject: Conflict of Interest Code and 2021 Annual Statement of Economic Interests Filing

Overview

Pursuant to the Orange County Transportation Authority's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendations

- A. Approve the list of designated positions and disclosure categories subject to the Orange County Transportation Authority's Conflict of Interest Code.
- B. Direct the Clerk of the Board to distribute and monitor the 2021 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2022.

Background

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to review its designated positions and disclosure categories to determine accuracy to date.

Discussion

The Orange County Transportation Authority's (OCTA) Members of the Board of Directors, Chief Executive Officer, Deputy Chief Executive Officer, and Chief Financial Officer/Treasurer are required to file an annual Statement of Economic Interests - Form 700 (Form 700) with the County of Orange Clerk of the Board of Supervisors (Attachment A).

OCTA's other designated positions are required to file a Form 700 with OCTA's Clerk of the Board (Attachment B). The People and Community Engagement Division and OCTA's General Counsel reviewed and made changes, as needed, to the designated positions list and standard disclosure categories (Attachment C).

OCTA's Clerk of the Board shall forward the electronic or original Form 700s of the Members of the Board of Directors, Chief Executive Officer, Deputy Chief Executive Officer, and Chief Financial Officer/Treasurer to the County of Orange Clerk of the Board of Supervisors.

OCTA's Clerk of the Board shall retain the electronic or original Form 700s submitted by all other designated positions. The California Fair Political Practices Commission's filing deadline for the 2021 annual Form 700 statement is April 1, 2022.

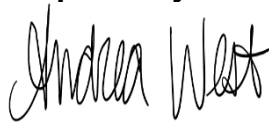
Summary

The Board of Directors annually reviews and approves the list of designated positions and disclosure categories subject to OCTA's Conflict of Interest Code.

Attachments

- A. Conflict of Interest Code for the Orange County Transportation Authority (November 22, 2021)
- B. Orange County Transportation Authority Designated Positions and Disclosure Category (November 22, 2021)
- C. Orange County Transportation Authority Disclosure Categories (November 22, 2021)

Prepared by:



Andrea West
Interim Clerk of the Board
(714) 560-5611

Approved by:



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

**CONFLICT OF INTEREST CODE
FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY**

(November 22, 2021)

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to adopt and promulgate the Conflict of Interest Code.

The California Fair Political Practices Commission has adopted a regulation (Title 2, Division 6, California Code of Regulations Section 18730) which contains the terms of a standard Conflict of Interest Code, which may be incorporated by reference in an agency's code. After public notice and hearing it may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of Title 2, Division 6, California Code of Regulations Section 18730, and any amendments to it, duly adopted by the Fair Political Practices Commission are hereby incorporated by reference.

This regulation and the designated officials, designated positions, and disclosure categories shall constitute the Conflict of Interest Code of the Orange County Transportation Authority.

Upon receipt of the Statement of Economic Interests – Form 700 (Form 700) of the **Members of the Board of Directors, Chief Executive Officer, Deputy Chief Executive Officer, and Chief Financial Officer/Treasurer**, the Orange County Transportation Authority Clerk of the Board shall retain a copy and forward the original Form 700s to the County of Orange Clerk of the Board of Supervisors.

The Form 700 statements for all other designated positions will be retained by Orange County Transportation Authority's Clerk of the Board.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

November 22, 2021

Designated Positions	Disclosure Category
ANALYSIS PROJECT MANAGER	OC-02
ASSET MANAGEMENT ADMINISTRATOR	OC-02
ASSISTANT BASE MANAGER	OC-01
BASE MANAGER	OC-01
BENEFITS ANALYST	OC-02
BENEFITS ANALYST PRINCIPAL	OC-02
BENEFITS ANALYST SENIOR	OC-02
BUYER	OC-02
BUYER ASSOCIATE	OC-02
BUYER SENIOR	OC-02
CHIEF EXECUTIVE OFFICER	OC-01
CHIEF FINANCIAL OFFICER	OC-01
CHIEF OPERATING OFFICER	OC-01
CIVIL ENGINEER	OC-01
CIVIL ENGINEER PRINCIPAL	OC-02
CIVIL ENGINEER SENIOR	OC-02
CLAIMS MANAGER	OC-01
CLAIMS REPRESENTATIVE	OC-02
CLAIMS REPRESENTATIVE SENIOR	OC-02
CLERK OF THE BOARD SPECIALIST, PRINCIPAL	OC-01
COMMUNICATIONS MANAGER	OC-01
COMMUNICATIONS SPECIALIST	OC-02
COMMUNICATIONS SPECIALIST PRINCIPAL	OC-02
COMMUNICATIONS SPECIALIST SENIOR (EXCLUDING INTERNAL COMMUNICATIONS)	OC-02
COMMUNITY RELATIONS SPECIALIST	OC-02
COMMUNITY RELATIONS SPECIALIST SENIOR	OC-02
COMMUNITY RELATIONS SPECIALIST PRINCIPAL	OC-02
COMPENSATION ANALYST	OC-02
COMPENSATION ANALYST PRINCIPAL	OC-02
COMPENSATION ANALYST SENIOR	OC-02
CONSTRUCTION SAFETY SECTION MANAGER	OC-01
CONSTRUCTION SAFETY SPECIALIST PRINCIPAL	OC-02
CONSULTANT - GENERAL COUNSEL	OC-30
CONSULTANT - REAL PROPERTY	OC-01
CONSULTANT - TRANSIT POLICE SERVICES	OC-30
CONTRACTS ADMINISTRATOR	OC-01
CONTRACTS ADMINISTRATOR ASSOCIATE	OC-02

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

November 22, 2021

Designated Positions	Disclosure Category
CONTRACTS ADMINISTRATOR PRINCIPAL	OC-01
CONTRACTS ADMINISTRATOR SENIOR	OC-01
DATA WAREHOUSE ARCHITECT	OC-02
DATA WAREHOUSE ARCHITECT, ASSOCIATE	OC-02
DATA WAREHOUSE ARCHITECT, SENIOR	OC-02
DATA WAREHOUSE ARCHITECT PRINCIPAL	OC-02
DBE SPECIALIST	OC-02
DBE SPECIALIST, SENIOR	OC-02
DEPARTMENT MANAGER	OC-01
DEPARTMENT MANAGER SENIOR	OC-01
DEPUTY CEO/CHIEF OPERATING OFFICER	OC-01
DEPUTY TREASURER	OC-01
DIRECTOR	OC-01
DIRECTOR (BOARD)	OC-01
EMPLOYEE PROGRAMS ADMINISTRATOR	OC-02
EMPLOYEE PROGRAMS SPECIALIST	OC-02
EXECUTIVE DIRECTOR	OC-01
FACILITIES ENGINEERING MANAGER	OC-01
FACILITIES MAINTENANCE SUPERVISOR	OC-01
FIELD ADMINISTRATOR	OC-02
FIELD ADMINISTRATOR SENIOR	OC-02
FINANCIAL ANALYST (TREASURY)	OC-01
FINANCIAL ANALYST ASSOCIATE (TREASURY)	OC-01
FINANCIAL ANALYST PRINCIPAL	OC-01
FINANCIAL ANALYST SENIOR	OC-01
GENERAL MANAGER	OC-01
GIS ANALYST	OC-02
GIS ANALYST PRINCIPAL	OC-02
GIS ANALYST SENIOR	OC-02
GOVERNMENT RELATIONS REPRESENTATIVE	OC-01
GOVERNMENT RELATIONS REPRESENTATIVE PRINCIPAL	OC-01
GOVERNMENT RELATIONS REPRESENTATIVE SENIOR	OC-01
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST	OC-02
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST PRINCIPAL	OC-02
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST SENIOR	OC-02

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

November 22, 2021

Designated Positions	Disclosure Category
HUMAN RESOURCES BUSINESS PARTNER	OC-02
HUMAN RESOURCES BUSINESS PARTNER SENIOR	OC-02
HUMAN RESOURCES REPRESENTATIVE	OC-02
HUMAN RESOURCES REPRESENTATIVE ASSOCIATE	OC-02
HUMAN RESOURCES REPRESENTATIVE SENIOR	OC-02
INFORMATION SYSTEMS BUSINESS STRATEGIST	OC-02
INFORMATION SYSTEMS PROJECT MANAGER I	OC-02
INFORMATION SYSTEMS PROJECT MANAGER II	OC-02
INFORMATION SYSTEMS PROJECT MANAGER III	OC-01
<u>INFORMATION SYSTEMS PROJECT MANAGER SENIOR</u>	<u>OC-01</u>
INFORMATION SYSTEMS SECURITY ANALYST	OC-01
INFORMATION SYSTEMS SECURITY ANALYST ASSOCIATE	OC-01
INFORMATION SYSTEMS SECURITY ANALYST SENIOR	OC-01
INTERNAL AUDIT SENIOR MANAGER	OC-01
INTERNAL AUDITOR	OC-01
INTERNAL AUDITOR PRINCIPAL	OC-01
INTERNAL AUDITOR SENIOR	OC-01
LEARNING & DEVELOPMENT ADMINISTRATOR	OC-02
LEARNING & DEVELOPMENT ADMINISTRATOR PRINCIPAL	OC-02
LEARNING & DEVELOPMENT ADMINISTRATOR SENIOR	OC-02
<u>LOSSAN ACCOUNTING ANALYST</u>	<u>OC-01</u>
LOSSAN ACCOUNTING ANALYST SENIOR	OC-01
LOSSAN DEPUTY MANAGING DIRECTOR	OC-01
LOSSAN EQUIPMENT & MECHANICAL MANAGER	OC-02
LOSSAN FINANCE & ADMINISTRATION MANAGER	OC-01
LOSSAN MANAGING DIRECTOR	OC-01
LOSSAN MARKETING & COMMUNICATIONS OFFICER	OC-02
LOSSAN OPERATIONS COMPLIANCE & SAFETY MANAGER	OC-02
LOSSAN PLANNING & ANALYSIS MANAGER	OC-01
<u>LOSSAN PLANNING & COMMUNICATIONS MANAGER</u>	<u>OC-01</u>
LOSSAN PROGRAM MANAGER	OC-01
<u>LOSSAN PROGRAMMING & GRANTS MANAGER</u>	<u>OC-01</u>
<u>LOSSAN PROJECT MANAGER SENIOR</u>	<u>OC-01</u>
LOSSAN STRATEGIC PLANNING & CUSTOMER EXPERIENCE MANAGER	OC-01
<u>LOSSAN SENIOR MANAGER, FINANCE & ADMINISTRATION</u>	
LOSSAN TRANSPORTATION ANALYST PRINCIPAL	OC-02
LOSSAN TRANSPORTATION ANALYST SENIOR	OC-02

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

November 22, 2021

Designated Positions	Disclosure Category
<u>LOSSAN TRANSPORTATION FUNDING ANALYST SENIOR</u>	<u>OC-01</u>
MAINTENANCE FIELD ADMINISTRATOR	OC-02
MAINTENANCE FIELD ADMINISTRATOR PRINCIPAL	OC-02
MAINTENANCE FIELD ADMINISTRATOR SENIOR	OC-02
MAINTENANCE SUPERVISOR	OC-02
NETWORK ADMINISTRATOR, SENIOR	OC-02
ORANGE COUNTY TAXI ADMINISTRATION PROGRAM ADMINISTRATOR	OC-01
PROGRAM MANAGER	OC-01
PROGRAM MANAGER SENIOR	OC-01
PROGRAM MANAGEMENT ANALYST ASSOCIATE	OC-02
PROGRAM MANAGEMENT ANALYST	OC-02
PROGRAM MANAGEMENT ANALYST SENIOR	OC-02
PROGRAM MANAGEMENT ANALYST PRINCIPAL	OC-02
PROJECT CONTROLS ANALYST	OC-02
PROJECT CONTROLS ANALYST PRINCIPAL	OC-02
PROJECT CONTROLS ANALYST SENIOR	OC-02
PROJECT MANAGER I	OC-01
PROJECT MANAGER II	OC-01
PROJECT MANAGER III	OC-01
PROJECT MANAGER SENIOR	OC-01
RAIL MAINTENANCE OF WAY ADMINISTRATOR	OC-02
RAIL MAINTENANCE OF WAY ADMINISTRATOR SENIOR	OC-02
RAIL SYSTEMS SAFETY SPECIALIST PRINCIPAL	OC-02
REAL PROPERTY AGENT	OC-01
REAL PROPERTY AGENT ASSOCIATE	OC-01
REAL PROPERTY AGENT PRINCIPAL	OC-01
REAL PROPERTY AGENT SENIOR	OC-01
RECORDS ADMINISTRATOR	OC-02
RECORDS ADMINISTRATOR SENIOR	OC-02
REVENUE ADMINISTRATOR	OC-01
REVENUE ADMINISTRATOR SENIOR	OC-01
REVENUE ADMINISTRATOR PRINCIPAL	OC-01
<u>SAFETY MANAGEMENT SYSTEMS PROGRAM MANAGER</u>	<u>OC-01</u>
SCHEDULE ANALYST	OC-02
SCHEDULE ANALYST ASSOCIATE	OC-02
SCHEDULE ANALYST SENIOR	OC-02
SECTION MANAGER I	OC-01

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

November 22, 2021

Designated Positions	Disclosure Category
SECTION MANAGER II	OC-01
SECTION MANAGER III	OC-01
SECTION MANAGER SENIOR	OC-01
SECTION SUPERVISOR I	OC-01
SECTION SUPERVISOR II	OC-01
SECTION SUPERVISOR III	OC-01
SECTION SUPERVISOR IV	OC-01
SECURITY SYSTEMS ADMINISTRATOR	OC-01
SECURITY SYSTEMS ADMINISTRATOR, SENIOR	OC-01
SERVICE PLANNING ANALYST	OC-01
SERVICE PLANNING ANALYST SENIOR	OC-01
SERVICE PLANNING ANALYST PRINCIPAL	OC-01
SOCIAL MEDIA MANAGER	OC-02
STOPS AND ZONES ANALYST	OC-02
STOPS AND ZONES ANALYST ASSOCIATE	OC-02
STOPS AND ZONES ANALYST SENIOR	OC-02
STOPS AND ZONES ANALYST, PRINCIPAL	OC-02
STOPS AND ZONES PLANNER	OC-02
STOPS AND ZONES PLANNER ASSOCIATE	OC-02
STOPS AND ZONES PLANNER SENIOR	OC-02
STRATEGIC PLAN ADMINISTRATOR	OC-02
STRATEGIC PLAN OFFICER	OC-02
STREETCAR PROGRAM MANAGER	OC-01
SYSTEMS SOFTWARE ANALYST	OC-02
SYSTEMS SOFTWARE ANALYST ASSOCIATE	OC-02
SYSTEMS SOFTWARE ANALYST SENIOR	OC-02
TALENT ACQUISITION SPECIALIST	OC-02
TALENT ACQUISITION SPECIALIST ASSOCIATE	OC-02
TALENT ACQUISITION SPECIALIST PRINCIPAL	OC-02
TALENT ACQUISITION SPECIALIST SENIOR	OC-02
TALENT SPECIALIST	OC-02
TALENT SPECIALIST ASSOCIATE	OC-02
TALENT SPECIALIST SENIOR	OC-02
TELECOMMUNICATIONS ADMINISTRATOR	OC-02
TRANSIT PROJECT MANAGER I	OC-02
TRANSIT PROJECT MANAGER II	OC-02
TRANSIT PROJECT MANAGER III	OC-02
TRANSPORTATION ANALYST	OC-02

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

November 22, 2021

Designated Positions	Disclosure Category
TRANSPORTATION ANALYST PRINCIPAL	OC-01
TRANSPORTATION ANALYST SENIOR	OC-01
TRANSPORTATION FUNDING ANALYST	OC-01
TRANSPORTATION FUNDING ANALYST PRINCIPAL	OC-01
TRANSPORTATION FUNDING ANALYST SENIOR	OC-01
TRANSPORTATION MODELING ANALYST	OC-02
TRANSPORTATION MODELING ANALYST PRINCIPAL	OC-02
TREASURER	OC-01
TRANSPORTATION MODELING ANALYST SENIOR	OC-02
WEB DEVELOPER	OC-02
WEB DEVELOPER PRINCIPAL	OC-02
WEB DEVELOPER SENIOR	OC-02
WELLNESS COORDINATOR	OC-02
WORKERS COMPENSATION PROGRAM SPECIALIST	OC-02

ORANGE COUNTY TRANSPORTATION AUTHORITY**DISCLOSURE CATEGORIES**

(November 22, 2021)

Disclosure Category	Disclosure Category Description
OC-01	All interests in real property in Orange County, as well as investments, business positions, and sources of income (including gifts, loans, and travel payments).
OC-02	All investments, business positions, and sources of income (including gifts, loans, and travel payments).
OC-30	<p>Consultants shall be included in the list of designated positions and shall disclose pursuant to the broadest category in the code subject to the following limitation: The Orange County Transportation Authority (OCTA) Chief Executive Officer may determine that a particular consultant, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant’s duties and, based upon that description, a statement of the extent of disclosure required.</p> <p>The OCTA Chief Executive Officer’s determination is a public record and shall be retained for public inspection by the Filing Officer (OCTA’s Clerk of the Board).</p>



November 22, 2021

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Interstate 405 Customer Service and Operations Center Lease

Overview

The Interstate 405 Improvement Project is well underway and as part of the future operations of the 405 Express Lanes, a customer service and operations center is needed to service 405 Express Lanes customers. For customer convenience and easy access to the express lanes, this facility should be located in the 405 Express Lanes corridor. The proposed space will accommodate the walk-in customer service center, call center, and the traffic management center. Staff has retained the brokerage services of CBRE, Inc., and has done extensive surveys of available space in the 405 Express Lanes corridor. As a result of this search, staff has identified an appropriate location in the City of Costa Mesa.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute a lease agreement with C.J. Segerstrom & Sons, for the 405 Express Lanes Customer Service and Operations Center in the City of Costa Mesa, in an amount not to exceed \$15,423,000.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation, the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes. On November 14, 2016, the OCTA

Board of Directors (Board) awarded the design-build contract to OC 405 Partners, a joint venture. OCTA executed the design-build contract with OC 405 Partners and issued Notice to Proceed No. 1 on January 31, 2017.

As part of this project and the operations of the 405 Express Lanes, a customer service and operations center along the corridor of the express lanes is needed. The customer service center is expected to assist approximately 500 customers each month. Additionally, the call center and traffic management operations, such as tow truck dispatch and storage, will also be housed at the location. It is expected that a total of approximately 100 people will be working at the location. To accommodate these needs, OCTA will require approximately 20,000 square feet of usable office space.

Discussion

CBRE, Inc., conducted a property search along the I-405 corridor to determine what was available for lease and for sale that fit within the OCTA's needs. Potential lease and sale properties were identified and requests for proposals were sent out to potential landlords of those properties located within two miles of the 405 Express Lanes corridor, from I-605 to SR-73. Four properties met all the requirements for the customer service and operations center, including the recommended property located at 1535 Scenic Drive in the City of Costa Mesa.

CBRE, Inc., has negotiated the following lease terms which staff recommends for approval. The proposed lease includes an initial 20-year term, as well as two additional ten-year option terms. The landlord may have the option to terminate the lease after 25 years in the event the landlord chooses to redevelop the office park.

The initial monthly base lease rate will commence at \$1.75 per square foot and is subject to annual increases of three percent. The negotiated lease rate includes competitive market lease terms for rental and operating expense abatements in the first two years of the lease term and an allowance for the construction of tenant improvements. The base lease rate is subject to a discount of 50 percent for months two through 21, reducing the monthly lease rate to \$0.875 per square foot during that time.

In addition to the base rent, OCTA is obligated to pay its proportionate share of the building's operating expenses, which are calculated separately. Operating expenses typically include taxes, maintenance, and insurance expenses, which are estimated at \$0.49 per square foot per month. The landlord has also agreed that OCTA will not be obligated to pay any of its share of operating expenses during months one through ten of the lease term.

OCTA will also separately pay for its own utilities and janitorial services. Initial monthly operational expenses for utilities and janitorial services are anticipated to be approximately \$0.28 per square foot.

The cost breakdown for the 20-year lease is \$10,620,000 for lease costs, \$3,127,000 for operating expenses, and \$1,676,000 for utilities and janitorial costs over the initial 20-year term.

In order to build-out the space, tenant improvements will be necessary. This includes space planning, construction of interior space, office furniture, fixtures, and equipment. The landlord has agreed to provide a \$90 per square foot tenant improvement allowance, for a total landlord contribution of \$1,800,000, to be used for constructing the required interior systems for the space. If the costs for tenant improvements exceeds the landlord's allowance, the balance will be funded by OCTA. As mentioned, it is anticipated OCTA will require 20,000 square feet of usable space. The final square footage in the lease will be determined once the space planning is complete and plans are approved. The lease will commence once the landlord has delivered the tenant improvements.

Fiscal Impact

Funds for the tenant improvements and first year of the office lease are included in the Fund 37, fiscal year 2021-22 proposed budget.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute a lease agreement with C.J. Segerstrom & Sons, to cover a 20-year lease term for the 405 Express Lanes Customer Service and Operations Center, in an amount not to exceed \$15,423,000.

Attachment

None.

Prepared by:



Christina Runge Haidl
Principal Financial Analyst
Express Lanes Programs
(714) 560-5634

Approved by:



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



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

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

Subject: Amendment to the 91 Express Lanes Three-Party Operating Agreement

Finance and Administration Committee Meeting of November 10, 2021

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

Absent: Director Muller

Committee Vote

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

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

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-3-1529 among the Orange County Transportation Authority, Riverside County Transportation Commission, and Cofiroute USA, LLC, for three one-month optional extension periods from January 1, 2022 through March 31, 2022, for continued operating services on the 91 Express Lanes.



November 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to the 91 Express Lanes Three-Party Operating Agreement

Overview

In April 2019, the Orange County Transportation Authority Board of Directors authorized the release of a competitive procurement for contractor services for the joint operations of the 91 Express Lanes in Orange and Riverside counties. As a part of this procurement, the contractor is to design, develop, test, and implement a new back-office system. On July 22, 2019, the Board of Directors approved an amendment which allowed for an optional extension period of up to six months to the three-party agreement for joint operations of the combined 91 Express Lanes facility in the event the approved contractor may not be ready to commence operations under the new operating agreement. An additional extension for a period of up to three months is presented for approval should additional time be required to successfully transition to the new agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-3-1529 among the Orange County Transportation Authority, Riverside County Transportation Commission, and Cofiroute USA, LLC, for three one-month optional extension periods from January 1, 2022 through March 31, 2022, for continued operating services on the 91 Express Lanes.

Background

In May 2013, the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC), collectively referred to as the "Agencies", entered into a three-party agreement with Cofiroute USA, LLC (Cofiroute), for the joint operations of a combined 91 Express Lanes facility. Cofiroute is the current operator of the 91 Express Lanes that is

responsible for the day-to-day operations of the 91 Express Lanes, including the back-office system (BOS) and customer service center operations. This contract was to expire on June 30, 2021.

On April 22, 2019, the OCTA Board of Directors (Board) authorized the release of a competitive procurement for contractor services for the joint operations of the 91 Express Lanes in Orange and Riverside counties. The existing BOS for the 91 Express Lanes has been processing transactions for nearly a decade and is approaching the end of its useful life. As a part of this procurement, the contractor is to design, develop, test, and implement a new BOS. In July 2019, the Board and RCTC approved an amendment to the Cofiroute agreement, which allowed for six one-month extension periods commencing July 1, 2021 through December 31, 2021, to allow additional time for the approved contractor to complete deployment of the new BOS and commence operations in the event the additional time was needed. In October and November 2019, RCTC and the Board, respectively, approved the award to Cofiroute for the BOS and customer service center operations for the 91 Express Lanes.

Discussion

Since January 2020, the Agencies and Cofiroute have been working on the design, testing, and implementation of the new BOS. Cofiroute provided a schedule with their proposal that indicated they could complete the work by June 30, 2021. On February 16, 2021, Cofiroute requested an extension of the guaranteed completion date due to delays caused by the coronavirus (COVID-19) pandemic. The Agencies reviewed the delay claim, according to the terms in the new agreement, and awarded Cofiroute the requested extension and moved the guaranteed completion date to September 29, 2021.

Cofiroute's current schedule reflects an implementation date of mid-December 2021, which surpasses the revised guaranteed completion date. As a component of the transition to the new BOS, OCTA is required to change the format of its roadside transactions for which OCTA has been working with the toll lanes system contractor and expects completion in mid-December. In anticipation that the transition to the new Cofiroute agreement may not occur prior to December 31, 2021, due to either contractor delay, both Agencies are seeking to amend the agreement to allow for three one-month extension periods to prevent a lapse in service. Since there are sufficient funds in the agreement to pay for the extension periods, no additional funding is being requested to increase the maximum obligation. The amendment will be solely to extend the time should it be needed to successfully transition to the new agreement.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-3-1529 among the Orange County Transportation Authority, Riverside County Transportation Commission, and Cofiroute USA, LLC, for three, one-month optional extension periods from January 1, 2022 through March 31, 2022, for continued operating services on the 91 Express Lanes.

Attachment

- A. Three-Party Operating Agreement No. C-3-1529 Fact Sheet

Prepared by:



Kirk Avila
General Manager
Express Lanes Programs
714-560-5674



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

**Three-Party Operating Agreement No. C-3-1529
Fact Sheet**

1. May 24, 2013, Agreement No. C-3-1529, \$30,594,517, approved by the Board of Directors (Board).
 - Cofiroute USA, LLC (Cofiroute) to provide management and operational services for the 91 Express Lanes.
 - Agreement to be effective upon the Riverside County Transportation Commission's (RCTC) actual opening date of the 91 Express Lanes extension in Riverside County.
2. December 14, 2016, Amendment No. 1 to Agreement No. C-3-1529, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Removed certain services associated with the customer assistance specialist role from the joint statement of work and re-assigned those services to the Orange County Transportation Authority's statement of work as requested by RCTC.
 - Revised RCTC's statement of work to remove the pre-operation costs related to the customer assistance specialist and include terms regarding maintenance vehicles to be acquired by Cofiroute.
3. March 27, 2017, Amendments Nos. 2 and 3 to Agreement No. C-3-1529, \$1,302,562, approved by the Board.
 - Amendment No. 2 for inclusion of the joint software license, software maintenance, and escrow agreements, \$0.00.
 - Amendment No. 3 for maintenance and support services for the 91 Express Lanes Electronic Toll and Traffic Management (ETTM) systems, \$1,302,562.
4. July 22, 2019, Amendment No. 4 to Agreement No. C-3-1529, \$3,437,496, approved by the Board.
 - Extended the agreement for six, one-month optional extension periods from July 1, 2021 through December 31, 2021.
5. July 1, 2019, Amendment No. 5 to Agreement No. C-3-1529, \$0.00, approved by CAMM.
 - Removed ETTM systems operation and maintenance services.

**Three-Party Operating Agreement No. C-3-1529
Fact Sheet**

6. November 22, 2021, Amendment No. 6 to Agreement No. C-3-1529, \$0.00, pending approval by the Board.
- Extend the agreement for three, one-month optional extension periods from January 1, 2022 through March 31, 2022.

Total commitment to Agreement No. C-3-1529: \$35,334,575



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

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

Subject: 91 Express Lanes Update for the Period Ending – September 30, 2021

Finance and Administration Committee Meeting of November 10, 2021

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

Absent: Director Muller

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.



November 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Update for the Period Ending -
September 30, 2021

Overview

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since that time, traffic volumes and toll revenues have fluctuated with the changes in the economy, added capacity to the State Route 91 corridor, and the recent coronavirus pandemic. Over the last quarter, there were approximately 5.1 million trips taken on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending September 30, 2021.

Recommendation

Receive and file as an information item.

Background

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

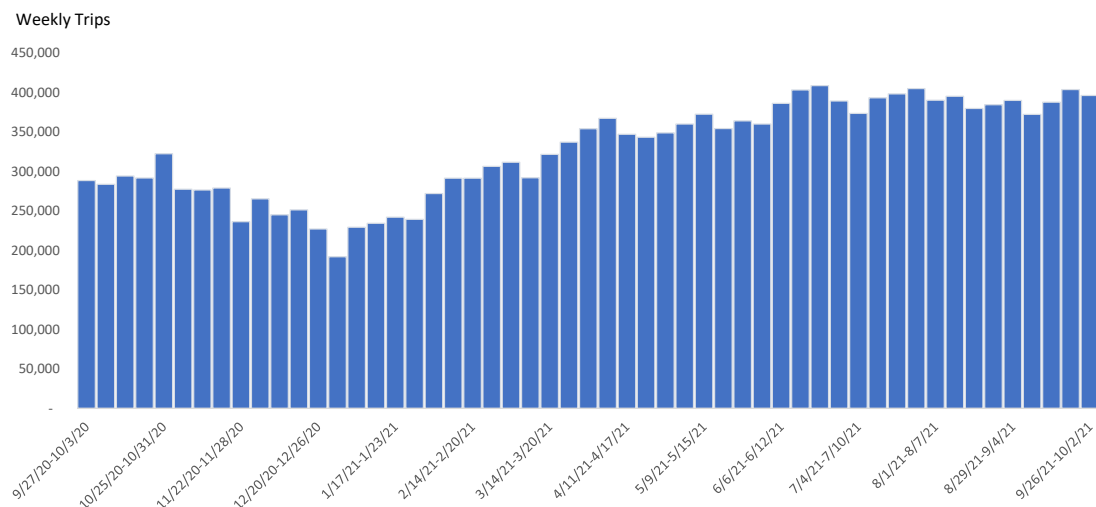
In addition to these events, the 91 EL experienced impacts of the coronavirus (COVID-19) pandemic and State of California's stay-at-home order. During calendar year 2020, state and local governments across the United States issued orders for residents to self-quarantine and refrain from

91 Express Lanes Update for the Period Ending – Page 2 September 30, 2021

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

Discussion

The graph below provides the weekly trips on the 91 EL over the past 12 months. Since the declines in December 2020, traffic volumes have increased and stabilized over the past several months. These levels are exceeding the volumes reached in 2019. A graph of toll revenues would show a similar trend for the same period.



Traffic Volumes

Total traffic volume on the OCTA 91 EL for the month of September 2021 was 1,667,305. This represents a daily average of 55,577. This is a 42.2 percent increase in total traffic volume from the same period last year when traffic levels totaled 1,172,239. The lower traffic volumes in September 2020 were a direct result of the stay-at-home orders and therefore provide a lower amount for the base comparison to 2021. A better comparison is to look at the volumes in September 2019. The September 2021 traffic volumes are 12.8 percent higher than the volumes in September 2019.

In looking at the 12-month period ending September 2021, traffic volumes totaled 17.1 million, which was a 23.3 percent increase over the same period the prior year. A comparison to 2019 shows that traffic volumes are still lower than the peaks reached during that period. For the 12-month period ending September 2021, traffic volumes were 3.3 percent lower than the 12-month

91 Express Lanes Update for the Period Ending – Page 3 September 30, 2021

period ending September 2019. Carpool percentage for the period ending September 2021 was 21.9 percent.

Gross Potential Toll Revenues (GPTR)

GPTR for the month of September 2021 was \$5,247,366, which represents an increase of 37.3 percent from the prior year's total of \$3,823,078. GPTR is equal to the toll rate times the number of vehicles traveling on the 91 EL (the amount does not consider violations or discounts). In comparing to the same period in September 2019, GPTR increased by 18.2 percent. For the previous 12 months, GPTR totaled \$53.7 million and increased by 22 percent over the same period in 2020 and increased by 2.8 percent compared to the 12-month period ending in September 2019.

Toll Adjustments

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the Orange County segment of the 91 EL for potential toll adjustments on a quarterly basis. The most recent toll adjustment occurred on July 1, 2021, whereby one peak hour's rate was increased, and another peak hour decreased. In addition to these adjustments, the annual cost-of-living adjustment was applied to most hours. As of the end of September 2021, toll rates ranged from a minimum of \$1.75 to a maximum of \$8.35. The next scheduled toll adjustment will occur on October 1, 2021.

Number of Accounts and Transponders

The number of active accounts totaled 157,794, and 613,948 transponders were assigned to those accounts as of September 30, 2021. Over the past 12 months, the number of accounts has increased by approximately 6,500 while the number of transponders in circulation has increased by 251,754. The large increase in transponders is due to the distribution of 6C transponders to customers. In 2019, a new transponder protocol was adopted by California. The new transponders are referred to as 6C transponders. The single setting 6C transponders are in the form of a sticker, whereby they are affixed to the vehicle's windshield. The previous transponder protocol was portable if customers choose to move it from vehicle to vehicle. The new 6C transponders are assigned to a specific vehicle and therefore not portable. OCTA and RCTC have been distributing these 6C transponders to 91 Express Lanes customers over the past 18 months.

Outstanding Debt

As of September 30, 2021, the outstanding amount of the 91 EL tax-exempt 2013 Senior Lien Toll Road Revenue Refunding Bonds (Bonds) totaled \$78.5 million. The Bonds are rated “AA-” by Standard and Poor’s, “A1” by Moody’s, and “A+” by Fitch Ratings. The next scheduled debt service payment is on February 15, 2022.

Reserve Funds

The bond indenture for the 2013 Bonds requires three reserve funds: a major maintenance fund, an operating fund, and a debt service reserve fund. All three funds are fully funded with a total balance of \$25.3 million as of September 30, 2021.

In addition to the required debt reserve funds, the Board elected to establish two additional reserve funds. An internal capital projects fund has a balance of \$25.7 million and is used for large capital projects for the 91 EL such as pavement rehabilitation and back-office systems. The other reserve fund was established in 2017 for two future Measure M2 projects on the SR-91 corridor. The balance in that reserve fund is \$74.6 million. Lastly, OCTA has approximately \$101.2 million set aside in excess toll revenues for various other SR-91 corridor projects.

Operations

During the quarter, Cofiroute USA (CUSA) experienced staffing issues related to employee attrition and employees out on leave, which impacted the Call Center performance. Due to these impacts, CUSA was out of compliance for average call wait time and call abandonment rate for the months of July, August, and September. CUSA has taken several steps, such as increasing hourly pay rates, providing retention incentives, and engaging temporary staffing service providers, to mitigate the impacts to staffing that are impacting operations. CUSA cites the national staffing shortage and extended leave taken under the Coronavirus Aid, Relief, and Economic Security Act as reasons for the staffing shortage to date. RCTC and OCTA are working closely with CUSA to restore the level of customer service.

Subsequent to the quarter-end, on October 22, 2021, staff was notified that DeAngelo Brothers, LLC (DBI) closed the company's operations, effective immediately. DBI was responsible for providing Safety Service Patrol, which assisted stranded motorists, supported incident clearance, and removed debris that presented a safety issue. In addition, DBI coordinated, oversaw, and

provided routine maintenance and repair activities on the facility, such as landscaping, road lighting inspection and repairs, and the replacement of the channelizers.

Staff put in place interim measures, such as utilizing Freeway Service Patrol to assist stranded motorists and support incident clearance. Staff is evaluating the next steps and will update the Board accordingly.

Recent Events

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

To address the potential delay of transitioning to the new operating agreement, in October 2019, an amendment to the existing operating agreement was executed, which allowed for six one-month extension periods. In September 2021, OCTA and RCTC (Agencies) provided notice to CUSA that the Agencies will be exercising the fourth of the six one-month extension period, which will commence October 1, 2021 through October 31, 2021. Agencies' staff have been continuing to work with CUSA to meet the amended go-live date of September 29, 2021.

Subsequent to the quarter-end, the Agencies were informed that the go-live date will be delayed. The Agencies have been working with CUSA to determine when the revised go-live date is expected and will request CUSA provide an approved implementation schedule for go-live. The Agencies intend to exercise the one-month options until the transition to the new contract occurs.

Also during the quarter, the transition to 6C transponders and conversion account plans was completed.

Summary

An operational report for the 91 Express Lanes for the period ending September 30, 2021, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

Attachment

- A. 91 Express Lanes Status Report, September 2021

Prepared by:

A handwritten signature in dark ink, appearing to read "Kirk Avila", written in a cursive style.

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



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



Status Report
September 2021

As of September 30, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for September 2021 was 1,667,305. This represents a daily average of 55,577 vehicles. This is a 42.2 percent increase in total traffic volume from the same period last year, which totaled 1,172,239 and was the seventh month of the State of California's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for September was \$5,247,366, which represents an increase of 37.3 percent from the prior year's total of \$3,823,078. Carpool percentage for September was 21.9 percent as compared to the previous year's rate of 21.6 percent. As compared to September 2019, traffic volume increased by 12.8 percent and revenue increased by 18.2 percent.

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

Current MTD as of September 30, 2021

	Sep-21 MTD Actual	Sep-20 MTD Actual	Yr 21-to-Yr 20 % Variance	Sep-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Trips					
Full Toll Lanes	1,301,798	919,568	41.6%	1,095,487	18.8%
3+ Lanes	365,507	252,671	44.7%	382,094	(4.3%)
Total Gross Trips	1,667,305	1,172,239	42.2%	1,477,581	12.8%
Revenue					
Full Toll Lanes	\$5,197,519	\$3,770,761	37.8%	\$4,373,645	18.8%
3+ Lanes	\$49,847	\$52,317	(4.7%)	\$66,703	(25.3%)
Total Gross Revenue	\$5,247,366	\$3,823,078	37.3%	\$4,440,347	18.2%
Average Revenue per Trip					
Average Full Toll Lanes	\$3.99	\$4.10	(2.7%)	\$3.99	0.0%
Average 3+ Lanes	\$0.14	\$0.21	(33.3%)	\$0.17	(17.6%)
Average Gross Revenue	\$3.15	\$3.26	(3.4%)	\$3.01	4.7%

The 2021 fiscal year-to-date (YTD) traffic volume increased by 49.8 percent and potential toll revenue increased by 42.7 percent, when compared with the same period last year. YTD average revenue per trip is \$3.09.

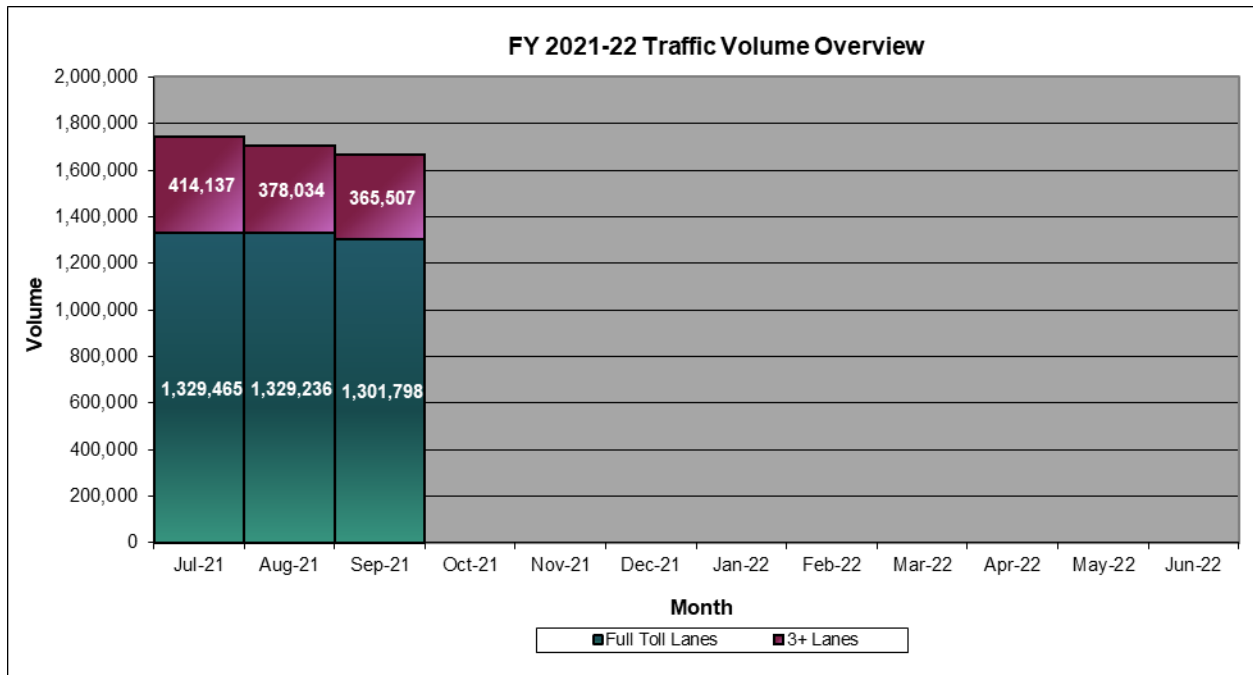
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2021 through September 2021.

Fiscal Year (FY) 2020-21 YTD as of September 30, 2021

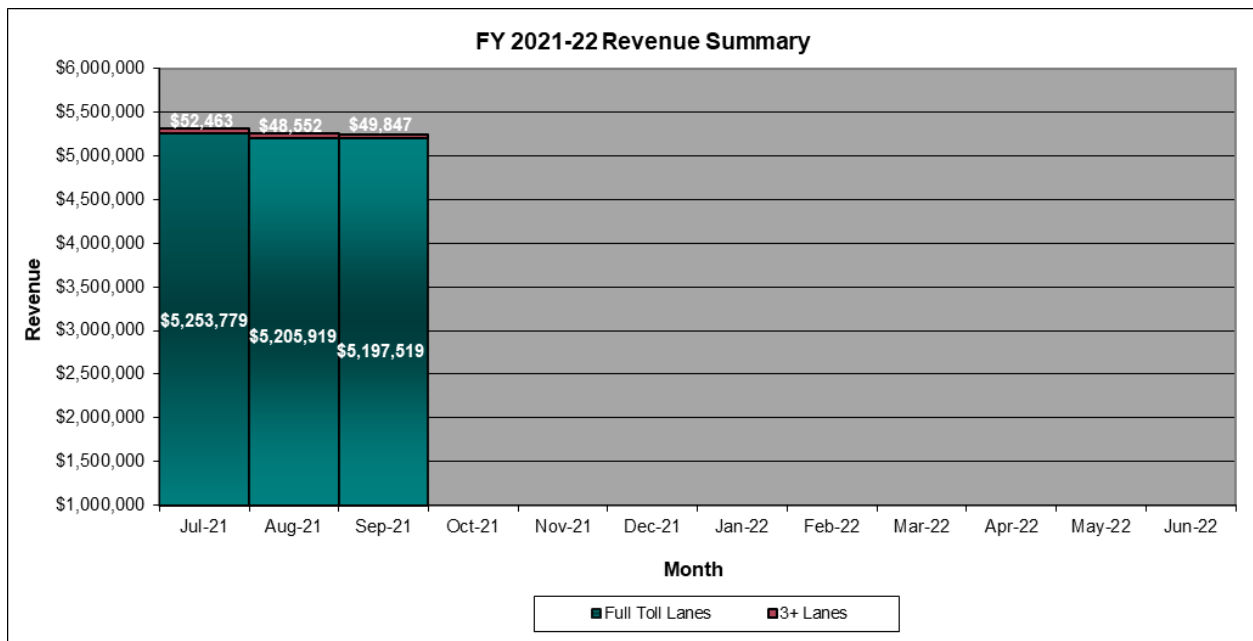
	FY 2021-22 YTD Actual	FY 2020-21 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	3,960,499	2,650,808	49.4%
3+ Lanes	1,157,678	766,024	51.1%
Total Gross Trips	5,118,177	3,416,832	49.8%
Revenue			
Full Toll Lanes	\$15,657,217	\$10,920,716	43.4%
3+ Lanes	\$150,861	\$157,534	(4.2%)
Total Gross Revenue	\$15,808,078	\$11,078,250	42.7%
Average Revenue per Trip			
Average Full Toll Lanes	\$3.95	\$4.12	(4.1%)
Average 3+ Lanes	\$0.13	\$0.21	(38.1%)
Average Gross Revenue	\$3.09	\$3.24	(4.6%)

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2021-22 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 22 times during the month of September 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 85 percent of defined capacity.

