Orange County Transportation Authority

Executive Committee Agenda
Monday, June 5, 2023 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Gene Hernandez, Chairman
Tam Nguyen, Vice Chairman
Andrew Do, Regional Transportation Planning Chairman
Brian Goodell, Legislative & Communications Chairman
Michael Hennessey, Finance & Administration Chairman
Steve Jones, Transit Committee Chairman

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

Agenda Descriptions

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 Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking this link: https://octa.legistar.com/Calendar.aspx

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. 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

Pledge of Allegiance

Director Hennessey

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

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

1. Approval of Minutes

Recommendation

Approve the minutes of the May 1, 2023 Executive Committee meeting.

Attachments:

Minutes

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

Matt Ankley/Jennifer L. Bergener

Overview

On July 13, 2020, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2023-24.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of $11,396,565, for Transit Police Services, effective July 1, 2023, through June 30, 2024. This will increase the maximum obligation of the agreement to a total contract value of $44,810,826.

Attachments:

Staff Report

Attachment A

Attachment B

3. Membership Appointments for the Measure M2 Environmental Oversight Committee

Marissa Espino/Maggie McJilton

Overview

The Measure M2 Ordinance requires, as part of the Measure M2 Environmental Mitigation Program, that a 12-member Environmental Oversight Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for programmatic mitigation and to monitor implementation. The three-year terms have expired for all members. All 12 existing committee members have expressed a desire to continue to serve on the committee.

Recommendation

Approve the reappointment of the 12 current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2023.

Attachments:

Staff Report

Attachment A

Attachment B

4. Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Marissa Espino/Maggie McJilton

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs. The current three-year terms for all members will expire on June 30, 2023. Eleven of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for three open seats.

Recommendations

A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.

B. Appoint three committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C
Attachment D
Attachment E

5. Measure M2 Quarterly Progress Report for the Period of January 2023 Through March 2023
Francesca Ching/Kia Mortazavi

Overview
Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2022-23 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation
Receive and file as an information item.

Attachments:

Staff Report
Attachment A

Regular Calendar

6. Agreement for Security Officer Services
Matt Ankley/Jennifer L. Bergener

Overview
On November 14, 2022, the Board of Directors approved the release of a request for proposals for security officer services. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services

Recommendations
A. Approve the selection of Inter-Con Security, Inc., as the firm to provide Security Officer services.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2886 between the Orange County Transportation Authority and Inter-Con Security, Inc., in the amount of $1,092,000, to provide security officer services for a two-year initial term with one-year option term.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C

Discussion Items

7. Fiscal Year 2023-24 Budget Workshop Follow-up
Victor Velasquez/Andrew Oftelie

Overview
Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board on May 8, 2023.

8. Public Comments

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Adjournment
The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on THURSDAY, JUNE 29, 2023

OCTA Headquarters
Board Room
550 South Main Street
Orange, California

Committee Members Present
Gene Hernandez, Chairman
Tam Nguyen, Vice Chairman
Andrew Do
Brian Goodell
Michael Hennessey
Steve Jones

Staff Present
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Clerk of the Board Specialist, Principal
Allison Cheshire, Clerk of the Board Specialist, Senior
James Donich, General Counsel
OCTA Staff

Committee Members Absent
None

Call to Order

The May 1, 2023, Executive Committee regular meeting was called to order by Chairman Hernandez at 9:00 a.m.

Consent Calendar (Item 1)

1. Approval of Minutes

A motion was made by Director Do, seconded by Director Goodell, and declared passed by those present to approve the minutes of the March 6, 2023 Executive Committee meeting.

Regular Calendar

2. Third Quarter Fiscal Year 2022-23 Capital Action Plan Performance Metrics

Jim Beil, Executive Director, Capital Planning, provided a report on this item.

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

3. Measure M2 Eligibility for the City of Cypress

Kia Mortazavi, Executive Director, Planning, provided a report on this item.

A motion was made by Director Hennessey, seconded by Director Do, and declared passed by those present to:

A. Find the City of Cypress an ineligible jurisdiction to receive or apply for net Measure M2 revenues.

B. Suspend payments of net Measure M2 revenues to the City of Cypress until the City of Cypress can demonstrate compliance with Measure M2 eligibility requirements and the Board of Directors acts to find the City of Cypress an eligible jurisdiction.

C. Require the City of Cypress to demonstrate supplemental investment of discretionary transportation funds equal to the amount of discretionary investment that was short of the maintenance of effort benchmark in the fiscal year 2021-22 (approximately $1.38 million) as a condition of accessing suspended funds upon being found an eligible jurisdiction.

D. Authorize the Chief Executive Officer to execute Amendment No. 5 to Contract No. C-8-1911 with Crowe, LLP to revise the scope of work, add an additional task to apply agreed-upon procedures to assess compliance with maintenance of effort expenditure requirements, extend the agreement through December 31, 2025, and authorize staff to deduct audit costs from any future net Measure M2 payments to the City of Cypress.

E. Authorize the Chief Executive Officer to negotiate and execute a settlement agreement with the City of Cypress to correct and remedy the fiscal year 2021-22 audit issues and confirm required actions to become an eligible jurisdiction.

Discussion Items

4. Public Comments

Public comment was received from Susie Whitelaw of Save Our Beaches.

5. Chief Executive Officer's Report

Jennifer L. Bergener, Deputy Chief Executive Officer, reported on the Following:

- Train service through San Clemente suspended
- National Bike Month – Bike rally on Tuesday, May 18

6. Committee Members' Reports

Vice Chairman Nguyen reported that he attended the Day of Remembrance event at the Vietnam Memorial in Westminster. OCTA staff was also in attendance.

Director Do reported that he attended the Day of Remembrance event.

7. Closed Session

There were no Closed Session items scheduled.

8. Adjournment

The meeting adjourned at 9:20 a.m.

The next regularly scheduled meeting of this Committee will be held:
9:00 a.m. on Monday, June 5, 2023
OCTA Headquarters
550 South Main Street
Orange, California

OCTA

June 5, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

On July 13, 2020, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2023-24.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of $11,396,565, for Transit Police Services, effective July 1, 2023, through June 30, 2024. This will increase the maximum obligation of the agreement to a total contract value of $44,810,826.

Discussion

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

The OCSD is required to annually develop a fiscal year (FY) budget for each of the five years in the contract. After the FY budget is developed, OCSD submits the budget to OCTA for review and concurrence. An amendment is then required to increase the overall contract value to cover the cost of services for the FY as well as any modifications to scope or level of services. For FY 2023-24, OCTA

requested no changes to the level of service provided by OCSD for TPS. The $11,396,565 budget request represents a decrease of 2.38 percent over the amount budgeted for FY 2022-23. The decrease is associated with lower costs of benefits resulting from the negotiated labor contract for OCSD.