PM Time	Monday 08/30/21				Tuesday 08/31/21				Wednesday 09/01/21				Thursday 09/02/21				Friday 09/03/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500									\$5.30	399	3,082	91%	\$7.70	420	2,752	81%	\$8.35	500	2,841	84%
1500 - 1600									\$7.45	561	2,945	87%	\$7.45	463	2,556	75%	\$7.90	646	3,062	90%
1600 - 1700									\$6.50	370	3,081	91%	\$7.00	335	2,737	81%	\$7.45	460	2,689	79%
1700 - 1800									\$5.40	404	2,878	85%	\$6.70	411	2,844	84%	\$6.75	518	2,681	79%
1800 - 1900									\$4.05	499	2,658	78%	\$4.50	493	3,014	89%	\$6.75	508	2,165	64%
1900 - 2000									\$3.95	586	2,314	68%	\$5.75	542	2,381	70%	\$6.25	592	2,091	62%

PM Time	Monday 09/06/20				Tuesday 09/07/20				Wednesday 09/08/20				Thursday 09/09/20				Friday 09/10/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$4.60	397	1,172	34%	\$5.30	384	2,665	78%	\$5.30	427	2,979	88%	\$7.70	394	3,088	91%	\$8.35	454	2,869	84%
1500 - 1600	\$4.60	422	1,215	36%	\$4.75	474	3,012	89%	\$7.45	533	2,783	82%	\$7.45	525	3,049	90%	\$7.90	555	2,893	85%
1600 - 1700	\$4.60	435	1,158	34%	\$4.50	413	3,306	97%	\$6.50	345	2,778	82%	\$7.00	330	2,670	79%	\$7.45	381	2,654	78%
1700 - 1800	\$4.60	429	1,053	31%	\$4.90	326	2,506	74%	\$5.40	382	2,884	85%	\$6.70	402	2,851	84%	\$6.75	458	2,827	83%
1800 - 1900	\$4.60	502	1,137	33%	\$4.05	508	2,825	83%	\$4.05	537	3,011	89%	\$4.50	522	3,052	90%	\$6.75	590	2,658	78%
1900 - 2000	\$4.60	568	1,181	35%	\$3.95	384	1,751	52%	\$3.95	454	2,121	62%	\$5.75	398	1,934	57%	\$6.25	527	2,128	63%

PM Time	Monday 09/13/21				Tuesday 09/14/21				Wednesday 09/15/21				Thursday 09/16/21				Friday 09/17/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	364	2,683	79%	\$5.30	370	2,622	77%	\$5.30	387	3,071	90%	\$7.70	397	2,906	85%	\$8.35	459	2,913	86%
1500 - 1600	\$5.65	536	3,024	89%	\$4.75	537	3,064	90%	\$7.45	448	2,154	63%	\$7.45	536	2,804	82%	\$7.90	589	2,864	84%
1600 - 1700	\$4.35	437	3,222	95%	\$4.50	417	3,272	96%	\$6.50	304	2,348	69%	\$7.00	398	2,799	82%	\$7.45	442	2,656	78%
1700 - 1800	\$4.95	335	2,615	77%	\$4.90	337	2,524	74%	\$5.40	402	2,940	86%	\$6.70	381	2,760	81%	\$6.75	461	2,825	83%
1800 - 1900	\$5.65	493	2,571	76%	\$4.05	528	2,957	87%	\$4.05	534	3,026	89%	\$4.50	516	2,943	87%	\$6.75	626	2,767	81%
1900 - 2000	\$3.95	400	1,530	45%	\$3.95	476	2,173	64%	\$3.95	560	2,436	72%	\$5.75	541	2,381	70%	\$6.25	597	2,339	69%

PM Time	Monday 09/20/21				Tuesday 09/21/21				Wednesday 09/22/21				Thursday 09/23/21				Friday 09/24/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	363	2,675	79%	\$5.30	379	2,805	83%	\$5.30	398	3,121	92%	\$7.70	386	2,858	84%	\$8.35	482	2,882	85%
1500 - 1600	\$5.65	534	3,132	92%	\$4.75	520	3,067	90%	\$7.45	488	2,803	82%	\$7.45	537	3,049	90%	\$7.90	559	2,890	85%
1600 - 1700	\$4.35	420	3,080	91%	\$4.50	402	3,181	94%	\$6.50	382	2,809	83%	\$7.00	395	2,888	85%	\$7.45	420	2,778	82%
1700 - 1800	\$4.95	364	2,656	78%	\$4.90	362	2,524	74%	\$5.40	433	2,864	84%	\$6.70	422	2,814	83%	\$6.75	454	2,825	83%
1800 - 1900	\$5.65	492	2,567	76%	\$4.05	519	2,944	87%	\$4.05	510	2,831	83%	\$4.50	568	2,975	88%	\$6.75	627	2,834	83%
1900 - 2000	\$3.95	391	1,720	51%	\$3.95	504	2,316	68%	\$3.95	582	2,575	76%	\$5.75	553	2,361	69%	\$6.25	559	2,176	64%

PM Time	Monday 09/27/21				Tuesday 09/28/21				Wednesday 09/29/21				Thursday 09/30/21				Friday 10/01/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.30	358	2,732	80%	\$5.30	370	2,697	79%	\$5.30	397	3,098	91%	\$7.70	286	1,942	57%				
1500 - 1600	\$5.65	515	3,129	92%	\$4.75	492	3,010	89%	\$7.45	516	2,814	83%	\$7.45	498	3,027	89%				
1600 - 1700	\$4.35	413	3,274	96%	\$4.50	399	3,144	92%	\$6.50	332	2,789	82%	\$7.00	383	3,062	90%				
1700 - 1800	\$4.95	398	2,806	83%	\$4.90	355	2,522	74%	\$5.40	448	2,976	88%	\$6.70	444	3,035	89%				
1800 - 1900	\$5.65	484	2,293	67%	\$4.05	546	2,885	85%	\$4.05	556	2,883	85%	\$4.50	533	2,903	85%				
1900 - 2000	\$3.95	420	1,581	47%	\$3.95	531	2,229	66%	\$3.95	501	2,179	64%	\$5.75	494	2,209	65%				

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 08/30/21				Tuesday 08/31/21				Wednesday 09/01/21				Thursday 09/02/21				Friday 09/03/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500									\$3.15	436	1,396	41%	\$3.15	454	1,374	40%	\$3.15	340	1,131	33%
0500 - 0600									\$5.10	695	2,648	78%	\$5.10	676	2,568	76%	\$5.10	530	2,239	66%
0600 - 0700									\$5.30	562	2,765	81%	\$5.30	511	2,737	81%	\$5.30	517	2,457	72%
0700 - 0800									\$5.80	545	2,875	85%	\$5.80	530	2,680	79%	\$5.65	422	2,299	68%
0800 - 0900									\$5.30	295	2,607	77%	\$5.80	307	2,540	75%	\$5.45	276	2,075	61%
0900 - 1000									\$4.20	241	2,325	68%	\$5.80	256	2,424	71%	\$4.70	270	1,707	50%

AM Time	Monday 09/06/21				Tuesday 09/07/21				Wednesday 09/08/21				Thursday 09/09/21				Friday 09/10/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$1.75	62	132	4%	\$3.15	408	1,385	41%	\$3.15	408	1,295	38%	\$3.15	428	1,395	41%	\$3.15	360	1,204	35%
0500 - 0600	\$1.75	86	211	6%	\$5.10	661	2,639	78%	\$5.10	649	2,614	77%	\$5.10	659	2,652	78%	\$4.85	576	2,321	68%
0600 - 0700	\$2.60	65	256	8%	\$5.30	558	2,784	82%	\$5.30	556	2,816	83%	\$5.30	570	2,753	81%	\$5.10	514	2,610	77%
0700 - 0800	\$2.60	140	439	13%	\$5.80	518	2,755	81%	\$5.80	553	2,828	83%	\$5.80	487	2,709	80%	\$5.65	461	2,540	75%
0800 - 0900	\$2.60	260	760	22%	\$5.30	327	2,710	80%	\$5.30	296	2,610	77%	\$5.30	292	2,538	75%	\$5.10	266	2,286	67%
0900 - 1000	\$3.80	449	1,236	36%	\$4.20	316	2,873	85%	\$4.20	301	2,904	85%	\$4.20	309	2,665	78%	\$4.20	265	2,207	65%

AM Time	Monday 09/13/21				Tuesday 09/14/21				Wednesday 09/15/21				Thursday 09/16/21				Friday 09/17/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	428	1,379	41%	\$3.15	459	1,514	45%	\$3.15	485	1,628	48%	\$3.15	439	1,443	42%	\$3.15	358	1,236	36%
0500 - 0600	\$5.10	648	2,558	75%	\$5.10	638	2,583	76%	\$5.10	677	2,656	78%	\$5.10	658	2,669	79%	\$4.85	609	2,438	72%
0600 - 0700	\$5.30	592	2,827	83%	\$5.30	572	2,824	83%	\$5.30	570	2,844	84%	\$5.30	578	2,681	79%	\$5.10	598	2,618	77%
0700 - 0800	\$5.80	508	2,734	80%	\$5.80	536	2,721	80%	\$5.80	554	2,773	82%	\$5.80	550	2,812	83%	\$5.65	550	2,589	76%
0800 - 0900	\$5.30	289	2,542	75%	\$5.30	310	2,666	78%	\$5.30	319	2,604	77%	\$5.30	295	2,469	73%	\$5.10	281	2,163	64%
0900 - 1000	\$4.20	254	2,285	67%	\$4.20	243	2,468	73%	\$4.20	303	2,323	68%	\$4.20	257	2,252	66%	\$4.20	302	2,126	63%

AM Time	Monday 09/20/21				Tuesday 09/21/21				Wednesday 09/22/21				Thursday 09/23/21				Friday 09/24/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	418	1,304	38%	\$3.15	471	1,534	45%	\$3.15	455	1,435	42%	\$3.15	452	1,453	43%	\$3.15	358	1,247	37%
0500 - 0600	\$5.10	639	2,573	76%	\$5.10	658	2,448	72%	\$5.10	685	2,753	81%	\$5.10	702	2,652	78%	\$4.85	599	2,491	73%
0600 - 0700	\$5.30	537	2,578	76%	\$5.30	429	1,860	55%	\$5.30	630	2,890	85%	\$5.30	634	2,753	81%	\$5.10	617	2,675	79%
0700 - 0800	\$5.80	538	2,684	79%	\$5.80	616	2,809	83%	\$5.80	522	2,715	80%	\$5.80	516	2,528	74%	\$5.65	452	2,409	71%
0800 - 0900	\$5.30	345	2,561	75%	\$5.30	340	2,803	82%	\$5.30	285	2,406	71%	\$5.30	304	2,508	74%	\$5.10	286	2,291	67%
0900 - 1000	\$4.20	277	2,264	67%	\$4.20	270	2,844	84%	\$4.20	296	2,565	75%	\$4.20	279	2,197	65%	\$4.20	295	2,130	63%

AM Time	Monday 09/27/21				Tuesday 09/28/21				Wednesday 09/29/21				Thursday 09/30/21				Friday 10/01/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.15	415	1,405	41%	\$3.15	461	1,469	43%	\$3.15	463	1,485	44%	\$3.15	437	1,429	42%				
0500 - 0600	\$5.10	589	2,472	73%	\$5.10	730	2,778	82%	\$5.10	625	2,649	78%	\$5.10	726	2,709	80%				
0600 - 0700	\$5.30	608	2,769	81%	\$5.30	642	2,873	85%	\$5.30	538	2,405	71%	\$5.30	609	2,770	81%				
0700 - 0800	\$5.80	481	2,638	78%	\$5.80	484	2,602	77%	\$5.80	547	2,814	83%	\$5.80	467	2,536	75%				
0800 - 0900	\$5.30	282	2,434	72%	\$5.30	257	2,476	73%	\$5.30	321	2,506	74%	\$5.30	294	2,444	72%				
0900 - 1000	\$4.20	262	2,094	62%	\$4.20	268	2,334	69%	\$4.20	269	2,397	71%	\$4.20	273	2,605	77%				

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 112 calls during the month of September. Of those calls, 103 were to assist disabled vehicles and four calls to remove debris. The CAS provided assistance to five accidents in the Express Lanes with two of those accidents originating in the State Route 91 general purpose lanes.

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

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

To address the potential delay of transitioning to the new operating agreement, in October 2019, an amendment to the existing operating agreement was executed which allowed for six one-month extension periods. In September 2021, OCTA and RCTC (Agencies) provided notice to CUSA that the Agencies will be exercising the fourth of the six one-month extension period, which will commence October 1, 2021 through October 31, 2021. Agencies' staff have been continuing to work with CUSA to meet the amended go-live date of September 29, 2021. Subsequent to the quarter-end, the Agencies were informed that the go-live date will be delayed. The Agencies have been working with CUSA to determine when the revised go-live date is expected and will then ask CUSA to provide an approved implementation schedule for go-live. The Agencies intend to exercise the one-month options until the transition to the new contract occurs.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructure at the three entrances of the OCTA 91 Express Lanes. Caltrans advertised and awarded the project in March 2021 and May 2021, respectively. In June, the contract was executed, and the project kickoff meeting was held in July. Pre-construction activities began in August and were followed with construction activities which commenced in September. The project is anticipated to be completed in December 2021. During the construction period, overnight closures and possibly, a few full weekend closures will occur. Upon completion of the infrastructure project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the

91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

Roadway Operations and Maintenance Services Contract

In December 2020, an agreement was executed with DeAngelo Brothers, LLC (DBI) for roadway operations and maintenance services for the 91 Express Lanes. DBI is responsible for providing Safety Service Patrol, which will assist stranded motorists, support incident clearance, and remove debris that presents a safety issue. In addition, DBI coordinates, oversees, and provides routine maintenance and repair activities that are to be performed on the facility, such as landscaping, road lighting inspection and repairs, and the replacement of the channelizers. In addition, they coordinate with Caltrans for any routine and emergency maintenance to be performed on the 91 Express Lanes and any construction activities on the general purpose lanes that impact the toll lanes.

On October 22, 2021, staff was notified that DBI closed the company's operations, effective immediately. Staff has put interim measures in place, such as utilizing Freeway Service Patrol to assist stranded motorists and support incident clearance. Staff is evaluating the necessary next steps and will update the Board of Directors as efforts are finalized or require action.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 9/30/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 14,441,774.43	\$ 10,299,299.00	\$ 4,142,475.43	40.2
Fee Revenue	1,669,263.39	597,079.00	1,072,184.39	179.6
Total operating revenues	16,111,037.82	10,896,378.00	5,214,659.82	47.9
Operating expenses:				
Contracted Services	137,841.66	1,917,984.00	1,780,142.34	92.8
Administrative Fee	675,987.00	780,438.00	104,451.00	13.4
Other Professional Services	(124,461.99)	711,040.00	835,501.99	117.5
Credit Card Processing Fees	367,429.64	289,740.00	(77,689.64)	(26.8)
Toll Road Account Servicing	125,595.16	268,200.00	142,604.84	53.2
Other Insurance Expense	115,082.88	62,475.00	(52,607.88)	(84.2)
Toll Road Maintenance Supply Repairs	76,752.21	1,278,730.00	1,201,977.79	94.0
Patrol Services	234,312.03	274,890.00	40,577.97	14.8
Building Equipment Repairs and Maint	86,137.97	188,145.00	102,007.03	54.2
6C Transponders	-	18,750.00	18,750.00	100.0
Other Services ⁽⁵⁾	(781,750.00)	253,600.00	1,035,350.00	408.3
Utilities	9,107.35	23,748.00	14,640.65	61.7
Office Expense	-	22,617.00	22,617.00	100.0
Bad Debt Expense	24,867.39	-	(24,867.39)	N/A
Miscellaneous ⁽²⁾	9,083.41	31,946.00	22,862.59	71.6
Leases	88,485.28	123,702.00	35,216.72	28.5
Total operating expenses	1,044,469.99	6,246,005.00	5,201,535.01	83.3
Depreciation and Amortization ⁽³⁾	809,070.27	-	(809,070.27)	N/A
Operating income (loss)	14,257,497.56	4,650,373.00	9,607,124.56	206.6
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	65,505.92	-	65,505.92	N/A
Interest Income	787,114.75	430,059.00	357,055.75	83.0
Interest Expense	(1,017,862.43)	(2,022,413.00)	1,004,550.57	49.7
Other	566.20	-	566.20	N/A
Total nonoperating revenues (expenses)	(164,675.56)	(1,592,354.00)	1,427,678.44	89.7
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(534,729.49)	(773,161.00)	238,431.51	30.8
Net income (loss)	\$ 13,558,092.51	\$ 2,284,858.00	\$ 11,273,234.51	493.4

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

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

³Depreciation and amortization are not budgeted items.

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

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

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for September 2021 was 1,428,960. This represents a daily average of 47,632 vehicles. This is a 44.4 percent increase in total traffic volume from the same period last year, which totaled 989,722 and was the seventh month of the COVID-19 stay-at-home order. Potential toll revenue for September was \$5,249,910, which represents an increase of 50.6 percent from the prior year's total of \$3,486,103. Carpool percentage for September was 20.3 percent as compared to the previous year's rate of 20.4 percent. As compared to September 2019, traffic volume increased by 9.9 percent and revenue decreased by 2.1 percent.

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

Current MTD as of September 30, 2021

Trips	SEP-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	SEP-20 MTD Actual	Yr-to-Yr % Variance	SEP-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Full Toll Lanes	1,138,339	935,114	203,225	21.7%	787,711	44.5%	984,484	15.6%
3+ Lanes	290,621	317,957	(27,336)	(8.6%)	202,011	43.9%	315,806	(8.0%)
Total Gross Trips	1,428,960	1,253,071	175,889	14.0%	989,722	44.4%	1,300,290	9.9%
Revenue								
Full Toll Lanes	\$5,209,051	\$4,015,114	\$1,193,937	29.7%	\$3,450,193	51.0%	\$5,326,713	(2.2%)
3+ Lanes	\$40,859	\$0	\$40,859		\$35,910	13.8%	\$34,653	17.9%
Total Gross Revenue	\$5,249,910	\$4,015,114	\$1,234,796	30.8%	\$3,486,103	50.6%	\$5,361,366	(2.1%)
Average Revenue per Trip								
Average Full Toll Lanes	\$4.58	\$4.29	\$0.29	6.8%	\$4.38	4.6%	\$5.41	(15.3%)
Average 3+ Lanes	\$0.14	\$0.00	\$0.14		\$0.18	(22.2%)	\$0.11	27.3%
Average Gross Revenue	\$3.67	\$3.20	\$0.47	14.7%	\$3.52	4.3%	\$4.12	(10.9%)

The 2021 fiscal YTD traffic volume increased by 50.9 percent and potential toll revenue increased by 56 percent, when compared with the same period last year. YTD average revenue per-trip is \$3.55.

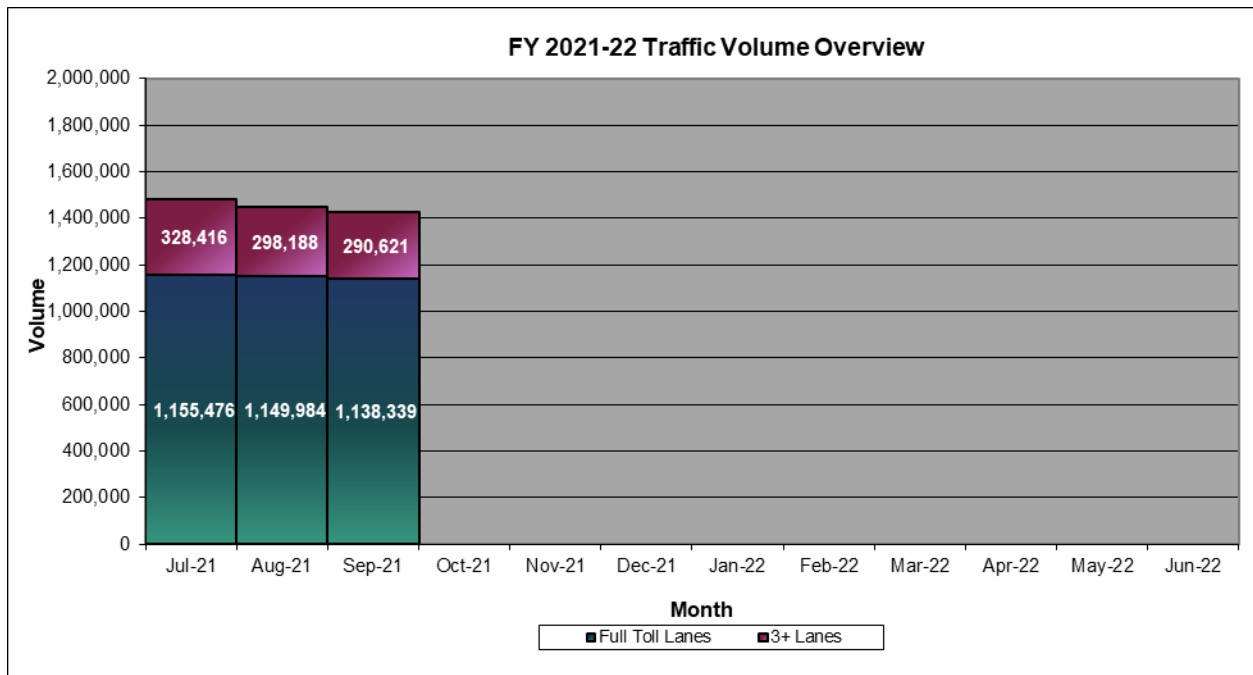
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2021 through September 2021.

FY 2020-21 YTD as of September 30, 2021

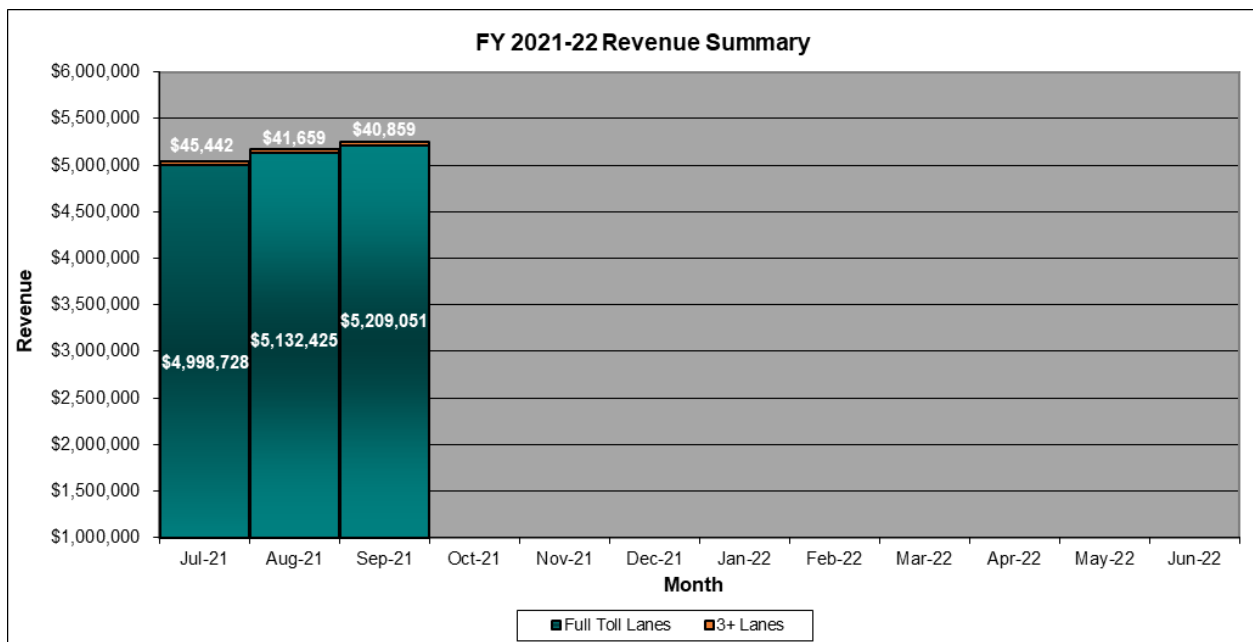
Trips	FY 2021-22 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2020-21 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	3,443,802	2,846,700	597,102	21.0%	2,278,234	51.2%
3+ Lanes	917,225	1,002,886	-85,661	(8.5%)	610,998	50.1%
Total Gross Trips	4,361,027	3,849,586	511,441	13.3%	2,889,232	50.9%
Revenue						
Full Toll Lanes	\$15,340,215	\$12,215,300	\$3,124,915	25.6%	\$9,812,086	56.3%
3+ Lanes	\$127,960	\$0	\$127,960		\$106,007	20.7%
Total Gross Revenue	\$15,468,175	\$12,215,300	\$3,252,875	26.6%	\$9,918,092	56.0%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.45	\$4.29	\$0.16	3.7%	\$4.31	3.2%
Average 3+ Lanes	\$0.14	\$0.00	\$0.14		\$0.17	(17.6%)
Average Gross Revenue	\$3.55	\$3.17	\$0.38	12.0%	\$3.43	3.5%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2021-22 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In September, there were no toll rates adjusted. RCTC evaluates traffic volumes for peak period hours and adjusts rates according to the toll rate policy.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 08/30/21					Tuesday 08/31/21					Wednesday 09/01/21					Thursday 09/02/21					Friday 09/03/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											\$9.15	199	1082	1,281	E	\$11.20	206	1,027	1,233	E	\$26.80	306	1,074	1,380	F
1500 - 1600											\$14.25	227	962	1,189	D	\$17.30	210	816	1,026	D	\$26.50	349	1,005	1,354	F
1600 - 1700											\$7.05	191	1013	1,204	E	\$9.15	174	970	1,144	D	\$16.30	302	998	1,300	E
1700 - 1800											\$5.45	169	953	1,122	D	\$5.45	193	974	1,167	D	\$8.10	318	932	1,250	E
1800 - 1900											\$5.45	220	832	1,052	D	\$5.45	232	996	1,228	E	\$5.45	265	772	1,037	D
1900 - 2000											\$2.30	245	747	992	C	\$4.25	239	895	1,134	D	\$4.25	264	746	1,010	D

PM Time	Monday 09/06/21					Tuesday 09/07/21					Wednesday 09/08/21					Thursday 09/09/21					Friday 09/10/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.30	181	415	596	B	\$5.45	172	1,012	1,184	D	\$9.15	186	1,016	1,202	E	\$11.20	184	1,184	1,368	F	\$26.80	217	964	1,181	D
1500 - 1600	\$2.30	191	354	545	B	\$11.20	209	888	1,097	D	\$14.25	187	945	1,132	D	\$17.30	220	919	1,139	D	\$26.50	237	910	1,147	D
1600 - 1700	\$2.30	191	326	517	B	\$7.05	181	915	1,096	D	\$7.05	163	970	1,133	D	\$9.15	162	850	1,012	D	\$16.30	210	878	1,088	D
1700 - 1800	\$2.30	196	302	498	B	\$5.45	171	866	1,037	D	\$5.45	136	981	1,117	D	\$5.45	176	1,003	1,179	D	\$8.10	217	1,006	1,223	E
1800 - 1900	\$2.30	241	312	553	B	\$5.45	235	930	1,165	D	\$5.45	202	990	1,192	D	\$5.45	233	1,023	1,256	E	\$5.45	234	956	1,190	D
1900 - 2000	\$2.30	246	357	603	B	\$2.30	192	570	762	B	\$2.30	203	800	1,003	D	\$4.25	163	734	897	C	\$4.25	232	813	1,045	D

PM Time	Monday 09/13/21					Tuesday 09/14/21					Wednesday 09/15/21					Thursday 09/16/21					Friday 09/17/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.45	164	964	1,128	D	\$5.45	168	995	1,163	D	\$9.15	207	1,055	1,262	E	\$11.20	180	1,129	1,309	F	\$26.80	230	1,076	1,306	F
1500 - 1600	\$9.15	214	948	1,162	D	\$11.20	204	916	1,120	D	\$14.25	156	804	960	C	\$17.30	215	943	1,158	D	\$26.50	252	969	1,221	E
1600 - 1700	\$7.05	218	896	1,114	D	\$7.05	241	1,223	1,464	F	\$7.05	195	952	1,147	D	\$9.15	162	954	1,116	D	\$16.30	241	953	1,194	D
1700 - 1800	\$5.45	190	881	1,071	D	\$5.45	154	923	1,077	D	\$5.45	178	929	1,107	D	\$5.45	171	922	1,093	D	\$8.10	214	1,010	1,224	E
1800 - 1900	\$4.25	214	843	1,057	D	\$5.45	203	930	1,133	D	\$5.45	211	968	1,179	D	\$5.45	204	1,008	1,212	E	\$5.45	278	1,013	1,291	E
1900 - 2000	\$2.30	163	505	668	B	\$2.30	198	762	960	C	\$2.30	218	881	1,099	D	\$4.25	187	908	1,095	D	\$4.25	266	887	1,153	D

PM Time	Monday 09/20/21					Tuesday 09/21/21					Wednesday 09/22/21					Thursday 09/23/21					Friday 09/24/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.45	172	1,034	1,206	E	\$5.45	157	1,023	1,180	D	\$9.15	179	1,092	1,271	E	\$11.20	177	1,020	1,197	D	\$26.80	211	1,062	1,273	E
1500 - 1600	\$9.15	221	929	1,150	D	\$11.20	208	924	1,132	D	\$14.25	214	961	1,175	D	\$17.30	215	899	1,114	D	\$26.50	226	960	1,186	D
1600 - 1700	\$7.05	171	909	1,080	D	\$7.05	183	841	1,024	D	\$7.05	181	902	1,083	D	\$9.15	187	948	1,135	D	\$16.30	250	929	1,179	D
1700 - 1800	\$5.45	180	896	1,076	D	\$5.45	169	923	1,092	D	\$5.45	170	956	1,126	D	\$5.45	192	922	1,114	D	\$8.10	239	990	1,229	E
1800 - 1900	\$4.25	200	891	1,091	D	\$5.45	191	949	1,140	D	\$5.45	221	896	1,117	D	\$5.45	250	919	1,169	D	\$5.45	284	991	1,275	E
1900 - 2000	\$2.30	167	608	775	B	\$2.30	207	830	1,037	D	\$2.30	251	855	1,106	D	\$4.25	240	886	1,126	D	\$4.25	289	796	1,085	D

PM Time	Monday 09/27/21					Tuesday 09/28/21					Wednesday 09/29/21					Thursday 09/30/21					Friday 10/01/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.45	165	998	1,163	D	\$5.45	175	1,109	1,284	E	\$9.15	206	1,079	1,285	E	\$11.20	213	1,139	1,352	F					
1500 - 1600	\$9.15	179	950	1,129	D	\$11.20	220	915	1,135	D	\$14.25	213	907	1,120	D	\$17.30	245	994	1,239	E					
1600 - 1700	\$7.05	164	944	1,108	D	\$7.05	175	933	1,108	D	\$7.05	186	896	1,082	D	\$9.15	176	995	1,171	D					
1700 - 1800	\$5.45	157	971	1,128	D	\$5.45	156	894	1,050	D	\$5.45	191	937	1,128	D	\$5.45	171	1,040	1,211	E					
1800 - 1900	\$4.25	198	800	998	C	\$5.45	221	913	1,134	D	\$5.45	229	944	1,173	D	\$5.45	215	979	1,194	D					
1900 - 2000	\$2.30	180	539	719	B	\$2.30	198	746	944	C	\$2.30	211	751	962	C	\$4.25	184	846	1,030	D					

Eastbound PM Peak - County Line to 15 SB Ontario

PM Time	Monday 08/30/21					Tuesday 08/31/21					Wednesday 09/01/21					Thursday 09/02/21					Friday 09/03/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											\$5.45	96	713	809	C	\$5.45	109	751	860	C	\$5.45	145	646	791	B
1500 - 1600											\$5.45	118	710	828	C	\$5.45	100	656	756	B	\$5.45	148	589	737	B
1600 - 1700											\$5.45	112	671	783	B	\$5.45	88	619	707	B	\$3.00	133	571	704	B
1700 - 1800											\$5.45	94	583	677	B	\$5.45	90	603	693	B	\$3.00	101	576	677	B
1800 - 1900											\$3.00	111	620	731	B	\$3.00	133	708	841	C	\$3.00	140	499	639	B
1900 - 2000											\$3.00	129	506	635	B	\$3.00	149	616	765	B	\$3.00	187	516	703	B

PM Time	Monday 09/06/21					Tuesday 09/07/21					Wednesday 09/08/21					Thursday 09/09/21					Friday 09/10/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.00	112	241	353	A	\$5.45	103	713	816	C	\$5.45	113	701	814	C	\$5.45	114	769	883	C	\$5.45	105	710	815	C
1500 - 1600	\$2.00	117	237	354	A	\$5.45	108	705	813	C	\$5.45	103	682	785	B	\$5.45	125	708	833	C	\$5.45	113	636	749	B
1600 - 1700	\$2.00	116	228	344	A	\$5.45	90	660	750	B	\$5.45	92	624	716	B	\$5.45	87	579	666	B	\$3.00	121	650	771	B
1700 - 1800	\$2.00	116	167	283	A	\$3.00	87	639	726	B	\$5.45	85	652	737	B	\$5.45	87	675	762	B	\$3.00	91	582	673	B
1800 - 1900	\$2.00	146	189	335	A	\$3.00	123	587	710	B	\$3.00	113	681	794	B	\$3.00	119	666	785	B	\$3.00	136	578	714	B
1900 - 2000	\$2.00	140	211	351	A	\$3.00	95	470	565	B	\$3.00	122	612	734	B	\$3.00	90	578	668	B	\$3.00	139	549	688	B

PM Time	Monday 09/13/21					Tuesday 09/14/21					Wednesday 09/15/21					Thursday 09/16/21					Friday 09/17/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.45	103	707	810	C	\$5.45	110	744	854	C	\$5.45	99	748	847	C	\$5.45	116	765	881	C	\$5.45	125	689	814	C
1500 - 1600	\$5.45	123	629	752	B	\$5.45	138	691	829	C	\$5.45	89	577	666	B	\$5.45	129	655	784	B	\$5.45	144	594	738	B
1600 - 1700	\$3.00	98	668	766	B	\$5.45	35	208	243	A	\$5.45	113	712	825	C	\$5.45	104	624	728	B	\$3.00	127	605	732	B
1700 - 1800	\$3.00	99	634	733	B	\$3.00	72	644	716	B	\$5.45	115	649	764	B	\$5.45	81	607	688	B	\$3.00	130	608	738	B
1800 - 1900	\$3.00	115	595	710	B	\$3.00	121	708	829	C	\$3.00	127	739	866	C	\$3.00	119	683	802	C	\$3.00	146	625	771	B
1900 - 2000	\$2.00	99	367	466	B	\$3.00	150	642	792	B	\$3.00	155	637	792	B	\$3.00	162	731	893	C	\$3.00	178	577	755	B

PM Time	Monday 09/20/21					Tuesday 09/21/21					Wednesday 09/22/21					Thursday 09/23/21					Friday 09/24/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.45	122	715	837	C	\$5.45	92	738	830	C	\$5.45	111	780	891	C	\$5.45	115	759	874	C	\$5.45	126	752	878	C
1500 - 1600	\$5.45	120	717	837	C	\$5.45	119	710	829	C	\$5.45	106	700	806	C	\$5.45	113	647	760	B	\$5.45	126	612	738	B
1600 - 1700	\$3.00	92	621	713	B	\$5.45	93	618	711	B	\$5.45	87	644	731	B	\$5.45	99	642	741	B	\$3.00	123	609	732	B
1700 - 1800	\$3.00	87	596	683	B	\$3.00	78	685	763	B	\$5.45	84	621	705	B	\$5.45	96	578	674	B	\$3.00	120	621	741	B
1800 - 1900	\$3.00	120	624	744	B	\$3.00	120	646	766	B	\$3.00	127	671	798	B	\$3.00	145	672	817	C	\$3.00	134	583	717	B
1900 - 2000	\$2.00	127	457	584	B	\$3.00	123	640	763	B	\$3.00	160	627	787	B	\$3.00	168	609	777	B	\$3.00	166	564	730	B

PM Time	Monday 09/27/21					Tuesday 09/28/21					Wednesday 09/29/21					Thursday 09/30/21					Friday 10/01/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.45	97	675	772	B	\$5.45	108	774	882	C	\$5.45	133	801	934	C	\$5.45	141	771	912	C					
1500 - 1600	\$5.45	111	734	845	C	\$5.45	118	699	817	C	\$5.45	121	709	830	C	\$5.45	112	762	874	C					
1600 - 1700	\$3.00	110	676	786	B	\$5.45	92	658	750	B	\$5.45	90	645	735	B	\$5.45	77	672	749	B					
1700 - 1800	\$3.00	92	640	732	B	\$3.00	103	639	742	B	\$5.45	106	594	700	B	\$5.45	91	673	764	B					
1800 - 1900	\$3.00	107	613	720	B	\$3.00	136	704	840	C	\$3.00	151	676	827	C	\$3.00	114	696	810	C					
1900 - 2000	\$2.00	110	406	516	B	\$3.00	148	552	700	B	\$3.00	154	516	670	B	\$3.00	151	599	750	B					

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 08/30/21					Tuesday 08/31/21					Wednesday 09/01/21					Thursday 09/02/21					Friday 09/03/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											\$4.25	207	435	642	B	\$4.25	206	447	653	B	\$2.30	156	420	576	B
0500 - 0600											\$11.20	382	1146	1,528	F	\$10.15	362	1,094	1,456	F	\$7.05	250	1,040	1,290	E
0600 - 0700											\$16.95	293	1164	1,457	F	\$15.95	271	1,112	1,383	F	\$9.10	262	1,112	1,374	F
0700 - 0800											\$12.95	327	1413	1,740	F	\$11.95	345	1,337	1,682	F	\$8.05	285	1,278	1,563	F
0800 - 0900											\$9.05	198	1569	1,767	F	\$8.05	197	1,474	1,671	F	\$4.25	145	1,095	1,240	E
0900 - 1000											\$5.45	125	1196	1,321	E	\$5.45	143	1,178	1,321	E	\$4.25	134	774	908	C

AM Time	Monday 09/06/21					Tuesday 09/07/21					Wednesday 09/08/21					Thursday 09/09/21					Friday 09/10/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$1.60	13	27	40	A	\$4.25	181	465	646	B	\$4.25	184	435	619	B	\$4.25	184	454	638	B	\$2.30	169	454	623	B
0500 - 0600	\$1.60	31	52	83	A	\$11.20	334	1,190	1,524	F	\$11.20	325	1,158	1,483	F	\$10.15	312	1,249	1,561	F	\$7.05	284	1,017	1,301	E
0600 - 0700	\$1.60	31	101	132	A	\$16.95	287	1,149	1,436	F	\$16.95	263	1,097	1,360	F	\$15.95	251	1,181	1,432	F	\$9.10	280	1,202	1,482	F
0700 - 0800	\$1.60	80	171	251	A	\$12.95	311	1,420	1,731	F	\$12.95	325	1,428	1,753	F	\$11.95	302	1,410	1,712	F	\$8.05	306	1,381	1,687	F
0800 - 0900	\$1.60	166	306	472	B	\$9.05	205	1,488	1,693	F	\$9.05	176	1,457	1,633	F	\$8.05	184	1,474	1,658	F	\$4.25	165	1,349	1,514	F
0900 - 1000	\$2.30	278	512	790	B	\$5.45	179	1,495	1,674	F	\$5.45	193	1,436	1,629	F	\$5.45	153	1,286	1,439	F	\$4.25	145	996	1,141	D

AM Time	Monday 09/13/21					Tuesday 09/14/21					Wednesday 09/15/21					Thursday 09/16/21					Friday 09/17/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$4.25	186	477	663	B	\$4.25	193	514	707	B	\$4.25	208	571	779	B	\$4.25	187	515	702	B	\$2.30	148	448	596	B
0500 - 0600	\$11.20	349	1,122	1,471	F	\$11.20	324	1,066	1,390	F	\$11.20	303	1,227	1,530	F	\$10.15	332	1,192	1,524	F	\$7.05	289	1,116	1,405	F
0600 - 0700	\$15.95	290	1,117	1,407	F	\$16.95	292	1,064	1,356	F	\$16.95	254	1,215	1,469	F	\$15.95	301	1,064	1,365	F	\$9.10	288	1,087	1,375	F
0700 - 0800	\$12.95	306	1,330	1,636	F	\$12.95	350	1,347	1,697	F	\$12.95	304	1,327	1,631	F	\$11.95	380	1,385	1,765	F	\$8.05	345	1,375	1,720	F
0800 - 0900	\$8.05	195	1,404	1,599	F	\$9.05	203	1,382	1,585	F	\$9.05	227	1,519	1,746	F	\$8.05	207	1,458	1,665	F	\$4.25	166	1,219	1,385	F
0900 - 1000	\$5.45	130	1,114	1,244	E	\$5.45	170	1,465	1,635	F	\$5.45	173	1,130	1,303	E	\$5.45	129	1,071	1,200	D	\$4.25	142	834	976	C

AM Time	Monday 09/20/21					Tuesday 09/21/21					Wednesday 09/22/21					Thursday 09/23/21					Friday 09/24/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$4.25	216	454	670	B	\$4.25	239	608	847	C	\$4.25	205	524	729	B	\$4.25	191	510	701	B	\$2.30	143	476	619	B
0500 - 0600	\$11.20	342	1,202	1,544	F	\$11.20	371	1,167	1,538	F	\$11.20	339	1,212	1,551	F	\$10.15	356	1,150	1,506	F	\$7.05	322	1,174	1,496	F
0600 - 0700	\$15.95	287	1,192	1,479	F	\$16.95	246	957	1,203	E	\$16.95	316	1,132	1,448	F	\$15.95	335	1,100	1,435	F	\$9.10	270	1,226	1,496	F
0700 - 0800	\$12.95	330	1,400	1,730	F	\$12.95	408	1,297	1,705	F	\$12.95	296	1,394	1,690	F	\$11.95	329	1,309	1,638	F	\$8.05	242	1,300	1,542	F
0800 - 0900	\$8.05	221	1,440	1,661	F	\$9.05	222	1,508	1,730	F	\$9.05	163	1,504	1,667	F	\$8.05	207	1,464	1,671	F	\$4.25	153	1,255	1,408	F
0900 - 1000	\$5.45	143	1,043	1,186	D	\$5.45	140	1,391	1,531	F	\$5.45	165	1,271	1,436	F	\$5.45	136	1,000	1,136	D	\$4.25	148	882	1,030	D

AM Time	Monday 09/27/21					Tuesday 09/28/21					Wednesday 09/29/21					Thursday 09/30/21					Friday 10/01/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$4.25	176	440	616	B	\$4.25	216	465	681	B	\$4.25	200	495	695	B	\$4.25	182	482	664	B					
0500 - 0600	\$11.20	265	997	1,262	E	\$11.20	363	1,223	1,586	F	\$11.20	323	1,158	1,481	F	\$10.15	342	1,178	1,520	F					
0600 - 0700	\$15.95	291	1,102	1,393	F	\$16.95	327	1,142	1,469	F	\$16.95	337	1,143	1,480	F	\$15.95	277	1,175	1,452	F					
0700 - 0800	\$12.95	290	1,407	1,697	F	\$12.95	291	1,304	1,595	F	\$12.95	333	1,361	1,694	F	\$11.95	317	1,318	1,635	F					
0800 - 0900	\$8.05	187	1,497	1,684	F	\$9.05	130	1,499	1,629	F	\$9.05	197	1,492	1,689	F	\$8.05	150	1,422	1,572	F					
0900 - 1000	\$5.45	122	1,004	1,126	D	\$5.45	134	1,173	1,307	E	\$5.45	134	1,180	1,314	E	\$5.45	163	1,271	1,434	F					

Westbound AM Peak - I-15 North to County Line

	Monday 08/30/21					Tuesday 08/31/21					Wednesday 09/01/21					Thursday 09/02/21					Friday 09/03/21				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											\$3.00	141	474	615	B	\$3.00	135	441	576	B	\$2.00	94	383	477	B
0500 - 0600											\$7.00	225	931	1,156	D	\$7.00	229	915	1,144	D	\$5.45	128	852	980	C
0600 - 0700											\$9.00	222	1265	1,487	F	\$8.00	234	1,296	1,530	F	\$5.45	185	1,032	1,217	E
0700 - 0800											\$9.00	213	1304	1,517	F	\$7.00	211	1,238	1,449	F	\$5.45	156	1,003	1,159	D
0800 - 0900											\$6.45	93	1150	1,243	E	\$5.45	121	1,213	1,334	E	\$3.00	88	857	945	C
0900 - 1000											\$3.00	101	900	1,001	D	\$3.00	84	885	969	C	\$3.00	97	633	730	B

	Monday 09/06/21					Tuesday 09/07/21					Wednesday 09/08/21					Thursday 09/09/21					Friday 09/10/21				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.00	35	35	70	A	\$3.00	116	540	656	B	\$3.00	123	481	604	B	\$3.00	109	469	578	B	\$2.00	104	442	546	B
0500 - 0600	\$2.00	31	62	93	A	\$7.00	174	992	1,166	D	\$7.00	171	979	1,150	D	\$7.00	169	1,050	1,219	E	\$5.45	175	902	1,077	D
0600 - 0700	\$2.00	30	95	125	A	\$9.00	231	1,282	1,513	F	\$9.00	221	1,378	1,599	F	\$8.00	200	1,355	1,555	F	\$5.45	184	1,184	1,368	E
0700 - 0800	\$2.00	37	134	171	A	\$9.00	212	1,360	1,572	F	\$9.00	206	1,351	1,557	F	\$7.00	196	1,344	1,540	F	\$5.45	185	1,150	1,335	E
0800 - 0900	\$2.00	69	163	232	A	\$6.45	112	1,175	1,287	E	\$6.45	119	1,221	1,340	E	\$5.45	122	1,156	1,278	E	\$3.00	94	1,002	1,096	D
0900 - 1000	\$2.00	138	304	442	B	\$3.00	119	992	1,111	D	\$3.00	130	1,067	1,197	D	\$3.00	101	894	995	C	\$3.00	81	744	825	C

	Monday 09/13/21					Tuesday 09/14/21					Wednesday 09/15/21					Thursday 09/16/21					Friday 09/17/21				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$3.00	143	480	623	B	\$3.00	128	480	608	B	\$3.00	111	509	620	B	\$3.00	107	461	568	B	\$2.00	98	427	525	B
0500 - 0600	\$7.00	222	1,009	1,231	E	\$7.00	185	1,040	1,225	E	\$7.00	191	1,029	1,220	E	\$7.00	201	1,050	1,251	E	\$5.45	159	950	1,109	D
0600 - 0700	\$8.00	250	1,260	1,510	F	\$9.00	262	1,308	1,570	F	\$9.00	193	1,339	1,532	F	\$8.00	261	1,293	1,554	F	\$5.45	234	1,156	1,390	E
0700 - 0800	\$8.00	209	1,241	1,450	F	\$9.00	209	1,331	1,540	F	\$9.00	217	1,346	1,563	F	\$7.00	232	1,290	1,522	F	\$5.45	206	1,124	1,330	E
0800 - 0900	\$5.45	127	1,169	1,296	E	\$6.45	154	1,343	1,497	F	\$6.45	130	1,169	1,299	E	\$5.45	126	1,177	1,303	E	\$3.00	119	879	998	C
0900 - 1000	\$3.00	90	860	950	C	\$3.00	93	1,076	1,169	D	\$3.00	112	872	984	C	\$3.00	91	803	894	C	\$3.00	124	720	844	C

	Monday 09/20/21					Tuesday 09/21/21					Wednesday 09/22/21					Thursday 09/23/21					Friday 09/24/21				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$3.00	131	481	612	B	\$3.00	137	498	635	B	\$3.00	136	493	629	B	\$3.00	120	508	628	B	\$2.00	82	451	533	B
0500 - 0600	\$7.00	214	954	1,168	D	\$7.00	220	1,078	1,298	E	\$7.00	188	1,131	1,319	E	\$7.00	222	1,133	1,355	E	\$5.45	166	986	1,152	D
0600 - 0700	\$8.00	213	1,292	1,505	F	\$9.00	243	1,121	1,364	E	\$9.00	251	1,384	1,635	F	\$8.00	256	1,320	1,576	F	\$5.45	201	1,147	1,348	E
0700 - 0800	\$8.00	215	1,322	1,537	F	\$9.00	229	1,175	1,404	F	\$9.00	199	1,325	1,524	F	\$7.00	188	1,269	1,457	F	\$5.45	137	1,084	1,221	E
0800 - 0900	\$5.45	138	1,139	1,277	E	\$6.45	161	1,455	1,616	F	\$6.45	92	1,107	1,199	D	\$5.45	125	1,176	1,301	E	\$3.00	105	951	1,056	D
0900 - 1000	\$3.00	114	832	946	C	\$3.00	97	942	1,039	D	\$3.00	113	1,021	1,134	D	\$3.00	102	839	941	C	\$3.00	110	722	832	C

	Monday 09/27/21					Tuesday 09/28/21					Wednesday 09/29/21					Thursday 09/30/21					Friday 10/01/21				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$3.00	145	495	640	B	\$3.00	152	474	626	B	\$3.00	142	475	617	B	\$3.00	113	499	612	B					
0500 - 0600	\$7.00	214	1,069	1,283	E	\$7.00	204	1,096	1,300	E	\$7.00	185	1,152	1,337	E	\$7.00	181	1,096	1,277	E					
0600 - 0700	\$8.00	235	1,288	1,523	F	\$9.00	281	1,378	1,659	F	\$9.00	266	1,289	1,555	F	\$8.00	265	1,347	1,612	F					
0700 - 0800	\$8.00	177	1,265	1,442	F	\$9.00	196	1,303	1,499	F	\$9.00	207	1,317	1,524	F	\$7.00	191	1,211	1,402	F					
0800 - 0900	\$5.45	131	1,154	1,285	E	\$6.45	101	1,258	1,359	E	\$6.45	106	1,137	1,243	E	\$5.45	110	1,215	1,325	E					
0900 - 1000	\$3.00	102	797	899	C	\$3.00	107	868	975	C	\$3.00	94	937	1,031	D	\$3.00	112	1,006	1,118	D					

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 127 calls during the month of September. Of those calls, 88 were to assist disabled vehicles, 13 calls to remove debris, and 26 were in response to accidents in the Express Lanes.

91 Express Lanes BOS Development Update

In February, CUSA notified OCTA and the RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation.