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

Fiscal Impact

Amendment No. 4 to Cooperative Agreement No. C-0-2330 is included in the OCTA proposed FY 2023-24 Budget, with $10,948,608 budgeted for fixed-route service, right-of-way rail support, and general services. There is also $447,957 budgeted for special services, which includes patrol of OCTA-owned environmental mitigation properties, three explosive detection canine and bomb technician handler teams, transit security overtime for Visual Intermodal Prevention and Response (VIPR) and Anti-Terrorism-Anti-Crime (ATAC) to be utilized for high-security risk events. Patrol costs will be subsidized by Measure M2, and the canine units are funded with Transportation Security Administration grant funds. The VIPR and ATAC are funded with Transit Security Grant Program funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-0-2330 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff’s Department, in the amount of $11,396,565 for the provision of Transit Police Services from July 1, 2023 through June 30, 2024, bringing the maximum contract obligation to $44,810,826.

Attachments

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

Prepared by:

Matt Ankley
Manager, Security and Emergency Preparedness
714-560-5961

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

Approved by:

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

ATTACHMENT A

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

The following services will be provided:

- Uniformed patrol and plainclothes enforcement at Orange County Transportation Authority (OCTA)-owned properties, on railroad rights-of-way, and on-board OCTA buses
- Response to calls for service as needed
- Traffic enforcement as it relates to the operation of fixed-route vehicles
- Special Enhancement Team for enhanced services: homeless liaison officers, anti-terrorism anti-crime, community-oriented policing, and Visible Intermodal Prevention and Response Team
- Taxicab applicant review
- Specialized and internal investigations conducted as needed
- Security at OCTA Board of Directors meetings, public hearings, and special events as requested
- Coordinate with other transit security, local, state, and federal law enforcement agencies
- Participate in multi-agency drills on a local and regional level
- Coordination on security-related grant funding

Other assistance available through this contract includes three explosive detection canines for hazardous device detection and other law enforcement services such as the mounted enforcement unit.

Dedicated Sheriff deployment to include:

- One captain position serving as the Chief of Transit Police Services
- Five sergeant positions
- One investigator position
- Twenty deputy sheriff II – Fixed-route enforcement positions; includes three canines with bomb technicians and four homeless liaison officers
- Five deputy sheriff II – Right-of-way enforcement positions
- One office specialist position

ATTACHMENT B

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

1. July 13, 2020, the Board of Directors (Board) approved a five-year agreement, Cooperative Agreement No. C-0-2330. The original agreement was in an amount not to exceed $10,596,947.

- To provide security and law enforcement services for the Orange County Transportation Authority (OCTA) from July 1, 2020 to June 30, 2021. Each year of this agreement, the Orange County Sheriff's Department (OCSD) provides OCTA with a budget for the following fiscal year (FY), and the maximum obligation is adjusted.
- The following services were provided:
  - uniformed patrol and plainclothes enforcement at OCTA-owned properties, on railroad rights-of-way, and on-board OCTA's buses
  - response to calls for service as needed
  - traffic enforcement as it relates to the operation of fixed-route vehicles
  - special enhancement team for enhanced services and homeless liaison officers, anti-terrorism anti-crime, community-oriented policing, and Visible Intermodal Prevention and Response Team (VIPR)
  - taxicab applicant review
  - specialized and internal investigations conducted as needed
  - security at OCTA Board meetings, public hearings, and special events as requested
  - coordinate with other transit security, local, state, and federal law enforcement agencies
  - participate in multi-agency drills on a local and regional level
  - coordination on security-related grant funding
- Other assistance available through this contract includes three explosive detection canines for hazardous device detection and other law enforcement services such as the mounted enforcement unit.
- Sheriff staff deployment to include:
  - One captain position serving as the Chief of Transit Police Services
  - Five sergeant positions
  - One investigator position

- Twenty deputy sheriff II – Fixed-route enforcement positions; includes three canines with bomb technicians
- Five deputy sheriff II – Right-of-way enforcement positions
- One office specialist position

2. April 22, 2021, Amendment No. 1 to Cooperative Agreement No. C-0-2330, $9,389, approved by the Contracts Administration and Materials Management Department.

   - To add one patrol video system

3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-0-2330, $11,133,059, approved by the Board.

   - To increase the maximum obligation for the second year of the five-year agreement.

     - $11,133,059 for continued services with no staffing change, a 4.97 percent increase over FY 2020-21.
       - Breakdown of increase: Wage, Benefit, and Other Direct Cost 4.93 percent, Special Services 0.04 percent
     - A provision for up to $447,957 for Special Services.
       - $89,528 for special enforcement
       - $23,179 for seasonal law enforcement
       - $151,500 for canine units
       - $60,000 for mounted enforcement units
       - $110,000 for VIPR/Counter Terrorism Team
       - $13,750 for Angels Express

4. June 13, 2022, Amendment No. 3 to Cooperative Agreement No. C-0-2330, $11,674,866, approved by the Board.

   - To increase the maximum obligation for the third year of the five-year agreement. This amount includes:

     - $11,226,909 for continued services with no staffing change, a 4.87 percent increase over FY 2021-22.
       - Breakdown of increase: Wage, Benefit, and Other Direct Cost 4.87 percent, Special Services 0.00 percent
     - A provision for up to $447,957 for Special Services.
       - $89,528 for special enforcement
       - $23,179 for seasonal law enforcement
       - $151,500 for canine units
       - $60,000 for mounted enforcement units

        - $110,000 for VIPR/Counter Terrorism Team
        - $13,750 for Angels Express

5. June 12, 2023, Amendment No. 4 to Cooperative Agreement No. C-0-2330, $11,396,565, pending approval by the Board.

    - To increase the maximum obligation for the fourth year of the five-year agreement.

        - $10,948,608 for continued services with no staffing change, a 2.38 percent decrease over FY 2022-23.
            - Breakdown of decrease: Wage, Benefit, and Other Direct Cost 2.38 percent, Special Services 0.00 percent
        - A provision for up to $447,957 for Special Services.
            - $89,528 for special enforcement
            - $23,179 for seasonal law enforcement
            - $151,500 for canine units
            - $60,000 for mounted enforcement units
            - $110,000 for VIPR/Counter Terrorism Team
            - $13,750 for Angels Express

Total committed to County of Orange, OCSD Cooperative Agreement No. C-0-2330: $44,810,826.