To address the potential delay of transitioning to the new operating agreement, in October 2019, an amendment to the existing operating agreement was executed which allowed for six one-month extension periods. In September 2021, OCTA and RCTC (Agencies) provided notice to CUSA that the Agencies will be exercising the fourth of the six one-month extension period, which will commence October 1, 2021 through October 31, 2021. Agencies' staff have been continuing to work with CUSA to meet the amended go-live date of September 29, 2021. Subsequently, the Agencies were informed that the go-live date will be delayed. The Agencies have been working with CUSA to determine when the revised go-live date is expected and will then ask CUSA to provide an approved implementation schedule for go-live. The Agencies intend to exercise the one-month options until the transition to the new contract occurs.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	9/30/2021 Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 14,094,428.84	\$ 8,958,750.00	\$ 5,135,678.84	57.3
Fee Revenue	1,751,276.25	1,429,225.00	322,051.25	22.5
Total operating revenues	15,845,705.09	10,387,975.00	5,457,730.09	52.5
Operating expenses:				
Salaries and Benefits	111,025.00	213,200.00	102,175.00	47.9
Legal Services	9,028.62	51,250.00	42,221.38	82.4
Advisory Services	(284.34) ²	1,250.00	1,534.34	122.7
Audit and Accounting Fees	-	9,000.00	9,000.00	100.0
Service Fees	-	4,675.00	4,675.00	100.0
Other Professional Services	78,598.20	314,875.00	236,276.80	75.0
Lease Expense	65,505.92	79,775.00	14,269.08	17.9
Operations	393,742.92	904,450.00	510,707.08	56.5
Utilities	3,294.90	16,275.00	12,980.10	79.8
Supplies and Materials	156.19	8,375.00	8,218.81	98.1
Membership and Subscription Fees	-	7,500.00	7,500.00	100.0
Office Equipment & Furniture (Non-Capital)	-	20,000.00	20,000.00	100.0
Maintenance/Repairs	34,489.30	77,150.00	42,660.70	55.3
Training Seminars and Conferences	1,127.60	400.00	(727.60)	(181.9)
Transportation Expenses	-	625.00	625.00	100.0
Lodging	-	325.00	325.00	100.0
Meals	-	750.00	750.00	100.0
Other Staff Expenses	-	75.00	75.00	100.0
Advertising	-	53,750.00	53,750.00	100.0
Program Management	5,876.85	20,775.00	14,898.15	71.7
Program Operations	125,948.29	2,093,550.00	1,967,601.71	94.0
Litigation Settlement	687.06	-	(687.06)	N/A
Furniture & Equipment	-	18,750.00	18,750.00	100.0
Improvements	24,997.50	13,750.00	(11,247.50)	(81.8)
Bad Debt Expense	25,018.55	-	(25,018.55)	N/A
Total operating expenses	879,212.56	3,910,525.00	3,031,312.44	77.5
Operating income (loss)	14,966,492.53	6,477,450.00	8,489,042.53	131.1
Nonoperating revenues (expenses):				
Interest Revenue	179,802.48	37,375.00	142,427.48	(381.1)
Other Miscellaneous Revenue	9.44	-	9.44	N/A
Principal Expense	-	-	-	N/A
Interest Expense	(5,858,418.00)	(2,260,225.00)	(3,598,193.00)	159.2
Total nonoperating revenues (expenses)	(5,678,606.08)	(2,222,850.00)	(3,455,756.08)	(155.5)
Transfers In	-	-	-	N/A
Transfers Out	-	(268,675.00)	268,675.00	(100.0)
Net income (loss)	\$ 9,287,886.45	\$ 3,985,925.00	\$ 5,301,961.45	133.0

¹ Unaudited

² Negatives are the result of FY21 accruals

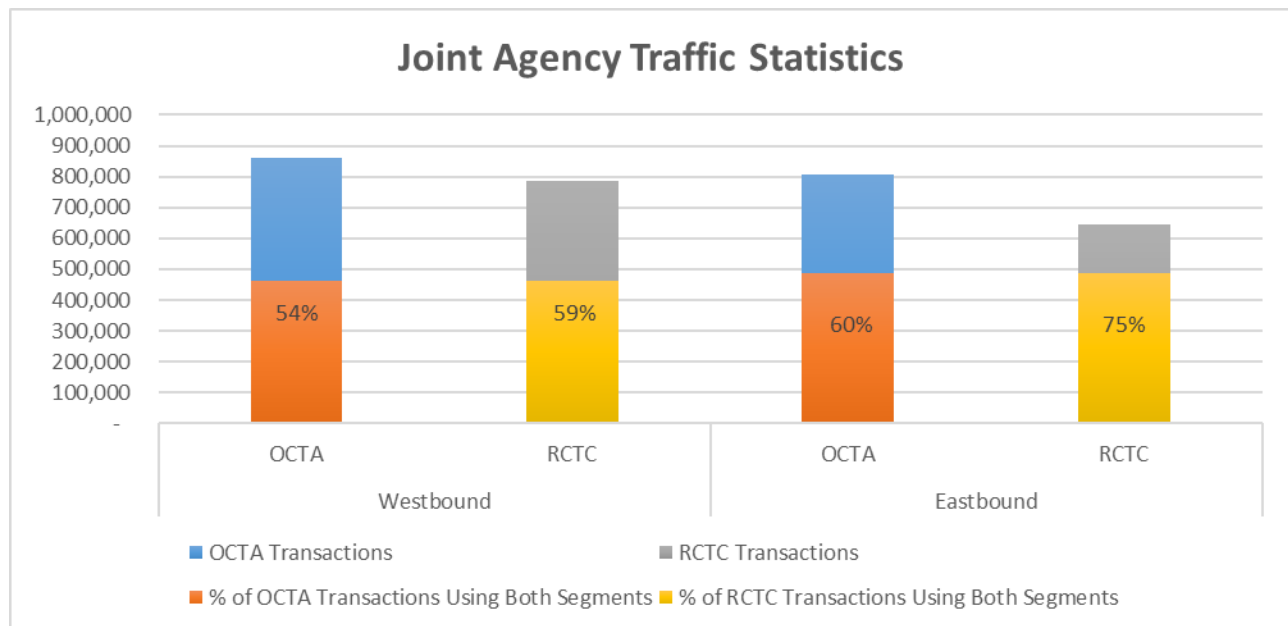
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING September 30, 2021

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	858,881	463,116	54%	\$2,444,659
RCTC	783,840	463,116	59%	\$2,996,097
I-15	335,276	263,717	79%	\$1,138,944
McKinley	448,564	199,399	44%	\$1,857,153
Eastbound				
OCTA	808,424	486,726	60%	\$2,802,707
RCTC	645,120	486,726	75%	\$2,253,813
I-15	248,156	195,281	79%	\$629,397
McKinley	396,964	291,445	73%	\$1,624,417

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Sep-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	8:58
Abandon Rate	Monthly	No more than 4.0%	12.5%
Customer Satisfaction	Monthly	At least 75 outbound calls	75
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.4
CUSA Violation Collection Rate	Quarterly	70% or more	60%
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	2.5
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.04%
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

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

CUSA continues to experience staffing impacts related to employee attrition and employees out on leave, which impacted the Call Center performance. Due to these impacts, CUSA was out of compliance for average call wait time and call abandonment rate for the month of September. CUSA has taken several steps, such as increasing hourly pay rates, providing retention incentives, and engaging temporary staffing service providers, to mitigate the impacts to staffing that are impacting operations. CUSA cites the national staffing shortage and extended leave taken under the Coronavirus Aid, Relief, and Economic Security Act, as reasons for the staffing shortage to date. The Agencies are working closely with CUSA to restore the level of customer service.

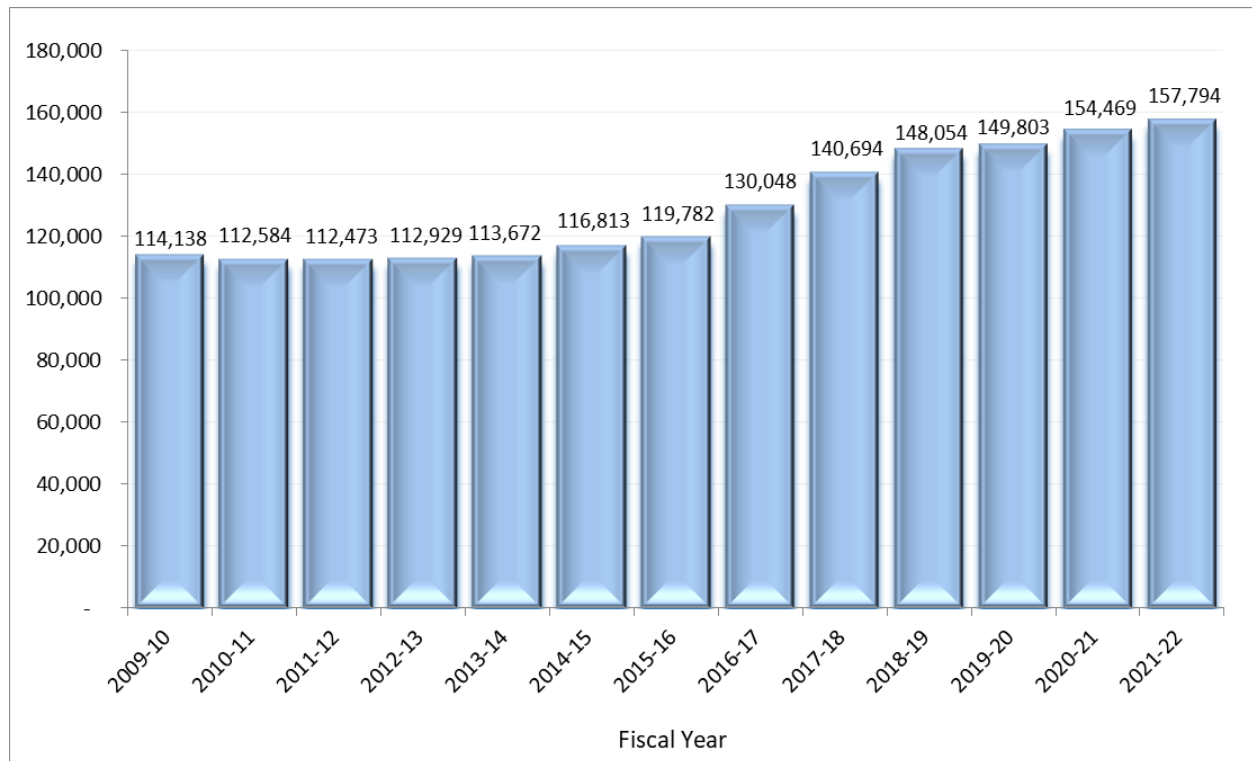
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	September-21		August-21		FY 2021-22	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	0		0		0	
Additional Tags to Existing Accounts	0		0		0	
Replacement Transponders	0		0		0	
Total Issued	0		0		0	
Returned						
Account Closures	2	0.3%	19	1.5%	9	0.8%
Accounts Downsizing	786	99.5%	1,090	86.6%	1,158	95.1%
Defective Transponders	2	0.3%	149	11.8%	50	4.1%
Total Returned	790		1,258		1,218	

6C TRANSPONDER DISTRIBUTION		September-21		August-21		FY 2021-22	
		Tags	% of Total	Tags	% of Total	Average To-Date	
Issued							
To New Accounts	12,870	67.0%	18,848	98.5%	13,633	85.5%	
Additional Tags to Existing Accounts	6,296	32.8%	265	1.4%	2,299	14.4%	
Replacement Transponders	36	0.2%	31	0.2%	22	0.1%	
Total Issued	19,202		19,144		15,954		
Returned							
Account Closures							
Accounts Down sizing							
Defective Transponders							
Total Returned							

At the end of September 2021, the 91 Express Lanes had 157,794 active customer accounts and 613,948 transponders classified as assigned.

Number of Accounts by FY
As of September 30, 2021



Incoming Email Activity

During September, the Anaheim Processing Center received 3,936 emails.



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

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

Subject: Fiscal Year 2021-22 First Quarter Grant Reimbursement Status Report

Finance and Administration Committee Meeting of November 10, 2021

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

Absent: Director Muller

Committee Vote

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

Committee Recommendation

Receive and file as an information item.



November 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Fiscal Year 2021-22 First Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the first quarter of fiscal year 2021-22, covering July through September 2021.

Recommendation

Receive and file as an information item.

Discussion

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

Awarded/Executed Grant Agreements:

OCTA executed eight formula grants and two discretionary grants during the first quarter, which are summarized below.

American Rescue Plan Act of 2021 (ARPA) Federal Transit Administration (FTA) Section 5307

OCTA executed an FTA grant agreement to secure ARPA funds for FTA Section 5307. OCTA will receive \$164 million in FTA Section 5307 funds for federal fiscal year (FFY) 2021. These funds will be used to support operating costs for fixed-route services and are provided on a reimbursement basis.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) FTA Section 5307

OCTA executed an FTA grant agreement to secure CRRSAA funds for FTA Section 5307. OCTA will receive \$38.8 million in FTA Section 5307 funds for FFY 2021. These funds will be used to support operating costs for fixed-route service and are provided on a reimbursement basis.

FFY 2021 FTA Section 5307 Formula Grant Program

OCTA executed an FTA grant agreement to secure \$60.1 million in FTA Section 5307 formula funds allocated to OCTA for FFY 2021. These funds will be used to provide capital and operating assistance for fixed-route service to cover preventative maintenance expenses, capital cost of contracting, and non-fixed-route operating assistance.

ARPA FTA Section 5310

OCTA executed an FTA grant agreement to secure ARPA funds for FTA Section 5310. OCTA will receive \$391,311 in FTA Section 5310 funds for FFY 2021. These funds will be used to support operating costs for paratransit services.

CRRSAA FTA Section 5310

OCTA executed an FTA grant agreement to secure CRRSAA funds for FTA Section 5310. OCTA will receive \$391,305 in FTA Section 5310 funds for FFY 2021. These funds will be used to support operating costs for paratransit services.

FFY 2021 FTA Section 5310 Enhanced Mobility for Seniors and Disabled

OCTA executed an FTA grant agreement to secure \$2.3 million in FTA Section 5310 funds allocated to OCTA for FFY 2021. The funds will be used to support the capital costs of contracting for ACCESS services.

FFY 2021 FTA Section 5337 Formula Grant Program

OCTA executed an FTA grant agreement to secure \$3.3 million in FTA Section 5337 funds allocated to OCTA for FFY 2021. The funds will be used to support preventative maintenance expenses and the Fullerton Transportation Center Staircase Rehabilitation Project.

Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG)

OCTA received FHWA grant funding securing \$10.9 million in STBG funds allocated to OCTA. The funds will be used for the project specifications and environmental (PA/ED) phase for improvements on Interstate 5 from Yale Avenue to State Route 55.

FY 2020-21 Low Carbon Transit Operations Program (LCTOP)

OCTA received \$6.3 million in LCTOP funds to support the College Pass Program at Orange Coast College, OCTA's "Welcome Back" Fare Reduction Program for Orange County Bus Riders, and to provide additional funding for the purchase of ten battery-electric buses, bus depot upgrades and the charging infrastructure.

FY 2021-22 SB 1 (Chapter 5, Statutes of 2017) State of Good Repair (SGR)

The Board authorized OCTA to utilize FY 2021-22 SB1 SGR funds for the Transit Security and Operations Center (TSOC) Project. OCTA received \$6.4 million for the TSOC Project, which replaces OCTA's control center facility and will provide space and equipment for Central Communications (Dispatch, Field Operations, Security and Emergency Preparedness, Transit Police Services, and OCTA operations support personnel).

Current Grant Agreements:

OCTA's FTA formula grant agreements total 18 and FTA discretionary grant agreements total five.

The 18 FTA formula grant agreements have a total federal amount of \$667.7 million. This includes coronavirus (COVID-19) relief funds that will be used for operating costs for fixed-route and paratransit service and COVID-19 labor, materials, and supplies. A total of \$212.5 million has been reimbursed, leaving a balance of approximately \$455.2 million. The balance of these FTA formula grant agreements will primarily fund the OC Streetcar, fixed-route bus procurements, and rail rehabilitation projects.

The FTA discretionary grant agreements have a total federal amount of \$164.1 million. This includes the full funding grant agreement award of \$148.9 million. A total of \$95.2 million has been reimbursed, leaving a balance of \$68.9 million. The balance of these FTA discretionary grant agreements will primarily fund the OC Streetcar and slope stabilization improvements on the railroad right-of-way from the City of Laguna Niguel to the City of Lake Forest.

The total FTA formula and discretionary grant agreements amount to \$831.8 million. The total amount reimbursed through the first quarter under these grant agreements is \$307.7 million, leaving a balance of \$524.1 million. These grant agreements are summarized in Attachment A.

OCTA has 30 active state and FHWA formula grant agreements that total \$90.7 million. The total amount reimbursed through the first quarter under these other agreements is \$27.5 million, leaving a balance of \$63.2 million. These grant agreements are summarized in Attachment B.

In addition, OCTA has 11 active state discretionary grant agreements totaling approximately \$34.1 million. The total amount reimbursed through the first quarter under these other agreements is \$16.4 million, leaving a balance of \$17.7 million. These grant agreements are summarized in Attachment C.

This report activity is as of June 30, 2021, and any grants with a deadline between the quarter end and the date this report is published will be fully reimbursed and closed out. This activity will be reflected in next quarter's report. Additionally, for these grants, staff anticipates each of the remaining balances to be fully reimbursed prior to the grant agreement expiration date.

Grant Agreements Pending Close-Out

There are four grant agreements totaling \$7.4 million that are pending close-out in the first quarter of FY 2021-22. All invoices for these grant agreements have been submitted to their external funding agency for reimbursement. OCTA is pending approval of close-out documentation. These grant agreements are summarized in Attachment D.

Closed Grant Agreements

There are ten grant agreements totaling \$49.6 million that were closed out in the first quarter of FY 2021-22. These grant agreements are summarized in Attachment E.

Summary

This report provides an update of the grant agreement-funded activities for the first quarter of FY 2021-22, July through September 2021. Staff recommends this report be received and filed as an information item.

Attachments

- A. First Quarter Grant Reimbursement Status Report, July through September 2021, Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements
- B. First Quarter Grant Reimbursement Status Report, July through September 2021, State and Federal Highway Administration (FHWA) Formula Grant Agreements
- C. First Quarter Grant Reimbursement Status Report, July through September 2021, State Discretionary Grant Agreements
- D. First Quarter Grant Reimbursement Status Report, July through September 2021, Grant Agreements Pending Closeout
- E. First Quarter Grant Reimbursement Status Report, July through September 2021, Closed Grant Agreements

Prepared by:



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

Approved by:



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

First Quarter Grant Reimbursement Status Report

July through September 2021

Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR	GRANT NUMBER	FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Formula Grants						
FTA Section 5307 - Coronavirus Aid, Relief and Economic Security (CARES) Act						
1	2020	CA-2020-146	\$ 160,419,003	\$ 98,743,970	\$ 61,675,033	September 2022
2	2021	CA-2021-153	163,993,248	0	163,993,248	December 2023
3	2021	CA-2021-154	38,747,219	0	38,747,219	February 2022
FTA Section 5307 CARES Grant Subtotal			\$ 363,159,470	\$ 98,743,970	\$ 264,415,500	
FTA Section 5307 - FTA Urbanized Area Formula Grant Program						
4	2013	CA-90-Z027	\$ 53,878,508	\$ 53,688,114	\$ 190,394	December 2021
5	2021	CA-2021-187	60,143,314	0	60,143,314	March 2022
FTA Section 5307 Grant Subtotal			\$ 114,021,822	\$ 53,688,114	\$ 60,333,708	
FTA Section 5307 - Federal Funds flexed from the Federal Highway Administration (FHWA):						
6	2010	CA-95-X131	\$ 2,102,650	\$ 2,051,516	\$ 51,134	April 2023
7	2014	CA-95-X286	6,621,000	5,600,010	1,020,990	October 2022
8	2017	CA-2017-072	31,567,405	28,436,932	3,130,473	June 2022
9	2019	CA-2020-050	76,843,769	5,020,430	71,823,339	June 2026
10	2020	CA-2021-010	42,599,378	4,754,625	37,844,753	December 2023
FTA Section 5307 Flexed Grant Subtotal			\$ 159,734,202	\$ 45,863,513	\$ 113,870,689	
FTA Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program						
11	2021	CA-2021-155	\$ 391,311	\$ 0	\$ 391,311	November 2021
12	2021	CA-2021-156	391,305	0	391,305	November 2021
13	2021	CA-2021-190	2,291,380	0	2,291,380	December 2021
FTA Section 5310 Grant Subtotal			\$ 3,073,996	\$ 0	\$ 3,073,996	
FTA Section 5316 - Jobs Access and Reverse Commute (JARC) Grant Program						
14	2009	CA-37-X113	\$ 13,962,491	\$ 12,862,759	\$ 1,099,732	December 2022
FTA Section 5316 Grant Subtotal			\$ 13,962,491	\$ 12,862,759	\$ 1,099,732	
FTA Section 5337 - State of Good Repair Grant Program						
15	2020	CA-2020-269	\$ 3,470,454	\$ 1,139,198	\$ 2,331,256	January 2022
16	2021	CA-2021-227	3,274,762	0	3,274,762	January 2023
FTA Section 5337 Grant Subtotal			\$ 6,745,216	\$ 1,139,198	\$ 5,606,018	
FTA Section 5339 - Buses and Bus Facilities Grant Program						
17	2020	CA-2020-276	\$ 6,794,700	\$ 0	\$ 6,794,700	December 2022
FTA Section 5339 Grant Subtotal			\$ 6,794,700	\$ 0	\$ 6,794,700	

First Quarter Grant Reimbursement Status Report

July through September 2021

Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR	GRANT NUMBER	FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Formula Grants						
FTA Section 5304 - Sustainable Communities						
18	2020	Freeway Bus Rapid Transit Concept Study	\$ 210,602	\$ 148,740	\$ 61,862	December 2021
FTA Section 5304 Grant Subtotal			\$ 210,602	\$ 148,740	\$ 61,862	
FTA Formula Grants Total			\$ 667,702,499	\$ 212,446,294	\$ 455,256,205	

	FEDERAL FISCAL YEAR	GRANT NUMBER	FEDERAL AMOUNT	FEDERAL AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Discretionary Grants						
FTA Section 5309 - Discretionary Capital Grant Program						
19	2008	CA-04-0078	\$ 7,021,300	\$ 6,302,251	\$ 719,049	December 2021
20	2012	CA-05-0269	6,000,000	5,986,157	13,843	November 2021
21	2018	CA-2020-281	913,115	69,951	843,164	September 2025
FTA Section 5309 Grant Subtotal			\$ 13,934,415	\$ 12,358,359	\$ 1,576,056	
FTA Section 5309 - Discretionary Capital Grant Program						
22	2019	CA-2019-018	\$ 148,955,409	\$ 82,314,422	\$ 66,640,987	October 2023
FTA Section 5309 FFGA Grant Subtotal			\$ 148,955,409	\$ 82,314,422	\$ 66,640,987	
FTA Section 5339b - Bus and Bus Facilities						
23	2017	CA-2021-052	\$ 1,206,518	\$ 540,356	\$ 666,162	July 2022
FTA 5339b Grant Subtotal			\$ 1,206,518	\$ 540,356	\$ 666,162	
FTA Discretionary Grants Total			\$ 164,096,342	\$ 95,213,137	\$ 68,883,205	
Total FTA Formula and Discretionary Grant Agreements			\$ 831,798,841	\$ 307,659,431	\$ 524,139,409	

Funding Source Notes

FTA Section 5307 - CARES Act: Federal emergency relief funds in response to coronavirus.

FTA Section 5307 - FTA Urbanized Area Formula Grant Program: Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

FTA Section 5307 - Federal Funds flexed from the FHWA:: Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

First Quarter Grant Reimbursement Status Report

July through September 2021

Federal Transit Administration (FTA) Formula and Discretionary Grant Agreements

FTA Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program: Formula funding to states for the purpose of assisting nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.

FTA Section 5316 - Jobs Access and Reverse Commute (JARC) Grant Program: Grants provide funds to support new transit services and to establish mobility management programs to assist low-income individuals.

FTA Section 5337 - State of Good Repair Grant Program: A formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy lanes.

FTA Section 5339 - Buses and Bus Facilities Grant Program: A formula-based program dedicated to support capital projects such as the replacement, rehabilitation, and purchase of buses, vans, and related equipment.

FTA Section 5309 - Discretionary Capital Grant Program: Grants provide for projects that improve efficiency and coordination of transportation systems.

FTA Section 5309 - Discretionary Capital Grant Program (FFGA): Grants provide for projects that improve efficiency and coordination of transportation systems.

FTA Section 5304 - Sustainable Communities: A formula-based grant to provide a safe, sustainable, integrated and efficient transportation system.

FTA Section 5339b - Bus and Bus Facilities: Grants provide support for capital projects such as the replacement, rehabilitation, and purchase of buses, vans, and related equipment.

First Quarter Grant Reimbursement Status Report
July through September 2021

State and Federal Highway Administration (FHWA) Formula Grant Agreements						
	FISCAL YEAR (FY)	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
FHWA Congestion Mitigation & Air Quality (CMAQ) Grant Program						
1	2015	Interstate-5, State Route-55 to State Route-57 (PS&E)	\$ 2,800,000	\$ 2,352,003	\$ 447,997	June 2022
CMAQ Subtotal			\$ 2,800,000	\$ 2,352,003	\$ 447,997	
FHWA Grant Program - State Transportation Block Grant (STBG)						
2	2016	Interstate-405, State Route-73 to Interstate-605 (CON)	\$ 1,000	\$ 0	\$ 1,000	June 2022
3	2018	Interstate-5, State Route-55 to State Route-57 (CON)	1,340,000	129,522	1,210,478	June 2022
4	2018	State Route-55, Interstate-405 to Interstate-5 (PS&E)	18,100,000	18,064,887	35,113	June 2023
5	2019	Interstate-5, Orange/San Diego County Line to Avenida Pico (PA/ED)	5,500,000	87,855	5,412,145	June 2022
6	2020	Interstate-5 Segment 1, State Route-73 to Oso Pkwy (CON)	3,984,000	1,052,048	2,931,952	June 2022
7	2020	Interstate-5, Yale to SR-55 (PS&E)	10,900,000	257,318	10,642,682	June 2025
STBG Subtotal			\$ 39,825,000	\$ 19,591,631	\$ 20,233,369	
Low Carbon Transit Operations Program (LCTOP) - California Department of Transportation						
8	2018	Bravo! Route 529 Start-up & Operations	\$ 4,787,534	\$ 4,291,737	\$ 495,797	January 2022
9	2019	College Fare Program for Fullerton	381,523	0	381,523	August 2022
10	2019	College Fare Program for Golden West	215,279	118,709	96,570	August 2022
11	2019	College Fare Program for Santa Ana College	393,198	0	393,198	December 2022
12	2019	Travel Training	685,000	312,708	372,292	July 2022
13	2020	Battery Electric Buses, Bus Depot Upgrade & Charging Infrastructure	7,600,269	0	7,600,269	June 2023
14	2020	Bravo! Route 529 Start-up & Operations	1,470,913	0	1,470,913	January 2023
15	2020	College Fare Program - Irvine Valley, Saddleback, Cypress and Coastline	749,243	18,531	730,712	December 2023
16	2020	Youth Ride Free Program	2,000,000	82,395	1,917,605	September 2024
17	2021	College Fare Program for Orange Coast College	716,152	0	716,152	August 2022
18	2021	Welcome Back Fare Reduction Program	3,703,032	0	3,703,032	August 2022
LCTOP Subtotal			\$ 22,702,143	\$ 4,824,080	\$ 17,878,064	
State Transportation Improvement Plan (STIP) Programming, Planning & Monitoring (PPM)						
19	2021	PPM Program	\$ 1,000,000	\$ 0	\$ 1,000,000	December 2023
STIP PPM Subtotal			\$ 1,000,000	\$ 0	\$ 1,000,000	

First Quarter Grant Reimbursement Status Report
July through September 2021

State and Federal Highway Administration (FHWA) Formula Grant Agreements						
	FISCAL YEAR (FY)	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Senate Bill 1 (SB1): State of Good Repair (SGR)						
20	2019	iShuttle Replacement Buses	\$ 5,580,604	\$ 0	\$ 5,580,604	December 2021
21	2020	El Dorado Cutaway Bus Replacement	2,070,281	0	2,070,281	September 2022
22	2020	iShuttle Replacement Buses	3,062,751	0	3,062,751	September 2023
23	2020	Replacement of Emergency Standby Generators	800,000	742,197	57,803	December 2021
24	2021	Bus Wash Drainage System Repairs at Anaheim Base	150,000	0	150,000	March 2023
25	2021	Electrical Service for Hydrogen Fueling Station at Santa Ana Bus Base	425,000	0	425,000	June 2023
26	2021	Fire Alarm Control Panel Replacement at Santa Ana Base	300,000	0	300,000	March 2023
27	2021	Replacement of Emergency Standby Generators	574,200	0	574,200	December 2021
28	2021	Security Gates	2,966,000	0	2,966,000	December 2023
29	2021	Transit Security Operation Center	2,011,278	0	2,011,278	April 2025
30	2022	Transit Security Operation Center	6,393,649	0	6,393,649	April 2025
SB1 SGR Subtotal			\$ 24,333,763	\$ 742,197	\$ 23,591,566	
Total State and FHWA Formula Grant Agreements			\$ 90,660,906	\$ 27,509,910	\$ 63,150,996	

Project Phases:

CON- Construction, Construction Management, Construction Engineering or Force Account expenses.
PA/ED- Project Approval and Environmental Design.
PS&E- Agency Preliminary Engineering.
PSR- Development Support and Project Study Report.
ROW- Right of Way Services, Engineering, Administration, Acquisition, Utility Relocation or Relocation Assistance.

First Quarter Grant Reimbursement Status Report
July through September 2021

State Discretionary Grant Agreements						
	FISCAL YEAR	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE-OUT
Hazard Mitigation Grant Program (HMGP) - Federal Emergency Management Agency						
1	2020	Hazard Mitigation Plan	\$ 93,750	\$ 0	\$ 93,750	September 2022
HMGP Subtotal			\$ 93,750	\$ 0	\$ 93,750	
Active Transportation Program (ATP)						
2	2020	Safe Travels Education Program Campaign	\$ 500,000	\$ 120,479	\$ 379,521	July 2022
ATP Subtotal			\$ 500,000	\$ 120,479	\$ 379,521	
Air Quality Management District Grant Program and Mobile Source Air Pollution Reduction Review Committee (MSRC)						
3	2019	La Habra Union Pacific Rail Bikeway	\$ 91,760	\$ 0	\$ 91,760	November 2023
4	2020	College Fare Program for Fullerton	212,000	165,236	46,764	March 2022
MSRC Subtotal			\$ 303,760	\$ 165,236	\$ 138,524	
Transit and Intercity Rail Capital Program (TIRCP)						
5	2016	OC Streetcar (CON)	\$ 25,586,000	\$ 12,705,055	\$ 12,880,945	May 2022
CAPITAL & TRADE TIRCP Subtotal			\$ 25,586,000	\$ 12,705,055	\$ 12,880,945	
Transit Security Administration (TSA) National Explosives Detection Canine Team Program - Department of Homeland Security						
6	2020	Transportation Security Administration Canine	\$ 568,125	\$ 249,951	\$ 318,174	February 2023
TSA Canine Subtotal			\$ 568,125	\$ 249,951	\$ 318,174	
Senate Bill 1 (SB1): Local Partnership Program LPP						
7	2018	Garden Grove Boulevard Signal Synchronization (CON)	\$ 1,353,000	\$ 858,096	\$ 494,904	December 2023
8	2018	Katella Avenue Signal Synchronization (CON)	2,449,000	673,746	1,775,254	December 2023
9	2018	Los Alisos Boulevard Signal Synchronization (CON)	1,117,000	657,922	459,078	December 2023
10	2018	Main Street Signal Synchronization (CON)	1,926,000	968,562	957,438	December 2023
SB1 LPP Subtotal			\$ 6,845,000	\$ 3,158,326	\$ 3,686,674	
SB1: Planning Grants (PL)						
11	2021	OC Bike Connectors Gap Closure Feasibility Study	\$ 160,000	\$ 6,392	\$ 153,608	April 2023
SB1 PL Subtotal			\$ 160,000	\$ 6,392	\$ 153,608	
Total State Discretionary Grant Agreements			\$ 34,056,635	\$ 16,405,439	\$ 17,651,196	

Project Phases:
CON- Construction, Construction Management, Construction Engineering or Force Account expenses.

First Quarter Grant Reimbursement Status Report
July through September 2021

Grant Agreements Pending Close-out						
	FISCAL YEAR (FY)	FUNDING SOURCE	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE
1	2017	LCTOP	Bus Bicycle Racks	\$ 766,345	\$ 766,345	\$ 0
2	2019	LCTOP	Battery Electric Buses, Bus Depot Upgrade & Charging Infrastructure	2,523,000	0	2,523,000
3	2020	LCTOP	Metrolink Service Expansion	2,100,000	0	2,100,000
4	2018	PROP 1B IRI	Laguna Niguel to San Juan Capistrano Passing Siding (CON)	2,000,000	2,000,000	0
Total Grant Agreements Pending Close-out				\$ 7,389,345	\$ 2,766,345	\$ 4,623,000

Funding Source Notes Low Carbon Transit Operations Program (LCTOP): remaining balances have been reallocated to active LCTOP projects. State Proposition 1B - Intercity Rail Improvement (PROP 1B IRI)		Project Phases: CON- Construction, Construction Management, Construction Engineering or Force Account expenses.
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First Quarter Grant Reimbursement Status Report
July through September 2021

Closed Grant Agreements						
	FISCAL YEAR (FY)	FUNDING SOURCE	PROJECT	GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE
1	2019	FTA Section 5339	FTA CA-2020-041	\$ 13,605,987	\$ 13,605,987	\$ 0
2	2019	MSRC	OC Fair Express	468,298	231,457	236,841
3	2019	PROP 116	Laguna Niguel to San Juan Capistrano Passing Siding (CON)	4,733,344	4,733,344	0
4	2014	RSTP	Interstate-5 Segment 2, Oso Pkwy to Alicia Pkwy (PS&E)	10,000,000	10,000,000	0
5	2015	RSTP	Interstate-5 Segment 1, State Route-73 to Oso Pkwy (PS&E)	9,101,000	9,101,000	0
6	2015	RSTP	State Route-91, State Route-57 to State Route-55 (PA/ED)	7,000,000	6,365,963	634,037
7	2016	RSTP	State Route-57, Orangewood to Katella Ave (PA/ED)	2,500,000	1,928,825	571,175
8	2019	SB1 APG	Orange County Rail Infrastructure Defense Against Climate Change	461,771	456,571	5,200
9	2019	SB1 PL	Safe Routes to School Action Plan	264,000	264,000	0
10	2019	STIP PPM	PPM Program	1,481,000	1,481,000	0
Total Closed Grants				\$ 49,615,400	\$ 48,168,146	\$ 1,447,254

Funding Source Notes

Federal Transit Administration (FTA) Section 5339 - Buses and Bus Facilities Grant Program: A formula-based program dedicated to support capital projects such as the replacement, rehabilitation, and purchase of buses, vans, and related equipment.

Mobile Source Air Pollution Reduction Review Committee (MSRC): The remaining funds were not reimbursed because the OC Fair Express service did not operate in 2020 due to coronavirus.

State Proposition 116 (PROP 116): Clean Air and Transportation Improvement Act Bond Funds

Federal Highway Administration Regional Surface Transportation Program (RSTP) Grant Program: Balance will be de-obligated and programmed to a future eligible RSTP Project.

Senate Bill 1 (SB1): Adaptation Planning Grants (APG) : Remaining funds reflect project savings

SB1: Planning Grants (PL)

State Transportation Improvement Plan (STIP) Programming, Planning & Monitoring (PPM)

Project Phases:

CON- Construction, Construction Management, Construction Engineering or Force Account expenses.

PA/ED- Project Approval and Environmental Design.

PS&E- Agency Preliminary Engineering.



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

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

Subject: Update on Loan Agreements with the Cities of Anaheim, Buena Park, Placentia, and the West Orange County Water Board

Finance and Administration Committee Meeting of November 10, 2021

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

Absent: Director Muller

Committee Vote

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

Committee Recommendation

Receive and file as an information item.



November 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Update on the Loan Agreements with the Cities of Anaheim, Buena Park, Placentia, and the West Orange County Water Board

Overview

The Orange County Transportation Authority Board of Directors authorized loan agreements with the cities of Anaheim, Buena Park, Placentia, and the West Orange County Water Board. This report provides the annual update on the status of each of these agreements as requested by the Board of Directors.

Recommendation

Receive and file as an information item.

Background

City of Anaheim

In July 2012, the Orange County Transportation Authority (OCTA) entered into a purchase and sale agreement with the City of Anaheim (Anaheim) selling real property valued at \$32.5 million to enable the construction of the Anaheim Regional Transportation Intermodal Center. Anaheim provided \$1 million as a down payment into escrow, with the remaining \$31.5 million to be paid over a 13-year period. The interest rate on the loan is set at a fixed-interest rate of two percent, with the interest portion of the loan to be paid in the final two years of the loan period.

Anaheim uses its Measure M2 (M2) Local Fair Share (LFS) funds to repay the loan, and the funds have been automatically deducted from Anaheim's bimonthly LFS payments since July 2012. The remaining principal balance is \$4.7 million, and the accrued interest is \$3.7 million as of September 30, 2021. The loan repayments will continue to be deducted from bimonthly M2 LFS payments until the loan balance reaches zero in fiscal year (FY) 2024-25. Should Anaheim become ineligible to receive LFS, or if the LFS funds are insufficient to meet the scheduled payment, California Highway Users Tax Account funds would be utilized to make the payments.

Update on the Loan Agreements with the Cities of Anaheim, Buena Park, Placentia, and West Orange County Water Board

City of Buena Park (Buena Park)

In April 2016, OCTA entered into a purchase and sale agreement with the City of Buena Park selling excess parcel remnants valued at \$1.04 million, from the Interstate 5 Freeway Widening Project. Buena Park provided \$514,000 as a down payment. Per the agreement, Buena Park will pay the balance over a five-year period until April 2021, with the balance secured by a deed of trust. In April 2017, Buena Park began making annual principal payments of \$105,200 plus interest. The interest calculation is based on OCTA's actual short-term investment portfolio earnings rate for the prior 12-month period, and resets annually. The interest rate for FY 2018-19 was 2.13 percent and for FY 2019-20 was 0.40 percent. The City of Buena Park made their final payment in April 2021.

City of Placentia

In February 2010, OCTA entered into a loan agreement with the City of Placentia (Placentia) for \$4.1 million so Placentia could repay the California Department of Transportation for ineligible expenditures on rail grade separation projects. The loan amount of \$4.1 million is to be repaid over a 19-year period that began July 1, 2011 and continues through May 1, 2030. The remaining balance is \$1.9 million as of September 30, 2021, and is estimated to be paid by May 2026. The loan is anticipated to be paid in full ahead of schedule due to actual interest rates being lower than the rate assumed at the time the loan agreement was executed in February 2010. The initial assumption was that the interest rate for the life of the loan would be four percent. However, the actual interest rate on the loan is based on OCTA's actual short-term investment portfolio earnings rate for the prior 12-month period, and resets annually. Actual interest rates since the inception of the loan have been below 2.5 percent with the current interest rate at 0.35 percent.

Placentia uses its M2 LFS funds to repay the loan, and the funds are automatically deducted from Placentia's bimonthly LFS payments. The agreement allows OCTA to withhold 30 percent of Placentia's LFS funds beginning in FY 2011-12. Placentia's contribution increases by one percentage point each FY thereafter until the advance is fully repaid. Placentia's current contribution is 40 percent of their LFS payments. Should Placentia become ineligible to receive LFS, Placentia would be required to pledge other appropriate funding to repay the full amount of the advance and interest thereon.

West Orange County Water Board (WOCWB)

In October 2017, OCTA entered into a reimbursement agreement with the WOCWB for up to \$4.7 million for the relocation of a pipeline facility necessary to facilitate the Interstate 405 Widening Project. An amendment to the agreement was approved by the OCTA Board of Directors (Board) on November 27, 2017, to increase the loan amount by \$1.3 million to accommodate the final project cost received by the WOCWB.

Per the terms identified in the agreement, the WOCWB will make quarterly payments with the interest rate being equal to the State of California Surplus Money Investment Fund (SMIF). The SMIF interest rate on the September 2021 payment was 0.277 percent. The term of the loan has been structured to not exceed ten years. OCTA began receiving quarterly payments from the WOCWB in June 2018. In April 2020, the WOCWB returned unused principal of \$198,741 as required in the loan agreement upon project completion. The remaining balance is \$2.7 million as of September 30, 2021. The WOCWB will continue making quarterly payments until the loan has been fully repaid in March 2028.

Discussion

OCTA continues to withhold payments from M2 LFS funds to repay the loans established with the cities of Anaheim and Placentia. The 14th quarterly payment from the WOCWB has also been received. OCTA will continue to follow the terms identified in all loan agreements by withholding payments and invoicing responsible parties as applicable. The beginning balance, amount collected, and outstanding balance for each loan as of September 30, 2021, can be found on Attachment A.

Summary

The Orange County Transportation Authority Board of Directors authorized loan agreements with the cities of Anaheim, Buena Park, Placentia, and the West Orange County Water Board. The City of Buena Park has fully paid their loan. Each entity has been making payments per their respective agreements.

Update on the Loan Agreements with the Cities of Anaheim, Buena Park, Placentia, and West Orange County Water Board *Page 4*

Attachment

A. Status of Loan Agreements as of September 30, 2021

Prepared By:

A handwritten signature in blue ink, appearing to read "S. Kaur", is written over a light gray rectangular background.

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

Approved By:

A handwritten signature in blue ink, appearing to read "A. Oftelie", is written over a light gray rectangular background.

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

ATTACHMENT A

Status of Loan Agreements as of September 30, 2021

Borrower	Type of Agreement	Loan Period Begin Date	Interest Rate % Prior Payment ¹	Beginning Principal Balance	Principal Paid	Interest Paid	Outstanding Principal	Loan Maturity
City of Anaheim ²	Purchase and Sale Agreement	July 2012	2%	32,500,000	27,833,333	-	4,666,667	May 20, 2025
City of Buena Park	Purchase and Sale Agreement	April 2016	2.13% (4/29/20-6/30/20) 0.40% (7/1/20-4/28/21)	1,040,000	1,040,000	22,384	-	April 29, 2021
City of Placentia ³	Loan Agreement	February 2010	0.35%	4,227,585	2,335,212	420,136	1,892,373	May 1, 2030
West Orange County Water Board ⁴	Reimbursement Agreement for Utility Relocation	October 2017	0.277%	5,995,394	3,293,101	191,965	2,702,293	March 1, 2028

1. Interest rates vary for the cities of Buena Park, Placentia and the West Orange County Water Board. Interest rates listed represent rates for the prior payments.

2. Interest for the City of Anaheim loan is scheduled to be paid in the final two years of the loan.

3. The City of Placentia's principal balance includes capitalized interest in the amount of \$127,586.

4. The West Orange County Water Board made an additional principal payment of \$1.5 million in September 2018 and returned unused principal of \$198,741.28 in April 2020.



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

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

Subject: Orange County Employees Retirement System Early Payment for Fiscal Year 2022-23

Finance and Administration Committee Meeting of November 10, 2021

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

Absent: Director Muller

Committee Vote

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

Committee Recommendation

Authorize the early payment of approximately \$28.9 million by January 14, 2022, to the Orange County Employees Retirement System, for member contributions for fiscal year 2022-23.



November 10, 2021

To: Finance and Administration

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Employees Retirement System Early Payment for Fiscal Year 2022-23

Overview

The Orange County Employees Retirement System has offered an early payment discount to member agencies of 5.8 percent if they elect to prepay their contributions for fiscal year 2022-23. Advance payments must be received before January 14, 2022. The estimated savings for the Orange County Transportation Authority over the next year and a half under this payment option will total approximately \$1.6 million. Board of Directors' authorization is requested for the early payment option.

Recommendation

Authorize the early payment of approximately \$28.9 million by January 14, 2022, to the Orange County Employees Retirement System, for member contributions for fiscal year 2022-23.

Background

The Orange County Employees Retirement System (OCERS) provides retirement benefits to Orange County Transportation Authority (OCTA) employees. The majority of OCTA employees and retirees are covered by the OCERS plan. OCERS is a defined benefit plan with benefits determined by a formula based on years of service, age at retirement, and highest average salary over a consecutive three-year period. OCERS is administered by a ten-member Board of Retirement. The OCERS Board of Retirement serves as fiduciary and has administrative authority over investments and benefits. As of June 30, 2021, the plan had over \$21.5 billion in assets. OCERS operates under the state statutory requirements of the County Employees Retirement Act of 1937, a section of the California Government Code.

Employer contributions to OCERS are calculated each pay period by OCTA and paid electronically every two weeks. During fiscal year (FY) 2022-23, based on data from the budget, OCTA will contribute approximately \$33.1 million to OCERS, based upon wages of approximately \$105.3 million. OCTA's employer rate is 31.71 percent, and the Public Employees' Pension Reform Act (PEPRA) contribution rate is 30.85 percent during this time period.

Discussion

On July 19, 2021, the OCERS Board of Retirement voted to offer an early payment discount on employer contribution payments made before January 14, 2022, for the succeeding FY. OCERS is offering to discount the contributions for FY 2022-23 by 5.8 percent. If the early payment option is exercised, OCERS will reconcile the projected payroll wages for the FY and collect appropriate additions or provide credits against future payments from OCTA for FY 2022-23.

The OCTA Board of Directors approved a similar action in previous years where the early payment option was exercised. By using available cash now, OCTA will reduce the overall cost of future budgeted expenditures.

For FY 2022-23, OCERS increased OCTA's employer rates to 31.71 percent from the FY 2021-22 rate of 31.51 percent. The PEPRA contribution rate decreased to 30.85 percent for FY 2022-23 from the 31.13 percent rate in FY 2021-22. OCTA's estimated wages for FY 2022-23 are \$105.3 million. Applying the 31.71 percent and 30.85 percent PEPRA employer's rates to the estimated wages for the year translates into an approximate contribution value of \$33.1 million for FY 2022-23. Further, there is a balance from the prepayment contribution for FY 2021-22 of \$2,424,743.77, which is required to be applied as a credit for this year's prepayment.

Under the early payment option, OCTA has the choice of paying OCERS \$28.9 million (\$33.1 million discounted by 5.8 percent for a total of \$31.3 million, less the \$2.4 million credit) by January 14, 2022, or OCTA would make the regular biweekly payments of approximately \$1,180,260 for the employer contribution, (for a total of \$30.7 million) during FY 2022-23. Given these assumptions, OCTA has calculated the savings to equal approximately \$1.6 million (which is the net between the \$1.8 million savings from the OCERS prepayment and \$200,000 estimated interest earnings by OCTA, assuming one percent in interest earnings).

Based upon this analysis, it is financially advantageous for OCTA to exercise this early payment option. If this option were to be exercised, these funds would

be deposited into OCERS on behalf of OCTA and be credited to OCTA's account. The funds will be paid from the General Fund (36.8 percent), and the Orange County Transit District Fund (63.2 percent).

Summary

Orange County Employees Retirement System has offered an early payment of contributions to member agencies for the upcoming fiscal year. Under this early payment option, a discount of 5.8 percent will be applied to the amounts due for employer contributions. Orange County Transportation Authority has calculated the savings to equal approximately \$1.6 million. Staff recommends exercising this early payment option.

Attachment

None.

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COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board 
Subject: Status Report of State Legislation Enacted in 2021

Legislative and Communications Committee Meeting of November 18, 2021

Present: Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner
Absent: None

Committee Vote

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

Committee Recommendation

Receive and file as an information item.



November 18, 2021

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Status Report of State Legislation Enacted in 2021

Overview

At the conclusion of the 2021 state legislative session, 770 bills were signed into law by Governor Newsom and chaptered by the Secretary of State, while 66 bills were vetoed. A report containing an analysis of legislation relevant to the Orange County Transportation Authority is provided.

Recommendation

Receive and file as an information item.

Discussion

2021 Legislative Session Adjourns

Following the State Legislature's adjournment on September 10, 2021, the Governor had until October 10, 2021, to either sign or veto all legislation submitted to his office. Of the 836 bills sent to the Governor this year, 66 bills were vetoed, or 7.9 percent of the total number of bills passed by the Legislature. The Governor acted on 408 more bills this year than last year.

The Orange County Transportation Authority (OCTA) Board of Directors, legislative staff, and advocates were successful in supporting and advancing many of OCTA's priorities in 2021. A detailed summary of legislation relevant to OCTA is included as Attachment A.

Status of Legislation Considered in 2021 – Notable Bills SignedAB 361 (Rivas, D-Salinas): Open Meetings: State and Local Agencies: Teleconferences
Position – Monitor

During the pandemic, the Governor issued executive orders to create flexibilities that allowed for public meetings to be held by teleconference in order to maintain public health and safety. Prior to Executive Orders N-29-20 and N-08-21, public meetings subject to the Ralph M. Brown Act (Brown Act) could only be held via teleconference pursuant to certain requirements. AB 361 made a variety of changes to the Brown Act in order to codify the Governor's executive order and allow local legislative bodies to continue conducting business remotely. Entities making use of the authority granted by AB 361 to operate by teleconference during a proclaimed state of emergency must comply with several requirements to maintain public access. Among the bill's requirements, an entity must take a majority vote, renewed every 30 days thereafter, stating the necessity of meeting virtually, provide an opportunity for real-time comments, and cease action on any items if the meeting is disrupted until the issue is resolved. AB 361 will sunset on January 1, 2024. As required by AB 361, OCTA will be allowed to continue adopting resolutions to detail the findings for teleconference meetings and provide an opportunity for real-time comments for each agenda item.

AB 1499 (Daly, D-Anaheim): Transportation: Design-Build: Highways
Position: Support

In 2013, OCTA sponsored AB 401 (Chapter 586, Statutes of 2013) to expand the use of the design-build procurement method. Specifically, AB 401 authorized unlimited use of design-build authority for state highway projects by regional transportation agencies and also authorized the California Department of Transportation (Caltrans) to utilize design-build for up to ten projects. The authority provided by AB 401 was scheduled to sunset on January 1, 2024. AB 1499 provides a clean extension of design-build authority until January 1, 2034, without making any significant policy changes. Since the enactment of AB 401, several highway projects have been eligible to utilize the design-build authority, including the Interstate 405 Improvement Project and projects undertaken by the Riverside County Transportation Commission and Caltrans. While OCTA does not have current projects lined up to utilize this procurement method, design-build authority remains a valuable option for future consideration.

SB 339 (Wiener, D-San Francisco): Vehicles: Road Usage Charge Pilot Program
Position: Support

In 2014, the Legislature approved SB 1077 (Chapter 835, Statutes of 2014), which required the California Transportation Commission (CTC) to establish a Road Usage Charge Technical Advisory Committee (RUC TAC). The RUC TAC was initially tasked with implementing a pilot program to evaluate a mileage-based revenue collection as an alternative to the gasoline tax funding source currently in place. SB 339 extends the responsibilities of the RUC TAC until January 1, 2027. The bill also requires that the RUC TAC make recommendations, by January 1, 2023, on a completely voluntary pilot program to test revenue collection. Following these recommendations, the California State Transportation Agency (CalSTA) is directed to work with relevant state agencies to create the pilot program. CalSTA, working with the CTC, must submit to the Legislature a report, by July 1, 2024, on the interim status of the program and a final report, by December 31, 2026, on the voluntary pilot program's findings. As the agency responsible for Orange County's transportation future, it is essential that there be a reliable long-term funding source to deliver transportation improvements and services. SB 339 provides the opportunity to further investigate one potential alternative revenue stream in an equitable and holistic manner, which can also help inform any correlating federal effort.

SB 640 (Becker, D-San Mateo): Transportation Financing: Jointly Proposed Projects

Position: Support

SB 1 (Chapter 5, Statutes of 2017) created the Road Maintenance and Rehabilitation Account (RMRA), a percentage of which is continuously appropriated funding to cities and counties on a formula basis under the Local Streets and Roads Program (LSR), for use on road rehabilitation, safety, and maintenance projects. SB 640 authorizes cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of LSR funds. While current law does not explicitly prohibit eligible entities from pooling LSR resources, the CTC allocates funding to each individual entity, and each LSR recipient must separately report to the CTC on how the LSR funds are spent, causing cross-jurisdictional LSR improvements to be split into separate projects. SB 640 will streamline the process for jointly funded projects so that neighboring localities can collaborate most effectively to deliver LSR improvements. While OCTA does not itself receive funding, cities and the County of Orange could benefit from the flexibility provided by the bill.

SB 790 (Stern, D-Calabasas): Wildlife Connectivity Actions: Compensatory Mitigation Credits**Position: Support**

In 2017, AB 1282 (Chapter 643, Statutes of 2017) established a Transportation Permitting Task Force and requires a report to the Legislature on recommendations for permitting reform to advance transportation projects. SB 790 allows the California Department of Fish and Wildlife to approve compensatory mitigation credits for wildlife connectivity actions taken under two different programs. The first program is the Conservation and Mitigation Banking program, which is used to sell or transfer habitat credits to satisfy legal requirements and compensate for the environmental impacts of developmental projects. The second program is the Regional Conservation Investment Strategy program, which identifies and prioritizes regional conservation through a science-based public process while also encouraging investments in conservation through advance mitigation. SB 790 promotes the concept of advanced environmental mitigation, complementing the work OCTA is already undertaking. Staff will monitor the implementation of this program to determine if it would be effective for OCTA's use.

Additional Bills of Interest – Vetoed**AB 339 (Lee, D-Milpitas): Local Government: Open and Public Meetings****Position: Neutral (previously “Oppose Unless Amended”)**

AB 339 would have required that open and public meetings of city councils and boards of supervisors with populations greater than 250,000 include an opportunity for all persons to attend and make public comment via a two-way telephonic or internet-based service option. The city council or county board of supervisors would be required to continue providing video streaming if that technology had been utilized as of June 15, 2021. AB 339 would have further required open and public meetings to provide in-person public comment unless there are circumstances during a declared state or local emergency that prohibit in-person meetings. These provisions would have sunset on December 31, 2023. This bill would not have applied to OCTA. The Governor's veto message cited the potential for AB 339 to create a patchwork of public access requirements across the State while also limiting flexibility for localities trying to manage their meetings. Given the amount of interest on this subject from the Legislature, localities, and stakeholder organizations, additional legislative proposals on public meetings could continue to be proposed in the near future, especially as the impacts of the pandemic continue to linger.

AB 604 (Daly, D-Anaheim): Road Maintenance and Rehabilitation Account:
Apportionment of Funds: Accrued Interest

Position: Monitor

AB 604 would have directed interest earnings derived from revenues deposited in the RMRA to the State Highway Operation and Protection Program. Interest earnings have been an ongoing topic of discussion in recent years, especially since SB 1 and other transportation bills have not been overly clear on which accounts interest should be directed to. In his veto message, the Governor indicated that the state budget already appropriated revenue interest through 2028. The veto message went on to say that the Governor expects revenue interest and all outstanding transportation funding issues in this year's budget, including high-speed rail and projects for the 2028 Olympics, to be handled in a comprehensive transportation package early next year. Staff will continue to monitor any proposals and provide updates on relevant developments.

AB 1147 (Friedman, D-Glendale): Regional Transportation Plan: Active
Transportation Program

Position: Monitor

In 2008, SB 375 (Chapter 728, Statutes of 2008) was enacted and requires metropolitan planning organizations (MPO) like the Southern California Association of Governments, to develop a sustainable communities strategy (SCS) as part of their regional transportation plan, that demonstrates the ability to meet regional greenhouse gas (GHG) emission reduction targets. AB 1147 would have made several changes to the SB 375 planning process.

The bill would have expanded the scope of the Strategic Growth Council's (SGC) report on the California Transportation Plan to include a discussion of fiscal constraints on SCS implementation, barriers to achieving SB 375's GHG emission reduction targets, the unintended consequences of strategies intended to reduce vehicle miles traveled, and recommendations on tools and resources necessary to help SCS strategies achieve state goals. The bill language would have directed this report to consider the roles that the State, MPOs, regional transportation agencies, and localities play in SCS implementation, including mandatory stakeholder working groups on the subject.

In addition, AB 1147 would have also altered the statutory requirements of the report produced every four years by the California Air Resources Board (CARB) on the progress MPOs are making in reducing GHG emissions via the SB 375 process, including language on data-supported metrics and challenges faced by MPOs in meeting GHG reduction targets. AB 1147 would have also required local jurisdictions to report to the MPO on actions they have taken to implement or be consistent with the regional SCS and identify barriers to further

implementation. In addition, the bill language would have established “15-minute communities,” defined as a city or county unincorporated area where every resident has access to essential services within a 15-minute bicycle ride or public transit ride.

OCTA staff worked extensively with stakeholders to inform this legislative effort to ensure it maintains a flexible, bottoms-up approach to transportation planning while still maintaining the goals created in SB 375. Through this effort, the author did secure \$600 million through the budget process to aid in the planning and implementing of projects in the SCS that will reduce regional GHG emissions. While the funding could benefit transportation programs in Orange County and throughout Southern California, the substantive requirements in AB 1147 were vetoed by the Governor. The veto message cites the fact that the bill did not mandate or incentivize regional and local agencies to make land-use decisions to change development and transportation patterns. Without such requirements, the Governor vetoed the bill because the additional reporting requirements are duplicative of the various state agencies that are already collaborating on these issues. Given the Legislature’s interest in this subject, policy proposals similar to AB 1147 are expected to return in the coming years.

SB 792 (Glazer, D-Orinda): Sales and Use Tax: Returns: Online Transactions: Local Jurisdiction Schedule
Position: Monitor

SB 792 would have required retailers to include with their sales tax returns a schedule that reports the gross receipts from sales of property for each local jurisdiction where it shipped or delivered products in that jurisdiction. Pursuant to the bill, only retailers with more than \$50 million in online sales would have been subject to this new reporting requirement. The bill would not have altered sales tax collection in any way, instead seeking to ensure additional transparency in the distribution of sales tax revenues collected from online transactions. In vetoing the bill, the Governor’s message stated that this information is duplicative of information already available on the California Department of Tax and Fee Administration’s online portal. Moreover, the veto message cited the burden of the reporting requirement and declared this information unrelated to the tax obligations of retailers, ignoring the additional transparency this would have provided to public agencies like OCTA funded by sales tax revenue.

Additional Bills of Interest with OCTA Position – Two-Year BillsSB 261 (Allen, D-Santa Monica): Regional Transportation Plans: Sustainable Communities

Position: Oppose Unless Amended

SB 261 would require that CARB establish a process to require that an SCS be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050. The bill is part of the author's ongoing efforts on this subject, including legislation introduced in four of the last five years. Additionally, the SCS reporting requirements in AB 1147, shows the Legislature's desire to take on issues related to transportation planning and SCS policies. It is expected that the author will continue to meet with interested stakeholders, prior to the Legislature returning next year, to try to address any concerns. The bill then is likely to again be taken up by the Legislature, perhaps in a revised format, next year.

SB 623 (Newman, D-Fullerton): Electronic Toll and Transit Fare Collection Systems

Position: Support

SB 623 would have clarified provisions related to toll facility interoperability and enforcement. While supported by toll agencies across the State, the bill again encountered opposition from customer attorney and privacy advocacy groups, similar to the previous iteration of this effort, SB 664 (Allen, D-Santa Monica). While a two-year bill, staff's understanding is that the bill will not proceed next year.

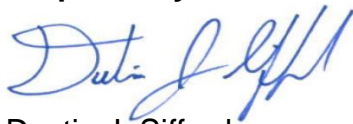
Summary

A report containing an analysis of legislation enacted in 2021 affecting OCTA is provided

Attachment

- A. Orange County Transportation Authority 2021 End of Year Legislative Report

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ORANGE COUNTY TRANSPORTATION AUTHORITY 2021 END OF YEAR LEGISLATIVE REPORT

LEGISLATION ENACTED

I. Active Transportation

SB 814 (Committee on Transportation) Transportation: Omnibus Bill (Chapter 311, Statutes of 2021)

SB 814 is the transportation omnibus bill, making a variety of small, noncontroversial changes. Of note to the Orange County Transportation Authority (OCTA), this year's omnibus bill expands the definition of pedicab and bicycle to include electric bicycles (e-bikes) and expands the definition of motorized scooter to include any two-wheeled device that has handlebars, a seat, and footrests in place of the floorboard. Expanding the definition of bicycles to include e-bikes clarifies that e-bikes must follow the same rules of the road as bicycles. E-bikes additionally have to follow further safety regulations and may only operate on certain bike paths.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. As transportation modes continue evolving, OCTA must monitor new technologies and coordinate with other entities to ensure safety.*

II. Audits, Records, Reports, and Litigation

AB 361 (Rivas, D-Salinas) Open Meetings: State and Local Agencies: Teleconferences (Chapter 165, Statutes of 2021)

During the coronavirus (COVID-19) pandemic, the Governor issued executive orders to create flexibilities to allow for public meetings to be held by teleconference in order to maintain public health and safety. Prior to Executive Orders N-29-20 and N-08-21, meetings subject to the Ralph M. Brown Act (Brown Act) could only be held via teleconference if certain requirements were met. AB 361 makes a variety of changes to the Brown Act in order to codify the Governor's executive order and allow local legislative bodies to continue conducting business remotely. Entities using the authority granted by AB 361 to operate by teleconference during a proclaimed state of emergency must comply with several requirements to maintain public access. Among the bill's requirements, an entity must take a majority vote, renewed every 30 days thereafter, stating the necessity of meeting virtually, provide an opportunity for real-time comments, and cease action on any items if the meeting is disrupted until the issue is resolved. AB 361 will sunset on January 1, 2024.

Urgency Bill – Effective Immediately

OCTA Position – Neutral

Impact on OCTA: *Given this legislation has become law, staff is working to interpret the provisions of these requirements to ensure consistency with existing practices. OCTA will continue to adopt resolutions to detail the findings required by AB 361 for teleconference meetings, so long as the agency continues to do so, and also provide an opportunity for real-time comments on each agenda item.*

**AB 1291 (Frazier, D-Fairfield) State Bodies: Open Meetings
(Chapter 63, Statutes of 2021)**

AB 1291 makes changes to public meetings held by state agencies. Specifically, it requires that if there is a time limit for public comment, the state body must require at least twice the allotted time to an individual who is using translation technology.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. While AB 1291 does not directly impact OCTA's public meetings, it could be incorporated into future legislation regarding the Brown Act.*

**SB 274 (Wieckowski, D-Fremont) Local Government Meetings: Agenda and Documents
(Chapter 763, Statutes of 2021)**

SB 274 requires a local agency with an internet website to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if someone requests that the items be delivered by email. Upon a determination that it is technologically infeasible to email such a link, this legislation would then require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet.

OCTA Position – Neutral

Impact on OCTA: *OCTA will need to update its current practices to align with this new legislation and send copies of meeting materials by email if requested and feasible.*

III. Broadband

**AB 41 (Wood, D-Mendocino) Broadband Infrastructure Deployment
(Chapter 69, Statutes of 2021)**

AB 41 requires the California Department of Transportation (Caltrans) to install conduit cable for fiber communications lines as part of the \$3.25 billion provided in this year's budget to construct an open-access, middle-mile broadband network. AB 41 requires that the Public Utilities Commission (PUC), in collaboration with relevant stakeholders and state agencies, maintain a publicly available, interactive map on broadband accessibility statewide, including information about the percentage of each census block that has broadband service meeting federal and state standards. The PUC may collect information from internet service providers to develop the map.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 41 ensures that Caltrans installs conduit cable to help implement the broadband network funded by this year's state budget. In addition, the bill would require that PUC create a map of broadband service that could show where broadband projects will be delivered.*

AB 164 (Ting, D-San Francisco) Budget Act of 2021 (Chapter 84, Statutes of 2021)

AB 164 is the second budget bill detailing changes to the initial budget bill for fiscal year (FY) 2022-2023. This budget bill includes an allocation from the Coronavirus Fiscal Recovery Fund of 2021 of \$4.4 billion, and \$6 billion total over three years, to increase broadband accessibility and affordability. Of note, \$3.25 billion of this funding package will go through the State Highway Account to support Caltrans in the construction of middle-mile infrastructure on state rights of way and for technical assistance to local governments seeking to deploy and connect local broadband networks.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *OCTA should continue to monitor discussions as they relate to broadband infrastructure and transportation in order to align our projects with existing law.*

AB 955 (Quirk, D-Hayward) Highways: Encroaching Permits: Broadband Facilities (Chapter 670, Statutes of 2021)

AB 955 establishes additional requirements for Caltrans when it reviews an application for an encroachment permit for a broadband facility. Whereas current law creates a process for encroachment permits, AB 955 creates a specific set of additional requirements for broadband facilities. Pursuant to the bill, Caltrans must develop the permit application criteria for broadband purposes, although the bill does contain language saying it is the intent of the Legislature to create a streamlined, expeditious application process. Within 30 days of receiving an application, Caltrans must notify the applicant if the application is complete, and failure to notify the applicant within 30 days constitutes a finding that the application is complete. If an application is deemed incomplete, Caltrans must notify the applicant with a detailed explanation as to the supplemental information necessary to make the application complete. For incomplete applications, Caltrans must meet with the applicant within 14 days of a request by an applicant to discuss the application, and the applicant has 30 days to resubmit with supplemental information, at which time Caltrans has 30 days to approve the request.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 955 is one of multiple bills showing the intent of the Legislature to expedite the delivery of broadband projects.*

SB 156 (Senate Budget & Fiscal Review Committee) Communications: Broadband (Chapter 112, Statutes of 2021)

SB 156 provides the statutory framework to implement the \$4.4 billion broadband package contained in this year's State budget, prioritizing a geographically diverse group of projects in rural and urban areas to achieve the greatest reduction in the amount of people unserved by broadband internet access service that meets federal and state standards. SB 156 provides a policy structure for the \$3.25 billion provided as part of the total broadband investment of \$4.4 billion in this year's budget to construct the State's open-access, middle-mile broadband network. This legislation outlines the roles of the Department of Technology, the PUC, and Caltrans in constructing middle-mile broadband projects funded by this year's state budget, including:

- Authorizing the use of the construction manager/general contractor method with no limit to the contract amount,
- Exempting middle-mile projects from the design-build procurement authorization limits after January 1, 2024, until the completion of the broadband network,
- Allowing for one or more contractors to be selected to build all or portions of the middle-mile network,
- Requiring Caltrans, specifically, to establish a procedure to prequalify job order contractors and prepare a set of documents for each job order contract that stipulate unit prices and job order contract specifications,
- Allowing the Office of Broadband and Digital Literacy, or Caltrans, to solicit competitive sealed bids from prequalified job order contractors for contracts lasting less than 12 months, with two additional 12-month extensions or renewals, and
- Creating California Environmental Quality Act (CEQA) exemption for private or non-profit corporations building broadband projects funded by this year's State budget and within 30 feet of any public road or highway that utilizes measures developed by PUC or Caltrans to measure the environmental impact of the project.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. SB 156 shows the Legislature's commitment to expediting the delivery of broadband projects funded by this year's State budget, some of which could impact Caltrans operations and properties.*

SB 378 (Gonzalez, D-Long Beach) Local Government: Broadband Infrastructure Development (Chapter 677, Statutes of 2021)

SB 378 requires localities to adopt policies or ordinances to allow fiber installers to use microtrenching as a method for installing fiber communications lines and related ancillary equipment, unless the locality makes a specified finding that permitting microtrenching would adversely impact public health and safety. Pursuant to the bill, a "microtrench" means a narrow, open excavation trench that is four inches or less wide and between 12 and 26 inches deep, created for the purpose of installing a subsurface pipe or conduit.

Local agencies, defined as cities, counties, special districts, or publicly-owned utilities, may charge a fee for the costs associated with permitting and inspecting the microtrench.

OCTA Position – Monitor

Impact on OCTA: *SB 378 requires that localities expedite the installation of fiber optic communications cables and equipment utilizing microtrenching. The required ordinances could expedite the use of microtrenches in and around OCTA's properties and projects, unless localities implement policies protecting ongoing construction projects or otherwise effectively resolve potential disputes with microtrenches near transportation projects.*

IV. Employment

AB 237 (Gray, D-Merced) Public Employment: Unfair Practices: Health Protection. (Chapter 740, Statutes of 2021)

AB 237 prohibits public employers from discontinuing employer contributions for health care for employees who fall below the minimum hours worked to qualify for such contributions throughout the duration of an authorized strike. The Public Employment Relations Board (PERB) will have jurisdiction over these violations.

OCTA Position – Monitor

Impact on OCTA: *OCTA should update its practices and procedures to ensure compliance with this legislation if there were to be an authorized strike.*

AB 654 (Reyes, D-San Bernardino) COVID-19: Exposure: Notification (Chapter 522, Statutes of 2021)

AB 654 makes clarifying changes to legislation enacted last year that requires employers to make certain notifications related to COVID-19 exposures at the workplace. More specifically, this legislation requires that employers notify the exclusive representative of both employees who had close contact with individuals at the workplace who have tested positive for COVID-19 so that the exclusive representative is monitoring the employer's contact tracing efforts. It further expands the authority of the California Division of Occupational Safety and Health (CalOSHA) to cite employers for COVID-19 health and safety violations and to suspend operations if COVID-19 creates an imminent hazard.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *Given this legislation had an urgency clause, staff is working to interpret its provisions and align its existing practices to this new law.*

AB 845 (Rodriguez, D-Chino) Disability Retirement: COVID-19: Presumption (Chapter 122, Statutes of 122)

AB 845 establishes a rebuttable presumption, until January 1, 2023, that a COVID-19 related disability is employment-related for purposes of determining a disability retirement for public retirement system members. The presumption may be rebutted by evidence to the contrary, but unless controverted, the applicable governing body of the public retirement system, subject to the California Public Employees' Pension Reform Act of 2013, shall be bound to find in accordance with the presumption.

OCTA Position – Monitor

Impact on OCTA: For informational purposes. AB 845 is modeled after SB 1159 (Chapter 85, Statutes of 2020), which created a rebuttable presumption, until 2023, that COVID-19 is an employment-related injury for purposes of workers compensation. This bill extends that same presumption to disability retirement findings.

ACR 30 (Medina, D-Riverside) COVID-19 Victims and Survivors Memorial Day (Chapter 13, Statutes of 2021)

ACR 30 recognizes the first Monday of March to be COVID-19 Victims and Survivors Memorial Day. The resolution also recognizes the need for residents to continue to follow public health orders and maintain vigilance to protect themselves and others.

OCTA Position – Monitor

Impact on OCTA: For informational purposes. As a public transit operator and an agency delivering public works projects, many OCTA employees and contractors have been on the frontlines of the COVID-19 pandemic, providing critical and essential service to the residents of Orange County.

SB 95 (Skinner, D-Berkeley) COVID-19: Supplemental Paid Sick Leave (Chapter 13, Statutes of 2021)

In response to COVID-19, the President signed the Families First Coronavirus Response Act, mandating COVID-19 related paid sick leave to all employers with fewer than 500 employees. This leave expired on December 31, 2020. In addition, certain employers could receive payroll tax credits for providing sick leave through December 31, 2020. The subsequent federal stimulus bills, the Coronavirus Response and Relief Supplemental Appropriations Act and the American Rescue Plan, extended these tax credits through September 30, 2021. The State established COVID-19 Supplemental Paid Sick Leave, granting two weeks of sick leave for reasons related to COVID-19. This leave expired on December 31, 2020. SB 95 reestablished the COVID-19 supplemental paid sick leave for employers with more than 25 employees, retroactively applying it from January 1, 2021, through September 30, 2021. This leave was also expanded to include the need for attending an appointment to receive a COVID-19 vaccine.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *Staff fully implemented these provisions, which have since expired as of the writing of this report.*

SB 270 (Durazo, D-Los Angeles) Public Employment: Labor Relations: Employee Information (Chapter 330, Statutes of 2021)

SB 270 authorizes public employee unions to file a special unfair labor practices charge before the PERB against public employers that fail to comply with existing law requiring disclosure of employee information to public employee unions. In order to do this, specific requirements must be met, including providing a written notice of the violation to the employer and then the employer failing to provide the employee information 20 calendar days after receiving the written notice. The public employer can only rectify this issue three times in a given 12-month calendar year after they receive a written notice regarding a violation related to not providing employee information to the union. Beyond that, they will not have that chance to rectify the issue and will be found in violation. If all of this is true, then the union can file an unfair practices charge. If found to have violated this requirement by PERB, the public employer must pay up to \$10,000 to be deposited in the State's General Fund depending on the employer's annual budget, severity of the violation, and prior history. SB 270 becomes effective on July 1, 2022.

OCTA Position – Monitor

Impact on OCTA: *OCTA will need to evaluate its existing practices in order to ensure compliance with this legislation in order to avoid these penalties.*

SB 278 (Leyva, D-Pomona) California Public Employees' Retirement System: Disallowed Compensation: Benefit Adjustments (Chapter 331, Statutes of 2021)

SB 278 requires that public employers cover the cost of certain pension benefit adjustments under the California Public Employees' Retirement System (CalPERS). When a retiree's CalPERS pension is reduced post-retirement for compensation later determined to be disallowed, the public employer must cover the difference between the original pension calculation and the reduced amount. For active members, disallowed contributions shall be credited against future contributions or returned to the member.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. The most common situation is for collectively bargained for compensation and the collective bargaining unit was not aware the compensation was disallowed, a situation explicitly mentioned in the bill language. That said, the bill does apply to all disallowed compensation.*

**SB 336 (Ochoa Bogh, R-Rancho Cucamonga) Public Health: COVID-19
(Chapter 487, Statutes of 2021)**

If orders or guidance are released related to preventing the spread of COVID-19, SB 336 requires the California Department of Public Health or a local health officer to publish the orders or guidance on its website. Additionally, there must be an opportunity for local entities to sign up for an email distribution list relative to changes such information.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *OCTA staff may wish to consult the information posted by health officers to keep up to date with latest practices and guidance to protect public health and safety.*

**SB 598 (Pan, D-Sacramento) Sacramento Regional Transit District: Employee Relations
(Chapter 492, Statutes of 2021)**

SB 598 gives exclusive employee organizations for the Sacramento Region Transit District (SacRT) the option of transferring jurisdiction over unfair labor practices for their bargaining units from the judicial system to the PERB. Specifically, the bill language gives the exclusive employee representatives for one or more of SacRT's bargaining units the option to irrevocably elect to be permanently subject to PERB jurisdiction. The bill language grants PERB the initial determination as to whether the charge of an unfair labor practice is justified and the appropriate remedy, except that PERB has no authority to award strike-preparation expenses or damages from an unlawful strike. SB 598 also allows for a writ of extraordinary relief to the appeals court and clarifies that its provisions shall not be interpreted to conflict with existing collective bargaining agreements.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 606 (Gonzalez, D-Long Beach) Workplace Safety: Violations of Statutes: Enterprise-wide Violations: Egregious Violations
(Chapter 336, Statutes of 2021)**

SB 606 changes violation protocol for employers with multiple worksites. For written policies found to be in violation of Health and Safety Code or patterns of similar violations at multiple worksites, the violation applies to all the worksites, also referred to as enterprise-wide, is not limited to the location where the violation was found. The bill also establishes a rebuttable presumption for this enterprise-wide violation, authorizing CalOSHA to act more efficiently to prevent an egregious employer from continuing to operate multiple unsafe worksites. This legislation further defines "egregious violation" to mean a willful violation in an effort to codify federal law.

OCTA Position – Monitor

Impact on OCTA: *If OCTA's policies or practices violate the Health and Safety Code, it could be considered enterprise-wide under this legislation.*

SB 628 (Allen, D-Redondo Beach) California Creative Workforce Act of 2021 (Chapter 767, Statutes of 2021)

SB 628 creates a new grant program, effective upon appropriation by the Legislature, to promote employment and “earn and learn” job training opportunities for creative workers. The bill requires the California Arts Council, in consultation with the California Workforce Development Board, local governments, community nonprofit organizations, education institutions with arts programming, unions, and other stakeholders, to design program guidelines and administer the grant program, including developing relevant reporting requirements to evaluate grants. The grant program shall be operated and implemented locally or regionally by program grantees, and the earn and learn programs, as defined in current law, must be for a period of 12 to 24 months and pay a living wage. Pursuant to the bill, “creative work” is defined as work directly relevant to the creation, development, production, and marketing of visual, performance, and literary art, including, but not limited to, painting, mural-making, photography, music, performance art, acting, filmmaking, dancing, fashion design, graphic design, poetry, and creative writing.

OCTA Position – Monitor

Impact on OCTA: *These funds could provide resources to hire and retrain interns and employees with creative skillsets once the Legislature provides funding for the program.*

SB 657 (Ochoa Bogh, R-Rancho Cucamonga) Employment: Electronic Documents (Chapter 109, Statutes of 2021)

SB 657 allows employers physically posting information related to the workplace to also distribute the information by email with the documents attached. This legislation does not affect the employer’s obligation to physically display required postings. This information includes items such as the Fair Employment Standards Act, the Family Medical Leave Act, or the Equal Employment Opportunity Act, among others.

OCTA Position – Monitor

Impact on OCTA: *OCTA could evaluate whether it may be appropriate to supplement its physical posting of documents with additional distribution by email.*

V. Environment

AB 72 (Petrie-Norris, D-Irvine) Environmental Protection: Coastal Adaptation Projects: Natural Infrastructure: Regulatory Review and Permitting: Report (Chapter 369, Statutes of 2021)

AB 72 establishes a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects that use natural infrastructure, defined as projects near the shoreline, including in or under water, that rely on natural ecological systems or processes to reduce vulnerability to climate change-related hazards while increasing the

long-term adaptive capacity of coastal and inland areas by perpetuating or restoring ecosystem services. The California Natural Resources Agency will submit a report to the Legislature by July 1, 2023, with recommendations for improving and expediting the coordination between appropriate agencies in this effort.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. It may be informative for staff to review these recommendations to understand what OCTA projects, if any, may be impacted.*

**AB 819 (Levine, D-San Rafael) CEQA: Notices and Documents: Electronic Filing and Posting
(Chapter 97, Statutes of 2021)**

AB 819 creates new CEQA requirements. Specifically, it will provide the public with more access to CEQA records, by requiring notices and environmental review documents to be filed electronically and posted online.

OCTA Position – Monitor

Impact on OCTA: *OCTA will have to make changes to its CEQA processes, including posting notices and environmental documents on the OCTA website, submitting documents to the State Clearinghouse, filing a Notice of Determination electronically with the County Clerk, and filing Notices of Completion with the Office of Planning and Research (OPR) through an online process.*

**SB 1 (Atkins, D-San Diego) Coastal Resources: Sea Level Rise
(Chapter 236, Statutes of 2021)**

SB 1 creates the California Sea Level Rise State and Regional Support Collaborative at the Ocean Protection Council to help coordinate and fund efforts to prepare for sea level rise associated with climate change. This new body is tasked with coordinating with other state planning and coastal management agencies, including OPR, the Strategic Growth Council, the California Coastal Commission, and others, to administer grants and provide information to local, regional, and state agencies working to identify, assess, plan, and, where feasible, mitigate the adverse environmental, social, and economic effects of sea level rise within the coastal zone. Upon an appropriation from the Legislature, the bill directs \$100 million annually to local and regional governments updating land-use plans and making other investments related to sea level rise. The bill contains a \$500,000 set-aside directed to grants for agencies working to address and mitigate the effects of sea level rise in disadvantaged communities.

OCTA Position – Monitor

Impact on OCTA: *The bill provides funding and technical assistance for communities working to address the impacts of climate change. This new funding could help fund certain planning efforts by both OCTA and localities along the Orange County coastline.*

**SB 7 (Atkins, D-San Diego) Environmental Quality: Jobs and Economic Improvement Environmental Leadership Act of 2021
(Chapter 19, Statutes of 2021)**

AB 900 (Chapter 354, Statutes of 2011) established the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 (Leadership Act), which expedited CEQA judicial review procedures for a limited number of projects certified by the Governor. These are known as environmental leadership development projects. The Leadership Act expired on January 1, 2021. There was an unsuccessful effort to restore the Leadership Act last year. This year, SB 7 was passed and became effective immediately to reenact the Leadership Act until January 1, 2024. This extension also included an expansion of eligible projects to include smaller housing projects.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 44 (Allen, D-Santa Monica) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects
(Chapter 633, Statutes of 2021)**

SB 44 creates expedited administrative and judicial review of environmental review and approvals granted for environmental leadership transit projects within Los Angeles County. In order to qualify for this expedited review the project must be to construct a fixed guideway and related fixed facilities that meet certain requirements. Among the requirements include that it operates at zero-emission, attains certain greenhouse gas (GHG) emission reductions, and reduces no less than 30,000 vehicle miles traveled in the corridor of the project. This legislation will become inoperative on January 1, 2025.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. While this legislation was significantly narrowed to only include projects within Los Angeles County, OCTA should monitor the effectiveness of this program and future legislation regarding environmental leadership transit projects and determine applicability, if any, to future OCTA projects.*

**SB 266 (Newman, D-Fullerton) State Park System: Chino Hills State Park: Expansion
(Chapter 760, Statutes of 2021)**

SB 266 requires the California Department of Parks and Recreation to provide assistance in acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring three specified properties into the state park system. It further requires the California Department of Parks and Recreation to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park. Specifically, 131 acres (Beattie property and the northern most 120-acre parcel of the First National Investment Properties) are to be managed as mitigation lands compliant

with the Metropolitan Water District of Southern California settlement agreement. The remaining shall be managed as additional parklands.

OCTA Position – Monitor

Impact on OCTA: OCTA's Environmental Mitigation Program preserved 1,300 acres and restored nearly 350 acres in Orange County. One acquisition, the 301-acre Eagle Ridge Preserve, is immediately adjacent to Chino Hills State Park. SB 266 builds on the existing conservation efforts that have been completed in the area. The Brea property, contained within the Conservation Plan area, supports both OCTA's preservation and restoration goals and the vision of Chino Hills State Park's General Plan.

SB 790 (Stern, D-Calabasas) Wildlife Connectivity Actions: Compensatory Mitigation Credits (Chapter 738, Statutes of 2021)

In 2017, AB 1282 (Chapter 643, Statutes of 2017) established a Transportation Permitting Task Force and required a report to the Legislature on recommendations for permitting reform to advance transportation projects. SB 790 allows the California Department of Fish and Wildlife to approve compensatory mitigation credits for wildlife connectivity actions taken under two different programs. The first is the Conservation and Mitigation Banking program, which is used to sell or transfer habitat credits to satisfy legal requirements and compensate for the environmental impacts of developmental projects. The second is the Regional Conservation Investment Strategy program, which identifies and prioritizes regional conservation through a science-based public process while also encouraging investments in conservation through advance mitigation.

OCTA Position – Support

Impact on OCTA: SB 790 promotes the concept of advanced environmental mitigation, complementing the work OCTA is already undertaking. OCTA should monitor the implementation of this program to determine if it would be effective for OCTA's use.

SB 596 (Becker, D-San Mateo) GHG: Cement Sector: Net-Zero Emissions Strategy (Chapter 246, Statutes of 2021)

By July 1, 2023, SB 596 requires the California Air Resources Board (CARB) to develop a comprehensive strategy for the cement sector to achieve net-zero emissions as soon as possible, but not later than December 31, 2045. In developing this strategy, CARB needs to come up with a GHG intensity metric to establish a baseline from which to measure GHG intensity reductions. In the interim, CARB is required to establish reduction targets for GHG intensity of cement used within the State relative to the average GHG intensity of cement used within the State during the 2019 calendar year, with the goal of reducing the GHG intensity of cement used within the state to 40 percent below the 2019 average levels by December 31, 2035. By July 1, 2028, CARB would need to evaluate the feasibility of these targets and make changes as needed to achieve these goals.

OCTA Position – Monitor

Impact on OCTA: *OCTA will need to monitor the development of this strategy by CARB so that it may be prepared to implement measures related to these targets.*

VI. Funding

AB 680 (Burke, D-Inglewood) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021

(Chapter 743, Statutes of 2021)

AB 680 requires CARB to update the Greenhouse Gas Reduction Fund (GGRF) funding guidelines to meet certain standards by July 1, 2025. Applicants to these grant programs must meet fair and responsible employer standards, practice inclusive procurement policies, and provide prevailing wage for any construction work funded in part or in full by the grant. Applicants seeking over \$1 million in funding for construction projects must provide evidence of a community workforce agreement. Additionally, preference will be given to those applicants that create high-quality jobs and those that have a partnership with an educational institution or training programs for under-represented communities in the same region of the project. Certain exemptions are created, including applicants for projects that involve federal funding, technical assistance, or research, an applicant who is not an employer, and to a housing project that will have 100 percent affordable units.

OCTA Position – Monitor

Impact on OCTA: *Staff should monitor the implementation of these new GGRF requirements to ensure OCTA meets these updated guidelines if applying for a grant.*

AB 992 (Cooley, R-Rancho Cordova) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program

(Chapter 624, Statutes of 2021)

AB 992 specifies that peer-to-peer truck sharing platform demonstration is eligible for funding under the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 1157 (Lee, D-Milpitas) Controller: Transportation Funds: Distribution and Reporting Requirements

(Chapter 205, Statutes of 2021)

AB 1157 makes changes to the State Transit Assistance (STA) reporting requirements to streamline transit operator reporting. Chiefly, it shifts the deadline for when a regional transportation agency must submit an STA eligibility report to the State Controller's Office (SCO) to within seven months of the end of each fiscal year instead of June 15. It further requires SCO to compile, publish, and make publicly available on its website the data and information of all transit operator financial transaction reports on or before November 1 of each year.

OCTA Position – Monitor

Impact on OCTA: *This bill will provide more transparency and allow more time for SCO staff to report discrepancies on the impacted reports.*

AB 1261 (Burke, D-Inglewood) State Air Resources Board: Greenhouse Gas Emissions: Incentive Programs (Chapter 714, Statutes of 2021)

Upon appropriation of the Legislature, AB 1261 places new requirements on incentive programs administered by CARB in order to assist the state in achieving its GHG reduction goals. These requirements include isolating the achieved GHG emission reductions for each of its incentive programs and identifying the effectiveness of each of the incentive programs. CARB must use the information collected to refine its incentive programs. Furthermore, CARB is required to develop a process to define, collect, and evaluate data that will translate to metrics demonstrating the socioeconomic benefits that result from each of its incentive programs. Given those results, CARB will make funding and design recommendations in its annual reports to the Legislature. This must all be completed three years following an appropriation from the Legislature.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. If an appropriation is made, OCTA should monitor the outcomes of these evaluations of the programs regarding their effectiveness.*

ACR 67 (Quirk-Silva, D-Fullerton) Tommy Lasorda Memorial Highway (Chapter 115, Statutes of 2021)

ACR 67 renames a portion of Interstate 5 after Tommy Lasorda, a longtime manager of the Los Angeles Dodgers and a lifelong Fullerton resident. Pursuant to the bill, the Legislature designates the portion of Interstate 5 from Ball Road, postmile 37.638, to the eastbound State Route 91 exit, postmile 42.671, as the Tommy Lasorda Memorial Highway. The resolution's language also requests that Caltrans determine the cost of appropriate signage and erect such signs upon receiving donations from nonstate sources sufficient to cover the cost of doing so.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. ACR 67 contains a relatively novel provision by requiring that Caltrans use private funds to cover the cost of renaming a section of the state highway system.*

SB 339 (Wiener, D-San Francisco) Vehicles: Road Usage Charge Pilot Program (Chapter 308, Statutes of 2021)

The Road User Charge Technical Advisory Committee (RUC TAC) was tasked through previous legislation to implement a pilot program to evaluate a mileage-based revenue collection as an alternative to the gasoline tax funding source currently in place. While the pilot program confirmed the viability of many aspects of the mileage-based revenue

collection as an alternative, it did not collect actual revenues. SB 339 supports the recommendations from the California's Road Charge Pilot Program Report in 2017 by extending the RUC TAC responsibilities, until January 1, 2027, and directing them to make recommendations to design a completely voluntary pilot program to test revenue collection, with an implementation date of January 1, 2023. Following their recommendations, the California Transportation Agency (CalSTA) will work with other relevant state agencies to create the pilot program and report back to the Legislature. CalSTA, working with the California Transportation Commission (CTC), must submit the first interim report on the status of the pilot program no later than July 1, 2024. By no later than December 31, 2026, CalSTA, working with the CTC, must prepare and submit a final report of its findings on the results of the pilot program to the appropriate policy and fiscal committees of the Legislature.

OCTA Position – Support

Impact on OCTA: As the transportation agency responsible for funding, planning, and operating multimodal transportation improvements in Orange County, it is imperative that there be a reliable long-term transportation funding future. SB 339 provides the opportunity to further investigate one potential alternative revenue stream in an equitable and holistic manner, which can help inform any correlating federal effort.

SB 640 (Becker, D-San Mateo) Transportation Financing: Jointly Funded Projects (Chapter 108, Statutes of 2021)

SB 640 authorizes cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of SB 1's (Chapter 5, Statutes of 2017) Local Streets and Road Program (LSR) funds. SB 1 created the Road Maintenance and Rehabilitation Account, a percentage of which is continuously appropriated funding to cities and counties on a formula basis for LSR, for use on road rehabilitation, safety, and maintenance projects. SB 640 clarifies that two or more eligible LSR entities may propose a jointly funded project if each entity includes its participation in the joint project in the annual project lists submitted to the CTC. Pursuant to the bill language, each jointly funded project must be endorsed by a memorandum of understanding, approved by each participating entity, that identifies the project's lead agency and describes the contribution of each participating agency. Under the bill, participants in jointly funded projects must each submit documentation to the CTC about the project.

OCTA Position – Support

Impact on OCTA: For informational purposes. While current law does not explicitly prohibit eligible entities from pooling LSR resources, the CTC allocates funding to each individual entity, and each LSR recipient must separately report to the CTC on how the LSR funds are spent. As a result, cross-jurisdictional LSR improvements must be split into separate projects. SB 640 streamlines the process for jointly funded projects so that neighboring localities can collaborate most effectively to deliver LSR improvements. While OCTA does not itself receive funding, cities and the County of Orange could benefit from the flexibility provided by the bill.

SB 671 (Gonzalez, D-Long Beach) Clean Freight Corridor Efficiency Assessment (Chapter 769, Statutes of 2021)

SB 671 amends SB 1's Trade Corridor Enhancement Account to expand the types of eligible projects. Specifically, the bill makes two additional types of freight-related projects statutorily eligible for the Trade Corridor Enhancement Program (TCEP), projects that employ advanced and innovative technology to improve the flow of freight and projects that implement environmental and community mitigation efforts that reduce the impacts of freight movement on surrounding communities. SB 671 also requires that the CTC, in coordination with CARB, the PUC, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development, develop the Clean Freight Corridor Efficiency Assessment. The assessment is meant to identify freight corridors that will be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles, taking into consideration the potential for emission reductions, charging and fueling infrastructure, parking facilities, congestion reduction, road safety and resiliency, and impacts to neighboring communities. The bill language explicitly requires that the assessment identify the top five corridors for achieving these goals. In conducting this assessment, the CTC shall consult with Caltrans, local governments, metropolitan planning organizations (MPO), regional transportation agencies, and other stakeholders, including those from low-income and disadvantaged communities, environmental organizations, public health representatives, and academia. The assessment must be completed by December 1, 2023, and thereafter, the CTC and other agencies involved shall incorporate, to the extent feasible and applicable, its findings into funding programs and guideline documents related to freight infrastructure and technology. The bill also requires that projects identified in the Clean Freight Corridor Efficiency Assessment be described in the State Freight Plan.

OCTA Position – Monitor

Impact on OCTA: SB 671 creates a new freight assessment that will likely set new policy priorities for the CTC's funding programs. The bill language directly expands eligibility for the TCEP, although it does not otherwise amend the program requirements in existing law. SB 671 does, however, create the Clean Freight Corridor Efficiency Assessment that is explicitly intended to inform the CTC guideline development for all freight-related programs, which could be both TCEP and the other CTC competitive programs. The bill language does require the identification of five top freight corridors, which could impact the geographic distribution of certain funding awards.

VII. Housing

AB 68 (Quirk-Silva, D-Fullerton) California Statewide Housing Plan: Annual Reports (Chapter 341, Statutes of 2021)

AB 68 modernizes the quadrennial Statewide Housing Plan and expands the scope of the Department of Housing and Community Development's (HCD) annual report to the Governor and Legislature. There are two notable changes to HCD's annual report. First, the bill requires that HCD report annually on the number of land-use oversight actions

taken against cities and counties, the outcomes of these oversight actions, and the median time of a resolution of each action. Second, HCD must include information in the annual report about how long the agency takes to award grants and enter into agreements with grantees. The bill also makes some changes to the Statewide Housing Plan, including allowing it to be published on the HCD website. The bill also requires that each quadrennial Statewide Housing Plan published after January 1, 2023, must include an inventory of affordable housing units needed to meet the State's housing goals and also must contain recommendations for modernizing statutory and regulatory terminology.

OCTA Position – Monitor

Impact on OCTA: For informational purposes. These changes will provide more information on the State's housing goals, which have long-term implications for planning efforts by Orange County cities and OCTA. In addition, the annual report will contain information about the funding provided in the housing trailer bills.

AB 140 (Assembly Budget Committee) Housing Provisions (Chapter 111, Statutes of 2021)

AB 140, the first housing trailer bill, provides \$600 million for the Regional Early Action Planning (REAP) Grant Program for 2021. Also known as "REAP 2.0," HCD will administer this program, in collaboration with OPR, the Strategic Growth Council, and CARB. REAP 2.0 builds off of similar funding provided by the FY 2019-20 state budget, also known as REAP 1.0. REAP 2.0 will provide \$510 million of primarily federal stimulus funding to MPOs to be further suballocated based on geographic equity and to help meet the State's housing and transportation planning goals. The funding is to be used for "transformative planning and implementation activities," which are defined by the bill using specific language to encourage infill development, reduce per capita vehicle miles traveled, realize multimodal communities, and increase transit ridership. The bill language goes on to say that transformative planning and implementation activities must be in the furtherance of state goals, specifically listing state planning priorities, affirmatively furthering fair housing, housing element compliance, or through implementation of a sustainable communities strategy (SCS) or alternative planning strategy developed under the SB 375 (Chapter 728, Statutes of 2021) planning process. Regional transportation agencies like OCTA are explicitly listed as eligible for REAP 2.0 funding. For suballocated funding, each MPO must retain information about how the suballocated funding is used consistent with the State's goals, including language about outreach to disadvantaged and historically underserved communities. Under the bill, MPOs can advance ten percent of the suballocated funding, starting January 1, 2022.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: AB 140 provides the first-ever funding source for OCTA and other agencies to comply with SB 375's planning requirements. While not dedicated solely to transportation planning, REAP 2.0 could provide funding for transportation projects and programs. Based on the bill's geographic equity language, the Southern California

Association of Governments (SCAG) is expected to suballocate approximately \$246 million through the region. SCAG has indicated that this funding will be used for early action initiatives on the development of the region's 2024 regional transportation plan and SCS, as well as on housing and housing-supportive infrastructure. OCTA staff must continue to monitor both SCAG's guidelines for the program and those developed by HCD, anticipated in January of 2022, to ensure that funding is best utilized to improve mobility in Orange County.