OCTA

June 5, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Membership Appointments for the Measure M2 Environmental Oversight Committee

Overview

The Measure M2 Ordinance requires, as part of the Measure M2 Environmental Mitigation Program, that a 12-member Environmental Oversight Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for programmatic mitigation and to monitor implementation. The three-year terms have expired for all members. All 12 existing committee members have expressed a desire to continue to serve on the committee.

Recommendation

Approve the reappointment of the 12 current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2023.

Background

Measure M2 (M2) includes a provision to provide comprehensive mitigation to offset environmental impacts of freeway improvement projects through the M2 Environmental Mitigation Program (Mitigation Program). In exchange, the state and federal resources agencies, consisting of the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS), agreed to fast-track the permitting process and entered into a master agreement for the M2 freeway projects. The goal of the Mitigation Program is to deliver more effective mitigation while supporting expedited delivery of M2 freeway improvements.

The Mitigation Program was launched in fall 2007 with the creation of the Environmental Oversight Committee (EOC). The EOC makes technical and policy recommendations to the Orange County Transportation Authority (OCTA)

Board of Directors (Board) related to the implementation of the Mitigation Program. The M2 Ordinance defines the role and composition of the EOC, a 12-member committee, that includes two representatives of the OCTA Board, Director Brian Goodell as Chair and Director Katrina Foley. The other members of the committee include one representative each from the California Department of Transportation, USFWS, CDFW, California Wildlife Conservation Board, Army Corps of Engineers, and the OCTA Taxpayer Oversight Committee. In addition, two public members and two members from a nongovernmental environmental organization serve on the committee (Attachment A). The M2 Ordinance further stipulates the terms of service are three years with no term limits.

Discussion

The M2 Ordinance established the EOC and requires that the Board appoint the committee members. All 12 of the current EOC members' terms are expiring and each member has expressed their desire to continue to serve on the committee for an additional three-year term. This term will begin on July 1, 2023. The proposed EOC roster is enclosed as Attachment B.

Summary

The three-year term for members of the M2 Environmental Oversight Committee has expired. All 12 existing committee members have expressed interest in serving another term and are being presented for reappointment.

Attachments

A. Orange County Local Transportation Authority Ordinance No. 3 July 24, 2006 (pages B-5 through B-6)
B. Recommended Environmental Oversight Committee 2023 Roster

Prepared by:

Marissa Espino
Community Relations Specialist, Principal
714-560-5607

Approved by:

Maggie McJilton
Executive Director,
People and Community Engagement
714-560-5824

ATTACHMENT A

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community-responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs and themes that are in harmony with the surrounding communities.

5. At least five percent (5%) of the Net Revenues allocated for Freeway Projects shall fund Programmatic Mitigation for Freeway Projects. These funds shall be derived by pooling funds from the mitigation budgets of individual Freeway Projects, and shall only be allocated subject to the following:

a. Development of a Master Environmental Mitigation and Resource Protection Plan and Agreement (Master Agreement) between the Authority and state and federal resource agencies that includes:

(i) commitments by the Authority to provide for programmatic environmental mitigation of the Freeway Projects,

(ii) commitments by state and federal resource agencies to reduce project delays associated with permitting and streamline the permit process for Freeway Projects,

(iii) an accounting process for mitigation obligations and credits that will document net environmental benefit from regional, programmatic mitigation in exchange for net benefit in the delivery of transportation improvements through streamlined and timely approvals and permitting, and

(iv) a description of the specific mitigation actions and expenditures to be undertaken and a phasing, implementation and maintenance plan.

(v) appointment by the Authority of a Mitigation and Resource Protection Program Oversight Committee ("Environmental Oversight

Committee") to make recommendations to the Authority on the allocation of the Net Revenues for programmatic mitigation, and to monitor implementation of the Master Agreement. The Environmental Oversight Committee shall consist of no more than twelve members and be comprised of representatives of the Authority, Caltrans, state and federal resource agencies, non-governmental environmental organizations, the public and the Taxpayers Oversight Committee.

b. A Master Agreement shall be developed as soon as practicable following the approval of the ballot proposition by the electors. It is the intent of the Authority and state and federal resource agencies to develop a Master Agreement prior to the implementation of Freeway Projects.

c. Expenditures of Net Revenues made subject to a Master Agreement shall be considered a Freeway Project and may be funded from the proceeds of bonds issued subject to Section 5 of the Ordinance.

B. Transit Projects

1. The Authority shall make every effort to maximize state and federal funding for Transit Projects. No Net Revenues shall be allocated in any year for any Transit Project if the Authority has made findings at a public meeting that the state or the federal government has reduced any allocations of state funds or federal funds to the Authority as the result of the addition of any Revenues.

2. Prior to the allocation of Net Revenues for a Transit Project, the Authority shall obtain a written agreement from the appropriate jurisdiction that the Transit Project will be constructed, operated and maintained to minimum standards acceptable to the Authority.

C. Street and Road Projects

Prior to the allocation of Net Revenues for any Street and Road Project, the Authority, in cooperation with affected agencies, shall determine the entity(ies) to be responsible for the maintenance and operation thereof.

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ATTACHMENT B

Recommended
Environmental Oversight Committee
2023 Roster

Chairman Brian Goodell
OCTA Board of Directors
Council Member, 5th District

Vice Chairman Melanie Schlotterbeck
Environmental Consultant
Measure M Support Groups

Karen Drewe
Senior Environmental Scientist
US Fish and Wildlife Service

Chris Flynn
Deputy District Director
Division of Environmental Analysis
California Department of Transportation, District 12

Katrina Foley
OCTA Board of Directors
Supervisor, 5th District

Ajay Khetani
Representative
Taxpayer Oversight Committee

Veronica Li
Project Manager
US Army Corps of Engineers

Derek McGregor
Public Member
Owner, DMc Engineering

William Miller
Biomonitor
South Coast Region
CA Department of Fish & Wildlife
Alternate:
Carol Roberts, Division Supervisor

Joe Navari
Acquisition Manager
California Wildlife Conservation Board

Bev Perry
Public Member
Civic Engagement Consultant

Dan Silver
Chief Executive Officer of the
Endangered Habitats League

4/28/2023

OCTA

June 5, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs. The current three-year terms for all members will expire on June 30, 2023. Eleven of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for three open seats.

Recommendations

A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.

B. Appoint three committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee.

Background

The Environmental Cleanup Program (ECP), Project X, provides Measure M2 (M2) revenues to local jurisdictions to help improve overall water quality in Orange County from transportation-generated pollution. Funds are allocated on a countywide competitive basis and are intended to supplement, not supplant, existing transportation-generated water quality programs. These grants are awarded to priority projects improving water quality that have a nexus to transportation-related pollution, consistent with the Orange County Transportation Authority's (OCTA) M2 Ordinance No. 3 (M2 Ordinance).

The ECP was launched in fall 2007 with the creation of the Environmental Cleanup Allocation Committee (ECAC). The ECAC is responsible for developing the program and making funding recommendations for consideration and approval by the OCTA Board of Directors (Board). The M2 Ordinance defines the role and composition of the ECAC, a 14-member committee that includes one representative from the County of Orange, the California Department of Transportation, the development industry, the scientific/academic community, and a private or non-profit organization involved in environmental and water quality protection/enforcement matters (Attachment A). The ECAC also includes a city representative from each of the five supervisorial districts and two representatives from a water or wastewater public entity. In addition, a representative from the Santa Ana Regional Water Quality Control Board and the San Diego Regional Water Quality Control Board are designated to serve on the ECAC as non-voting members.

Discussion

The M2 Ordinance requires the Board to appoint ECAC members. Terms of service are three years, with no term limits. The committee members representing the development industry, Santa Ana Regional Water Quality Control Board, and the San Diego Regional Water Quality Control Board have chosen not to seek reappointment for the ECAC and candidates for those seats have been recommended.

In March, OCTA staff initiated a recruitment process to fill the development industry seat and a total of three applications were submitted for consideration. A Board ad-hoc committee was established in May 2023 to review the development industry applicants and propose a recommendation to the full Board. This process is consistent with past recruitments. Chairman Gene Hernandez formed the Board ad-hoc committee, which included the Chairman, Director Steve Jones, and Director Brian Goodell, who also serves as chairman of OCTA's Environmental Oversight Committee.

A total of three candidates who work within the development industry and have backgrounds related to water quality protection and/or cleanup were considered for the development industry seat.

After reviewing the eligible applications, the Board ad-hoc committee is recommending Tyler Holst, Senior Vice President of Infrastructure Engineering (Attachment B), to fill the development industry position. Mr. Holst has experience in water quality program design and is responsible for supporting the Ranch Plan entitlements of 14,000 homes and five million square feet of retail

and commercial space through development and implementation of major infrastructure.

Both water quality control boards are required to each have a representative serving on the ECAC. As routinely done in the past when filling vacant agency seats, OCTA requested a recommendation from the specific agency. Both agencies made the following recommendations: Michael Jones, Water Resource Control Engineer for the Santa Ana Regional Water Quality Control Board (Attachment C) and Erica Ryan, Water Resource Control Engineer, Stormwater Management Unit for the San Diego Water Board (Attachment D). Mr. Jones has experience conducting audits, field inspections, and reviews stormwater sampling records and other technical documents to determine compliance with National Pollutant Discharge Elimination System stormwater permits. Ms. Ryan is responsible for developing and implementing water quality improvement plans to reduce pollutants from storm water into local waterways and served on the California Stormwater Quality Association Board of Directors.

The remaining 11 existing ECAC members have expressed a desire to continue to serve on the committee for an additional three-year term. The recommended ECAC roster is enclosed (Attachment E).

Summary

The three-year term for members of the M2 ECAC will end on June 30, 2023. There are no term limits. Eleven existing committee members have expressed interest in serving another term and are being recommended for reappointment, and replacements are recommended for the three open seats.

Attachments

A. Orange County Local Transportation Authority Ordinance No. 3 July 24, 2006. Pages B-17 and B-18
B. Tyler Holst Resume
C. Michael Jones Resume
D. Erica M. Ryan Resume
E. Recommended Environmental Cleanup Allocation Committee 2023 Roster

Prepared by:

Marissa Espino
Community Relations Specialist, Principal
714-560-5607

Approved by:

Maggie McJilton
Executive Director,
People and Community Engagement
714-560-5824

ATTACHMENT A

Orange County Local Transportation Authority
Ordinance No. 3 July 24, 2006. Pages B-17 and B-18.

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

designing Community Based Transit/Circulators projects to provide effective and user-friendly transit connections to countywide bus transit and Metrolink services.

2. To be eligible to receive Net Revenues for Community Based Transit/Circulators projects, an Eligible Jurisdiction must execute a written agreement with the Authority regarding the respective roles and responsibilities pertaining to construction, ownership, operation and maintenance of the Community Based Transit/Circulators project.

3. Allocations of Net Revenues shall be determined pursuant to a countywide competitive procedure adopted by the Authority. This procedure shall include an evaluation process and methodology applied equally to all candidate Community Based Transit/Circulator projects. Eligible Jurisdictions shall be consulted by the Authority in the development of the evaluation process and methodology.

4. An Eligible Jurisdiction may contract with another entity to perform all or part of a Community Based Transit/Circulators project.

VII. <u>ALLOCATION OF NET REVENUES; ENVIRONMENTAL CLEANUP PROGRAMS/PROJECTS.</u>

A. An Eligible Jurisdiction may contract with any other public entity to perform all or any part of an Environmental Cleanup project.

B. Allocation Committee.

1. The Allocation Committee shall not include any elected public officer and shall include the following twelve (12) voting members:

(i) one (1) representative of the County of Orange;

(ii) five (5) representatives of cities, subject to the requirement for one (1) representative for the cities in each supervisorial district;

(iii) one (1) representative of the California Department of Transportation;

(iv) two (2) representatives of water or wastewater public entities;

(v) one (1) representative of the development industry;

(vi) one (1) representative of the scientific or academic community;

(vii) one (1) representative of private or non-profit organizations involved in environmental and water quality protection/enforcement matters;

In addition, one (1) representative of the Santa Ana Regional Water Quality Control Board and one (1) representative of the San Diego Regional Water Quality Control Board shall be non-voting members of the Allocation Committee.

2. The Allocation Committee shall recommend to the Authority for adoption by the Authority the following:

a. A competitive grant process for the allocation of Environmental Cleanup Revenues, including the highest priority to capital improvement projects included in a Watershed Management Area. The process shall give priority to cost-effective projects and programs that offer opportunities to leverage other funds for maximum benefit.

b. A process requiring that Environmental Cleanup Revenues allocated for projects and programs shall supplement and not supplant funding from other sources for transportation related water quality projects and programs.

c. Allocation of Environmental Cleanup Revenues for proposed projects and programs.

d. An annual reporting procedure and a method to assess the water quality benefits provided by completed projects and programs.