**AB 175 (Assembly Budget Committee) Housing: Mortgages and Deeds of Trust: State Property
(Chapter 255, Statutes of 2021)**

AB 175, the second housing trailer bill, made a few clarifying changes to REAP 2.0 funding. First, AB 175 clarifies when REAP 2.0 funds must be obligated. AB 140 required MPOs to expend the entirety of the \$510 million in REAP 2.0 funds by June 30, 2024. AB 175 clarifies that the funds must be obligated by June 30, 2024, and expended by June 30, 2026, as consistent with federal guidelines on the stimulus funds directed to REAP 2.0. Second, AB 175 clarifies which MPOs can advance ten percent of the suballocated REAP 2.0 funds. While SCAG and other MPOs could advance funds under AB 140, AB 175 clarifies that MPOs in Santa Barbara, San Luis Obispo, Fresno, Kern, Kings, and San Joaquin Counties can also advance funds. Third, AB 175 adds another reporting requirement regarding disadvantaged communities. In addition to the language in AB 140, AB 175 requires that applications for REAP 2.0 funding must contain a description about how the funding will benefit disadvantaged and historically underserved communities. Finally, AB 175 grandfatheres the Metro North Hollywood Joint Development Project in Los Angeles County from AB 1486 (Chapter 664, Statutes of 2019) if there is an exclusive negotiating agreement or legally binding agreement to dispose of property by December 31, 2024, although this provision is also amended by SB 51.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: AB 175 made a few clarifying changes to the REAP 2.0 funding. In the SCAG region, the clarification on the obligation date alleviated a serious concern on how quickly projects and programs funded by REAP 2.0 must be delivered.

**AB 1029 (Mullin, D-San Mateo) Housing Elements: Pro-housing Local Policies
(Chapter 353, Statutes of 2021)**

AB 1029 adds the preservation of affordable housing units as a “pro-housing” policy that HCD can consider in developing the pro-housing designation authorized under current law. Specifically, the bill language cites the preservation of affordable housing units through the extension of existing project-based rental assistance covenants that prevent developers from converting affordable housing units, which would reduce the number of available affordable housing units statewide.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 1029 expands the types of pro-housing policies that Orange County cities can pursue to receive HCD's pro-housing designation, which can result in that city being prioritized for funding awards in certain state programs.*

AB 1220 (Luz M. Rivas, D-Arleta) Interagency Council on Homelessness (Chapter 398, Statutes of 2021)

AB 1220 changes the name of the Homelessness Coordinating and Financing Council to the California Interagency Council on Homelessness (ICH) and makes other changes to the ICH statutory authorities. The bill reconstitutes the ICH membership so that the California Health and Human Services Agency and the Business, Consumer Services, and Housing Agency serve as co-chairs, requires that all agencies but the Department of Education be represented by a Director or Secretary rather than a representative, reorganizes the ICH member agencies to focus on state agencies, and removes other members appointed at the discretion of the Governor. AB 1220 also authorizes the ICH to require that state agencies administering a homeless program to, upon the request of the ICH, participate in ICH meetings and provide relevant information requested by the ICH. Finally, the bill requires that the ICH meet quarterly with a reconstituted advisory committee made of public stakeholders.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 1220 does not change ICH membership, maintaining that Caltrans be involved in ICH functions. The bill does require that the Caltrans Director personally be involved. As a member agency of the ICH, the bill clarifies, in statute, that Caltrans can be required to participate in ICH meetings and provide information on state homelessness programs.*

SB 9 (Atkins, D-San Diego) Housing Development: Approvals (Chapter 162, Statutes of 2021)

SB 9 requires ministerial approval of a housing development of no more than two units in a single-family zone (also known as a duplex), the subdivision of a parcel zoned for residential use into two parcels (also known as a lot split), or both. A majority of the bill details the requirements for cities in ministerially approving duplexes and lot splits in certain communities, including protections to ensure that this authority is being used on properties desirable for housing production. Of note to OCTA, the bill prohibits localities from requiring more than one parking space per unit for either a proposed duplex or a proposed lot split, and localities may not impose any parking requirements if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop, both as defined by current law. Similarly, localities may not enforce any parking minimums if there is a car share vehicle located within one block of the parcel. SB 9 also includes the ability for a locality to deny a housing project otherwise authorized by this bill if the building official makes a written finding based upon the preponderance of the evidence that the housing development project would have a specific, adverse

impact upon health and safety or the physical environment and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. SB 9 alters the way in which certain housing projects are approved, which will affect the development of future planning efforts under the SB 375 planning process. The bill language reduces allowable parking requirements within one-half mile of a high-quality transit corridor, defined in current law as a bus corridor with up to 15-minute service headways during peak commuting times, or major transit stops, defined in current law as any rail or bus rapid transit station, a ferry terminal served by bus or rail service, or the intersection of two bus routes with 15-minute headways. Amendments did provide cities with a process to prevent such ministerial approvals, but this bill is an indication of the Legislature's ongoing efforts to incentivize housing production. Similarly, the amendments removed the sunset on these authorities.*

SB 10 (Wiener, D-San Francisco) Planning and Zoning: Housing Development: Density (Chapter 163, Statutes of 2021)

SB 10 authorizes a locality to pass an ordinance, notwithstanding any local restrictions on zoning ordinances that limit the legislative body's ability to adopt zoning ordinances, to zone any parcel for up to ten units of residential density, at a height specified by the ordinance if the parcel is located in a transit-rich area or an urban infill site. The bill defines "transit-rich area" as a parcel within one-half mile of a major transit stop, as defined in current law, or a parcel on a high-quality bus corridor. The bill creates the definition of a high-quality bus corridor, which must meet all of the following criteria:

- 1) Average service intervals of no more than 15 minutes during the three peak hours between 6 a.m. to 10 a.m., inclusive, and the three peak hours between 3 p.m. and 7 p.m., inclusive, on Monday through Friday,
- 2) Average service intervals of no more than 20 minutes during the hours of 6 a.m. to 10 p.m., inclusive, on Monday through Friday, and
- 3) Average intervals of no more than 30 minutes during the hours of 8 a.m. to 10 p.m., inclusive, on Saturday and Sunday.

The bill has a definition for of urban infill site based on how the property is positioned within certain urbanized areas, as designated by the Census Bureau. SB 10 excludes parcels that are in certain fire hazard areas or near open spaces, and the bill language specifies that the ordinance itself is not a project for purposes of environmental approvals. Finally, SB 10 includes a sunset of January 1, 2029, but the bill does authorize an ordinance adopted pursuant to this bill to extend beyond January 1, 2029.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. SB 10 allows localities to adopt ordinances that incentivize infill development. Consistent with the direction of the State's goals, infill*

development is seen as a way of incentivizing housing production and reducing car travel. Similar to SB 9, this bill could impact planning efforts by both cities and OCTA in the coming years. Unlike SB 9, the authority granted by SB 10 applies to a slightly different set of properties, creating a new definition of “high-quality bus corridor,” creating potential confusion with other terminology in statute.

**SB 51 (Durazo, D-Los Angeles) Surplus Residential Property
(Chapter 130, Statutes of 2021)**

SB 51 encourages the sale of homes owned by Caltrans through property acquisitions as part of freeway project along the State Route 710 corridor near El Sereno that is no longer proceeding. The bill language offers ownership to current tenants, creates low- and moderate-income housing, and amends the Surplus Land Act for an unrelated project in Los Angeles County. Pursuant to the bill, income-qualified current tenants in good standing in the corridor will have the first option to purchase their homes, in “as is” condition, at fair market value. If not purchased by the tenant, properties must then be offered to other housing-related entities with a covenant against the property to ensure it remains affordable housing. SB 51 creates an exception to this process for properties near certain historic sites. The bill also requires that Caltrans promulgate regulations within six months of the bill’s enactment to implement the bill’s provisions. Finally, the bill also amends a provision in AB 175 that grandfathers the Metro North Hollywood Joint Development Project in Los Angeles County from the requirements of AB 1486, changing the statutory deadline from December 31, 2024, to December 31, 2022.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: For informational purposes. SB 51 is part of ongoing discussions between Caltrans and property owners along the State Route 710 corridor near El Sereno. This controversial issue resulted in the wide-ranging bill dictating how Caltrans will resolve the property acquired for a project that is no longer moving forward.

**SB 791 (Cortese, D-Campbell) State Surplus Land Unit
(Chapter 336, Statutes of 2021)**

SB 791 creates the Surplus Land Unit within HCD. Subject to appropriation by the Legislature, the Surplus Land Unit is tasked with facilitating the development and construction of housing on local surplus property, as governed by the Surplus Land Act. Specifically, SB 791 dictates that the Surplus Land Unit will provide technical assistance to housing developers and local agencies relating to disposition of surplus land, available funding and financing instruments, and construction of housing on local surplus land. The bill language prevents the Surplus Land Unit from acquiring property by eminent domain and requires an annual report to the Legislature and Governor.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. Recent changes to the Surplus Land Act have caused a significant increase in the amount of surplus land transactions and issues, and many stakeholders have encountered difficulties trying to get assistance from HCD. SB 791 does not alter the substantive requirements of the Surplus Land Act, instead providing resources for agencies trying to comply with recent changes to state law in the disposition and handling of surplus property.*

XIII. Planning

AB 43 (Friedman, D-Glendale) Traffic Safety (Chapter 690, Statutes of 2021)

AB 2363 (Chapter 650, Statutes of 2018) established the Zero Traffic Fatalities Task Force in order to develop policies to reduce traffic fatalities to zero in California. In January 2020, CalSTA issued the Zero Traffic Fatalities Task Force Report, as required by AB 2363, that recommended policies related to establishing speed limits. Based on the report's recommendations, AB 43 provides local governments with more flexibilities to change speed limits. Under current law, if the speed limit is 45 miles per hour (mph), using the existing 85th percentile standard, a local entity may establish a lower speed limit of 40 mph. This bill now allows local authorities to reduce the 40-mph speed limit an additional five mph to 35 mph if it determines it is a high injury street. Furthermore, this legislation adds business activity districts as prima facie speed limit eligible. These business activity districts are defined as a central or neighborhood downtown, urban village, or zoning designation that prioritizes commercial land-uses at the downtown or neighborhood scale with specified conditions. Therefore, it authorizes a local authority to declare a 25 mph or 20 mph speed limit in a business activity district when the highway has a maximum of four traffic lanes.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA should be aware that cities in Orange County may utilize this authority to lower speed limits. It may be of interest to monitor the affect this law will have on traffic fatalities.*

AB 773 (Nazarian, D-Van Nuys) Street Closures and Designations (Chapter 587, Statutes of 2021)

AB 773 authorizes localities to implement a “Slow Streets Program” to close or limit vehicular traffic on certain local streets and defines the requirements for doing so. Under the authority provided by the bill, localities may adopt an ordinance that closes or limits vehicle traffic with connections to citywide bike networks if the locality meets all of the following conditions:

- 1) Conducts an outreach and engagement process to notify residents and property owners considered for inclusion in program,
- 2) Determines that the Slow Streets Program leaves a sufficient portion of the streets in the surrounding area for other public uses,
- 3) Provides advance notice of any closures,

- 4) Clearly demonstrates signage in compliance with the California Manual on Uniform Traffic Control Devices,
- 5) Determines that the closures or traffic restrictions are necessary for the safety and protection of the people who will use the closed or restricted street, and
- 6) Maintains a public website with information about the Slow Streets Program.

OCTA Position – Monitor

Impact on OCTA: *AB 773 clarifies how localities can permanent limiting street traffic. Some Orange County cities did so on a temporary basis during the pandemic, and this bill gives localities the ability in state law to adjust traffic patterns to limit vehicle traffic.*

SB 214 (Bates, R-Laguna Niguel) Neighborhood Electric Vehicles: County of Orange (Chapter 101, Statutes of 2021)

SB 214 makes permanent the authority in state law for the Rancho Mission Viejo neighborhood electric vehicle (NEV) plan. Under current law, Orange County has until January 1, 2022, to establish a NEV plan for Rancho Mission Viejo. SB 214 removes the sunset, granting permanent authority to continue executing its NEV plan.

OCTA Position – Monitor

Impact on OCTA: *This bill removes the statutory deadline for Rancho Mission Viejo's NEV plan because the County of Orange submitted a report that found little to no impact on NEV usage in the area.*

IX. Public Works/Procurement

AB 712 (Calderon, D-Whittier) Local Agency Public Construction Act: Change Orders: County of Los Angeles (Chapter 95, Statutes of 2021)

AB 712 temporarily increases the limits that apply to change orders for certain contracts in Los Angeles County. Under current law, the Los Angeles County Board of Supervisors can delegate the county engineer or other officers to authorize change orders up to a certain amount of the total contact cost. AB 712 allows Los Angeles County to increase the limits in current law until January 1, 2027. While in effect, Los Angeles County may delegate change order authority on a limited number of contracts for up to \$400,000 in extra work for contracts exceeding \$25 million and up to \$750,000 for contracts exceeding \$50 million. If the authority is utilized, Los Angeles County must provide a report to the Assembly Local Government Committee and the Senate Governance and Finance Committee by July 1, 2026. Starting in 2027, the thresholds in current law are reinstated, notably for much smaller contracts. The delegated authority that will be in effect after the sunset date would be for contracts exceeding \$250,000, and the calculation formula will allow for a maximum delegated change order of \$210,000.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

AB 811 (Luz M. Rivas, D-Arleta) Los Angeles County Metropolitan Transportation Authority: Contracting (Chapter 414, Statutes of 2021)

AB 811 modifies a required finding that the Los Angeles County Metropolitan Transportation Authority (LA Metro) must make before entering design-build contracts for transit projects. Under current law, LA Metro must find, by a two-thirds vote of the Board of Directors, that the contract will achieve certain private sector efficiencies in the integration of design, project work, and components. The bill streamlines this provision, instead only requiring a two-thirds vote to find that the contract will achieve a more competitive solicitation process with respect to quality, timeliness, price, and other private sector efficiencies.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. AB 811 streamlines the design-build contracting process for LA Metro on transit projects in hopes of expediting the delivery of transit improvements leading up to 2028 Olympic Games. Effectively, the bill retains the two-thirds vote requirement for LA Metro to enter into the design-build contract, but the finding in state law that triggers the two-thirds vote requirement will not be necessary on as many subsequent actions.*

AB 1023 (Flora, R-Ripon) Contractors and Subcontractors: Records: Penalties (Chapter 326, Statutes of 2021)

AB 1023 authorizes the Labor Commissioner to impose a penalty on a contractor or subcontractor on a public works project for failure to furnish payroll records within 14 days of the disclosure requirements in state law. The bill specifies that the penalty is \$100 per day for failing to disclose the records, with a maximum penalty of \$5,000 per project. Penalties may only be assessed to the contractors or subcontractor who fails to furnish payroll records. The penalties shall be deposited into the State Public Works Enforcement Fund to be used for such purposes. AB 1023 also clarifies in statute that contractors and subcontractors submitting records on a monthly basis must do so every 30 days and specifies that the Labor Commission must post the records on its website.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. The bill clarifies the process for furnishing payroll records on public works projects and authorizes penalties for failing to do so.*

AB 1499 (Daly, D-Anaheim) Transportation: Design-Build: Highways (Chapter 212, Statutes of 2021)

In 2013, OCTA sponsored AB 401 (Chapter 586, Statutes of 2021) to expand the use of design-build for highway projects after estimating that this method would create significant time and cost savings for the Interstate 405 Improvement Project. AB 1499 extends the use of the design-build procurement method for projects on the state highway system

until January 1, 2034. Since the initial authorization, several other entities have used this statewide authority, including the Riverside County Transportation Commission and Caltrans, to successfully implement projects. Design-build provides for the delivery of public works projects from a single entity, streamlining the traditional design-bid-build process by combining project design, permit, and construction schedules.

OCTA Position – Support

Impact on OCTA: *Although at this time OCTA has not identified additional projects to use this authority, extending the design-build authority may afford expedited delivery of highway projects and provides a valuable project delivery option moving forward.*

SB 333 (Eggman, D-Stockton) San Joaquin Regional Transit District: Procurement (Chapter 217, Statutes of 2021)

SB 333 changes the contracting requirements for the San Joaquin Regional Transit District (RTD). Under current law, contracts over \$50,000 must be contracted to the lowest responsible bidder. SB 333 amends this provision so that RTD can award contracts over \$75,000 to either the lowest responsible bidder or based on “best value,” defined by the bill language as the combination of quality, price, and other elements of a proposal that provide the greatest overall benefit relative to the requirements described in the solicitation. Under the bill, RTD must obtain, to the extent practicable on contracts between \$5,000 and \$75,000, a minimum of three quotes in order to best compare the prices and terms for the procurement.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

X. State Budget

AB 128 (Ting, D-San Francisco) Budget Act of 2021 (Chapter 21, Statutes of 2021)

AB 128 provides \$195.5 billion in total General Fund expenditures for FY 2021-22. For FY 2021-22, the state budget estimates General Fund revenues of approximately \$177.5 billion. The budget reflects an unprecedented budget surplus of \$38 billion, particularly because of larger income tax collections from high-income earners. This budget transfers more than \$3.4 billion into the Budget Stabilization Account/Rainy Day Fund, resulting in a balance of \$15.9 billion for FY 2021-22. In addition, the state budget includes \$3.9 billion for the Special Fund for Economic Uncertainties.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: *AB 128 reflects a significant shift in revenue predictions than the previous FY, resulting in an unprecedented budget surplus. In total, the state budget*

anticipates \$786.1 million in STA funding for FY 2021-22, compared to \$663.1 million in FY 2020-21. Therefore, Orange County's share would be about \$42.5 million.

OCTA receives funding from SB 1's State of Good Repair (SGR) program via the STA formula. Funded via the Transportation Improvement Fee, OCTA is expected to receive approximately \$6.3 million through the SGR program for FY 2021-22, a slight increase over last year's funding level of \$6.2 million.

Because of the unprecedented surplus, the Legislature deferred action on a variety of transportation stimulus proposals and the California High-Speed Rail Authority's request to release the \$4.2 billion balance from Proposition 1A, until further negotiations could take place.

AB 149 (Assembly Budget Committee) Transportation (Chapter 81, Statutes of 2021)

AB 149 serves as the primary budget trailer bill related to transportation and extends flexibilities enacted last year related to the Transportation Development Act (TDA) to provide relief to transit agencies across the state as they recover from the impacts of the COVID-19 pandemic. Specifically, AB 149 includes the following provisions:

- Extends the hold harmless provision for calculation and allocation of the STA, SGR, and Low Carbon Transit Operations Program through FY 2022-23,
- Extends the suspension of the financial penalties imposed on a transit operator that is unable to meet its farebox recovery requirement until FY 2022-23
- Extends the suspension of the financial penalties associated with the STA Program's efficiency standards, with each agency able to utilize funding for either operating or capital purposes until FY 2022-23,
- Institutes a review of TDA performance audit requirements to identify opportunities for streamlining,
- Revises the definition of operating cost in calculating farebox recovery and STA efficiency criteria requirements to exclude costs related to paratransit, demand-response and microtransit services, payment and ticketing systems, planning for improvements in transit operations, integration with other operators and agencies, zero-emission transition, compliance with state and federal mandates, security services and public safety contracts, and specified post-employment benefits,
- Authorizes discount and fare-free transit passes to be counted at their full retail value for the purposes of calculating TDA farebox recovery,
- Authorizes federal funds to be counted as "local funds" for the purposes of calculating TDA farebox recovery and STA efficiency criteria, and
- Suspends, until July 1, 2026, TDA farebox recovery requirements and STA efficiency criteria for transit agencies demonstrating they maintained their existing commitments of local funds for transit operations at an amount not less than the expenditures from local funds for transit operations during FY 2018-19.

Beyond the transit provisions in the transportation trailer bill, other notable policies enacted include:

- Extends sunset on the prohibition for Caltrans to charge self-help counties more than ten percent for administration indirect cost recovery until January 1, 2023,
- Removes the maintenance of effort (MOE) requirement for cities and counties to remain eligible to receive their LSR funding for FY 2019-20. To remain eligible for FY 2020-21 and 2021-22 LSR funds, the MOE requirement would be adjusted in proportion to any decrease in taxable sales within the applicable city or county in the specified timeframe,
- Extends National Environmental Protection Act delegation authority for any railroad, public transportation, or multimodal project undertaken by state agencies until January 1, 2025,
- Establishes the Clean California State Beautification Program of 2021, a new Caltrans grant program, to fund, upon appropriation by the Legislature, projects led by transit agencies, local and regional public agencies, and tribal governments that beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers and other public spaces,
- Authorizes Caltrans to use job order contracting for projects funded by the Clean California State Beautification Program, and
- Authorizes a Department of Motor Vehicles pilot program to evaluate optional mobile or digital alternatives to driver's licenses and identification cards.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: With more flexibility in using state transit funding, OCTA has been able to utilize these regulatory relief measures to continue to provide transit service. Specifically, OCTA will not need to meet the 20 percent farebox recovery requirement, or the efficiency criteria as required in the TDA while the exemption from financial penalties is in place. Furthermore, this legislation will assist in staving off long-term disruption of future STA formula distribution by maintaining the ridership numbers prior to the COVID-19 pandemic. Additionally, as a self-help county, OCTA has experienced previous cost savings from the indirect cost recovery cap of ten percent in delivering capital projects. The extension of this cap is likely to lead to additional cost savings. Finally, OCTA paralleled the State's MOE flexibility by amending the Measure M2 MOE requirements to address the impacts to Orange County cities' general fund revenues as a result of the pandemic.

SB 129 (Skinner, D-Berkeley) Budget Act of 2021 (Chapter 69, Statutes of 2021)

SB 129 makes a variety of changes to the budget as it relates to education, childcare, resources, health, developmental services, social services, and more. The amended budget also includes \$2.3 billion for a zero-emission vehicles and infrastructure package. Within that package, \$70 million, through the Hybrid and Zero-Emission Truck and Bus

Voucher Incentive Project is set aside for zero-emission transit buses, and \$29.7 million is set aside for charging and refueling infrastructure for the deployment of zero-emission transit buses. Finally, \$600 million is also included for REAP 2.0, as administered under the provisions in the housing trailer bills.

This secondary budget measure detailed major investments in transit, including \$2.48 billion for the Transit and Intercity Rail Capital Program (TIRCP), which was anticipated to be used for projects benefitting the 2028 Olympic and Paralympic Games in the City of Los Angeles, grade separations, priority transit and rail projects, and \$500 million for the Active Transportation Program (ATP). This amended budget also included \$300 million in climate adaptation grants, with \$150 million of that going directly to local entities. However, indicating a lack of consensus between the Legislature and the Administration, the funding provided in this budget bill for TIRCP, ATP, and climate adaptation grants was all contingent on future legislation to determine how specifically it will be allocated by October 10, 2021. No such legislation was enacted this session.

OCTA Position – Monitor

Impact on OCTA: While not all of the transportation funding proposals made it through this legislative session, OCTA still stands to benefit from the increased funding for zero-emission transit buses. REAP 2.0 could also provide funding for transportation projects and programs. OCTA staff must continue to monitor both SCAG's guidelines for the program and those developed by HCD, anticipated in January of 2022, to ensure that funding is best utilized to improve mobility in Orange County.

SB 155 (Committee on Budget and Fiscal Review) Public Resources Trailer Bill (Chapter 258, Statutes of 2021)

SB 155 is the public resources trailer bill. This legislation contains several provisions related to the environment, resiliency, and sustainability, including CEQA exemptions for biodiversity, as well as programs related to extreme heat, recycling, and water. Of particular interest includes funding for Healthy Forest and Fire Protection Program, which provides \$200 million through the GGRF until 2029 for programs and projects that improve forest health and other fuel reduction projects. Of note, the bill includes funding for grants for the protection and restoration of coastal and ocean resources from the impacts of sea level rise through the State Conservancy and establishes the Community Resilience Centers grant program for the purpose of construction or retrofit of facilities that mitigate the public health impacts of extreme heat and other emergency situations exacerbated by climate change. SB 155 also changes the name of the Alternative and Renewable Fuels and Vehicle Technology program to the Clean Transportation program and allows native tribes to compete for funding.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: For informational purposes. OCTA may wish to consider applying for these grants where applicable. The ongoing appropriation for the Healthy Forest and Fire

Protection Program will further reduce available GGRF funding for discretionary programs funded via cap-and-trade.

**SB 162 (Committee on Budget and Fiscal Review) Community Economic Resilience Fund Program
(Chapter 259, Statutes of 2021)**

SB 162 is a budget trailer bill that creates the Community Economic Resilience Fund Program within the Employment Development Department. The Inter-Agency Leadership Team, comprised of the Labor and Workforce Development Agency, OPR, and the Governor's Office of Business and Economic Development, will award planning grants on a competitive basis to each region in order to establish high road transition collaboratives for economic recovery and transition strategies. The regions will be identified in forthcoming stakeholder meetings. A high road transition collaborative is defined as broad-based regional groups convened by a skilled and impartial intermediary to plan for economic recovery and a sustainable, equitable economic future. These collaboratives must prioritize equity, sustainability, and job quality while advancing a shared prosperity where workers and communities across California's diverse regions share equally in the benefits of a carbon-neutral future. A report must be submitted to the Legislature annually, starting December 31, 2022, regarding grant awards and progress on program objectives related to high road metrics, including equity, job quality and sustainability, job creation, wage increases, and job retention. Additionally, a supplemental annual report must be provided to the Legislature starting on June 31, 2023, regarding key findings on regional trends in sustainable economic recovery and common challenges in the development and implementation of high road strategies. This program will be funded with \$600 million federal funds from the Coronavirus Fiscal Recovery Fund of 2021.

Urgency Bill – Effective Immediately

OCTA Position – Monitor

Impact on OCTA: OCTA should monitor and engage, when appropriate, with the process to define the regions described in the bill. Many transportation agencies are currently facing workforce shortages. It may behoove OCTA to strategize on how to incentivize workforce development in the transportation sector through this program.

XI. Transit

**AB 302 (Ward, D-San Diego) San Diego Metropolitan Transit Development Board: Regulation of For-hire Vehicle and Passenger Jitney Services
(Chapter 89, Statutes of 2021)**

AB 302 allows the San Diego Metropolitan Transit System (MTS) to enter into contracts to regulate for-hire vehicle transportation services outside of its current service area, specifically anywhere in San Diego County. Doing so allows San Diego MTS to be a one-stop permit shop in San Diego County, reducing the administrative burden on for-hire vehicle services. Pursuant to the bill, for-hire vehicle services are defined as vehicles, other than public transportation vehicles, transporting passengers over public

streets for compensation, including taxicabs, passenger jitney service, low-speed vehicles, charters, sightseeing vehicles, and nonemergency medical vehicles over which the PUC does not already have regulatory authority. The authority granted to San Diego MTS also explicitly exempts out public transportation services operated by the North County Transit District (NCTD).

OCTA Position – Monitor

Impact on OCTA: For informational purposes. The bill gives San Diego MTS regulatory authority over for-hire vehicles in all of San Diego County, including the NCTD service area. NCTD supported the arrangement because they do not regulate for-hire vehicles and prefer one regulatory authority for all of San Diego County.

AB 580 (Rodriguez, D-Chino) Emergency Services Vulnerable Populations (Chapter 744, Statutes of 2021)

AB 580 requires the California Office of Emergency Services (CalOES) to coordinate with representatives of the access and functional needs population and to review local emergency plans. The bill clarifies that CalOES must appoint a majority of representatives from the access and functional needs population to serve on its advisory committees. While the bill does not change the definitions of access and functional needs populations, it specifies that a majority of the appointees must represent those who are blind or visually impaired, have sensory or cognitive disabilities, or physical disabilities. The bill requires that each county send a copy of its emergency plan to CalOES by March 1, 2022, and all updates thereafter, so CalOES can review how each county's emergency plan adheres to the best practices and trainings available from the Federal Emergency Management Agency in serving the needs of, among other factors, individuals with access and functional needs.

OCTA Position – Monitor

Impact on OCTA: For informational purposes. While OCTA does not prepare the emergency plan for Orange County, it does work closely with County of Orange to inform how the access and functional needs population is served during emergencies. AB 580 adjusts the public involvement process for emergency plan development and seeks to ensure that counties are using federal recommendations in doing so.

AB 917 (Bloom, D-Santa Monica) Vehicles: Video Imaging of Parking Violations (Chapter 709, Statutes of 2021)

Until January 1, 2027, AB 917 expands current state law to authorize transit agencies to use camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law. This authority is indefinitely extended for the City and County of San Francisco. Under AB 917, transit agencies would be authorized to install forward-facing cameras on their transit vehicles to collect images of parking violations that occur in transit-only lanes and at transit stops. The parking citations do not negatively impact a driver's record, carry the same fine as a parking ticket, and can be appealed, reduced, or waived if certain determinations are met. The

legislation ensures privacy protections and sets noticing requirements for this new program. Finally, AB 917 also requires a public transit operator utilizing this program to report to legislative committees to evaluate its effectiveness, costs, and privacy impacts.

OCTA Position – Support

Impact on OCTA: If the OCTA Board of Directors is inclined to use this authority in the future, AB 917 could provide a tool to discourage parking within transit-only lanes or at transit stops. If a parked vehicle is blocking the operation of such transit services, it could effectively stop the operation of the transit service until the vehicle is moved and create safety concerns for passengers attempting to board a transit vehicle unable to load at a transit stop. This reduces transit system reliability by slowing down transit vehicle speeds and negatively impacts transit riders.

AB 1337 (Lee, D-Milpitas) Transportation: San Francisco Bay Area Rapid Transit District: Policing Responsibilities (Chapter 534, Statutes of 2021)

AB 1337 extends the authority of the San Francisco Bay Area Rapid Transit District (BART) to issue prohibition orders to include the property, facilities, and vehicles where they owe policing responsibilities to a local government. This legislation was pursued by BART because, currently, they only have the authority to issue prohibition orders on BART-owned property. This legislation expands the authority to areas where BART has an operating agreement but does not own the land, specifically for the new BART extension in Santa Clara County.

OCTA Position – Monitor

Impact on OCTA: For informational purposes.

SB 372 (Leyva, D-Pomona) Medium- and Heavy-Duty Fleet Purchasing Program (Chapter 639, Statutes of 2021)

SB 372 requires the California Pollution Control Financing Authority to establish a program to make financing tools and technical assistance available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill creates the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within CARB's Air Quality Improvement Program, and the bill lays out the process through which CARB and the California Pollution Control Financing Authority must develop the program. Pursuant to the bill language, the program must include input from stakeholders, including environmental justice organizations, coordinate different types of financial assistance, develop a data collection strategy to facilitate more informed decision-making, ensure that 75 percent of the financing products are directed to underserved communities, and create a "one-stop shop" to provide information about and help obtain financing for zero-emission medium- and heavy-duty vehicles, the definition of which includes buses. The bill language mentions buses in the definition of "medium- and heavy-duty vehicle."

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. Since buses are included in the bill's definition, the new program could help provide OCTA with the information and resources necessary to help facilitate the adoption of zero-emission bus technology.*

SB 643 (Archuleta, D-Norwalk) Fuel Cell Electric Vehicle Fueling Infrastructure (Chapter 646, Statutes of 2021)

SB 643 requires that the State Energy Resources Conservation and Development Commission, in consultation with CARB and the PUC, prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production necessary to adopt zero-emission vehicles at levels necessary for the State to meet the state's goals, including any CARB regulatory action on heavy-duty zero-emission vehicles. The bill language requires that the assessment consider all necessary fuel production and distribution infrastructure, list synergies between industries, and estimate the impact of hydrogen to reduce emissions in certain sectors, specifically mentioning the bus sector. SB 643 also requires that the State Energy Resources Conservation and Development Commission regularly seek data from relevant stakeholders, explicitly mentioning transit agencies and hydrogen fuel cell vehicle manufacturers. The assessment must be completed and posted online by December 31, 2023, and it must be updated every three years until January 1, 2030, when these provisions expire.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. The findings of the assessment could identify the advantages or disadvantages with specific zero-emission technologies.*

XII. Other Legislation

AB 761 (Chen, R-Brea) County Employees' Retirement: Personnel: Orange County (Chapter 26, Statutes of 2021)

AB 761 authorizes the Orange County Employees Retirement System Board of Retirement to appoint an expanded number of non-civil service employees, including an additional assistant administrator and an additional subordinate investment officer next in line of authority to the chief investment officer. The bill also changes the reporting relationship of senior management employees in the investment office so that they would report to the subordinate investment officers next in line of authority to the chief investment officer, one of the new positions authorized by this bill, instead of directly to the chief investment officer.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 784 (Quirk, D-Hayward) Alameda-Contra Costa Transit District
(Chapter 200, Statutes of 2021)**

AB 784 updates statutory provisions governing the Alameda-Contra Costa Transit District (AC Transit). The bill specifies that AC Transit shall continue in existence until dissolved and designates the agency as a rapid transit district. AB 784 specifies that board nominations must be signed by 50 votes if elected by ward or 100 votes if elected at-large, the nomination paper must include a filing fee of \$150 in lieu of signatures, and all nomination filings and fees shall be processed with the county elections official in the county or counties in which the candidate is running. The bill gives AC Transit 90 days to fill a vacancy instead of the 60 days in current law. AB 784 also allows for digital signatures by officers, employees, or members of the retirement board. The bill also prevents appointive officers from engaging in other business during their service, unless permitted by the AC Transit Board of Directors, and finally, the bill clarifies that for former employees elected as Board Members, the retirement system shall not apply to their Board of Directors service.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**AB 1196 (Cooley, D- Rancho Cordova) Sacramento Regional Transit District
(Chapter 272, Statutes of 2021)**

AB 1196 changes the voting structure of the SacRT Board of Directors. The bill specifies that each Board Member shall have one vote and deletes various provisions in existing law allowing for a weighted voting structure. AB 1196 also clarifies that a majority of the SacRT Board of Directors constitutes a quorum and requires that all official Board of Directors acts require a majority vote. SacRT is also required to post these voting procedures on their website.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 69 (McGuire, D-Eureka) Great Redwood Trail Agency: Right-of-Way
(Chapter 423, Statutes of 2021)**

SB 69 reorganizes the North Coast Rail Authority into the Great Redwood Trail Agency (GRTA) and transfers certain authority related to rail and freight to the Sonoma-Marín Area Rail Transit District (SMART). The bill language establishes GRTA's new mission of developing the Great Redwood Trail. In cooperation with CalSTA, GRTA may acquire property, operate railroads, and execute other actions related to the Great Redwood Trail in Mendocino County. The bill transfers to SMART all rights, privileges, and the title for the rail right-of-way in Sonoma County. The language also clarifies that SMART may operate, manage, and maintain a freight rail system, in addition to passenger rail. Under the bill, SMART must designate a single point of contact for GRTA.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes.*

**SB 500 (Min, D-Irvine) Autonomous Vehicles: Zero Emissions
(Chapter 277, Statutes of 2021)**

Beginning on January 1, 2030, SB 500 would prohibit operation of any new autonomous vehicles that are not zero emission, to the extent allowable by federal law. This provision only applies to vehicles with a gross vehicle weight of 8,501 or less. The Department of Motor Vehicles would be authorized to begin rulemaking to implement this legislation on January 1, 2027.

OCTA Position – Monitor

Impact on OCTA: *For informational purposes. OCTA should monitor the impacts of autonomous vehicles on the transportation system.*



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board



Subject: Federal Legislative Status Report

Legislative and Communications Committee Meeting of November 18, 2021

Present: Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner

Absent: None

Committee Vote

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

Staff Recommendation

Receive and file as an information item.



November 18, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy issues directly impacting the agency's programs, projects, and operations. An update is provided on the House's approval of the Senate-passed infrastructure legislation, the Infrastructure Investment and Jobs Act, which also reauthorizes federal surface transportation programs for the next five years. This report outlines the benefits of the bill and the next steps for its implementation.

Recommendation

Receive and file as an information item.

Discussion

Bipartisan Infrastructure Bill

On November 5, 2021, the House of Representatives passed the \$1.2 trillion bipartisan infrastructure bill, the Infrastructure Investment and Jobs Act (IIJA), by a vote of 228 to 206. House passage came after months of delay on this bill due to ongoing negotiations over other infrastructure spending in the reconciliation bills. The Senate had previously passed the IIJA by a vote of 69 to 30 on August 10, 2021. As of the writing of this staff report, the IIJA was expected to be signed into law on November 15, 2021.

As previously reported to the Legislative and Communications Committee, the IIJA provides significant federal funding for surface transportation programs that help rebuild highways, roads, and bridges as well as improve transit and rail systems. The IIJA reauthorizes federal transportation programs for the next five years. The timing of the IIJA is especially important because the previous authorizing bill, the Fixing America's Surface Transportation (FAST) Act, was

operating under a series of short-term extensions. In addition to reauthorizing annual transportation funding, the IIJA provides \$550 billion in new infrastructure funding above existing levels, almost half of which directly benefits transportation programs. A majority of the new transportation funding is directed to existing programs, funding them above authorized levels by the FAST Act. In total, the bill provides approximately \$567 billion in funding for transportation over five years, although this estimate varies based on how funding is categorized. The bill also provides significant funding to modernize the power grid and invest in water, airport, broadband, and electric vehicle projects.

IIJA Funding Structure

The IIJA results in significant increases for formula programs on which the Orange County Transportation Authority (OCTA) relies on each year to improve mobility. Annual highway funding authorizations increase by \$115.75 billion, a 49 percent increase over current spending levels. Transit funding authorizations increase by \$42 billion, 65 percent more than current spending levels. The bill also provides a significant increase for federal rail programs, providing roughly equivalent transit and rail funding. Over the next five years, the bill provides a total of \$106.9 billion for transit programs and \$102 billion for rail. The bill's astronomical increase for federal rail programs, and all programmatic changes that benefit OCTA's programs and operations, are discussed in greater detail below.

The bill's funding increases are partially paid for through an assortment of revenue mechanisms, including a transfer of \$118 billion from the General Fund, redirecting unspent emergency stimulus dollars, repurposing unemployment insurance funds, a change to Medicare rebates, and other fees, none of which are transportation related. According to the Congressional Budget Office, the infrastructure bill is expected to add approximately \$256 billion to the budget deficit over the next decade. Congress will have transferred approximately \$271.8 billion from the General Fund into the Highway Trust Fund (HTF) over the last 13 years, however the IIJA does not address the HTF's continued long-term structural revenue deficit. The bill does include funding for a national, voluntary per-mile user fee pilot program to examine the policy implications of potential HTF solutions, which closely mirrors the California Road Charge Pilot program. The national pilot does not itself institute any transportation funding mechanism, instead studying options to recommend policy solutions for Congress to consider. In addition, the bill also includes funding for state pilots that could benefit the California Road Charge Pilot program.

Programmatic Funding Changes

The IIJA bill reauthorizes federal highway and transit programs well above FAST Act levels. The bill increases the largest highway formula program, the

National Highway Performance Program, by 27 percent over FAST Act levels. The bill also provides a 23 percent increase for the Surface Transportation Block Grant (STBG) program and a ten percent increase for the Congestion Mitigation and Air Quality program, both compared to the FAST Act. The IIJA also codifies the Bridge Investment Program and provides a total of \$40 billion over five years. Bridge funding accounts for the third largest source of Federal Highway Administration funding over the life of the bill, and the complicated program will likely give the states significant discretion in its implementation.

While Federal Transit Administration (FTA) formula programs receive increases, the bill's most notable transit investments are in zero-emission bus funding and the Capital Investment Grant (CIG) program. The IIJA doubles the size of the CIG program, providing \$23 billion over five years compared to the \$11.5 billion investment made by the FAST Act. The bill also authorizes \$5.6 billion for the Low or No Emission Vehicle program over five years, an exponential increase over the FAST Act's five-year total of \$275 million. The FTA Section 5307 Urbanized Area Formula Grants program only receives a six percent increase compared to the FAST Act, largely because the stimulus bills provided tens of billions of dollars through this program. The FTA Section 5337 State of Good Repair Grants program receives a 78 percent increase over FAST Act levels, the bill's largest transit formula funding increase.

The IIJA provides \$91.8 billion for federal rail programs, compared to the FAST Act's \$10.3 billion total. The largest rail funding increase focuses on the Federal Rail Administration's Federal-State Intercity Passenger Rail Partnership program, which invests in new intercity rail service. The IIJA also provides significant five-year increases for Amtrak's National Network at \$28.6 billion, and the Northeast Corridor at \$12.6 billion. Proportionally, Amtrak's National Network receives a slightly larger increase than the Northeast Corridor.

New Funding Programs

The bipartisan IIJA does create some new funding programs to achieve the Administration's policy goals, including:

- \$13.72 billion through two new highway formula programs aimed at carbon reduction and infrastructure resiliency, specifically through electric vehicle infrastructure, evacuation routes, at-risk coastal infrastructure, and other purposes consistent with the Administration's policy goals;
- \$7.5 billion directed explicitly to electric vehicle charging infrastructure to facilitate broader adoption of zero-emission passenger vehicles;

- \$5 billion for multimodal national transportation priorities, which are informally being called “megaprojects” that can be funded through multiyear grant agreements, similar to the CIG program;
- \$5 billion for a new Safe Streets and Roads for All program aimed at improving street safety through “Vision Zero” safety plans that reduce and eliminate fatalities for all transportation users;
- \$1.4 billion for a competitive grant program aimed at infrastructure resiliency, with criteria similar to the formula funding described in the first bullet in this list;
- \$1 billion for a pilot program reconnecting neighborhoods adversely affected by previous transportation investments;
- \$400 million aimed at reducing emissions at ports through electrification and emerging technologies that reduce emissions from idling trucks; and
- \$250 million for a new program specifically dedicated to multimodal congestion relief solutions in large urbanized areas.

OCTA will be eligible to compete for most of this new funding. Many of the new programs are aimed at projects and programs that have not traditionally been addressed through federal transportation funding sources; however, the new programs do not reduce funding for or otherwise add new policy conditions to existing surface transportation programs.

Notable Policy Changes

While the IIJA does not make sweeping policy changes, there are some provisions that will affect federal transportation funding, such as:

- Transportation Infrastructure Finance and Innovation Act (TIFIA) Amendments – The legislation includes changes to the TIFIA loan program that OCTA has been actively engaged in developing over the last few years. These reforms were based on legislation introduced last Congress, S. 353 (Cornyn, R-TX), supported by OCTA, as well as other recommendations OCTA made to Senator Diane Feinstein (D-San Francisco), a member of the Senate Environment and Public Works Committee. Among the IIJA’s TIFIA streamlining provisions, the bill removes from future TIFIA loans the requirement that public agencies prepay certain secured loans, eliminating a burdensome obligation that undermines the value provided by the TIFIA program. The IIJA also extends the statutory timeframe for the inclusion of multiple projects into a TIFIA Master Credit Agreement from the three-year window in current

law to five years, which will allow OCTA to bundle more projects into one TIFIA instrument and maximize savings to taxpayers. Both of these changes are based on policy recommendations made by OCTA.

- **One Federal Decision** – The IIJA codifies the One Federal Decision policy, building off OCTA’s previous advocacy efforts through the Breaking Down Barriers Report and Follow-on Study. The One Federal Decision policy aims to streamline project delivery approvals without undercutting environmental protections, specifically by ensuring the completion of the environmental process within two years of the project sponsor’s original submittal and also encourages federal agencies to issue all applicable authorizations or approvals within 90 days.
- **Buy America Provisions** – The IIJA establishes the Made in America Office within the Office of Management and Budget and requires that each federal agency submit a report on funding programs considered deficient in Buy America compliance. The bill specifies definitions for deficient programs regarding the production of iron and steel, manufactured products, and construction materials, excluding cement, gravel, and aggregate binding agents from the definition of construction materials. Finally, the IIJA requires regulations, within one year, to standardize and simplify how agencies comply with and enforce the Buy American Act.
- **Low or No Emission Vehicles Funding** – In conjunction with the significant funding increase for FTA’s Low or No Emission Vehicle program, the bill requires that at least 25 percent of this funding go towards buses that are not zero-emission technology.
- **Zero-Emission Fleet Transition Plans** – The IIJA requires recipients of FTA’s competitive bus funding, either Low or No Emission Vehicle funding or a Bus and Bus Facilities competitive award, have a zero-emission fleet transition plan.
- **Zero-Emission Bus Workforce Training** – Five percent of FTA funding related to zero-emission buses must be used for workforce training.
- **Coach Operator Safety Provisions** – The bill adds coach operator safety requirements to FTA’s transit safety plans, specifically to include information about driver protection technology, de-escalation trainings, and other safety education efforts. In addition, transit agencies must submit data on coach operator assaults to the National Transit Database.
- **Tolling Provisions** – Any toll facility built after the IIJA’s enactment must allow high-occupancy, transit, and paratransit vehicles to use the tolled

facility at a discount or for free, unless the Secretary of Transportation determines that doing so affects the travel time reliability of the facility.

- **STBG Active Transportation Set-aside** – The bill increases the amount of STBG funding set aside for active transportation purposes and also increases the percentage of the STBG active transportation set-aside distributed by population, from 50 percent in current law to 59 percent. The bill also includes a mechanism allowing up to 100 percent of this funding to be distributed by population if the Secretary approves state plans to do so, pursuant to certain reporting requirements in the bill.
- **CIG Changes** – Aside from doubling the size of the CIG program, the IIJA makes some minor changes to the CIG program. Notably, the bill raises the Small Starts thresholds to \$400 million in total capital cost and \$150 million in CIG share, increases over the \$300 million and \$100 million thresholds, respectively, in current law. The bill also requires a public CIG dashboard that must be placed in an easily identifiable location on the FTA website, similar to the CIG transparency mechanisms OCTA has previously advocated for.
- **Office of Multimodal Freight Infrastructure and Policy** – The bill creates a new office within the Office of the Secretary to plan, fund, and deliver multimodal freight projects. The newly created Office of Multimodal Freight Infrastructure and Policy will administer multimodal freight grants, including those in the Infrastructure for Rebuilding America (INFRA) grant program. While not exactly clear what role this new office will play in grant administration, staff will continue to monitor its impact on INFRA funding or any other discretionary funding program.

Next Steps

In becoming law, the IIJA ushers in the federal transportation policy paradigm for the next five years. The State has already initiated conversations about the implementation of some of the IIJA's provisions. Certain programs, like the bridge program and various climate programs, will likely necessitate either state legislation or significant guideline development, or both, to implement the funding in Orange County and across the State. Staff will continue analyzing the bill language and working with stakeholders to ensure as much of the bill's funding as possible benefits OCTA's projects and programs.