ATTACHMENT B

Tyler Holst

28811 Ortega Highway
Rancho San Juan Capistrano, CA 92675
Mobile: (213) 309-2294
tholst@ranchomv.com

Summary of Qualifications

Working for Rancho Mission Viejo, a developer of a master planned community, I apply principles of planning, engineering, and finance in decision making with company leadership. I am a licensed professional engineer of civil engineering with nineteen (19) years of experience. I have a broad knowledge of the fundamentals, principles, and practices in the field of Civil Engineering.

Professional Experience

Rancho Mission Viejo, SVP Infrastructure Engineering. Orange County, CA. March 2022 - present

Responsible for supporting the Ranch Plan entitlements of 14,000 homes and 5M-sq.ft. of retail and commercial through development and implementation of major infrastructure. My responsibilities include:

- Facilitating the design of community infrastructure and coordination with in-tract development
- Maintaining government agency partnerships and negotiating public-private agreements
- Preparing annual budgets and schedules for capital improvement projects
- Participating in company leadership planning and strategy sessions for Ranch development

Kimley-Horn and Associates, Inc., Civil Engineer. Orange, CA. June 2004 – March 2022

Responsible for obtaining entitlements and preparation of final engineering documents for private development projects in various stages from conceptual design to construction administration. My responsibilities include:

- Coordinate with the client, city staff, and design consultant team to meet project design objectives
- Prepare civil plan sets, specifications, and technical reports for submittal to agencies
- Supervise, coordinate, and review work of team to meet project schedules and budgets
- Plan, schedule, and direct work to internal design teams for several projects of various sizes
- Provide technical review, and maintain quality assurance and quality control for projects
- Attend design review and city council meetings to advocate for project approvals
- Manage projects under construction. Respond to Requests for Information, respond to material submittals, and attend meetings with owners, contractors, and inspectors
- Inspect completed projects for compliance with Operations & Maintenance Manuals. Make recommendations for repair and maintenance as observed.
- Maintain existing client relationships
- Engage in business development activities to secure new clients and projects
- Prepare proposals for new projects and negotiate scope and fees with clients
- Recruit, interview, and integrate project managers and engineers to Kimley-Horn

KPFF Consulting Engineers. Civil Engineer. Los Angeles, CA. June 2003 – June 2004

- Developed civil plan sets including technical reports such as SWPPP, Hydrology, and SUSMP
- Performed utility research at the county and city levels for various projects

Professional Involvement

Active Member of Urban Land Institute (ULI), 2005 – present

- Assistant Vice Chair of Local Initiative Council - NEXT Council 2018-present
  - Plan and participate in quarterly meetings, including district level programming

Active Member of OCTA Citizens Advisory Committee 2022 – present

- Bicycle and Pedestrian Subcommittee Member 2022 - present

Education

University of Southern California – Los Angeles, CA
Bachelor of Science, Civil Engineering May 2003

ATTACHMENT C

MICHAEL JONES

3737 Main St, Riverside, CA 92501, Suite 500 | (951) 321-4578 | Michael.Jones@waterboards.ca.gov

PROFESSIONAL EXPERIENCE

Oct. 2021-present — Water Resource Control Engineer, *Santa Ana Regional Water Quality Control Board – Municipal Stormwater*
- Conduct audits, field inspections, interviews, and reviews of stormwater sampling records, SWPPPs, and other technical documents to determine compliance with NPDES stormwater permits.
- Prepare inspection reports, audit reports, notices of violation, and other technical documents. Work with attorneys and permittees to reach settlement negotiations.
- Provide timely and enthusiastic customer service to permittees and members of the public. Typical activities include assisting with SMARTS and answering IGP and CGP compliance questions.
- Lead public outreach efforts for adoption of regional MS4 permit

Sept. 2020-Sept. 2021 — Survey and Mapping Intern, *Seattle Parks and Recreation – Planning and Design*
- Conducted fieldwork to support the project management team including topographic surveys, monitoring, encroachments, levels, laser scans, construction staking, and traverses.
- Developed topographic maps in Civil 3D, researched property history, and organized electronic files.
- Assisted environmental team with soil sampling for Phase II ESAs.

Summer 2016 and 2017 — Civil Engineering Intern, *City of Wenatchee - Public Works*
- Worked with a team of engineers inspecting and mapping stormwater assets across the city.
- Collected GIS data on curb ramps and sidewalks in support of an ADA compliance project.
- Prepared a report of key findings from data analysis of over 3500 features in the field. Presented report and recommendations to the mayor, city council, and senior management.

EDUCATION

June 2021 — University of Washington, *Department of Civil and Environmental Engineering, Seattle, WA*
- Master of Science: Environmental Engineering, Emphasis: Water Quality in Natural Systems
- GPA – 3.79
- Relevant Courses – Chemical Fate and Transport; Water, Wastewater, and Health; Hydrodynamics; Applied Limnology; Lake and Watershed Management; Engineering, Environment, and Justice

Dec. 2018 — Azusa Pacific University, *Department of Biology & Chemistry, Azusa, CA*
- Bachelor of Science: Chemistry, Minor: Mathematics
- Cum. GPA – 3.63, Major GPA – 3.77, Dean's List – All semesters, Stauffer Scholarship – Spring '17
- Honorary Gate Marshal – awarded to one graduating senior chosen by faculty
- Relevant Courses – Intro to Engineering; Public Communications; Probability & Statistics; Organic Chemistry; Quantitative Chemical Analysis

CIVIC ENGAGEMENT

Nov. 2021-present — Math Tutor, *Voice of Refugees*
- Provide weekly math tutoring and mentoring to a seventh-grade student at a local school
- Practice active listening for college concerns, career options, and personal life, and then provide guidance as appropriate.

Nov. 2014-Nov. 2018 — Mexico Outreach (Team Mefi Boset leader and member), *Center for Student Action*
- Led a team of 14 students in all trip preparations (fundraising, gathering supplies, paperwork, etc.)
- Returned four times annually to an orphanage in Mexicali, Mexico, offering maintenance work for the facility and building relationships with the children living there.

SKILLS & ACHIEVEMENTS

- Engineer-In-Training Certificate, 2022
- Eagle Scout, 2014
- AutoCAD, ArcGIS, SolidWorks, R, MATLAB, CE-QUAL-W2, and Microsoft Suite
- Qualified Industrial Stormwater Practitioner (QISP), 2022
- Published author in Journal of Chemical Education, 2018

ERICA M. RYAN

PROFESSIONAL ACHIEVEMENTS

CALIFORNIA STORMWATER QUALITY ASSOCIATION (CASQA) BOARD OF DIRECTORS BOARD MEMBER/TREASURER – 2013-2016

Elected by state-wide vote to serve on Board of Directors on behalf of membership of CASQA. Duties included development of annual CASQA goals and priorities. Responsibilities also included management of budget and events. In addition, state-wide policy review and recommendations were conducted on proposed environmental regulatory changes that affected membership. Member of CASQA Planning and Policy Committee from 2012-2016.

AMERICAN PUBLIC WORKS ASSOCIATION AWARD - 2007

Award received for developing local agency guidance for seven master home-owner associations to address regulatory compliance reporting for the City of Rancho Santa Margarita, California. The effort involved leading a large stakeholder group of attorneys, HOA representatives to develop the reporting requirements to reduce pollutants to local waterways. Follow up included bi-lingual training for HOA contractors

EDUCATION

BS ENGINEERING (STRUCTURAL) UC SAN DIEGO, SAN DIEGO CALIFORNIA - 1989

- UC SAN DIEGO NSIF Research Project Team Member - Structural Engineering Research Laboratory – 1989

SKILLS

- Contract and Public Agency Budget Development and Management between $1.0 million and $9.0 million
- Public Agency Regulatory Planning and Policy Development
- Land Development Regulatory Compliance and Planning
- Public Speaking and Presentations for Audiences up to 100
- Stakeholder Group Leadership and Consensus Building
- Technical Data assessment and Report Writing
- Public Grant Application and Management between $250,000 and $1.0 million
- Public Utility Planning, Design and Construction
- Development and Certification of Environmental Impact Reports
- Environmental Agency Permits and Reporting

- Public Agency Division Manager with four full time staff
- Public Education and Outreach Program Development

WORK HISTORY

SAN DIEGO WATER BOARD – WATER RESOURCE CONTROL ENGINEER 2015 - PRESENT

Responsible for Phase I MS4 Permit watershed management areas and Copermittees in Orange County, Riverside and San Diego. Currently assigned lead for the San Juan Creek WMA, Santa Margarita River WMA, San Luis Rey WMA, and San Dieguito River WMA. Responsible for developing and implementing water quality improvement plans to reduce pollutants from storm water into local waterways. Duties include working with public agencies, development, businesses and contractors to develop effective pollutant reduction strategies that meet NPDES permit requirements including the CGP and IGP. Responsible for presenting items to the San Diego Water Board Chair and Board member for various updates and projects. Currently assigned lead for the Regional MS4 Permit reissuance.

STEPPING STONE PERMIT COMPLIANCE/ERICA RYAN CONSULTING 2002-2008/2014 - 2015

Sole proprietorship with an emphasis on assisting public agencies develop efficient compliance programs for public works, planning and engineering departments. Clients included City of Bellflower, Rancho Santa Margarita, and City of Vista.

CITY OF SAN MARCOS STORM WATER PROGRAM MANAGER 2008 -2014

Division manager in charge of developing and implementing citywide storm water program. Duties included budget, grant management, internal and public training, land -development agreements, General Plan update for natural resources, inspections, and personnel management. Lead for over three years for stakeholder group involving public and private agencies, attorneys, and local resource agencies to restore Lake San Marcos. Responsible for agreement implementation, consultant scope of work development and contracting. Developed protocol and conceptual development plan for stormwater pollution reduction for San Marcos Creek District Specific Planning Area that secured resource permitting. The issuance of the permits allowed over $1.7 billion dollars of development move forward after being stagnant for 25 years.

BERRYMAN AND HENIGAR – PROJECT ENGINEER 1999-2002

Duties included design, cost estimate, environmental documentation, permitting, and construction management of sewer and water pipelines and pumping facilities for public agencies. Responsibilities included development of engineer estimates plans and bidding

documents. Projects included significant local community workshops and interaction for neighborhoods between 50 and 175 homes.

KATZ OKITSU AND ASSOCIATES/DARNELL & ASSOCAITES – PROJECT ENGINEER 1997-1999

Duties included development of traffic studies and traffic control plans for development and public agency projects.

DUDEK & ASSOCIATES – PROJECT ENGINEER 1989-1997

Duties included design, cost estimate, and environmental documentation and permitting for development projects including Carmel Valley, 4S Ranch and Otay Ranch.

ATTACHMENT E

OCTA

Recommended
Environmental Cleanup Allocation Committee
2023 Roster

Chairman Garry Brown
Executive Director and Chief Executive Officer
Orange County Coastkeeper

Matt Collings
Assistant General Manager,
Moulton Niguel Water District

Shohreh Dupuis (5th District)
City Manager,
City of Laguna Beach

Peter Grant (1st District)
City Manager,
City of Cypress

Tyler Holst
Senior Vice President,
Infrastructure Engineering
Rancho Mission Viejo

Michael Jones
Water Resource Control Engineer,
Santa Ana Regional Water Quality Control Board

Danny Kim
Associate Professor,
California State University, Fullerton
Department of Public Health

Lorrie Lausten
District Engineer,
Trabuco Canyon Water District

Keith Linker (4th District)
Principal Civil Engineer,
Department of Public Works
City of Anaheim

Erica Ryan
Water Resource Control Engineer,
Stormwater Management Unit
San Diego Water Board

Hector B. Salas
Associate Environmental Planner,
National Pollutant Discharge Elimination System/ Storm Water Unit
California Department of Transportation

Grant Sharp
Manager of the Environmental Monitoring,
Division of OC Public Works
County of Orange

Alex Waite (2nd District)
Senior Management Analyst,
Public Works and Engineering
City of Tustin

Dennis Wilberg (3rd District)
City Manager,
City of Mission Viejo

OCTA

June 5, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of January 2023 through March 2023

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2022-23 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. The Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance that defines the requirements for implementing the Plan. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the Board of Directors (Board). The Board is also provided with individual project and program-level staff reports on the status of various initiatives included in the Plan.

Discussion

This quarterly report reflects activities and progress across all M2 programs for the period of January 1, 2023, through March 31, 2023 (Attachment A). The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included. Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities.

The following provides highlights of M2 accomplishments during the quarter by mode, notable items under the PMO activities, and key challenges that OCTA is working to address.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 13 project segments are complete, five are in construction, and eight are in final design. Completing these projects would bring the total number of completed projects to 26 by fiscal year (FY) 2029-30, equating to approximately 87 percent of the M2 Freeway Program. The remaining four project segments are in various stages of project development. Notable freeway program highlights that occurred during the quarter are noted below.