Moreover, the appropriations process will play a role in the delivery of these funds. The IIJA provides three different types of funding – authorizations for mandatory spending from the HTF, funding authorizations subject to the annual appropriations process, and one-time advance appropriations for lump sum increases for specific programs. Transportation stakeholders that OCTA works

closely with have already started to seek clarity from appropriators on the role that annual funding bills might play in affecting the implementation of the IIJA. Staff will continue monitoring these developments as part of its routine updates on the appropriations process.


Finally, Congress is still debating a solution to the statutory debt ceiling, the potential for additional spending via the reconciliation process, and a yearlong funding bill for the current fiscal year. The debt ceiling and current continuing resolution must be acted on by early December. Staff will continue to monitor these negotiations and provide update on any significant developments.

Summary

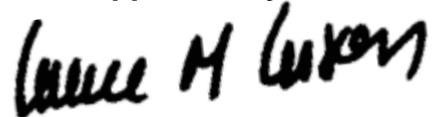
An update is provided on the reauthorization and infrastructure bill passed by Congress.

Attachment

A. Potomac Partners DC, Monthly Legislative Report – October 2021

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Approved by:

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Monthly Legislative Report – October 2021

October Advocacy Meetings

Chairman Peter DeFazio (D-OR) – We met with Congressman DeFazio, Chairman of the House Transportation and Infrastructure Committee, again this month to discuss the timeline for passing the Infrastructure Investment and Jobs Act (IIJA) and the Build Back Better Act negotiations in the House. We also discussed the likelihood of a longer surface transportation extension.

Ranking Member Sam Graves (R-MO) – We met with Congressman Graves, Ranking Member of the House Transportation and Infrastructure Committee, and his senior committee staff to discuss the outlook for the IIJA in the House, and the budget reconciliation package negotiations. We also discussed the Committee's planned schedule for December and potential Committee hearings for the rest of the year.

House Ways and Means Committee – We met with senior staff on the House Ways and Means Committee majority and minority this month to discuss an extension of the Alternative Fuels Tax Credit.

Congressman Vern Buchanan (R-FL) – We met with Vern Buchanan and this staff this month to discuss the budget reconciliation process and support for extending the Alternative Fuels Tax Credit.

Office of Senator Joe Manchin (D-WV) – We met with Senator Manchin's senior legislative staff this month to discuss the budget reconciliation process, and the likelihood for an agreement before the end of the calendar year.

Senate Appropriations Committee – We met with Majority and Minority staff directors for the Senate Appropriations Committee this month to discuss FY22 appropriations. We discussed the timeline for an omnibus spending package, or set of minibuses packages, and the likelihood that Congress will pass another Continuing Resolution (CR) to extend government funding through the end of the calendar year.

Congressman Garret Graves (R-LA) – We followed-up with Congressman Garret Graves, another senior T&I Member, this month to discuss the outlook and timing of the infrastructure package in the House.

Congressman Lou Correa (D-CA) – We continued to meet with Congressman Correa and his staff this month to discuss FY22 appropriations, IIJA, and key budget reconciliation provisions for transportation.

Office of Congresswoman Katie Porter (D-CA) – We met with senior staff in the Office of Katie Porter to discuss zero emission bus legislation. We also discussed the Administration’s climate goals and possible new funding for transit providers that are pursuing those goals.

Office of Congressman Alan Lowenthal (D-CA) – We met with Congressman Lowenthal’s senior staff to discuss House negotiations and the revised budget reconciliation bill. We also discussed the outlook of the IIJA in November and Democratic caucus negotiations on topline budget reconciliation spending.

Office of Congressman Mike Levin (D-CA) – We have been in contact with Congressman Levin’s office to discuss the infrastructure package, and the budget reconciliation process. We also discussed the FY22 appropriations bills and the likelihood they will be packaged into an omnibus with other items like a debt ceiling increase.

Office of Congresswoman Linda Sanchez (D-CA) – We met with Congresswoman Sanchez’s staff this month to discuss FY22 appropriations and the budget reconciliation negotiations in the Democratic caucus.

Office of Congressman Pete Aguilar (D-CA) – We met with Congressman Aguilar and his senior staff to discuss FY22 appropriations and the timeline for conference negotiations with the Senate. We also discussed the likelihood of another CR if negotiations are not completed by December 3rd.

Office of Congresswoman Young Kim (R-CA) – We met with Congresswoman Kim’s senior staff to discuss the FY22 appropriations process and the likelihood of GOP support for the IIJA in the House, which could bypass progressive opposition.

Office of Senator Dianne Feinstein (D-CA) – We met with Senator Feinstein’s office to discuss the timeline for FY22 appropriations in the Senate. We also discussed budget reconciliation negotiations and the projected timeline for an agreement.

Office of Senator Alex Padilla (D-CA) – We have been in contact with Senator Padilla’s senior transportation staff to discuss on going updated for the budget reconciliation process.

DOT Intergovernmental Affairs – We met with senior Intergovernmental Affairs Official at the Department of Transportation in person this month to discuss potential discretionary grant opportunities for 2022. During that discussion we were told that a top priority for DOT at this time is supply chain issues.

November Congressional Schedule & FY22 Appropriations

In October, the House was in session for a total of 15 days. During this period, the House Democratic Caucus was primarily focused on negotiating an agreement to pass the Infrastructure Investments and Jobs Act (IIJA) and the budget reconciliation package.

In November, there are 13 legislative session days in the House before Friday, December 3rd. On December 3rd, the current CR that extended funding for the federal government will

expire, along with the Surface Transportation Extension. Congress will also need to raise the debt ceiling again before the end of the year, since the limited extension in mid-October did not provide for a long-term debt ceiling increase. The priority for House and Senate Democrats will continue to be Budget Reconciliation negotiations, which are taking place exclusively behind closed doors. As a consequence, FY22 appropriations may need to be extended with another CR at the end of November if budget reconciliation continues to dominate the legislative agenda.

On Monday, October 18th, the Senate Appropriations Committee Democrats released the texts, summaries, and committee reports of the nine remaining appropriations bills. Overall, the draft bills would provide a 13% increase in non-defense discretionary spending, and a 5% increase for defense programs. Increasing defense spending by 5%. Republicans released a statement shortly after the bill texts were posted opposing the bills, citing a number of “poison pills” like insufficient spending for Defense and the removal of the Hyde Amendment. Now that the Senate has released the text of their FY22 appropriations bills, the Committee is expected to begin an expedited approval/markup that may circumvent subcommittee hearings in some or all cases. A topline summary of all nine bills prepared by the Senate Democrats is available [HERE](#).

The legislative text, explanatory statement, and a summary for each of the newly released FY22 appropriations bills is included below. Congressionally Directed Spending (earmarks) can be found in the explanatory statements.

1. Transportation, Housing and Urban Development, and Related Agencies

- [Bill Text](#)
- [Explanatory Statement](#)
 - Includes Senator Feinstein’s request for \$750,000 to fund the West Santa Ana Branch High Capacity Transit Study.
- [Bill Summary](#)

2. Commerce, Justice, Science, and Related Agencies

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

3. Defense

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

4. Financial Services and General Government

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

5. Homeland Security

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

6. Interior, Environment, and Related Agencies

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

7. Labor, Health and Human Services, Education, and Related Agencies

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

8. Legislative Branch

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

9. State, Foreign Operations, and Related Programs

- [Bill Text](#)
- [Explanatory Statement](#)
- [Bill Summary](#)

Budget Reconciliation & Infrastructure Bill

With the FAST Act's surface transportation extension expiring on October 31st, House Democrats released a revised framework of the budget reconciliation bill on October 28th, and announced plans to vote on the *Infrastructure Investments and Jobs Act (IIJA)* that night. However, House progressives remained opposed to passing the infrastructure package until both bills could be passed simultaneously. As a result, the House passed another short-term FAST Act extension by a vote of 358-59. The Senate agreed by unanimous consent to deem the measure passed once received. The extension will last until December 3rd (text [here](#)).

Budget Reconciliation

As mentioned above, on October 28th, President Biden unveiled a revised Build Back Better Framework (available [here](#)), representing a significantly pared down version of the \$3.5 trillion reconciliation bill initially drafted by the House Committees. The updated text available is available [here](#) and a section-by-section summary is available [here](#).

The Rules Committee met for five hours to debate the updated bill text, although Committee Chairman Jim McGovern (D-MA) acknowledged that the bill text was likely to change and as such the Committee would reconvene the first week of November for further debate.

Of particular note, the framework released by the White House omitted several policy/funding proposals sought by the Progressive Caucus, including funding for tuition-free community college, paid family and medical leave, the Clean Energy Production Program (CEPP), Medicare expansion to include dental and vision, and infrastructure for public schools. The framework also includes reduced funding levels for housing, home healthcare, and higher education, and workforce development programs. A large majority of spending would be used for six years of affordable childcare as well as universal pre-K for 3- and 4-year-olds. Clean energy and climate investments would also make up a bulk of the

bill, including \$320 billion for clean energy tax credits, \$105 billion in investments to address extreme weather and climate resilience, \$110 billion for clean energy technology, manufacturing and supply chain investments, and \$20 billion for clean energy procurement. The framework would also extend the Affordable Care Act (ACA) premium tax through 2025 and make it available to individuals in uncovered states, as well as extend the enhanced Child Tax Credit (CTC) for one year (instead of through 2025 as proposed in House Democrats reconciliation bill), with advance payments available to individuals who make up to \$75,000 per year, heads of household who earn up to \$112,500 and married couples filing jointly with up to \$150,000 in income. Those income levels would also be used to determine when the credit would begin to phase-out.

On the issue of pay-fors, the White House contends that the framework would be fully paid for, despite dropping the proposed 26.5% top corporate tax rate, the individual income rate of 39.6% starting at \$400,000, and savings from drug pricing negotiations. Instead, those policies were replaced with a 15% corporate minimum tax rate on large corporations, a 1% surcharge on corporate stock buybacks, a new surtax on multi-millionaires and billionaires, and closing the Medicare self-employment tax loophole for those making over \$400,000. The framework would still invest in Internal Revenue Service (IRS) enforcement and repeal the prescription drug rebate rule. A summary of the potential overall spending, the (unscored) offset estimates, and some notable provisions that being negotiated at the time of this report are included below:

Build Back Better Act - Spending	\$ In Billions
Child Care and Preschool	400
Home Care	150
Child Tax & Earned Income Tax Credits	200
Clean Energy and Climate Investments	555
ACA Credits, Including in Uncovered States	130
Medicare Hearing	35
Housing	150
Higher Ed and Workforce	40
Equity & Other Investments	90
Total	1,750
<i>Immigration</i>	<i>100</i>

Unscored Offset Estimates	\$ In Billions
15% Corporate Minimum Tax on Large Corporations	325
Stock Buybacks Tax	125
Corporate International Reform to Stop Rewarding Companies That Ship Jobs and Profits Overseas	350
AGI Surcharge on the Top 0.02%	230
Close Medicare Tax Loophole for Wealthy	250
Limit Business Losses for the Wealthy	170
IRS Investments to Close the Tax Gap	400
Prescription Drugs: Repeal Rebate Rule	145
Up to a Total of:	1,995

Affordable Housing Access Program (HUD & FTA)

- \$10 billion – Department of Housing and Urban Development & Federal Transit Administration.
 - To support access to affordable housing and enhance mobility for low-income individuals and residents of disadvantaged or persistent poverty communities.
 - Funds will be administered through a competitive process jointly established by the HUD and the FTA to support projects that provide
 - access to affordable housing,
 - improve mobility for low-income riders, and
 - enhance access to job and educational opportunities and community services.
 - Funds provided under the program will support the establishment of new transit routes; the expansion of service areas; improved frequency on existing routes; the provision of fare-free and reduced-fare transit service; state of good repair for transit facilities; research and training activities; route planning; and projects to improve accessibility.

Passenger Rail Improvement, Modernization, and Emissions Reduction Grants.

- \$10 billion for high-speed rail corridor assistance under Chapter 261 of Title 49, supporting the planning and development of public high-speed rail projects.

Advanced Technology Vehicle Manufacturing.

- \$3 billion to the Secretary of Energy for the costs of providing direct loans under Energy Independence and Security Act section 136, known as the Advanced Technology Vehicles Manufacturing program.
- To produce advanced technology medium and heavy-duty vehicles, trains or locomotives, maritime vessels, aircraft, or hyperloop technology.
- This section also removes the cap on the amount of direct loans the Secretary can issue under this program.

Department of Transportation Climate Adaptation and Resilience Plan

On October 7th, the Department of Transportation released a climate adaptation and resilience plan aimed at “ensuring that Federally supported transportation infrastructure—as well as USDOT programs, policies, and operations— both consider climate change impacts and incorporate adaptation and resilience solutions whenever possible.”

Among the priorities included in the USDOT Climate Adaptation and Resilience Plan:

- Incorporate resilience into USDOT grantmaking programs
- Enhance resilience through the project planning and development process
- Ensure resiliency of USDOT facilities and thousands of operational assets

- Ensure climate-ready services and supplies
- Improve climate education and research on resilience

This plan was directed by Executive Order 14008 on January 28th, 2021. The EO directs 23 federal agencies to develop an adaptation and resilience plan to address their most significant climate risks. All 23 plans can be found [here](#).

COVID-19 Public Health Emergency Extended


The Department of Health and Human Services (HHS) Secretary Becerra extended the COVID-19 public health emergency for an additional 90 days. Many healthcare programs, regulatory streamlining provisions, and other programs that provide targeted funding flexibilities to state and local governments are set to expire at the end of the Public Health Emergency. Congressional leaders and the Administration would like to extend some of the more popular elements of those programs beyond the emergency designation and the extra 90 days will allow time for Congress to act.



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board 

Subject: Performance Evaluation of State Legislative Advocate,
Topp Strategies

Legislative and Communications Committee Meeting of November 18, 2021

Present: Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy,
Sidhu, and Wagner

Absent: None

Committee Vote

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

Committee Recommendation

Receive and file the staff evaluation of the state advocacy services of Topp Strategies as an information item and provide any additional comments.



November 18, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Performance Evaluation of State Legislative Advocate, Topp Strategies

Overview

The firm Topp Strategies provides state legislative advocacy services for the Orange County Transportation Authority. A staff evaluation of the services provided this legislative session is presented to the Board of Directors for consideration and further comment.

Recommendation

Receive and file the staff evaluation of the state advocacy services of Topp Strategies as an information item and provide any additional comments.

Background

Since 2007, Moira Topp has served as the Orange County Transportation Authority's (OCTA) primary state legislative advocate through her former employment with Sloat Higgins Jensen and Associates, and then as a subcontractor on OCTA's prior contract Platinum with Platinum Advisors, LLC. On October 26, 2020, the OCTA Board of Directors (Board) awarded a new contract for state legislative advocacy services to Topp Strategies, with Platinum as a subcontractor. Under the new contract, Moira Topp continues in her role as lead state legislative advocate for OCTA. The new agreement took effect on January 1, 2021, for a two-year term, with two, two-year option terms. Staff annually reviews the performance of the firm. This review focuses on work conducted during the initial year of the contract with Topp Strategies.

Discussion

Annually, OCTA staff evaluates the services provided by the state legislative advocate with respect to major issues addressed and general services provided. Staff's evaluation of the services provided by Topp Strategies is

included in Attachment A. The major issues and general services provided by Topp Strategies have been evaluated based on effort and outcome using a rating of excellent, very good, good, fair, or poor.

Staff has rated Topp Strategies' efforts overall as "very good" based on responsiveness, advancing OCTA's positions and policies, and assisting in building cooperative relationships with legislators and members of various state departments, boards, and commissions. Staff has rated Topp Strategies' outcomes overall as "very good" based on the outcomes of the issues discussed.

Next year, the priority focus of Topp Strategies will be on state budget actions related to transportation funding, including efforts to provide additional funding for transit capital projects, active transportation and resiliency projects, and advocating to ensure OCTA receives funding through any available funding provided. In addition, priorities for Topp Strategies will include advancement of OCTA's positions on legislation and policy goals contained in the Board-adopted 2021-22 OCTA State Legislative Platform, engaging in legislation and policy discussions related to implementation of the Governor's executive orders related to greenhouse gas emission reductions and expanded use of zero-emission vehicle technology, including proposals on how to prioritize transportation funding expenditures and competitive grant awards, incentive programs to attract transit ridership, including funding to maintain free transit programs, implementation of zero-emission bus purchase requirements, and potential revisions to SB 375 (Chapter 728, Statutes of 2008) requirements related to regional greenhouse gas emission reduction targets.

To assist the Board in fully evaluating Topp Strategies, the legislative advocate's current scope of work is included as Attachment B.

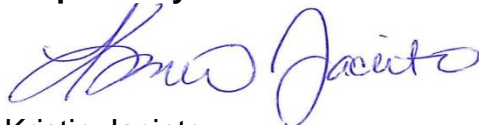
Summary

An evaluation of state legislative advocacy services performed by Topp Strategies is presented to the Board of Directors for information and further comment.

Attachments

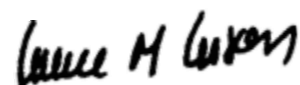
- A. Staff Evaluation of Services Provided by Topp Strategies for 2021
- B. Sacramento Legislative Advocacy and Consulting Services Scope of Work

Prepared by:



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Staff Evaluation of Services Provided by Topp Strategies for 2021

The following narrative provides specific information with respect to major issues addressed by Topp Strategies, with Moira Topp as the Orange County Transportation Authority's (OCTA) primary state legislative advocate in 2021, and general services provided. Each issue has been evaluated based on effort and outcome using a rating of excellent, very good, good, fair, or poor.

Coronavirus (COVID-19) Pandemic-Related Transit Policy Reforms

Effort: Excellent; Outcome: Excellent

Similar to the last legislative session, the Governor and State Legislature continued this year to focus on policies to assist response to COVID-19. While policies implemented through legislation and executive order focused on a broad array of issues, OCTA specifically worked with other transit agencies and the California Transit Association to seek policy reforms within transportation trailer bills to extend flexibilities related to the transit funding and the Transportation Development Act, including:

- Removal of financial penalties for failure to meet statutory required farebox recovery requirements and efficiency criteria,
- Continued ability for transit operators to use their formula share of funding from the SB 1 (Chapter 5, Statutes of 2017) State of Good Repair (SGR) funding for operations purposes,
- Continuation of a hold harmless provision, which extends the use of pre-COVID-19 ridership data to inform the formulas used to distribute State Transit Assistance, Low Carbon Transit Operations Program, and SGR funding.

Notably, this year, the Governor also proposed, and the Legislature adopted, significant reforms to the calculation of farebox recovery, allowing transit agencies to exclude costs associated with allowing free transit fares, planning for the transition to zero-emission bus technology, the added costs of providing paratransit, and the use of federal transit funds. These changes do not sunset and therefore will provide significant flexibility for OCTA moving forward in meeting any farebox recovery requirement.

In each of these cases, Moira Topp, serving as OCTA's primary legislative advocate, interacted with members of OCTA's delegation and key members of the Legislature to communicate the support of OCTA for these reforms, and explain the benefits associated with these flexibilities. This included meeting with delegation staff, providing testimony at committee hearings, and sharing letters and other fact sheets with relevant offices. In each of these instances, these communications were done in a timely and effective manner, clearly conveying the impacts to transit services. Several of these policy changes had been repeatedly sought by OCTA in past legislative sessions to no avail, which demonstrates the effort and work put into allowing for the enactment of these changes this session.

Staff Evaluation of Services Provided by Topp Strategies for 2021

Bills Signed or Vetoed

Effort: Very Good; Outcome: Excellent

AB 1499 (Chapter 212, Statutes of 2021): Sponsored by the Self-Help Counties Coalition, and supported by OCTA, AB 1499 extended the design-build authority highway programs provided under AB 401 (Chapter 586, Statutes of 2013), to now sunset on January 1, 2034. AB 401 was originally sponsored by OCTA for use on the Interstate 405 Improvement Project. Given the historical involvement in this legislative language, Topp Strategies was one of the key resources used by Assembly Member Daly (D-Anaheim) in the authoring of AB 1499. Topp Strategies informed this bill by providing historical background on how this authority is being used on current projects and worked to ensure that carefully negotiated language was not disrupted in any extension. Unlike the controversies that existed when AB 401 was introduced, AB 1499 passed unanimously in every vote taken in the Legislature. This is a testament to not only the work done this year by Topp Strategies, but also the foundation that informed the original authority in AB 401.

SB 339 (Chapter 308, Statutes of 2021): Another bill supported by OCTA, SB 339 extended the Road Usage Charge Technical Advisory Committee (RUC TAC), and authorized a voluntary pilot program to test the revenue collection mechanisms of a road usage charge. This pilot program can then inform whether this is a viable alternative to the gas tax as a transportation funding source and identify any potential issues that may exist. OCTA has informed RUC TAC activities since its inception in 2013, closely monitoring the potential impacts on transportation funding. Through OCTA's support of this bill, Topp Strategies ensured OCTA is at the table as discussions take place about any changes in the way the State funds transportation improvements and was also able to highlight OCTA's ability to support efforts to find increased sustainability to transportation funding.

AB 1147 (Friedman, D-Glendale): While OCTA did not have a formal position on AB 1147, which sought to make various reforms to the SB 375 (Chapter 728, Statutes of 2008) planning process, Topp Strategies was able to secure several reforms to the bill through engagement at the staff level. While the author of the bill had the intent of trying to reform SB 375, and associated reporting requirements, to allow for increased funding for implementation and more realistic assumptions in the planning process, there could have been several unintended consequences based on the original iteration of the bill. Topp Strategies participated in several statewide meetings to draw attention to nuanced concerns about using vehicle miles traveled as a metric in planning documents, highlighting regional differences in governance structure, and worked to ensure regional transportation agencies would be at the table as SB 375 reports were developed. Ultimately, the Governor vetoed the bill, citing concerns that this bill was not necessary.

Staff Evaluation of Services Provided by Topp Strategies for 2021

Other Bills of Interest

Effort: Excellent; Outcome: Good

SB 261 (Allen, D-Santa Monica): This bill represented a continuation of the author's previous efforts to expand upon SB 375 requirements. The bill would have required that Metropolitan Planning Organizations meet greenhouse gas and new vehicle miles traveled reduction targets that were to be set by the California Air Resources Board. Similar to previous efforts by the author, Moira Topp proactively reached out to the author's office to express concerns with the provisions and the potential for unintended consequences. Because of the multitude of bills on this subject matter this session, SB 261 was ultimately held. However, Topp Strategies was able to create a strong coalition of interested parties to continue to inform not only this bill, but other bills on this subject. It is expected that prior to session starting again, there will be continued meetings with stakeholders, committee staff, and the author's office to inform any legislation that is taken up next year.

SB 623 (Newman, D-Fullerton): SB 623 represented a second attempt to clarify state rules related to interoperability and enforcement on toll facilities within the State. Similar to SB 664 (Allen, D-Santa Monica), the previous iteration of this proposal, SB 623 again encountered opposition from the consumer attorney organizations and privacy rights groups. Topp Strategies worked exhaustively to try to assuage concerns, including through meetings with the author's office, leadership of policy committees, and with stakeholders. Ultimately, compromise could not be reached, and the bill was held. Due to the repeated concerns related to this bill, and ongoing litigation, it is not expected that this bill will be pursued again next year.

Brown Act Legislation: Several bills were proposed this session to both allow the continuation of virtual public meetings post-pandemic, and also to reform the Brown Act to facilitate increased public participation. While OCTA did not have active positions on these bills at the end of session, Topp Strategies continued to communicate with OCTA staff regularly on pending amendments and bill progress so that OCTA could be prepared to adjust its meetings as necessary.

General Services

Effort: Very Good; Outcome: Very Good

Topp Strategies regularly scheduled meetings with legislators, committee consultants, Administration staff, and staff of various state departments, boards, and commissions to discuss issues of importance to OCTA. Topp Strategies has been responsive to requests by OCTA staff, provided timely information, advice and reports, and provided testimony in legislative committees that accurately reflected Board positions on legislation and policy issues. Topp Strategies also worked on a number of other issues on behalf of OCTA that were not necessarily contained in legislation, including setting up meetings with key staff within the Administration and Legislature, promptly responding to questions from state delegation members, and relaying important information related to appointments by the Governor.

Staff Evaluation of Services Provided by Topp Strategies for 2021

Specifically, this year, Topp Strategies arranged meetings with key members of the Legislature and Administration early in the year to brief newly-elected members of the Orange County delegation and newly-appointed Chairs of the Assembly and Senate Transportation Committees. While Topp Strategies was able to successfully secure meetings with most Orange County delegation members and the new Senate Transportation Committee Chair, some meetings were unable to be arranged. Overall, however, these meetings provided OCTA an opportunity to not only convey key policy priorities for this legislative session and highlight projects which OCTA would be pursuing state grant opportunities, but also educate members on unique OCTA programs and projects including its implementation of zero-emission technology and innovative transit pass programs. These meetings helped create a foundation for future legislative efforts and grant opportunities.

While COVID-19 continued to present challenges for communications with delegation offices, Topp Strategies has always remained in contact with key staff and afforded OCTA the ability to be at the table for critical conversations. This clearly demonstrates their previous ability to create strong foundational relationships before the pandemic, and use of innovative methods to develop relationships as the environment changes. Topp Strategies has also started preparing for more hybrid meetings, and strategizing for future communications as much of the Capitol building goes under construction.

Effort: Very Good; Outcome: Very Good

Topp Strategies efforts overall are rated as very good based on responsiveness, time dedicated to advocating for and advancing of OCTA's positions and policies, timeliness of information, assisting in building cooperative relationships with legislators and members of various state departments, boards, and commissions, and availability. Topp Strategies outcomes overall are rated as very good based on the outcomes of the issues discussed.

**Sacramento Legislative Advocacy and Consulting Services
Scope of Work**

Reporting Relationship

The Manager of State and Federal Relations and/or his/her designee will be the key contact and will coordinate the work of the CONSULTANT. The Orange County Transportation Authority (OCTA), at its sole discretion, may enter into more than one contract with additional firms with a Reporting Relationship of:



Role of the CONSULTANT

Under the coordination of the Manager of State and Federal Relations and/or his/her designee, the CONSULTANT shall be responsible for implementing the objectives described below.

Objectives

Objective 1: Maintain regular contact with the Governor's office; members of the Legislature and committee staff; and state departments, agencies, boards, commissions, committees, and staff to determine impending changes in laws, regulations, and funding priorities that relate to the OCTA.

- Meet with members of the Governor's office and Legislature to discuss policy issues affecting OCTA,
- Meet with members and staff of state agencies on issues that could impact the programming, delivery and funding of OCTA projects and services, including the California Transportation Commission; California State Transportation Agency; California Department of Transportation; California Air Resources Board,
- Track and attend meetings and actions by state agencies directly impacting transportation, including those associated with the Department of Finance; California Department of Tax and Fee Administration; Office of Planning and Research; California State Transportation Agency, Department of Transportation; California High-Speed Rail Authority; California Highway Patrol; California Department of Motor Vehicles; California Public Utilities Commission; California Environmental Protection Agency; and California Air Resources Board.

Objective 1 Deliverable:

- Electronic reports of issues that could affect OCTA projects or funding.

Objective 2: Notify OCTA of anticipated, newly introduced or amended state legislation and proposed regulations, which could impact OCTA.

- Provide bill number and brief summary of introduced or amended state legislation via e-mail,
- Provide information relative to legislative hearings,
- Provide information on bills' sponsors, supporters, and opponents,
- Advise OCTA of proposed transportation, environmental, employment, and safety related legislation and regulations which could impact OCTA and provide copies as requested.

Objective 2 Deliverables:

- Copies of legislation, committee analyses, and proposed regulations as requested,
- Electronic notification of introduced bills and amendments, with summaries,
- Notification of legislative hearings.

Objective 3: Advocate OCTA's legislative program and positions on legislation, proposed regulations, and funding and transportation programming priorities as adopted by the Board.

- Participate in the preparation of OCTA's legislative program by informing staff of upcoming legislative proposals, budget forecasts, and potential policy issues,
- Assist in securing authors and drafting language for sponsor bills,
- Assist in drafting amendments to legislation and regulations,
- Build coalitions to support OCTA's positions on significant legislation,
- Testify on behalf of OCTA on Board-adopted positions on legislation at committee and floor hearings, as appropriate,
- Provide copies of all written correspondence, testimony, and position papers given on behalf of OCTA,
- Schedule meetings with legislators, Governor's office, and state departments for OCTA Directors and staff to advocate legislative and funding priorities,
- Participate in transit and transportation lobbying coalitions,
- Analyze and prepare advice on the proposed state budget as it relates to transportation, including, but not limited to, identifying decreases/increases in existing programs, new funding sources, and strategies to enhance transportation funding for OCTA.

Objective 3 Deliverables:

- Copies of all written correspondence, testimony, and position papers given on behalf of OCTA,
- Schedule of meetings with legislators, Governor, and administration,
- Budget analyses.

Objective 4: Provide written and oral reports.

- While the Legislature is in session, highlight significant transportation and related issues in Sacramento of importance to OCTA as needed,
- Submit a monthly written report of advocacy activities and accomplishments,
- As needed, present an in-person report to the Board or the Legislative and Communications Committee during a regular meeting. At least one in-person meeting should occur to develop legislative strategy,
- Once per month, participate via telephone in the Legislative and Communications Committee meeting or other designated committee of the Board,
- Maintain close contact with the Manager of State and Federal Relations on issues of importance,
- Provide electronic updates via e-mail to designated recipients on meetings of the Legislature, transportation issues of importance, press releases, and other issues of importance to OCTA.

Objective 4 Deliverables:

- Written reports highlighting significant transportation and related developments in Sacramento, as needed,
- Monthly written report of advocacy activities and accomplishments,
- As needed, oral presentations to the Board or Legislative and Communications Committee,
- As needed, an in-person legislative strategy session with Members of the Board of Directors,
- Monthly conference calls with the Legislative and Communications Committee or other designated committee,
- Electronic updates on issues of importance.

Objective 5: Maintain Sacramento office.

- Maintain an office in Sacramento, convenient to the State Capitol,
- Provide briefings at office prior to meetings at the Capitol,
- Have available an office for use by Board Members and staff while performing OCTA business in Sacramento.

Objective 5 Deliverable:

- Office in Sacramento.

Objective 6: Provide monthly invoices of services,

- Provide a written summary of meetings attended on behalf of OCTA,
- Provide a list of issues advocated during the month and status.

Objective 6 Deliverable:

- Monthly invoice that includes a written summary of meetings attended on behalf of OCTA and a list and status of the issues advocated for OCTA during the month.



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board (A)

Subject: Performance Evaluation of Federal Legislative Advocate,
Potomac Partners, DC

Legislative and Communications Committee Meeting of November 18, 2021

Present: Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy,
Sidhu, and Wagner

Absent: None

Committee Vote

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

Committee Recommendation

Receive and file the staff evaluation of the federal advocacy services of Potomac Partners, DC as an information item and provide any additional comments.



November 18, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Performance Evaluation of Federal Legislative Advocate, Potomac Partners, DC

Overview

The firm Potomac Partners, DC provides federal legislative advocacy services for the Orange County Transportation Authority in Washington, DC. A staff evaluation of the services provided this legislative session is presented to the Board of Directors for consideration and further comment.

Recommendation

Receive and file the staff evaluation of the federal advocacy services of Potomac Partners, DC as an information item and provide any additional comments.

Background

Since 2003, the Orange County Transportation Authority (OCTA) has contracted with Potomac Partners, DC (PPDC) for federal legislative advocacy services. Most recently, on October 22, 2018, the OCTA Board of Directors (Board) approved a contract with PPDC to provide federal advocacy and consulting services for an initial term of two years through December 31, 2020, with two, two-year option terms. On June 22, 2020, the Board exercised the first two-year option term, which will expire on December 31, 2022. The federal legislative advocacy and consulting services provided by PPDC are led by Richard Alcalde and Daniel Feliz.

Discussion

The evaluation of federal legislative advocacy services covers major issues addressed and general services provided by PPDC, mirroring the process also used for state legislative advocacy services. Staff's evaluation of the services provided by PPDC is included in Attachment A. The major issues and general

services provided by PPDC have been evaluated based on effort and outcome using a rating of excellent, very good, good, fair, or poor.

Staff has rated PPDC's efforts overall as "very good" based on responsiveness, advancing OCTA's positions and policies, and assisting in building cooperative bipartisan relationships with members of Congress and the Administration. Staff has rated PPDC's outcomes overall as "excellent" based on the outcomes of the issues discussed.

Priorities for PPDC for next year will largely focus on implementation of the Infrastructure Investment and Jobs Act, in addition to any action on a potential reconciliation package. PPDC activities will largely focus on ensuring appropriations are consistent with the reauthorization bill, while maximizing funding for OCTA projects and programs. As part of this effort, if Congress continues to authorize member designated projects and community project funding requests in future appropriations bills, PPDC will also be focused on seeking opportunities to fund specific OCTA projects, consistent with Board priorities. In addition, PPDC will seek to advance OCTA's policy positions outlined in the 2021-22 OCTA Federal Legislative Platform, including informing any proposals that may impact formula funding or which may delay OCTA federal grants, efforts to attract increased transit ridership, including incentives to promote free or reduced fares, potential incentives for conversion to zero-emission transit, and streamlining and expansion of federal financing

To assist the Board in fully evaluating PPDC, the federal legislative advocate's current scope of work is included as Attachment B.

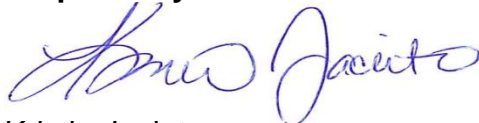
Summary

An evaluation of federal legislative advocacy services performed by Potomac Partners, DC is presented to the Board of Directors for information and further comment.

Attachments

- A. Staff Evaluation of Services Provided by Potomac Partners, DC for 2021
- B. Scope of Work Federal Legislative Advocates

Prepared by:



Kristin Jacinto
Manager, State and Federal Relations
Government Relations
(714) 560-5754

Approved by:



Lance M. Larson
Executive Director,
Government Relations
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**Staff Evaluation of Services Provided by
Potomac Partners, DC for 2021**

The following narrative provides specific information with respect to major issues addressed by Potomac Partners, DC (PPDC) as the Orange County Transportation Authority's (OCTA) primary federal legislative advocate, in 2021. Each issue has been evaluated based on effort and outcome using a rating of excellent, very good, good, fair, or poor.

Coronavirus (COVID-19) Pandemic Response

Effort: Excellent; Outcome: Excellent

Discussions related to the COVID-19 response were again one of the dominant policy issues in 2021. While the passage of the Coronavirus Aid, Relief, and Economic Security (CARES) Act in 2020 provided significant relief for transit and transportation agencies, at the end of 2020 and beginning of 2021, renewed discussions took place about additional stimulus funding, recognizing that the funds provided by the CARES Act would not sustain various programs due to the unforeseen length of the pandemic. While OCTA worked with many trade coalitions to achieve policy outcomes, including the American Public Transportation Association (APTA) and the California Transit Association, PPDC was tasked with ensuring that OCTA's unique project and funding needs were readily understood by Orange County's delegation. This included regular communications from PPDC to not only Orange County's delegation, but also key members of Congressional leadership on the continued needs facing transit and transportation agencies, how various formulas would impact services, and sought to prevent any unnecessary hurdles to putting the funds to immediate use.

These communications were immensely successful in guiding the passage of two additional rounds of stimulus funding under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and the American Recovery Plan Act of 2021 (ARPA). Between the transit operations funding provided under the CARES Act, CRRSAA, and ARPA, Orange County received a little over \$450 million in supplemental funding, allowing OCTA to sustain essential transit service through the pandemic and implement protective measures against COVID-19 for employees and customers.

Notably, unlike the CARES Act, CRRSAA also included \$10 billion in stimulus funding for the Highway Infrastructure Program, which was distributed by formula to the states. California received \$911.8 million in funding from this program, which was partially suballocated to the regions. In total, OCTA received about \$26.4 million, which was used to help fund the Transit Security and Operations Center and provide additional funding for local agencies to address road maintenance and repair needs. After the passage of the CARES Act, PPDC maintained in their communications to Congressional offices that while the funding provided for transit was critical, there were

also other transportation programs that needed address. These types of communications led to the creation of programs like this.

Finally, in the ARPA, new funding was included to address funding challenges for Capital Investment Grant projects. In initial drafts of the language, the OC Streetcar project, although not yet completed, would not have been eligible for these funds. Due to the work of PPDC to ensure the OC Streetcar was eligible, through conversations with members of the Orange County legislative delegation and leadership, the final language did include stimulus funding for the OC Streetcar project. In total, the project will receive an additional \$9.4 million from this program.

Policy Priorities in Reauthorization in Infrastructure Discussions

Effort: Excellent; Outcome: Excellent

Beyond COVID-19 response discussions, Congress was required to take action on several important transportation topics – namely work on surface transportation reauthorization, with the Fixing America's Surface Transportation (FAST) Act, which expired on September 30, 2020. Since the expiration, the FAST Act has undergone a number of short-term extensions to afford additional time to negotiate a long-term reauthorization bill. As of the writing of this review, the Infrastructure Investment and Jobs Act (IIJA), a bipartisan infrastructure bill that reauthorizes surface transportation programs for five years, was awaiting signature by the President. Negotiations continued on a reconciliation bill that includes a number of additional funding proposals. Within these discussions, PPDC worked to advance several OCTA policy priorities:

- Similar to the language secured in 2019 in the Senate Environment and Public Works Committee draft reauthorization legislation, PPDC was able to advance language to enact Transportation Infrastructure Finance and Innovation Act reforms in the IIJA, as requested by OCTA. While not all OCTA's requested reforms were included, the inclusion of the language in the IIJA could allow OCTA to more creatively pursue TIFIA loans in the future, including for master credit agreements. The ability to secure additional language also secures OCTA's voice as an agency expert on the use of TIFIA to deliver projects.
- Working with key delegation members to mold policy proposals related to mandates for zero-emission bus technology and transit security measures. In order to inform these efforts, PPDC worked to educate members of Congress on existing requirements under state and federal law, innovative approaches taken by OCTA, and floated revisions to these proposals that would allow transit agencies within California to best take advantage of these efforts. This included briefing OCTA's delegation offices on unique issues related to the use of hydrogen fuel as it pertains to taking advantage of the alternative fuel excise tax credit. Based on some of these discussions, language is included in IIJA which provides recognition to agencies in competitive grant programs where those agencies have zero-emission fleet conversion plans in place. In addition, work is being done with several Orange County delegation members to provide further incentives to fleet conversion. OCTA did work to try to include language which

would have also better tracked the performance of this technology and the associated incentive programs to ensure they were adequately funding the conversion and there were not unintended consequences. Unfortunately, such proposal was not successful this year.

- Informing discussions associated with proposed tolling provisions in the reauthorization bill. Such provisions presented significant challenges in the operation of existing facilities, the future of interoperability and development of future facilities. PPDC advised on the potential for future reforms and associated strategy and worked to understand the perspective of key members of Congress. Ultimately, minimal changes in the area of tolling were included in the IIJA, which is testament to the work done by PPDC and others to prevent overly cumbersome policy changes.

While not all OCTA policy propels were successful, the passage of the IIJA not only provides some certainty and stability to future federal transportation funding, but also provides significant new opportunities to advance OCTA projects and programs. Overall, there is approximately \$567 billion in funding for transportation programs over five years. Annual highway funding authorizations increase by \$115.75 billion, a 49 percent increase over current spending levels. Transit funding authorizations increase by \$42 billion, 65 percent more than current funding levels. The bill also provides a significant increase for federal rail programs, providing roughly equivalent transit and rail funding. Over the next five years, the bill provides a total of \$106.9 billion for transit programs and \$102 billion for rail. PPDC worked throughout the process to ensure these funds flowed through existing formulas to the maximum extent possible, without added, burdensome requirements. As the funding is appropriated, PPDC will need to work to ensure appropriations at least match authorized amounts and are not implemented in a manner inconsistent with the policies included in the IIJA.

Appropriations and Grant Funding Opportunities

Effort: Very Good; Outcome: Very Good

In a significant change in direction related to the use of earmarks in both reauthorization discussions and appropriations bills, both the House and Senate entertained requests for earmarks, rebranded as “member designated projects” or “community project funding” requests. Subject to added transparency requirements, and limitations on overall amounts a member could request, PPDC ensured OCTA projects and programs were included. Among the projects included in appropriations and reauthorization proposals were State Route 91 improvements, the Transit Security and Operations Center, signal synchronization, and an Orange County/Los Angeles Border Transit Study. While no vehicle that provides project-specific funding has passed, PPDC worked every step of the way to include OCTA priority projects in these proposals. This included drafting project submittals and support letters, sharing guidelines and other parameters for project submittals, and meeting with individual delegation offices to determine priorities.

Related to discretionary grants, PPDC again led efforts to secure support from delegation members for projects pursued by OCTA. While OCTA was not ultimately successful in receiving funding from these programs, Administration officials often cited strong delegation support as something that was rated very highly when reviewing OCTA grant applications. Further work will be necessary to position OCTA more competitively within these programs going forward, with PPDC helping to brainstorm ideas.

General Services

Effort: Very Good; Outcome: Good

With COVID-19 preventing travel by OCTA officials to Washington DC this year, normal PPDC processes to schedule face-to-face meetings with members of Congress, staff, and members of the Administration to discuss issues of importance to OCTA were put on hold. Given the challenges associated with COVID-19, PPDC has remained responsive to requests by OCTA, provided timely information, advice, and reports. While the bulk of PPDC's work for OCTA surrounded informing federal policy discussions, PPDC also worked on several other issues on behalf of OCTA including promptly responding to questions from federal delegation members and advising on new policy proposals. This included participating in meetings requested by Orange County delegation staff and in tracking policy proposals by transportation advocacy groups such as APTA and the International Bridge, Tunnel and Turnpike Association.

Earlier in 2021, PPDC also scheduled meetings with new and existing delegation members to brief them on OCTA programs and projects. Then throughout the year, PPDC continued to facilitate meetings with delegation offices to inform policies under discussion. While PPDC was not able to secure meetings with every delegation member, there continued to be conversations with those offices to promote OCTA interests.

Overall Rating

Effort: Very Good; Outcome: Excellent

PPDC's efforts overall are rated as very good based on responsiveness, time dedicated to advocating for and advancing of OCTA's positions and policies, timeliness of information, assisting in building cooperative relationships with Congress and members of the Administration, and availability. PPDC's outcomes overall are rated as very good based on the outcomes of the issues discussed.

**SCOPE OF WORK
FEDERAL LEGISLATIVE ADVOCATES**

I. General

The Orange County Transportation Authority (OCTA) is seeking a federal legislative advocate team (Consultant) to address a series of issues described in and will be organized around the federal goals and objectives of the OCTA Legislative Platform. The primary issues and objectives are summarized as follows:

1. Secure a stable and reliable long-term transportation reauthorization bill, and annual appropriations bills in accordance with current Legislative Platform and Board of Directors (Board)-approved project requests.
2. Advocate at the Congressional and Executive Branch levels for federal funding for OCTA capital projects, including fixed guideway projects.
3. Advocate on behalf of OCTA's position on Goods Movement.
4. Seek to maximize funding for all OCTA modal programs, but especially restoration of a well-funded bus discretionary program, in the next transportation reauthorization bill.
5. Seek to streamline and accelerate the delivery of federally funded projects with minimal federal requirements.
6. Advocate for funding of compliance costs for any new federally mandated requirements.
7. Advocate for federal intercity passenger rail funding in the San Luis Obispo-Los Angeles-San Diego (LOSSAN) corridor.

II. Coalition Activities

The Consultant shall build and sustain a strong federal coalition in support of OCTA.

1. OCTA Legislative Platform

- 1.1 Provide input to and implement OCTA-developed funding strategies for transportation projects described in the Information and Issues discussion and Legislative Platform, including bus, highway, intelligent transportation systems projects, and any other projects which may be appropriate to achieve OCTA legislative goals.

1.2 Recommend appropriate activities for OCTA Board members and local elected officials at various stages of the legislative process.

1.3 Provide general political and advocacy advice to OCTA.

2. Legislation, Regulations, and Policy

2.1 Notify OCTA of anticipated, newly introduced, or amended federal legislation, regulations, and administrative policy actions which could impact OCTA and provide a legislative analysis on how such action(s) may affect the interest of OCTA.

2.2 Work with OCTA, develop positions and tactics which implement OCTA's strategy objectives regarding the upcoming reauthorization of the transportation program.

2.3 Provide information and advice regarding upcoming legislative hearings which may impact policies and programs of OCTA.

2.4 Attend hearings and other public sessions of interest to OCTA.

2.5 Assist in the preparation of testimony before congressional committees and represent OCTA before such committees, including, but not limited to, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, the Senate Committee on Banking and Urban Affairs, the Senate Commerce Committee and the Senate Committee on Environment and Public Works.

2.6 Assist in drafting legislative language, and other written materials deemed of interest to OCTA, to ensure that the goals and objectives of OCTA are fulfilled.

2.7 Assist in drafting responses to Federal Register notices and other federal public comment announcements.

2.8 Assist in preparation of appropriate written materials supporting OCTA legislative goals, including letters, talking points, bill summaries, and position papers.

3. Liaison and Advocacy Activities

3.1 Orange County Congressional Delegation

3.1.1 Maintain frequent formal and informal contact with the Orange County delegation members and staff to represent and advocate OCTA policies and positions.

3.1.2 Recommend when OCTA Board Members should be in direct contact with members of the Orange County delegation or their key legislative staff.

3.2 House and Senate

3.2.1 Maintain direct and frequent contact with key members and staff of appropriate Senate and House Committees to represent and advocate OCTA policies and positions.

3.2.2 Arrange meetings between key legislation members and OCTA personnel as appropriate in Washington, D.C. or Orange County. Provide logistical support for Washington, D.C. visits.

3.2.3 Recommend timing and nature of contacts with the Orange County delegation and other legislation members in Washington, D.C.

3.3 Executive Branch

3.3.1 Meet with and arrange meetings with appropriate White House officials and staff, as necessary, to represent and advocate OCTA policies and positions.

3.3.2 Meet with and arrange meetings with appropriate Department of Transportation officials and staff, and other federal agencies, as necessary, to represent and advocate OCTA policies and positions.

III. **Administrative Coordination**

The Consultant shall continuously coordinate with OCTA Board, Chief Executive Officer and staff.

1. Coordination

1.1 Coordinate all activities with the OCTA State and Federal Relations Manager and Executive Director, Government Relations as appropriate.

1.2 Coordinate with members of the OCTA Board, as appropriate.

1.3 Coordinate with other OCTA consultants, as appropriate.

2. Other Activities

2.1 Preparation of Materials, Conference Calls, Oral Reports, Written Reports, and Additional Assignments.


- 2.2 Participate via teleconference with the Manager of Grants and Federal Relations, other OCTA staff, and other consultants as necessary.
- 2.3 Provide on-site and in-person oral reports to the Board and meet with appropriate OCTA staff at the OCTA headquarters in Orange, California, as needed. The number of on-site reports is not expected to exceed four per year.
- 2.4 Submit a written monthly activity and status report, including key advocacy activities undertaken on behalf of OCTA during each month.
- 2.5 Undertake additional assignments that have been mutually agreed upon by both parties and are necessary to accomplish OCTA's objectives in Washington.



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board 

Subject: Orange County Transportation Authority's 2021-22 State and Federal Legislative Platforms

Legislative and Communications Committee Meeting of November 18, 2021

Present: Directors Bartlett, Delgleize, Hennessey, Hernandez, Murphy, Sidhu, and Wagner

Absent: None

Committee Vote

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

Director Wagner was not present to vote on this item.

Committee Recommendations

- A. Adopt the revised final draft of the 2021-22 State and Federal Legislative Platforms.
- B. Direct staff to distribute the adopted platforms to elected officials, advisory committees, local governments, affected agencies, the business community, and other interested parties.



November 18, 2021

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority's 2021-22 State and Federal Legislative Platforms

Overview

Halfway through each legislative session, staff conducts a refresh to the Orange County Transportation Authority's State and Federal Legislative Platforms to ensure updates are provided on relevant issues that are anticipated to be of discussion for the upcoming year. The final drafts of the revised 2021-22 Orange County Transportation Authority State and Federal Legislative Platforms are submitted for consideration and adoption by the Orange County Transportation Authority Board of Directors.

Recommendations

- A. Adopt the revised final draft of the 2021-22 State and Federal Legislative Platforms.
- B. Direct staff to distribute the adopted platforms to elected officials, advisory committees, local governments, affected agencies, the business community, and other interested parties.

Background

At the beginning of each legislative session, the Orange County Transportation Authority (OCTA) adopts updated legislative platforms to guide OCTA's state and federal advocacy activities for the duration of the upcoming session. With each session covering a two-year period, revisions to the legislative platforms are presented to the Board of Directors (Board) midway through the sessions to reflect any significant changes since adoption by the Board. Official OCTA legislative positions not directly addressed by the legislative platforms will be brought to the Board for separate action during the legislative sessions.

The initial drafts of the 2021-22 State and Federal Legislative Platforms were reviewed and approved for further circulation by the Legislative and

Communications Committee on October 21, 2021, and by the Board on October 25, 2021. After receiving additional feedback, the State and Federal Legislative Platforms have been refined further and are included as Attachments A and B. The recommended revisions are designated by italicized and strikethrough text.

When developing the 2023-24 State and Federal Legislative Platforms next year, a more widespread input solicitation process will occur, with outreach to interested groups, stakeholders, and individuals to allow for a more comprehensive update for the next legislative session.

2021-22 OCTA State Legislative Platform

The final proposed revisions to the 2021-22 OCTA State Legislative Platform are summarized below. Language was edited, amended, or removed as necessary to ensure grammatical and stylistic integrity.

- A principle is recommended to be added under the section entitled, "Transportation Funding" related to project delivery and funding for the 2028 Olympic and Paralympic Games in Los Angeles (Olympics). For context, this year, the Governor and the Legislature proposed additional transportation funding to be funneled through the Transit and Intercity Rail Corridor Program for rail and transit priority projects to support the Olympics. However, this funding did not materialize because it was contingent on subsequent legislation to provide further details on how this funding would be administered. No legislation to take such action was introduced because the Administration and the Legislature were unable to come to an agreement on a funding plan for the California High-Speed Rail Authority. It is anticipated that further negotiations will take place to finalize details for this additional transportation funding throughout the fall and into early next year. OCTA should remain engaged in these conversations to ensure its projects are considered for funding and any streamlined project delivery solutions.
- Subsection (h) of the section entitled, "Fiscal Reforms and Issues," is recommended to be added relating to supporting extensions of sales tax incentives for zero-emission buses. AB 784 (Chapter 684, Statutes of 2019) authorized a sales and use tax exemption for zero-emission transit buses until January 1, 2024. In 2022, it is anticipated that the California Transit Association will sponsor legislation to extend the sunset date of this exemption. This will result in cost savings to OCTA in its effort to comply with the Innovative Clean Transit regulation that requires transit agencies to transition their fleets to zero emission.

-
- Revisions to subsection (b) of the section entitled, "Roads and Highways," are included to add progressive design build (PDB) as an alternative delivery method OCTA could support for future transportation projects. PDB is a delivery method where the contractor and their designer are brought in early to progress the design of a project from approximately 30 percent to around 95 percent. This allows for the contractor to have an opportunity to better understand the details of the project and prepare risk mitigation strategies.
 - The addition of a principle is recommended as subsection (m) of the section entitled, "Roads and Highways," regarding opposing burdensome procurement practices, including those that may conflict with federal requirements. As a public agency, OCTA has a duty to the taxpayers of Orange County to deliver multi-modal transportation improvements. It is anticipated there will be further discussions next year regarding additional requirements being placed on transportation infrastructure-related contracts that may require local agencies to weigh contracts differently, interfering with local control. OCTA must engage to ensure these do not contradict federal procurement laws or the ability for transportation agencies to receive competitive bids.
 - Subsection (f) of the section entitled, "Goods Movement," is proposed to be added relating to existing supply chain concerns. On October 20, 2021, the Governor issued Executive Order N-29-21. This executive order is intended to ease shipping logjams by strengthening the transportation network and supporting improved goods movement. While OCTA supports the Governor's direction to use existing legal and financial authority to expedite transportation projects to address these supply chain issues, it is anticipated more actions will be pursued next year. To that end, OCTA should advocate for projects to be considered for streamlined project delivery and preferential funding in an effort to improve goods movement.
 - Per input received from the Board, revisions were made to subsection (b) of the section entitled, "Active Transportation," in order to include flood channels as an area to promote creative use of bicycle trails and pedestrian paths. This should be done in conjunction with local entities who have jurisdiction over those properties to ensure feasibility.
 - Revisions were made to subsection (c) of the section entitled, "Active Transportation." This principle has been updated to reflect ongoing conversations related to the safe operation of electric bicycles on Orange County's multimodal system. OCTA has already prepared materials and safety videos related to electric bicycles, but it may be of

interest to support future funding as well as programs or policies that encourage safety throughout the transportation network, especially with emerging technologies like electric bicycles.

Sponsor Bills

OCTA often encounters specific legislative issues requiring sponsor legislation, prompting OCTA to take the lead in developing legislative language and securing an author. Staff is currently exploring the need for any potential sponsor bills that may be useful for the remainder of the session. Staff is recommending that should any need arise for a sponsor bill, it be considered by the Board through committee at a later date.

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At the time of drafting the final revisions to the Federal Legislative Platform, the timing and direction of any action by Congress to reauthorize transportation funding was not clear; and therefore, revisions to the reauthorization principles were not made. However, on November 5, 2021, Congress approved the \$1.2 trillion bipartisan infrastructure bill, also known as the Infrastructure Investment and Jobs Act. Staff is currently evaluating its impacts and will bring amended principles to the Board to outline OCTA's priorities for implementation of such at a later date. Otherwise, the following edits were made:

- The addition of a principle under the section entitled, "Transportation Funding," is included to support funding and policies for OCTA's projects relating to the Olympics is recommended. Similar to the principle in the State Legislative Platform, OCTA anticipates the federal government will discuss the potential of providing supplemental funding or project delivery tools to prepare the Southern California region for the Olympics in 2028. Using this principle can help ensure OCTA's projects and programs are eligible within these funding streams or project authorities.
- A principle is recommended to be added under the section entitled, "Transportation Funding," to address existing state suballocation formulas. As any conversation takes place to potentially alter longstanding formula distribution practices within the state, OCTA should advocate to maintain existing state suballocation formulas so that it receives its current formula share of federal funding.
- Revisions to the description of the FAST Act are included to accommodate for the evolving nature of the status of reauthorization. It is currently unknown how long the FAST Act will remain extended.

Summary

The 2021-22 OCTA State and Federal Legislative Platforms are presented for consideration and adoption. Staff may return after further vetting the necessity for a sponsor bill and with amendments to the State and Federal Legislative Platforms depending on future action taken by the federal government.

Attachments

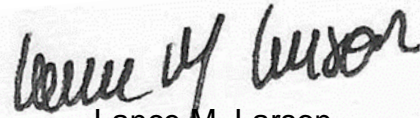
- A. Final Draft Orange County Transportation Authority 2021-22 State Legislative Platform
- B. Final Draft Orange County Transportation Authority 2021-22 Federal Legislative Platform

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With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. In addition, Orange County provides highway and rail corridors that facilitate the increasing level of international trade entering the Southern California ports.

The 2021-22 State Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) legislative, regulatory, and administrative activities in the coming legislative session. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the upcoming legislative session. The later sections present guiding policy statements for other major issue areas that may arise during the session. Positions on individual items not directly in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in 2021-22

A number of significant transportation issues are expected to be discussed in the 2021-22 legislative session. OCTA will focus its advocacy efforts on the following principles.

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County;
- b) Encourage policies and guidance that restore and increase public transit ridership;
- c) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serve all residents of Orange County;
- d) Support flexibility in the application of "disadvantaged" and "low-income" communities to ensure that transportation funding flows to each region's most impacted areas, allowing OCTA to best meet the needs of its local communities;
- e) Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas and more equitable competitive funding processes;
- f) Oppose linking or reprioritizing local and state transportation funding to programs not primarily intended to help the State meet its transportation needs;
- g) Support efforts to maintain the promises self-help counties have made to taxpayers in the implementation of local sales tax measures, specifically regarding the sequencing and delivery of transportation improvements;

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- h) Support funding and incentives to develop free- or reduced-fare transit pilot programs that comply with all statutory and regulatory requirements, in order to encourage an increase in transit ridership;
- i) Support policies that encourage ridesharing, teleworking, vanpool, and related congestion relief programs for Orange County commuters;
- j) Support workforce development and training policies that allow OCTA to hire and retain personnel ready to implement the next generation of mobility.

I. IMPLEMENTATION OF ENVIRONMENTAL POLICIES

In order to ensure that the State's environmental regulations and cap-and-trade program are implemented in an equitable manner, which will both help to reduce emissions and encourage the development of necessary infrastructure to serve California's growing population, OCTA will:

- a) Support efforts to ensure local flexibility in meeting the goals of the State's greenhouse gas reduction initiatives, including the creation of incentive-based measures and grant programs to assist with compliance;
- b) Support the creation of formula-based cap-and-trade programs, including maintaining ongoing appropriations for transit, and the prioritization of cap-and-trade funding for transportation projects that achieve greenhouse gas emission reduction;
- c) Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections;
- d) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- e) Monitor the State's transition to zero-emission vehicle technology to ensure that any corresponding policies adequately address the impact to long-term transportation funding stability;
- f) Oppose lengthening the California Environmental Quality Act process in a manner that would delay mobility improvements;
- g) Oppose efforts to restrict road construction by superseding existing broad-based environmental review and mitigation processes;

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- h) Oppose policies that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes while promoting advance mitigation planning programs.

II. TRANSPORTATION FUNDING

As the Legislature continues to navigate the economic recovery post the coronavirus (COVID-19) pandemic, OCTA will monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. As a proven method to help rebuild the economy through investments in vital transportation infrastructure projects and critical transit services, OCTA will also work to promote methods of expediting such projects to allow for such stimulus.

Furthermore, there have been two Executive Orders that will impact OCTA's programs and services, which will be closely monitored to ensure that transportation funds are used for their intended purposes. First, Executive Order N-79-20 requires all passenger vehicles and light trucks sold in California to be zero-emission by 2035, and the same for medium- and heavy-duty trucks by 2045. And secondly, Executive Order N-19-19, directed the California State Transportation Agency to review requirements for discretionary transportation investments to ensure consistency with state emission reduction goals. As a result, the State developed the Climate Action Plan for Transportation Infrastructure which detailed recommendations for administering state funds related to transportation in a way that helps the State reach its goals related to climate change. Key actions to continue to inform the State's goals include:

- a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;
- b) Oppose cost shifts or changes in responsibility for projects funded by the State to the local transportation entities;
- c) Support efforts to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;
- d) Support the constitutional protection of all transportation funding resources;
- e) Support protecting or expanding local decision-making in programming transportation funds;
- f) Oppose efforts to reduce local prerogative over regional program funds;
- g) Support efforts to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;

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- h) Oppose redirecting or reclassifying transportation revenue sources, including earned interest, for anything other than their intended purposes;
- i) Support the implementation of federal transportation programs in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions;
- j) Oppose policies that significantly increase costs, threatening OCTA's ability to deliver projects and provide transit service;
- k) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time-;
- l) *Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding incentives and project delivery tools.*

III. FISCAL REFORMS AND ISSUES

In recent years, the Legislature and Governor have worked collaboratively during the budget process to pass funding bills in a timely manner. While the State enjoyed an unprecedented budget surplus in fiscal year 2021-22, uncertainties over future funding levels remain. . Therefore, OCTA will:

- a) Monitor the study and development of alternative transportation funding proposals, including the State's road charge pilot program and ensure that efforts are made to address concerns related to equity, privacy, and public support of such proposals;
- b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects, and additional revenues are to be controlled by the county transportation commission;
- c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes and/or mandating specific uses of future local sales tax revenues;
- d) Oppose increases to administrative fees charged by the California Department of Tax and Fee Administration on the collection of local sales tax measures;

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- e) Support policies that ensure all users of the State's transportation system pay their "fair share" to maintain and improve the system;
- f) Support efforts to restore equity with regards to the generation and disbursement of sales tax revenues that support the Local Transportation Fund;
- g) Support the retention of existing and future local revenue sources-;
- h) Support the extension of the state sales tax exemption for the purchase of zero-emission buses.*

IV. STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP), substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making authority closest to the problem by providing project selection for 75 percent of the funding in the Regional Transportation Improvement Program (RTIP). This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds is programmed by the California Department of Transportation (Caltrans) in the Interregional Transportation Improvement Program (ITIP). OCTA will seek to ensure that the regional focus of the program is preserved. Key provisions to be sought by OCTA include:

- a) Support maintaining the current STIP formula, which provides 75 percent of STIP funding to the locally-nominated RTIP and 25 percent to the ITIP;
- b) Support equitable allocations of transportation funding, such as the north/south formula distribution of county shares and ITIP allocations;
- c) Support efforts to clarify that programming of current period county shares has priority over advancement of future county shares;
- d) Support a formula-based guaranteed disbursement of the ITIP;
- e) Support efforts to allow a mode-neutral STIP;
- f) Support increased flexibility for the use of STIP funds to support alternative projects, including, but not limited to, transit and goods movement improvement projects.

V. TRANSIT PROGRAMS

OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. While state transit funding has recently become more stable, future demand increases due to environmental regulations and increased fuel prices may put

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further strain on existing resources. Thus, OCTA will make every effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source. To that end, OCTA will focus on the following:

- a) Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded;
- b) Support the implementation of the Transportation Development Act flexibilities enacted as a result of impacts from the COVID-19 pandemic while continuing to seek improvements to eligibility parameters and administrative rules to eliminate any unnecessary or overly burdensome mandates in order to streamline the administration of transit funding;
- c) Flexibility should be included in state transit funding sources, allowing transit operators to use the funding for both operations and capital expenditures;
- d) Support efforts to mitigate costs associated with the development, testing, purchase, and operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, and other forms of financial assistance;
- e) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;
- f) Support efforts to encourage and incentivize the interoperability of transit and rail systems within California;
- g) Support limiting the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*);
- h) Support the citing of transit-oriented development projects (i.e., authorize extra credit towards housing element requirements for these developments), including incentives for development;
- i) Support policies that aim to enhance transit services and the overall safety and security of transit riders, coach operators, and on-road vehicles.

VI. ROADS AND HIGHWAYS

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes and the use of design-build authority on the State Route 22 project and Interstate 405 (I-405) Improvement Project. OCTA will continue to seek new and innovative ways to deliver road and highway projects to the residents of Orange County and, to that end, OCTA will focus on the following:

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- a) Oppose the creation of a conservancy that would inhibit the delivery of transportation projects under study or being implemented in the region;
- b) Support new and existing alternative project delivery methods, such as design-build, public-private partnership authority, ~~and~~ construction manager/general contractor authority, *and progressive design build*, through expanding mode and funding eligibility while also allowing the appropriate balance of partnership between the State and local agencies;
- c) Support authorizing local agencies to advertise, award, and administer contracts for state highway projects;
- d) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
- e) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards;
- f) Support administrative policy changes to lower the oversight fee charged by Caltrans to ensure that project support costs are equivalent whether the project is administered by Caltrans or a local agency;
- g) Support policies that improve signal synchronization programs in order to facilitate street signal coordination, prioritization, and preemption, as well as encouraging the use of intelligent transportation system measures;
- h) Support the expanded utilization of continuous access of high-occupancy vehicle (HOV) lanes;
- i) Monitor efforts to increase fines for HOV lane violations and, if implemented, ensure fines are dedicated to enforcement purposes;
- j) Support the equitable enforcement of regulations governing transportation network companies;
- k) Support studying the development and safe operation of autonomous vehicles and related technologies;
- l) Support preserving local discretion and flexibility in the development of the congestion management program-;
- m) *Oppose policies that create undue burden on transportation procurement practices and those that conflict with federal compliance requirements.*

VII. ROLES AND RESPONSIBILITIES

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In recent years, there have been many efforts to reorganize or restructure transportation programs and local agency responsibilities. OCTA will continue to monitor policies that would significantly affect the way in which it operates, with a focus on the following principles:

- a) Support preserving the role of county transportation commissions, as consistent with existing law, in the administration of transportation programs;
- b) Oppose proposals that reduce the rights and responsibilities of county transportation commissions in planning, funding, and delivering transportation programs;
- c) Oppose policies that unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;
- d) Support partnerships with alternative mobility providers that allow for adequate information sharing while also respecting the planning efforts of local agencies;
- e) Support efforts to increase the flexibility of funds used for motorist service programs.

VIII. 91 EXPRESS LANES/MANAGED LANES

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes, a ten-mile managed lane facility on State Route 91 (SR-91), extending from State Route 55 to the Orange/Riverside County line. Since its purchase in 2003, the 91 Express Lanes has provided drivers an alternative mobility option between Orange and Riverside counties, while also allowing for investment in multimodal improvements throughout the SR-91 corridor.

As transportation demands continue to increase, innovative tools must be available to ensure transportation infrastructure projects continue to be built in a reliable, prompt, and efficient manner. OCTA took advantage of one such tool by securing a \$629 million federal loan to supplement state and local funds on the I-405 Improvement Project. The loan, obtained through the Transportation Infrastructure Finance and Innovation Act (TIFIA), will save taxpayers approximately \$300 million in the decades to come. As the TIFIA loan illustrates, OCTA is committed to improving mobility for Orange County residents using the innovative tools and approaches that are allowing transportation agencies to stretch their dollars further than ever before.

Many agencies are discussing the increased use of managed lane facilities. To ensure not only the continued success of the 91 Express lanes, but also to ensure managed lane policy moving forward allows for local flexibility and input, OCTA will:

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- a) Ensure that revenues from managed lane facilities remain within the corridor from which they are generated, opposing efforts to divert revenues from managed lane facilities for state purposes;
- b) Support policies that allow OCTA and the Riverside County Transportation Commission to efficiently operate and maintain the 91 Express Lanes into Riverside County;
- c) Support efforts to preserve local flexibility in the administration of toll lanes;
- d) Oppose the construction or operation of managed lane facilities that are established without an adopted statewide managed lane strategy or plan;
- e) Oppose the construction or operation of managed lane facilities that fail to respect existing local transportation projects and funding programs;
- f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes;
- g) Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates;
- h) Support collaborative solutions to address the degradation of HOV lanes that respect local transportation funding sources and programs, have the support of the relevant regional transportation planning agency, do not redirect existing local transportation funding sources, and analyze the effect of single-occupant, low-emission vehicles, including associated federal requirements triggered by their access allowance;
- i) Support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections.

IX. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. In support of these routes, OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA's rail capital budget supports improvements to the regional commuter rail system in Orange County, and under existing policy, OCTA is the primary construction lead on major capital improvements to the regional commuter rail system on its right-of-way.

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo

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and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency). OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for the Pacific Surfliner service in June 2015 via an interagency transfer agreement with the State. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources. Key advocacy efforts will emphasize the following:

- a) Support policies that encourage commercial, commuter-based development around passenger rail corridors that includes permanent job creation;
- b) Support efforts to create additional efficiency in rail program oversight, including consideration of possible program consolidation;
- c) Monitor and evaluate plans and progress of high-speed rail and its funding;
- d) Support efforts to provide resources for safety improvements on the rail network in Southern California, including for the implementation, operation, and maintenance of Positive Train Control safety technology;
- e) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
- e) Support policies that facilitate the development and construction of needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California's rail network;
- f) Monitor policies and regulations that require the implementation of zero-emission locomotives to ensure technical feasibility and adequate funding.

X. GOODS MOVEMENT

The Ports of Los Angeles and Long Beach, the nation's two busiest ports, are vital to California's economy and the surrounding region because goods are shipped to and through the surrounding counties. While the State's goods movement system is the most robust in the nation, it is continually challenged by competing goods movement systems in other states. In order to continue to compete and engage in the global marketplace, California must continue to enhance its goods movement system, while at the same time

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be cognizant of taking the necessary actions to mitigate any negative impacts to local communities. Key positions include:

- a) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the State's economy;
- b) Support policies that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;
- c) Ensure that control of goods movement infrastructure projects and funding retained at the local level;
- d) Seek mitigation for the impacts of goods movement on local communities;
- e) Pursue ongoing, stable sources of funding for goods movement infrastructure-;
- f) *Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns.*

XI. ACTIVE TRANSPORTATION

Active transportation projects and programs, which encourage greater mobility through walking and bicycling, have grown in popularity due to the environmental, health, and cost savings benefits. Through local planning efforts such as Orange County's Regional Bikeways Planning Collaborative, the Pacific Coast Highway Corridor Study, and the development of OCTA's Commuter Bikeways Strategic Plan, OCTA continues to study, plan, and fund active transportation projects and programs as part of its mission to provide Orange County with an efficient and multi-modal transportation system. Key positions include:

- a) Support policies to increase the visibility and safety of users engaged in active transportation;
- b) Support creative use of paths, roads, *flood channels*, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths, *in coordination with any local agency with jurisdiction over those properties*;
- c) Support *funding and programs* or policies that encourage the safe ~~interaction and~~ operation of *an* integrated multi-modal systems, *which includes the interaction between including* roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities, *such as those utilizing electric bicycles*;
- d) Support streamlined active transportation funding programs;

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- e) Support efforts to streamline and simplify the review and approval by the California Public Utilities Commission of lease agreements between sponsors of active transportation projects and public utility companies.

XII. ADMINISTRATION/GENERAL

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Oppose policies adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability;
- b) Support efforts to provide greater protection of OCTA's computer and information security systems;
- c) Support establishing reasonable liability for non-economic damages in any action for personal injury, property damage, or wrongful death brought against a public entity based on principles of comparative fault;
- d) Support consistent campaign contribution limits as applied to both elected and appointed bodies;
- e) Monitor proposed changes related to the Ralph M. Brown Act, and other statutes governing public meetings, including the expanded use of technology.

XIII. EMPLOYMENT ISSUES

As a public agency and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost-effective service with its responsibility of being a reasonable, responsive employer. Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;
- b) Oppose policies that circumvent the collective bargaining process;
- c) Oppose policies adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits including pension benefits, Family Medical Leave Act, and working conditions, including health, safety, and ergonomic standards for the workplace;
- d) Support efforts to reform and resolve inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently;

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- e) Support workforce development policies that facilitate a more efficient talent acquisition process.

XIV. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

As natural and man-made disasters continue to threaten transportation systems around the world, significant improvements have been, and continue to be, carried out to enhance the safety, security, and resilience of transportation infrastructure in the United States. As Orange County's bus provider and a Metrolink partner, OCTA comprehends the importance of ensuring the safety and security of our transportation network and protecting our customers. Presently, OCTA maintains a partnership with the Orange County Sheriff's Department to provide OCTA Transit Police Services for the bus and train systems in Orange County and continues to be actively involved in a variety of state and regional preparedness exercises in support of first responders. OCTA is also currently working with its community partners on an effort to install video surveillance systems at Metrolink stations and on its fleet of buses and throughout its bus facilities. The development of a new Transit Security and Operations Center is also underway to enhance security efforts and further the resiliency of the Orange County transit system.

Heightened security awareness, an active public safety campaign, and greater surveillance efforts, all require additional financial resources. Consequently, OCTA's advocacy positions will highlight:

- a) Support state homeland security and emergency preparedness funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities;
- b) Support policies that balance retention mandates of video surveillance records to reflect current reasonable technological and fiscal capabilities;
- c) Support the use of new technology to increase the safety of public transportation passengers and operators.

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With over three million residents, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is one of the most densely populated areas in the country and is served by one of the nation's busiest transit systems. In addition, Orange County provides highway and rail corridors that facilitate the increasing level of international trade entering the Southern California ports.

The 2021-22 Federal Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) statutory, regulatory, and administrative goals and objectives in Washington, D.C. The Key Policy Issues section offers guidance on the policy issues that will likely be the focus of the 117th Congress, and the later sections present guiding policy statements for the other major issues that may arise. Positions on individual items not directly addressed in this document will be brought to the OCTA Board of Directors for formal action.

Key Policy Issues in the 117th Congress

A number of significant transportation issues will be discussed in the 117th Congress. OCTA will focus its advocacy efforts on the following principles:

- a) Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County;
- b) Encourage policies and guidance that restore and increase public transit ridership;
- c) Enact and implement long-term surface transportation reauthorization legislation that provides sustainable funding levels for transportation programs in order to meet our county's critical infrastructure needs;
- d) Support equitable policies to ensure that the inclusive public engagement, planning, and delivery of mobility improvements best serves all the residents of Orange County;
- e) Seek responsible revenue solutions to fund future transportation projects without adversely affecting an agency's ability to provide services;
- f) Advocate for full funding of transportation programs without placing new limitations or conditions on the distribution of funds that would impede the delivery of infrastructure projects;
- g) Ensure that funding for any new infrastructure initiatives does not replace or adversely affect existing transportation programs;

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- h) Ensure that Highway Trust Fund (HTF) revenues continue to be used for transit expenditures;
- i) Ensure that air quality determinations and policies do not constrain funding availability or otherwise undermine OCTA's ability to deliver transportation improvements;
- j) Support policies that encourage ridesharing, teleworking, vanpool and related congestion relief programs for Orange County commuters;
- k) Support efforts to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy;
- l) Support funding and incentives to develop free- or reduced-fare transit pilot programs, that comply with all statutory and regulatory requirements, in order to encourage an increase in transit ridership.

I. TRANSPORTATION FUNDING

Current federal law does not require the appropriation of authorized HTF dollars. Therefore, the annual appropriations process will continue to play an important role in funding OCTA's programs and projects. OCTA will continue to advocate for the largest possible amount and share of appropriations funding to ensure adequate resources to meet the infrastructure needs of Orange County.

OCTA will continue to aggressively pursue discretionary funding for transportation projects within the statutory and regulatory requirements of funding programs and the current funding status of OCTA's capital program. Other funding priorities for OCTA include:

- a) Support sustainable transportation funding levels that allow OCTA to continue to improve mobility in and around Orange County;
- b) Oppose efforts to redirect, reduce, or eliminate existing transportation funding programs;
- c) Support funding for the Capital Investment Grants program to allow for an expansion of bus and rail transit projects;
- d) Ensure that federal funding is available for capital purposes to the extent not needed for direct operating costs;
- e) Support funding, with increased flexibility, for safety and security grant programs in order to protect Orange County's transportation system, including highways, transit facilities, rail lines, and related software systems;

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- f) Support funding for regional and intercity passenger rail corridors in California;
- g) Support funding to develop bus maintenance training information for the transit agencies;
- h) *Seek to ensure OCTA's projects and programs related to the 2028 Olympic and Paralympic Games in Los Angeles are eligible for any related funding incentives and project delivery tools;*
- i) *Monitor the distribution of federal formula funding in order to ensure that existing state suballocation processes are utilized.*

II. REAUTHORIZATION PRIORITIES

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) authorized \$305.5 billion over five years for public transportation, rail, highway, safety, research, and technology programs. The legislation preserved the federal focus on safety, kept intact the established structure of the various highway programs, and continued efforts to streamline project delivery.

~~With the FAST Act currently under extension, was extended through September 30, 2021. In the 117th Congress,~~ OCTA will focus much of its advocacy efforts *in the 117th Congress* on enacting long-term reauthorization legislation that allows state and local government agencies to move forward with a federal partner on critical transportation projects. As such, OCTA will advocate for the following policies:

- a) Support the greatest possible share of funding for California and OCTA, focusing on increasing formula funds;
- b) Support increased flexibility in transportation funding programs to promote greater local decision-making in the planning process;
- c) Ensure a long-term partnership with the federal government that helps OCTA address capital and operating revenue shortfalls;
- d) Support a stable source of proposed future revenues that provides adequate resources for future transportation needs;
- e) Oppose subjecting public transportation providers to gas tax liability or other fees that increase operating costs;
- f) Oppose unfunded federal mandates that further stretch the resources of state and local transportation agencies;
- g) Oppose policies that undermine or limit local control over land use decisions;

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Federal Legislative Platform**

- h) Ensure fair suballocations of funding to account for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject;
- i) Support efforts to ensure that all users of the national transportation system pay their “fair share” to maintain and improve the system;
- j) Oppose limitations or other arbitrary conditions on discretionary transportation grant programs that prevent an equitable distribution of transportation resources;
- k) Support efforts to clarify roles for state and local transportation agencies, as well as for the private sector, in developing innovative approaches to improving mobility;
- l) Encourage policies on the planning, delivery, and operation of tolling projects that are aligned with the flexibility provided in California State law;
- m) Support additional funding flexibility to facilitate the use of alternative mobility providers;
- n) Support policies to encourage the safe development, demonstration, deployment, and operation of connected and automated vehicle technologies;
- o) Support a collaborative approach to understanding the capital infrastructure and operational needs of local and state transportation agencies, as well as those of private sector partners, in the testing and deployment of autonomous vehicles and related technologies;
- p) Oppose rescissions or other arbitrary funding cuts to transportation programs.

III. IMPLEMENTING FEDERAL TRANSPORTATION PROGRAMS

In the 117th Congress, OCTA will continue to support finalizing the implementation of the FAST Act while finding ways to complement the programs and provisions authorized under federal law. During this time, OCTA will advocate for the following issues:

- a) Oppose any effort to further reduce transportation funding for OCTA or California, advocating for a fair and equitable share;
- b) Pursue continued eligibility of Congestion Mitigation Air Quality program funding for three-to-five years of operating expenses associated with any fixed-guideway or eligible bus projects;

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- c) Support expanded use of alternative delivery methods for federally-funded transportation projects;
- d) Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs;
- e) Support expedited review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;
- f) Support efforts to authorize, fund, and streamline the delivery of bicycle and pedestrian projects in Orange County;
- g) Advocate for policies to encourage, when possible, a “complete streets” approach to multimodal project planning in order to expedite project delivery;
- h) Encourage the Federal Highway Administration (FHWA) to utilize the Regional Transportation Plan (RTP) as a long-range planning and vision document rather than a detailed 30-year financial plan;
- i) Support shifting the approval of RTP amendments involving Transportation Control Measures from the Environmental Protection Agency back to the FHWA while allowing for an adequate consultation process;
- j) Support flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes in order to reduce or eliminate the unintended consequences resulting from Section 166 of the Federal Highway Act or any similar policy regulating degradation of HOV lanes;
- k) Encourage cooperation between state and federal partners to mitigate or eliminate any policy that requires direct actions within 180 days of realized degradation on federally-funded highways;
- l) Support streamlining of Federal Buy America requirements to increase certainty while also advocating for greater flexibility in their application.

IV. FISCAL REFORMS AND ISSUES

Several legislative and regulatory proposals would have economic impacts, both positive and negative, affecting the delivery of transportation infrastructure projects that create jobs and spur further business development in Orange County. Regarding these developments, OCTA will:

- a) Oppose policies that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;

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- b) Support removing barriers to the release of transportation funding, including allowing local agencies to advance projects with local funds in order to limit lengthy amendment processes that delay project delivery;
- c) Support expansion, streamlining, and further development of innovative project finance methods, including the Transportation Infrastructure Finance and Innovation Act loan program;
- d) Support fiscally-sound proposals to adequately addresses the HTF's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding;
- e) Support the equitable collection and distribution of sales tax revenue from out-of-state, online retailers (*South Dakota v. Wayfair, Inc.*);
- f) Support tax policies that reduce costs or provide additional flexibility in OCTA's financial and operational activities;
- g) Support policies that expedite the delivery of transportation improvements or the development of business opportunities in order to create jobs and economic activity in Southern California.

V. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91/Perris Valley Line. OCTA owns 48 miles of rail right-of-way in Orange County on which Metrolink operates. OCTA's rail capital budget supports improvements to the regional commuter rail system in Orange County, and under existing policy, OCTA is the primary construction lead on major capital improvements to the regional commuter rail system on its right-of-way.

In addition to Metrolink services, Orange County is also served by the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency). OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for Pacific Surfliner service in June 2015 via an interagency transfer agreement with the State of California. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. OCTA will continue to monitor the

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development of additional service to ensure that it does not adversely affect other transportation funding sources. Other rail policy priorities include the following:

- a) Support funding for rail safety programs, including funding for implementation, operation, and maintenance of Positive Train Control (PTC) safety technology and other safety enhancements;
- b) Support efforts to ensure that any alternative safety technology is interoperable with, and contains the same safety benefits as, the PTC system implemented on passenger rail corridors in Southern California;
- c) Support the availability of technical resources, such as wireless spectrum, to fully implement rail safety technology;
- d) Oppose increasing the current rail passenger liability cap and work with regional partners to ensure that any changes to the cap take into account the limited resources of passenger rail providers.

VI. GOODS MOVEMENT

The twin Ports of Los Angeles and Long Beach are considered “America’s Gateway” and the nation’s busiest ports. The maintenance and improvement of our region’s goods movement infrastructure must continue to be a national priority if our region is to remain competitive with the rest of the world and responsive to the consumer needs of Southern California. The need for the Southern California region to remain competitive is further underscored by the expansion and modernization efforts of foreign competitors. Even though the FAST Act provided dedicated funding for goods movement projects and programs, revenue streams remain insufficient to fund the projects needed to offset the costs of moving these goods considering the many years of underinvestment. OCTA’s advocacy efforts regarding goods movement will continue to emphasize the following:

- a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;
- b) Ensure that the benefits of newly-funded projects also take into account mitigation factors to impacted communities;
- c) Support a collaborative approach, including engaging with private sector partners, in developing and implementing the needed sustainable goods movement infrastructure programs and projects;
- d) Support regionally-significant grade separation projects that improve the flow of goods and people throughout Southern California;

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Federal Legislative Platform**

- e) Support local control of goods movement infrastructure and freight mobility projects;
- f) *Support additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns.*

VII. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative partners, state and federal Homeland Security and Emergency Preparedness grant partners, and local jurisdictions to enhance the security and resiliency of Orange County's transportation system. OCTA will pursue the following priorities to ensure that the agency's safety, security, and emergency preparedness needs are met:

- a) Support increased funding for training, increased surveillance, and emergency preparedness improvements with adequate flexibility to ensure that local agencies can effectively use the resources to ensure a more resilient transportation system;
- b) Support a funding distribution that considers all risk threats, including natural disasters, acts of terrorism, and other man-made disasters, as estimated by the Department of Homeland Security, in cooperation with state and local officials;
- c) Support programs that facilitate cooperation with security and emergency preparedness officials to refine and improve information exchange protocols, emergency preparedness systems, and regional data coordination;
- d) Support efforts to provide funding incentives and policy flexibility to facilitate programs to provide safe working conditions for coach operators and transit personnel.

VIII. ENVIRONMENTAL AND ENERGY ISSUES

Federal environmental policies affecting OCTA include the National Environmental Protection Act, the Clean Air Act, the Clean Water Act, and the Endangered Species Act. Therefore, policies to further develop environmental and energy-efficient goals will likely have an impact on OCTA's operations. With such proposals in mind, OCTA will:

- a) Seek opportunities to expedite and improve the efficiency of the environmental process without impairing substantive environmental requirements;
- b) Seek funding to meet state and local environmental quality requirements, including requirements for zero-emission buses, alternative fueling stations, and future greenhouse gas reduction requirements;

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- c) Support the continuation and expansion of tax incentives for using compressed natural gas, hydrogen, and other zero-emission transit fuels;
- d) Monitor proposals to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements;
- e) Support expedited review for project development, right-of-way acquisition, and construction activities;
- f) Ensure adequate flexibility in the application of resiliency, natural infrastructure, or other climate-related policies to the delivery of mobility improvements, as opposed to mandates that would constrain transportation resources;
- g) Monitor policies regarding zero-emission transit fuels to ensure they remain technology neutral.

IX. REGULATORY REQUIREMENTS

OCTA must also monitor several other administrative requirements, including new and expanded regulatory definitions that may affect the agency's operations. As such, OCTA will:

- a) Oppose regulatory efforts to extend the statutory requirements of the Americans with Disabilities Act;
- b) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data while also eliminating redundant state and federal requirements;
- c) Oppose regulatory proposals that unreasonably subject OCTA to burdensome bureaucratic requirements or increase operational costs, making it harder to deliver projects and improve mobility in Orange County;
- d) Oppose policies adversely affecting the agency's ability to effectively address labor relations, employee rights, benefits, and working conditions, such as health, safety, and ergonomic standards;
- e) Oppose policies that limit state or local pension benefit reforms.



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

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

Subject: Excess Liability Insurance Pricing Update

Finance and Administration Committee Meeting of November 10, 2021

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

Absent: Director Muller

Committee Vote

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

Committee Recommendation

Authorize the Chief Executive Officer to continue to fully self-insure for liability claims until such time the insurance market pricing is more favorable.



November 10, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Excess Liability Insurance Pricing Update

Overview

The Orange County Transportation Authority has been fully self-insured for operational liability exposures since December 1, 2020, due to recent unfavorable premium pricing in the excess liability insurance market. Staff has reviewed the current insurance market and pricing remains unfavorable to procure excess liability insurance. Board of Directors approval is necessary to remain self-insured.

Recommendation

Authorize the Chief Executive Officer to continue to fully self-insure for liability claims until such time the insurance market pricing is more favorable.

Discussion

The Orange County Transportation Authority (OCTA) has been self-insured for liability claims since 1977 and has historically purchased excess liability insurance above a self-insured retention (SIR) to provide financial protection against catastrophic events and associated losses.

Excess liability insurance is a type of insurance policy purchased by OCTA to protect against liability claims for bodily injury and property damage arising out of premises, all operations (including the 91 Express Lanes), products and completed operations, advertising and personal injury liability, errors and omissions liability (including public official's coverage), employment practices, and employee benefit liability.

OCTA's Broker of Record, Marsh Risk and Insurance Services, Inc. (Marsh) provides marketing and assists OCTA in purchasing excess liability insurance coverage on behalf of OCTA. Marsh is paid a flat fee of \$110,000 for marketing and placing all of OCTA's property and casualty insurance per

Agreement No. C-7-1585 approved by the Board of Directors (Board) on May 22, 2017. This flat fee paid to Marsh is not part of the premium OCTA pays for a renewal of this policy. By agreement, Marsh does not earn any additional compensation or commission for its services. The contract further requires that any commissions offered by insurers will offset OCTA's premiums.

On December 1, 2019, OCTA purchased \$7 million in excess liability insurance provided by two insurance carriers, Gemini Insurance Company (Gemini) and Princeton Excess and Surplus Lines Insurance Company (Princeton). Gemini provided coverage of \$5 million in excess of OCTA's \$5 million SIR, for an annual premium of \$528,234. Princeton provided an additional \$2 million in coverage to OCTA beyond the Gemini policy, for an annual premium of \$206,400. The annual premiums for the two policies including taxes and fees totaled \$734,634. These policies were scheduled to expire on December 1, 2020. On September 28, 2020, the Board approved a \$1,500,000 budget to renew the current insurance and provided direction for staff to return to the Finance and Administration Committee for direction to bind coverage.

Although OCTA has a very favorable loss history, with an average annual claims payout of \$1,828,000, Marsh identified a market trend of increased premium rates of 15 to 45 percent for insurance policies renewing in 2020. Marsh solicited premium quotes for the renewal of the policies approaching insurance companies that provide public transportation excess liability insurance policies. OCTA received only one quote from incumbent carrier, Gemini, for \$719,077.40 to provide \$5 million in coverage provided that OCTA would carry a self-insured retention of \$7.5 million.

On November 11, 2020, the Finance and Administration Committee approved staff's recommendation to fully self-insure, and handle liability claims internally instead of expending \$719,077.40 to purchase commercial insurance that would only provide protection for historically unlikely claims above \$7.5 million. In addition, staff was directed to track the insurance market to readdress fully self-insuring liability claims if the market were to trend in a 40 percent reduction in premium pricing. Marsh has confirmed that the insurance market has continued to "normalize" increased premium rates of 15 to 45 percent in 2021.

Staff is recommending that OCTA continue to fully self-insure based on a historically low \$648,951 in pandemic-era claims and as the insurance market premium pricing continues to be unfavorable in 2021. Staff will continue to monitor the insurance market throughout the year and will provide an annual update to the Board or recommend purchasing excess liability coverage earlier if the market pricing becomes more favorable to OCTA.

Fiscal Impact

Self-insured claims will be expended per OCTA's Fiscal Year 2021-22 Budget, Human Resources and Organizational Development Division, Risk Management Department, Account No. 0040-7561-A0017-DTR, through the Internal Service Fund.

Summary

Based on the information provided, staff recommends the Board Authorize the Chief Executive Officer to fully self-insure for liability claims until such time the insurance market pricing is more favorable.

Attachment

None.

Prepared by:

Al Gorski
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714-560-5817

Approved by:

Maggie McJilton
Executive Director, Human Resources
and Organizational Development
714-560-5824



COMMITTEE TRANSMITTAL

November 22, 2021

To: Members of the Board of Directors

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

Subject: Funding Recommendations for the 2021 Enhanced Mobility for Seniors and Disabled Grant Program

Transit Committee Meeting of November 11, 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.

Committee Recommendations

- A. Approve the award of \$2.750 million in local funding to 14 applications submitted for consideration of funding through the Enhanced Mobility for Seniors and Disabled Grant Program.
- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with selected applicants to receive funding through the Enhanced Mobility for Seniors and Disabled Grant Program.



November 11, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Funding Recommendations for the 2021 Enhanced Mobility for Seniors and Disabled Grant Program

Overview

On July 12, 2021, the Orange County Transportation Authority Board of Directors released the Enhanced Mobility for Seniors and Disabled Grant Program call for projects for 2021. The Orange County Transportation Authority received 16 grant applications for vehicles, supporting equipment, mobility management, and to support service operations. Programming recommendations are presented for review and approval.

Recommendations

- A. Approve the award of \$2.750 million in local funding to 14 applications submitted for consideration of funding through the Enhanced Mobility for Seniors and Disabled Grant Program.
- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with selected applicants to receive funding through the Enhanced Mobility for Seniors and Disabled Grant Program.

Background

The Orange County Transportation Authority (OCTA) is the designated Consolidated Transportation Services Agency for Orange County and is responsible for coordinating and providing services for seniors and disabled persons. In this role, OCTA is responsible for conducting a call for projects (call) and allocating Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program funds consistent with the priority strategies identified in the current Orange County Human Services Transportation Coordination Plan (Coordinated Plan).

The Coordinated Plan was updated and approved by the Board of Directors (Board) on November 23, 2020. OCTA developed the EMSD Grant Program to provide grant opportunities to Orange County non-profit organizations

and local agencies to help meet the transportation needs of seniors and individuals with disabilities. This local grant program replaces the Federal Transit Administration (FTA) 5310 Program with local funds, allowing grantees to streamline project implementation while reducing the risk that a nonprofit or local agency may not be in compliance with federal requirements. OCTA utilizes the FTA 5310 funds to support OC ACCESS service.

On July 12, 2021, the Board approved the release of the EMSD Grant Program call (Attachment A) making up to \$4 million available to nonprofit organizations and local agencies. Following release of the guidelines, staff notified prospective applicants of the grant opportunity including more than 500 individuals and nonprofit organizations. In addition, staff contacted city, county, and nonprofit agencies that currently participate in the OC Go Project U (Senior Mobility Program {SMP}) and Project V (Community Circulator) programs, and members of the Technical Advisory Committee. On July 29, 2021, staff held an application development workshop, which was well-attended with over 40 participants. Following the workshop, staff held focused meetings to assist prospective applicants by providing guidance to enhance the likelihood of grant funding.

Discussion

On September 9, 2021, OCTA received 16 applications for \$3.05 million in local funding from ten nonprofit and public agency applicants. Collectively, the applicants requested grant assistance for paratransit vans, buses, related support equipment, and mobility management and operating assistance projects.

Staff conducted an initial review of all applications to confirm that the applications were consistent with the 2021 EMSD call guidelines and procedures. The applications were further reviewed and scored by a five-person advisory panel consisting of a representative from the OCTA Accessible Transit Advisory Committee, one representative each from OCTA Planning, Operations, and Government Affairs divisions, and one representative from the Los Angeles Metropolitan Transportation Authority.

The applications were scored and ranked based on Board-approved scoring criteria and funding priorities. The resulting programming recommendations include funding 14 capital and operating projects, for a total of \$2.750 million (Attachment B). The recommended projects are consistent with the Board-approved Coordinated Plan. Two applications are not recommended for funding due to their overall project score falling below the scoring threshold. Historically, recommended projects have achieved an overall score of 60 points or more, and this recommendation is consistent with prior grant cycles.

OCTA currently coordinates and/or funds the transportation services provided by several of the recommended applicants through the SMP, subsidized

transportation services through OC ACCESS, and the Senior Non-Emergency Medical Transportation Program. These programs provide transportation alternatives which help alleviate demand on OC ACCESS. An award of EMSD grant funding to these agencies will provide additional support to more agencies to help ensure that quality transportation options are available to seniors and individuals with disabilities in Orange County.

Next Steps

With Board approval, OCTA staff will conduct an awarded applicant workshop in December to discuss the next steps of the program, which will include review of cooperative agreements, procurement, and reimbursement processes, as well as required reporting and oversight requirements. Following the workshop, awarded applicants will enter into cooperative agreements with OCTA to receive funding through the EMSD Grant Program. The remaining funding will be utilized to support OC ACCESS service.

Summary

Staff is recommending Board approval to award \$2.750 million in local funding to 14 applications through the EMSD Grant Program to provide additional transportation options for seniors and individuals with disabilities in Orange County.