- State Route 91 between State Route 55 and Lakeview Avenue – The Board selected a consultant to provide public outreach services on March 27, 2023, to prepare this project for the construction phase. Construction is anticipated to begin in early 2024. (Project I)

- Interstate 405 between State Route 73 and Interstate 605 – A project update was presented to the Board on February 13, 2023, providing progress on construction, risk monitoring, and outreach efforts. The project is more than 92 percent complete with 11 of the 18 bridges fully opened to traffic. (Project K)

- Freeway Service Patrol (FSP) – On February 13, 2023, the Board awarded contracts for FSP services serving four service areas in Orange County. OCTA contracts with private tow service firms to provide FSP services. Through these contracts, the tow service firms provide assistance to motorists whose vehicles have become disabled on Orange County freeways and congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. (Project N)

Streets and Roads

In partnership with the 35 local jurisdictions, a significant milestone in the M2 Streets and Roads Program was reached as funding allocation and distributions surpassed $1 billion in September 2022. Since 2011, more than $1.06 billion has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs.

In addition, OCTA was able to leverage nearly $53.9 million in external funding to support these programs. To date, 429 project phases have been allocated through M2 competitive streets and roads funding programs, of which 320 phases, or approximately 75 percent, have been completed. The remaining phases are underway or planned to be underway.

- M2 includes two competitive streets and roads programs known as the Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP). These programs target projects that improve mobility by considering factors such as degree of congestion relief, cost-effectiveness, and project readiness. On August 8, 2022, the Board authorized staff to accept one-time escalation adjustment requests from local jurisdictions for existing RCP and RTSSP allocations previously programmed through the 2018, 2019, 2020, and 2021 calls for projects (call) due to local jurisdictions experiencing extraordinary cost increases for materials and labor due to shortages, supply chain issues, and extraordinary inflation. During the quarter, staff completed review of requests from local jurisdictions for escalation rate adjustments. On February 13, 2023, the Board approved escalation adjustments for an additional $5.76 million in M2 funding for nine RCP and RTSSP projects. (Project O and Project P)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding for rail station improvements and transit connections to extend the reach of the service. Due to the coronavirus (COVID-19) pandemic, Metrolink implemented temporary service reductions due to reduced ridership levels. During the quarter, ridership recovery continued to trend positively yet below projections. Total boardings on the three lines are approximately 61 percent lower than pre-pandemic levels. Additional Metrolink challenges are discussed in the Challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink ($483,133 to date), community-based transit circulators ($40 million to date), and bus stop improvements ($2.9 million to date). In addition, M2 provides a set amount of annual funding to support three programs intended to meet the needs of seniors and persons with disabilities ($115.3 million[1] to date). Other notable Transit activities from the quarter are noted below.

- Anaheim Canyon Metrolink Station – On January 30, 2023, the newly constructed improvements opened to the public. These improvements included new and extended platforms, new passenger amenities, and a second main track to allow more than one train in the station at a time. (Project R)

- South Coast Rail Infrastructure Feasibility Study – Over the past several years, coastal storm surges, combined with several other environmental factors, have caused damage to coastal sections of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor in south Orange County. These events required increased maintenance and emergency repairs to stabilize the infrastructure. The emergency repairs have also led to intermittent service loss and delays. This portion of the rail corridor is important for the transportation of people and goods and is a key railroad line for national defense. To identify short- and medium-term solutions to address rail infrastructure protection in south Orange County, the Board approved the release of a request for proposals for a feasibility study and alternative concept analysis on March 13, 2023. Proposals were due on April 10, 2023, and consultant selection is anticipated to be presented to the Board in late 2023. (Project R)

- OC Streetcar – A quarterly update was presented to the Board on January 23, 2023, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, construction continued at the Maintenance and Storage Facility, placement of embedded track on Santa Ana Boulevard, and preparation of various intersections for utility installations. In addition, all eight vehicles are in the final stages of manufacturing. (Project S)

[1] Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, allowing OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation service. All withheld funds will be released with the next bimonthly disbursement.

Environmental Programs

The M2 program includes two innovative programs: the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological habitat impacts of M2 freeway projects.

Since 2011, the ECP has allocated more than $57.2 million to local jurisdictions for 201 projects for trash removal devices (Tier 1) and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 60 million gallons of trash have been captured since the inception of the program, which is the equivalent of filling nearly 138 football fields with one foot deep of trash.

- The 13th Tier 1 call was released on February 13, 2023, in the amount of $3 million. Applications were received on April 27, 2023, and programming recommendations are anticipated to be presented to the Board in summer 2023. (Project X)

The Board has authorized $55 million for the EMP to acquire conservation lands and fund habitat restoration projects. OCTA has acquired more than 1,300 acres and funded 12 projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary M2 Freeway Program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. OCTA has made seven deposits of approximately $2.9 million into the endowment and as of March 31, 2023, the balance of the endowment was $23,112,620. Current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in FY 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

Market Conditions Forecast and Risk Analysis

At the Board's direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated in a cost pressure index model to identify potential cost risk factors on M2 project delivery. The latest report indicates that OCTA may continue to experience a high-cost environment through 2024, with relief of price pressures in 2025. Major drivers of the cost pressures include the high cost of materials and high construction wages. While the Federal Reserve continues to raise interest rates to curb inflation, the broader labor market remains strong with job openings outnumbering available workers. Staff will continue to monitor market conditions and provide updates to the Board as appropriate.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- In April 2022, Metrolink restored service to 90 percent of pre-pandemic levels, however ridership has struggled to recover which has negatively affected farebox revenues and significantly increased operating subsidies. The prevalence of flexible remote work policies has further affected ridership. Without changes in service planning, ridership growth, operations and rehabilitation costs, or infusion of external funds, the current service cannot be sustained beyond FY 2035-36. OCTA will continue to engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

- Another impact to Metrolink in Orange County is passenger services closures through the City of San Clemente due to track and slope stabilization efforts. While passenger rail service resumed on April 17, 2023, following the completion of emergency construction work, passenger service was again halted on April 27, 2023, due to falling debris from a hillside slope near San Clemente's cultural center, just two miles north of the completed emergency work. OCTA continues to monitor the situation and will determine next steps for when the track can safely be reopened.

- The OC Streetcar project has faced challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control and compliance, added oversight and approvals, and several change requests. OCTA applied for and was awarded $149.84 million in supplemental Transit and Intercity Rail Capital Program (TIRCP) funding in January 2023. In addition, OCTA worked with the Federal Transit Administration (FTA) project management oversight consultant on a comprehensive project risk, cost, and schedule assessment, consistent with achieving 75 percent construction completion. The FTA identified a cost of $579.16 million to complete the project and a risk-based revenue service date of August 2025. OCTA will continue to manage the streetcar project to reach the November 2024 revenue service date identified in the revised schedule. In addition, the incremental $69.62 million in the revised cost estimate will be covered by the infusion of supplemental TIRCP funds noted above. The balance of the additional TIRCP funding will help preserve M2 funds for the operations and maintenance phase of the project or future funding needs in this M2 program category.