Attachments

- A. Orange County Enhanced Mobility for Seniors and Disabled Grant Program
- B. 2021 Orange County Enhanced Mobility for Seniors and Disabled Grant Program, Programming Recommendations

Prepared by:



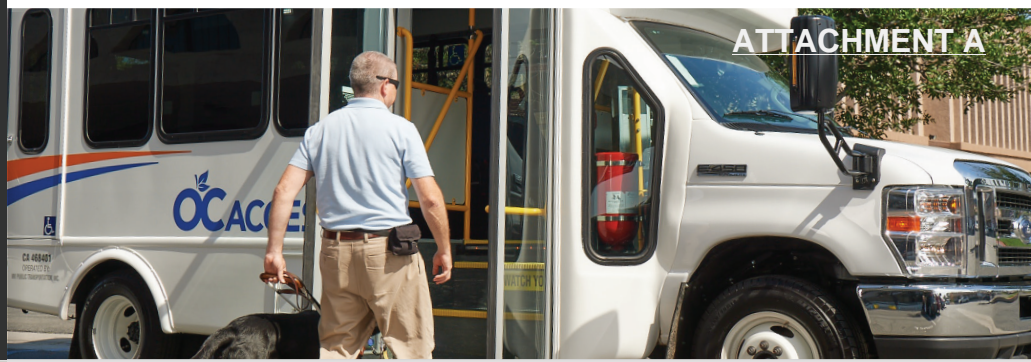
Jennifer Haith Farinas
Senior Transportation Funding Analyst,
Discretionary Funding Programs
(714) 560-5392

Approved by:



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

ORANGE COUNTY ENHANCED MOBILITY FOR SENIORS AND DISABLED GRANT PROGRAM



AT A GLANCE

SERVICE AREA:

All 34 Orange County cities and the County of Orange

FUNDING:

\$4 million in local funds

WEBSITE:

octa.net/emsd

CONTACT:

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IMPLEMENTATION:

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OVERVIEW

The Orange County Transportation Authority (OCTA) Board of Directors (Board) has approved the release of the Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program call for projects. EMSD is intended to support the needs of seniors beyond traditional public transportation, and for individuals with disabilities beyond that required by the Americans with Disabilities Act. Up to \$4 million in local funds is available to program in fiscal year (FY) 2021/22 or FY 2022/23 (ending June 30).

PROGRAM GOALS

- 1) Improve the mobility for seniors and individuals with disabilities in Orange County;
- 2) Support local agencies and non-profits providing specialized 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 senior and disabled patrons with an emphasis in reaching disadvantaged, underrepresented, and/or diverse communities to ensure that services are meeting their needs; and
- 7) Prioritize funding for agencies that collaborate which is demonstrated by:
 - partnering together to create efficiencies and lower operating costs for service, and/or
 - increasing vehicle revenue hours beyond the minimum ten hours.

ELIGIBLE APPLICANTS

- Private non-profit organizations,
- Public agencies where no private non-profits are readily available to provide the proposed service (a public hearing is required as documentation).

ELIGIBLE PROJECT CATEGORIES

- **Capital Projects** - At least 55% (minimum) of the funds awarded will be used for ADA accessible vehicle and related equipment purchases and leases.
- **Operating Projects** - The remaining 45% (maximum) may be used for operating assistance, coronavirus (COVID-19) restoration of service, mobility management, COVID-19 response equipment, driver and travel training, and first and last mile trips.

LOCAL MATCH REQUIREMENTS

- A 10% local match is required for capital, which includes the purchase and lease of vehicles and equipment, mobility management, driver and travel training projects, and COVID-19 response equipment.
- A 25% local match is required for operating assistance, COVID-19 restoration of service, and first and last mile trips.

Fact sheet as of 10/20/21



Orange County Transportation Authority

550 S. Main St
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net

FUNDING PRIORITIES

- 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.

PROVISIONS OF USE

- All projects must be included in the Orange County Public Transit-Human Services Coordinated Transportation Plan available at: <http://www.octa.net/pdf/HumanServicesTransportation.pdf>.
- Applicants must have management oversight and control over the operations of contracted service and purchased/leased equipment.
- 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.
- The maximum request amount is \$600,000 per applicant to ensure an equitable distribution of funds.

APPLICANT WORKSHOP

OCTA will host an EMSD application preparation workshop on July 26, 2021 from 1:00 pm – 4:00 pm virtually to assist eligible applicants. If you would like to attend, please RSVP at www.octa.net/emsd. Upon receipt of an RSVP, details will be provided on how to participate in the virtual workshop.

APPLICATION BASICS

Online applications for the EMSD Program are due on September 9, 2021, no later than 4 pm via the program webpage at www.octa.net/emsd. Applicants may submit via mail or hand delivery by the application deadline (no postmarks will be accepted). Late applications will not be accepted, so please ensure that you have uploaded all required documentation ahead of the application deadline. We suggest uploading your documents at least 48 hours ahead of the submittal deadline to allow for time for troubleshooting if necessary.

A completed application will contain the following documents:

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

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

EMSD Grant Document Downloads: Application materials will be posted on the EMSD webpage at www.octa.net/emsd.

KEY PROGRAM MILESTONES*



**2021 Orange County Enhanced Mobility for Seniors and Disabled Grant Program
Programming Recommendations**

Applicant	Project Description	Applicant Match	Recommended Award	Total Project Cost	Score
Age Well Senior Services, Inc.	Purchase seven minivan replacements to provide low-cost quality transportation service to seniors to promote their vitality and support independence	\$38,500	\$346,500	\$385,000	96
Age Well Senior Services, Inc.	Purchase two large bus replacements to provide low-cost transportation service to seniors to promote their vitality and support independence	\$17,200	\$154,800	\$172,000	96
Community SeniorServ Inc. (dba Meals on Wheels Orange County)	Expansion of existing mobility management program to enhance transportation services for the frail elderly who have special needs and limited access to improved physical healthcare, mental health, socialization, and community education services	\$15,495	\$139,451	\$154,946	87
North Orange Continuing Education	Funding for mobility management program to provide one-on-one and small group training to teach students how to use public transportation to get to and from school, potential and active worksites, and for community integration	\$66,000	\$594,000	\$660,000	86
Alzheimer's Orange County	Operating assistance to expand existing program to provide increased transportation options for older adults requiring transportation, including those with special needs	\$60,691	\$182,075	\$242,766	86
Alzheimer's Family Services	Support and expand existing mobility management program improving mobility of seniors and disabled in Orange County	\$14,996	\$134,964	\$149,960	85
Abrazar	Expansion of existing mobility management program to assist the most vulnerable older adults and disabled in Orange County	\$35,000	\$315,000	\$350,000	82
Sally's Fund	Operating assistance to support additional staff to oversee drivers, vehicle maintenance and transportation coordination and when needed, drive various routes to maximize the number of trips	\$20,450	\$61,350	\$81,800	78
Abrazar	Coronavirus restoration of service request to provide transportation for older adults and disabled in Orange County	\$62,500	\$187,500	\$250,000	75
Alzheimer's Orange County	Purchase three small buses to expand existing service and provide greater transportation accessibility for seniors who are frail, or experiencing memory loss and other dementia in Orange County	\$23,400	\$210,600	\$234,000	74
Access California Services	Operating assistance to support creation of a new transportation program to meet the needs of all underserved communities with a focus on the Arab-American and Muslim-American communities in Southern California	\$108,406	\$250,000	\$358,406	74
Access California Services	Purchase of two minivans to support new transportation service to seniors and disabled individuals	\$11,000	\$99,000	\$110,000	66
Access California Services	Purchase one small bus to support new transportation service to seniors and disabled individuals	\$7,800	\$70,200	\$78,000	66
Access California Services	Purchase of computers, monitors, laptop stands, headphones, keyboards, and mice to facilitate scheduling of new transportation service	\$496	\$4,467	\$4,963	60
		\$2,749,907		\$3,231,841	

**2021 Orange County Enhanced Mobility for Seniors and Disabled Grant Program
Programming Recommendations**

Applicant	Project Description	Applicant Match	Requested Amount	Total Project Cost	Score
Not Recommended for Funding					
Aids Services Foundation (Radiant Health Center)	Purchase a minivan to continue to serve and to increase transportation services to seniors and individuals with disabilities	\$5,500	\$49,500	\$55,000	54
Reimagine Network	Mobility management request to create a Reimagine and Goodwill Centralized Call Center for OC ACCESS at Reimagine	\$25,000	\$250,000	\$275,000	50
			\$299,500	\$330,000	

dba - doing business as



COMMITTEE TRANSMITTAL

November 22, 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 Coastal Rail Infrastructure Improvements Project

Transit Committee Meeting of November 11, 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.

Committee Recommendations

- A. Request to amend the Orange County Transportation Authority Fiscal Year 2021-22 budget by \$700,000, to accommodate Cooperative Agreement No. C-1-3828 with the Southern California Regional Rail Authority to develop long-term solutions along the coastal rail corridor to protect the railroad against future tidal and landslide risks.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3828 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in the amount of \$700,000, to prepare a Project Definition Report for the Coastal Rail Infrastructure Improvements Project.



November 11, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the Southern California Regional Rail Authority for the Coastal Rail Infrastructure Improvements Project

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority to define roles, responsibilities, and funding to prepare a Project Definition Report for the Coastal Rail Infrastructure Improvements Project.

Recommendations

- A. Request to amend the Orange County Transportation Authority Fiscal Year 2021-22 budget by \$700,000, to accommodate Cooperative Agreement No. C-1-3828 with the Southern California Regional Rail Authority to develop long-term solutions along the coastal rail corridor to protect the railroad against future tidal and landslide risks.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3828 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in the amount of \$700,000, to prepare a Project Definition Report for the Coastal Rail Infrastructure Improvements Project.

Discussion

The Orange County Transportation Authority (OCTA) owns over 40 miles of active rail line in Orange County that extends from the City of Fullerton to the San Diego County Line in the City of San Clemente. The Southern California Regional Rail Authority (SCRRA) is responsible for regional rail operations and maintenance along the corridor. An adjacent slope that failed on private property at Mile Post 206.8, along with tidal surges, have severely degraded the railroad track structure in the City of San Clemente. On September 16, 2021, SCRRA suspended passenger rail service in South Orange County and began

emergency work to stabilize the track with an enhanced revetment. The emergency placement of enhanced revetment was completed the first week of October 2021, and the passenger rail service resumed on October 4, 2021.

SCRRA continues with efforts to monitor the stability of the slope and track infrastructure, and an evaluation of long-term mitigation is necessary to address future landslide and tidal variations risks both at this location and along the entire Orange County coastal rail corridor. OCTA will provide funding to SCRRA to evaluate all potential solutions to address the issues and develop a Project Definition Report (PDR). This PDR will develop site appropriate alternatives that will lead to refinement of the scope, schedule, and cost estimate for this project, enabling OCTA and SCRRA to pursue future funding from various grants.

The project requires a cooperative agreement between OCTA and SCRRA to define roles, responsibilities, and funding. SCRRA will be the lead for the preparation of the PDR and will coordinate this work with OCTA and other stakeholders. The effort for SCRRA's work on this PDR within the coastal rail corridor is estimated to be \$700,000, and will be funded through Measure M – Project R funds.

Fiscal Impact

An amendment to the OCTA Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0018-7831-TR222-0CU, in the amount of \$700,000, is being requested to fund Cooperative Agreement No. C-1-3828. The cooperative agreement with SCRRA will be funded with local Measure M Project R funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3828 with the Southern California Regional Rail Authority to prepare a Project Definition Report for the Coastal Rail Infrastructure Improvements Project.

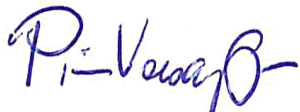
Attachment

None.

Prepared by:

A blue ink signature, likely of Jason Lee, consisting of a stylized 'J' and 'L'.

Jason Lee
Project Manager
714-560-5833

A blue ink signature, likely of Pia Veasapen, written in a cursive style.

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

Approved by:

A blue ink signature, likely of James G. Beil, written in a cursive style.

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



COMMITTEE TRANSMITTAL

November 22, 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 Railroad Track Stabilization in the City of San Clemente

Transit Committee Meeting of November 11, 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.


Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3749 with the Southern California Regional Rail Authority in the amount up to \$5,000,000, to stabilize the railroad track structure in the City of San Clemente.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2021-22 Budget by \$5,000,000, to accommodate Cooperative Agreement No. C-1-3749 for the railroad track stabilization work.



November 11, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Cooperative Agreement with the Southern California Regional Rail Authority for Railroad Track Stabilization in the City of San Clemente

Overview

The Orange County Transportation Authority owns over 40 miles of active rail line in Orange County that extends from the City of Fullerton to the San Diego County Line in the City of San Clemente. Metrolink is responsible for regional rail operations and maintenance along the corridor. In September, tidal surges, along with a failing slope, severely degraded the railroad track structure in the City of San Clemente. Staff is requesting approval to enter into a cooperative agreement with the Southern California Regional Rail Authority for costs associated with stabilizing the railroad track structure, in an area owned by the Orange County Transportation Authority.

Recommendation

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3749 with the Southern California Regional Rail Authority in the amount up to \$5,000,000, to stabilize the railroad track structure in the City of San Clemente.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2021-22 Budget by \$5,000,000, to accommodate Cooperative Agreement No. C-1-3749 for the railroad track stabilization work.

Discussion

Tidal surges and a recent slope failure have severely degraded the railroad track structure on the Orange County Transportation Authority (OCTA)-owned railroad right-of-way (ROW) in the City of San Clemente (City). The ROW is operated and maintained by the Southern California Regional Rail Authority (SCRRA) through an agreement with OCTA. After a site analysis by SCRRA geotechnical

engineers, it was determined that rail service must be suspended to allow for stabilization work to occur safely and efficiently.

On September 16, 2021, SCRRA suspended Metrolink rail service in south Orange County in order to effect efforts to stabilize railroad track structure in the City. The stabilization work began on September 16, 2021 and was completed the first week of October. Passenger rail service resumed on October 4, 2021.

Emergency repair was undertaken by SCRRA to stabilize the railroad tracks from further shifting due to a failing slope originating at the westerly coastal slope and extending below the railroad ROW to the west of the tracks at the beach. The failing slope has resulted in severe cracks and separation in pavement and house foundations at the top of the slope and has caused severe deflection in the railroad tracks, requiring passenger rail service to be suspended for the roughly two-and-a-half-week period from September 16 through October 4, 2021.

The current scope and level of effort for this repair work is estimated to cost up to \$5 million and is the responsibility of OCTA as the ROW owner. SCRRA has performed the majority of this work with contract forces on behalf of OCTA. With Board of Directors' approval, staff will finalize the cooperative agreement with SCRRA for the funding of this repair work.

SCRRA procured 12,000 tons of 'riprap', large rocks that hold up the track structure, and has contracted with the BNSF Railway Company (BNSF) to assist with the repairs. BNSF used their trains to transport, load, and unload the riprap, while SCRRA engaged their on-call engineering team to provide geotechnical services. Assistance was also required to realign the track that was altered by the strong tidal surges. The repair work scope also includes the following work:

- Procurement of riprap – blasting rock
- BNSF trains to transport riprap
- Train crews to operate those trains
- Maintenance-of-way contractor resources for temporary mitigation and coordination of unloading riprap and realignment of the track
- On-call engineering services for geotechnical assessments
- Daily monitoring and surveying of the track
- Equipment and materials to use the El Toro siding for servicing Metrolink trains while operating a shortened route

SCRRA continues to monitor the stability of the slope and track. A slope monitoring system using inclinometers was recently installed, which will perform the monitoring once it is operational.

Fiscal Impact

The cooperative agreement with Metrolink can be funded with local commuter rail funds; however, staff continues to work with Metrolink to identify portions of the work that may be eligible for Federal Transit Administration funds. An amendment to the OCTA Fiscal Year 2021-22 Budget, commuter rail fund, Account No. 0018-7831-A0001-DS2, in the amount of \$5,000,000, is being requested to accommodate Agreement No. C-1-3749.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3749 with the Southern California Regional Rail Authority in the amount up to \$5 million to stabilize railroad track structure on the Orange Subdivision in the City of San Clemente.

Attachment

None.

Prepared by:



Dinah Minter
Department Manager, Regional Rail
(714) 560-5740

Approved by:



Jennifer L. Bergener
Deputy Chief Executive Officer/Chief
Operating Officer, Operations
(714) 560-5462

Attitudinal and Awareness Survey Results

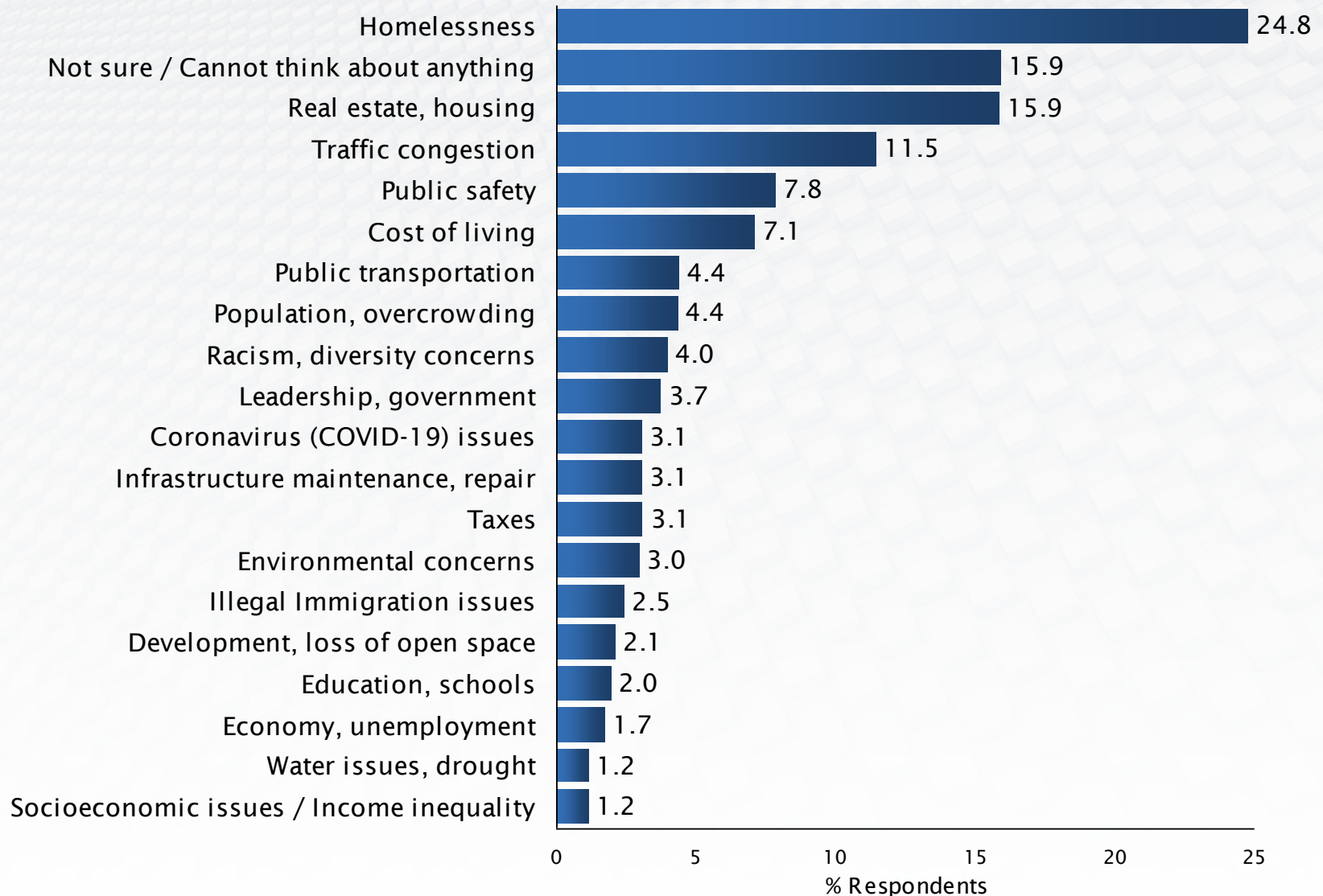
Purpose of Study

- Measure awareness and perceptions of Orange County Transportation Authority (OCTA)
- Gather input on strategies and priorities for the Long Range Transportation Plan (LRTP)
- Profile resident use of the transportation system, communications preferences, and relevant demographics/background information

Methodology of Study

- Conducted June 3rd to June 27th, 2021
- Mixed-methodology survey
 - Stratified random sample of Orange County households
 - Multiple recruiting methods (telephone and email) and data collection options (telephone and online)
 - Completed 2,564 interviews
 - English, Spanish, and Vietnamese
- Overall margin of error: ± 1.9 percent

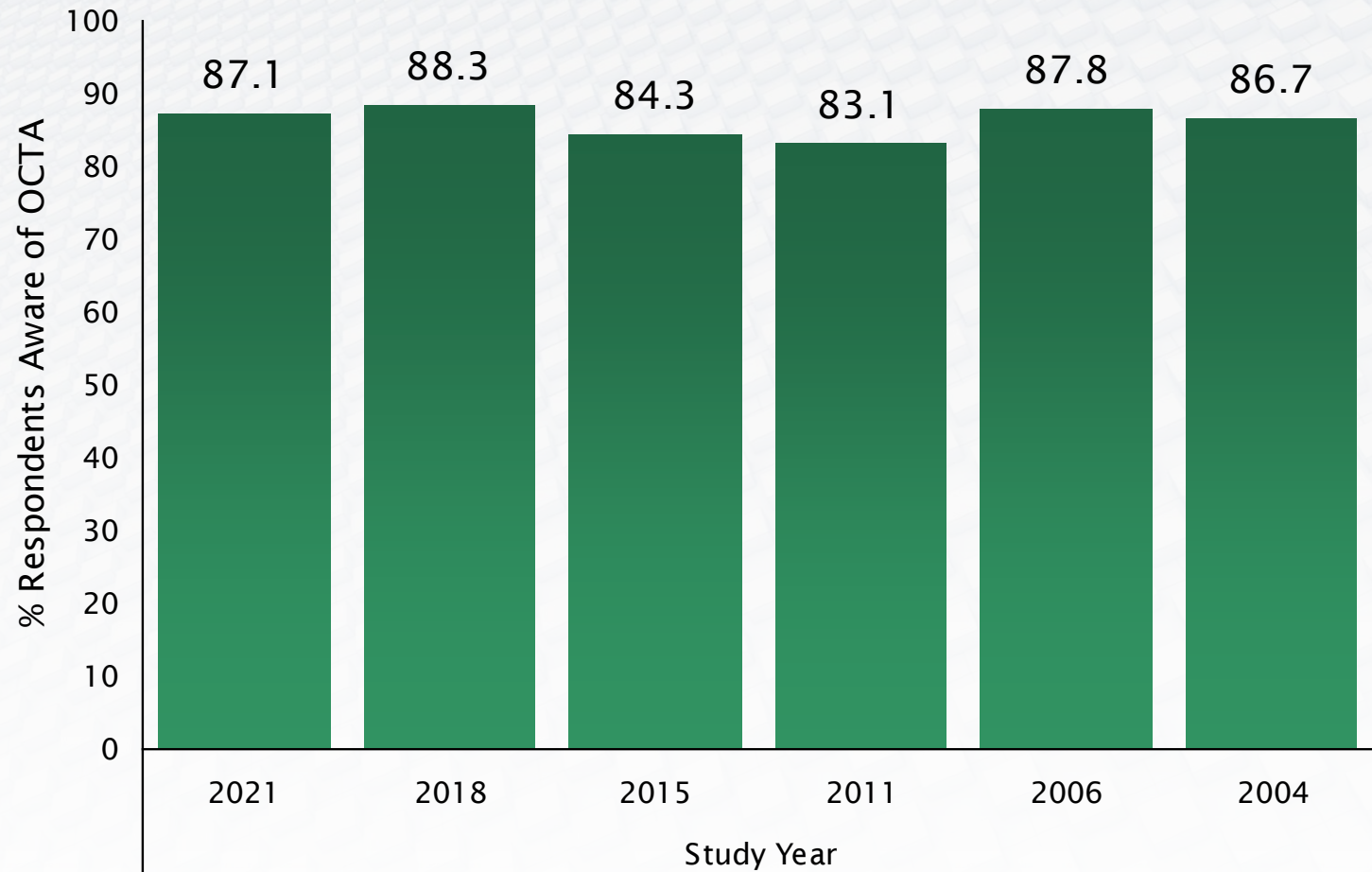
Most Important Issues



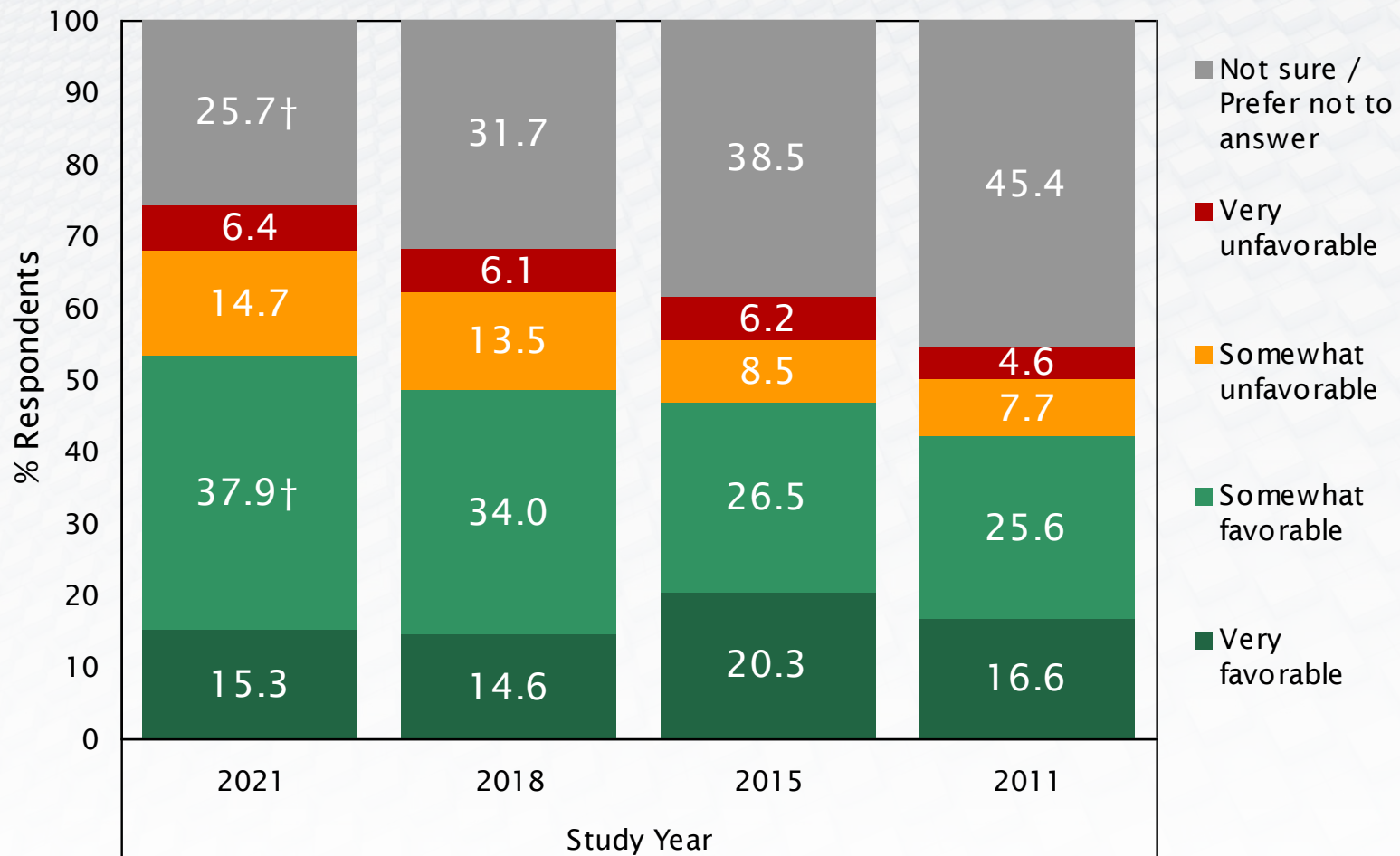
Comparison of Issues

Study Year			
2021	2018	2015	2011
Homelessness	Homelessness	Water issues, drought	Economy, unemployment
Not sure / Can't think of anything	Real estate, housing	Not sure / Can't think of anything	Not sure / Can't think of anything
Real estate, housing	Not sure / Can't think of anything	Traffic	Education, schools
Traffic congestion	Traffic congestion	Economy, unemployment	Traffic
Public safety	Cost of living	Real estate, housing	Public safety / Crime
Cost of living	Population, overcrowding	Cost of living	Budget, spending
Public transportation	Illegal immigration issues	Public safety	Real estate, housing
Population, overcrowding	Public transportation	Population, overcrowding	Transportation infrastructure
Racism, diversity concerns	Public safety	Education, schools	Population, overcrowding
Leadership, government	Infrastructure maintenance, repair	Homelessness	Cost of living

Awareness of OCTA

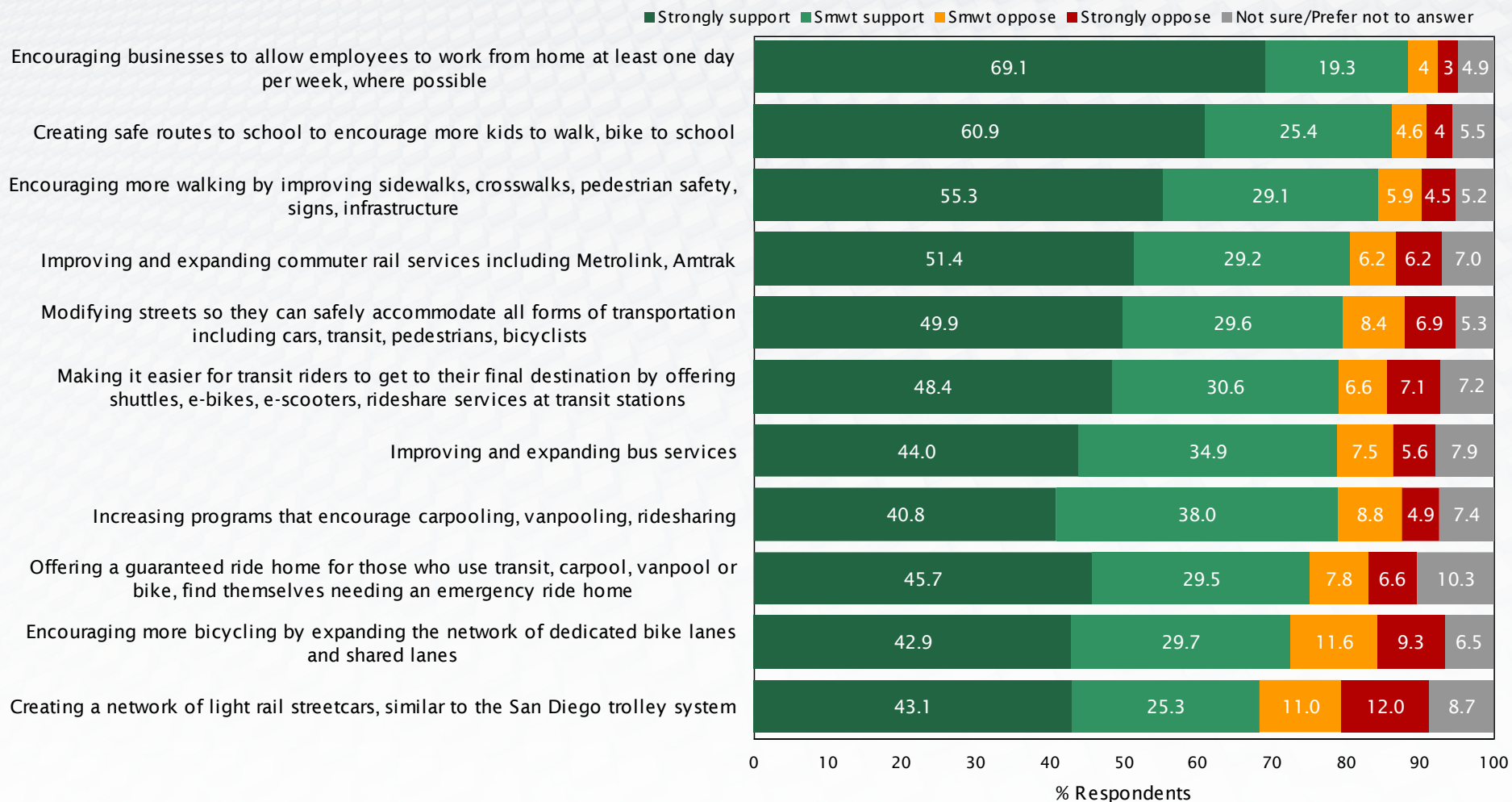


Overall Opinion of OCTA

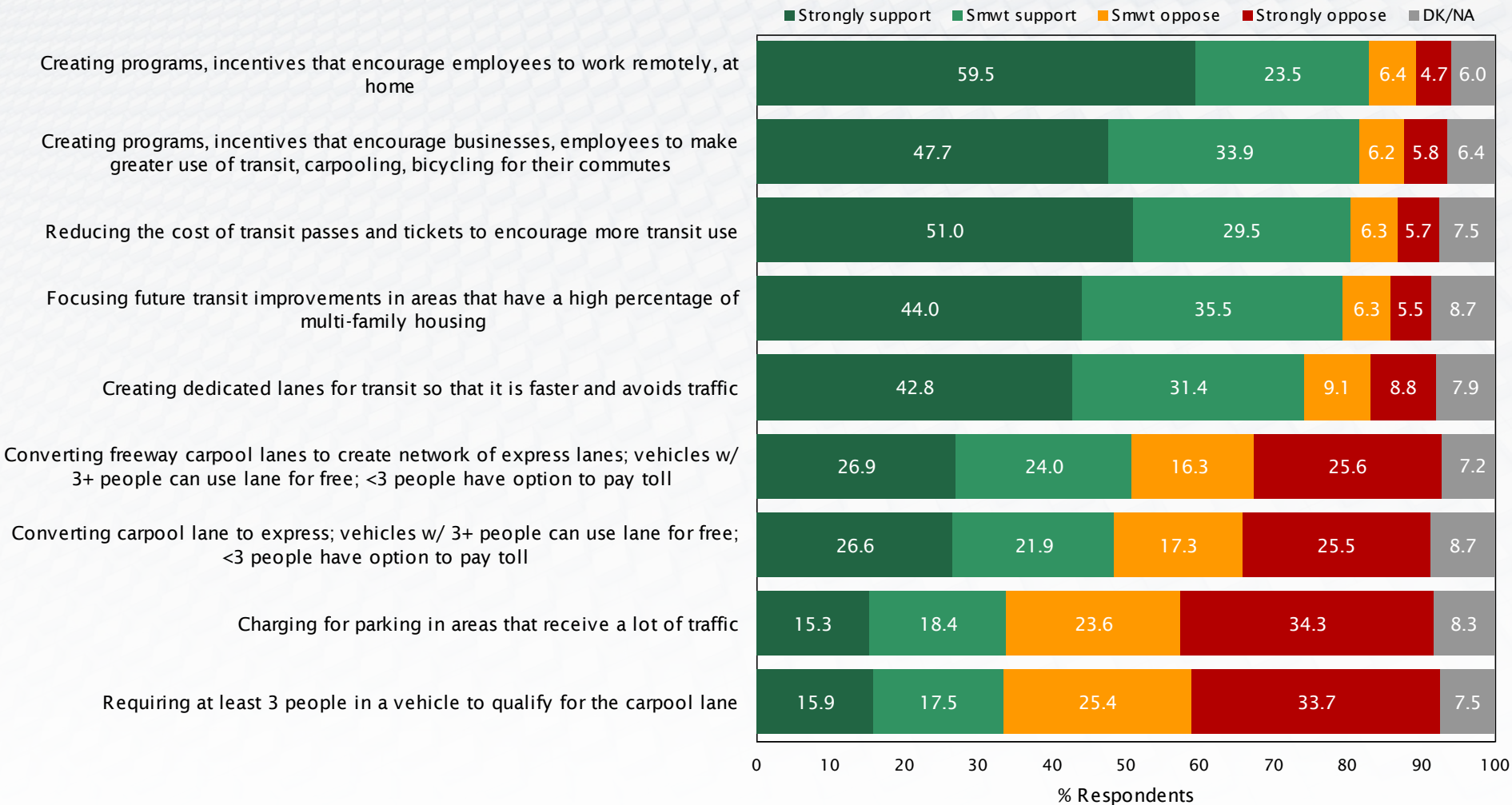


† Statistically significant difference ($p < 0.05$) between the 2018 and 2021 studies.

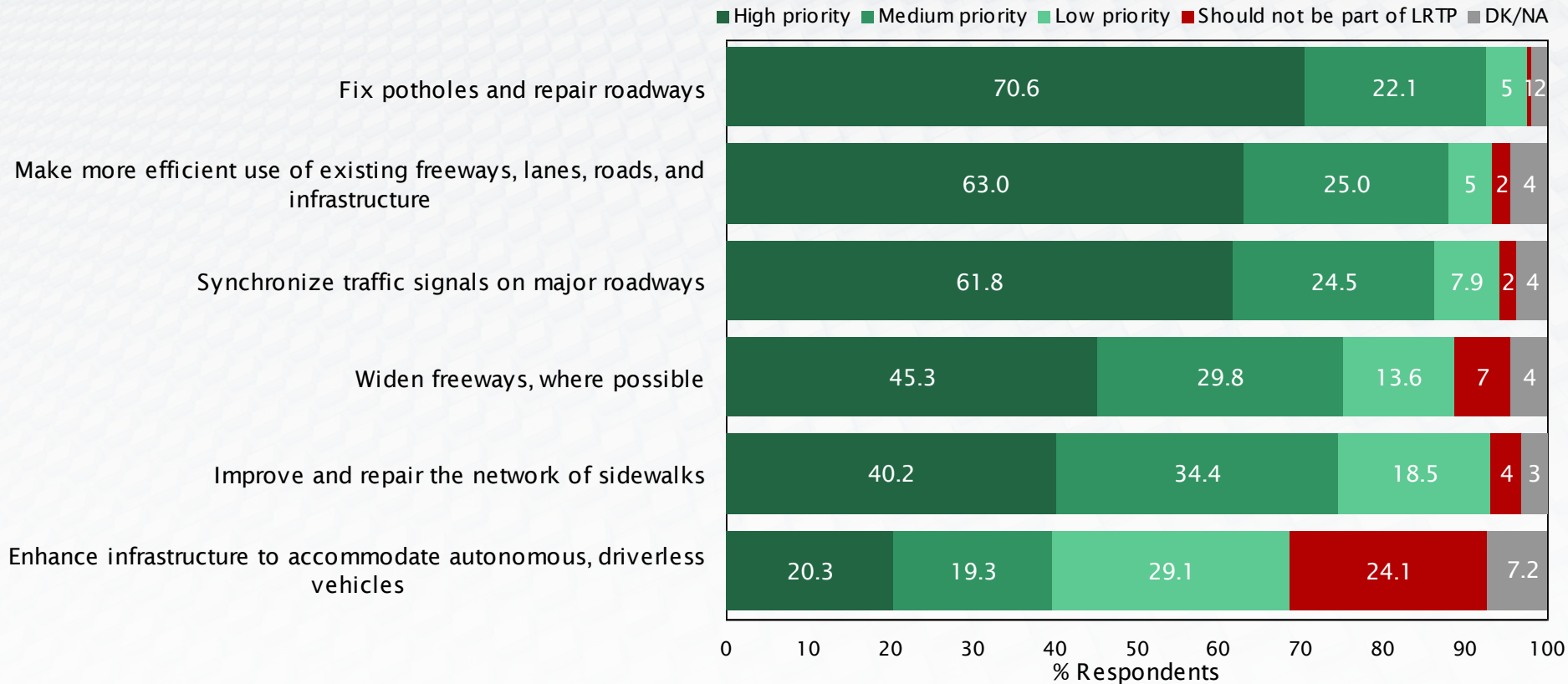
Vehicle Trip and Vehicle Miles Traveled (VMT) Reducing Strategies



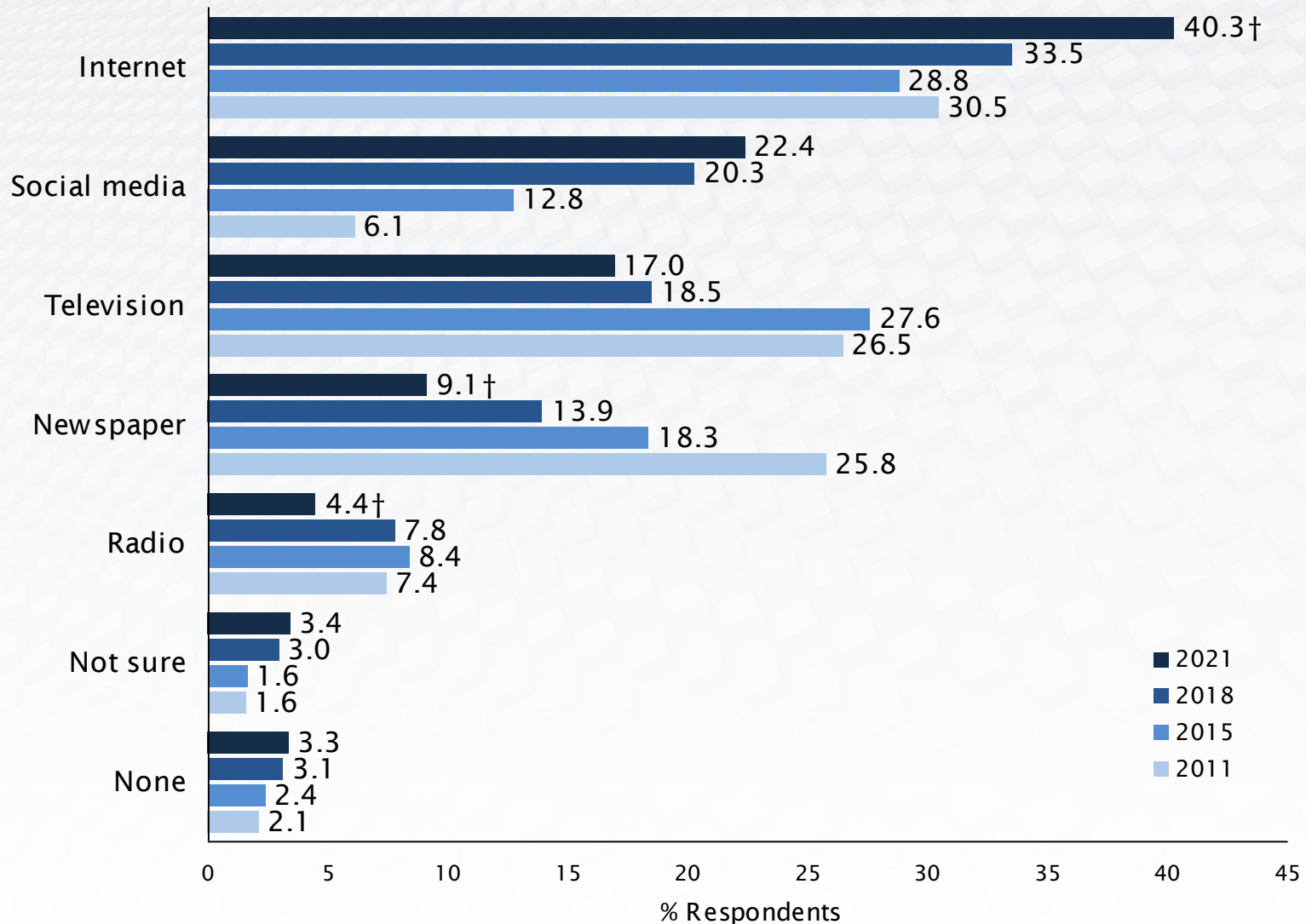
Support for Pricing and Policy Strategies



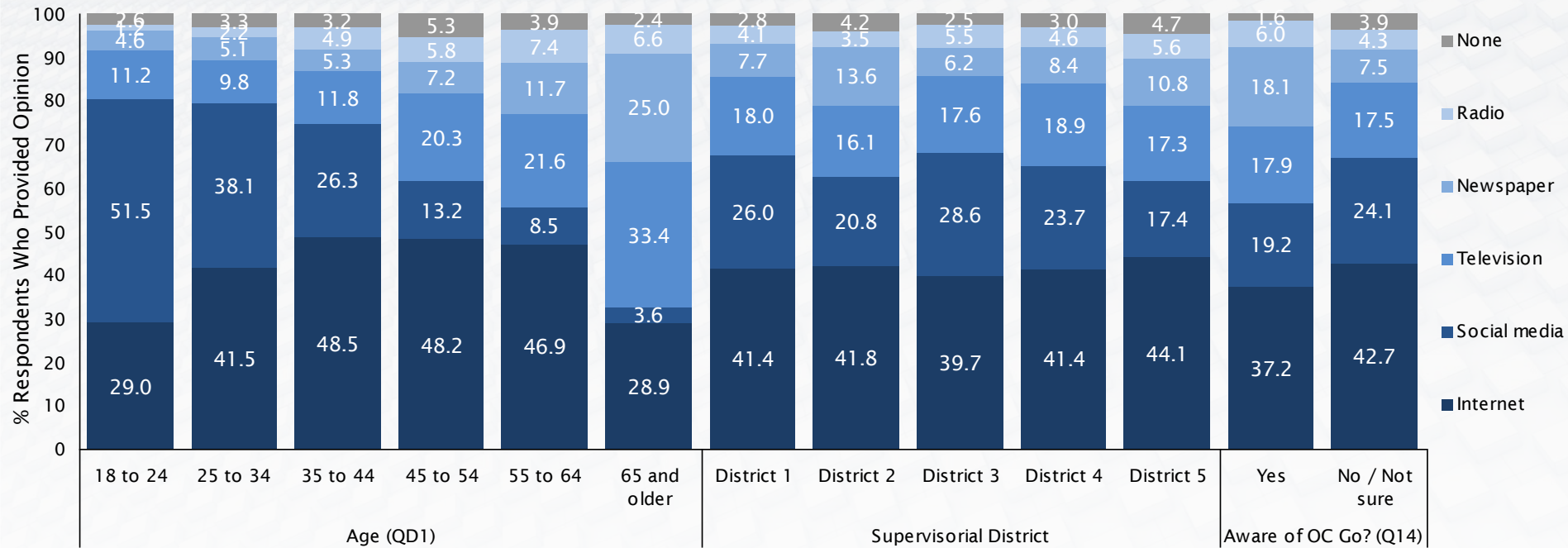
Capacity and Infrastructure



Primary Source for OC News



Primary Source by Age, District, and OC Go Awareness



Key Takeaways – Perceptions of OCTA

- Nearly 9 in 10 residents are aware of OCTA
- The percentage of residents with an opinion of OCTA has increased steadily over the past decade – from 55 percent (2011) to 74 percent (2021)
- Among those with an opinion of OCTA, favorable opinions outnumber unfavorable 2.5 to 1

Key Takeaways - LRTP

Widespread support for all strategies designed to reduce vehicle trips, VMT, and congestion

- Strongest support for:
 - Encouraging remote work
 - Creating safe routes to school
 - Infrastructure improvements to promote walking
 - Improving/expanding commuter rail
 - Complete streets

Key Takeaways - LRTP

Pricing and policy strategies to reduce congestion received mixed reactions

- Strong support for:
 - *Positive* incentives and programs to promote remote work, transit, active transportation
 - Infrastructure improvements to make transit faster and focused in areas with multi-family housing
- Mixed opinions regarding:
 - Converting carpool lanes to express lanes
- Little support for:
 - Charging for parking in highly congested areas
 - Requiring three people for carpool

Key Takeaways - LRTP

Infrastructure repair/maintenance and capacity enhancements remain popular

- Residents prioritize:
 - Fixing potholes and repairing roadways
 - Making more efficient use of existing freeways, lanes, roads, and infrastructure
 - Synchronizing traffic signals on major roadways
- Although still a priority for 75 percent of OC residents, the percentage who rated widening freeways a *high* priority declined significantly in past three years