Staff will continue to monitor these challenges to ensure M2 remains deliverable as promised to voters and provide updates to the Board as appropriate.

Summary

A quarterly report covering activities from January 2023 through March 2023, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

A. Measure M2 Quarterly Progress Report, Third Quarter of Fiscal Year 2022 - 23, January 1, 2023 through March 31, 2023

Prepared by:

Jonathan Lee
Program Management Analyst
(714) 560-5727

Approved by:

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

ATTACHMENT A

OCTA | OCGO

Local Tax Dollars at Work

MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2022 – 23
January 1, 2023 through March 31, 2023

Third Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from January 1, 2023, through March 31, 2023, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

To be cost-effective and to facilitate accessibility and transparency of information to stakeholders and the public, M2 progress reports are available on the OCTA website. Hard copies are mailed upon request.

The cover photo shows the newly improved Anaheim Canyon Metrolink station. The improvements included new amenities such as benches, shade structures, and ticket vending machines, improvements to existing at-grade crossings, a new station platform and extension of an existing platform, and a new second station track to allow more than one train to serve the station. The project was completed in January 2023.

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

TABLE OF CONTENTS

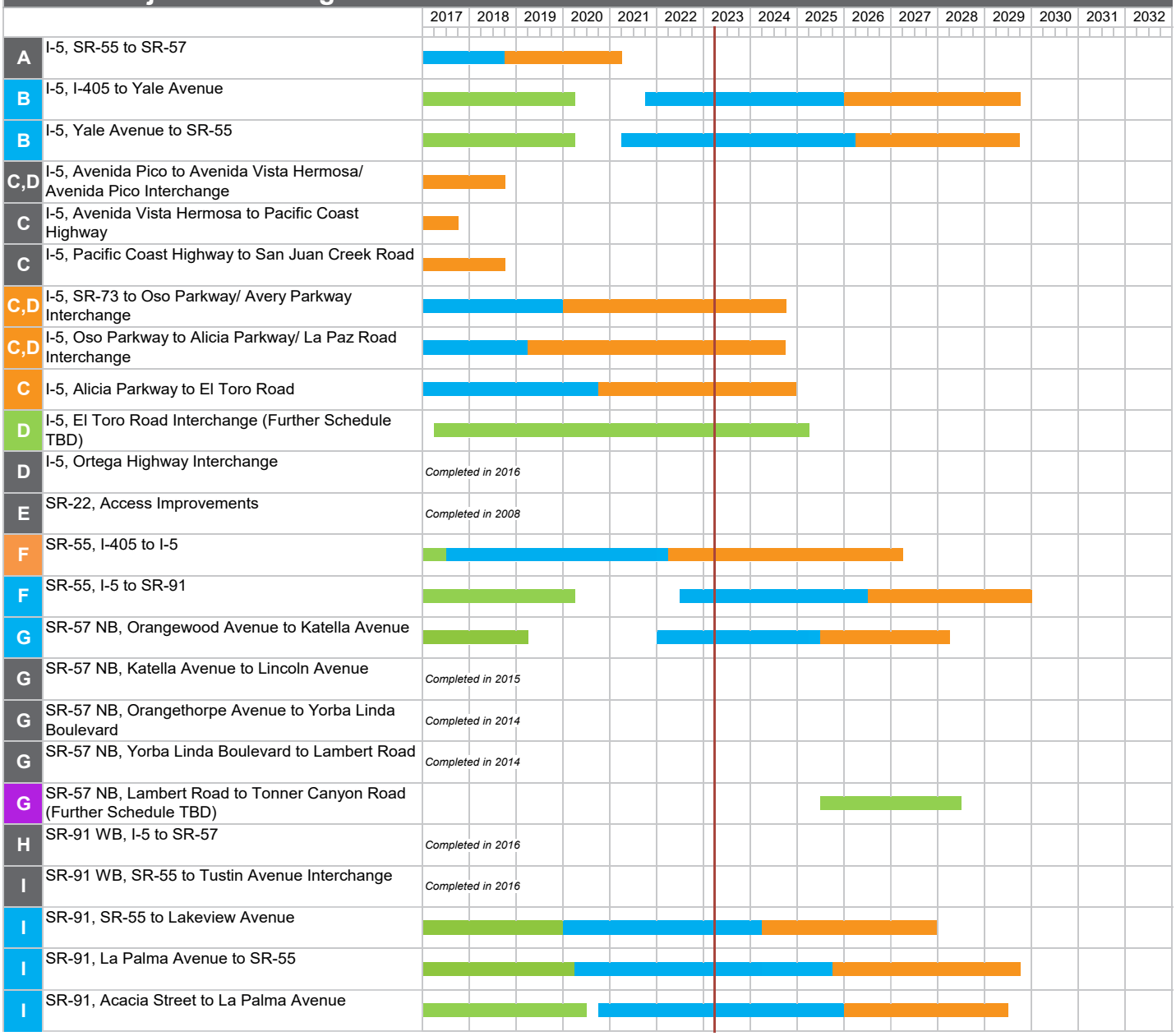
Section	Project	Page
Project Schedules		i
M2 Delivery Risk Update		1
Next 10 Delivery Plan Update		3
Freeway Program (Projects A-N)		8
Interstate 5 (I-5) Projects	[A-D]	8
State Route 22 (SR-22) Projects	[E]	12
State Route 55 (SR-55) Projects	[F]	12
State Route 57 (SR-57) Projects	[G]	13
State Route 91 (SR-91) Projects	[H-J]	15
Interstate 405 (I-405) Projects	[K-L]	18
Interstate 605 (I-605) Projects	[M]	19
Freeway Service Patrol	[N]	20
Streets and Roads Programs (Projects O, P and Q)		21
Regional Capacity Program and OC Bridges Railroad Program	[O]	21
Regional Traffic Signal Synchronization Program	[P]	23
Local Fair Share Program	[Q]	25
Transit Programs (Projects R, S, T, U, V and W)		26
High Frequency Metrolink Service	[R]	26
Transit Extensions to Metrolink	[S]	30
Metrolink Gateways	[T]	32
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	32
Community Based Transit/Circulators	[V]	34
Safe Transit Stops	[W]	35
Environmental Programs (Project X and Freeway Mitigation Program)		36
Environmental Cleanup	[X]	36
Freeway Mitigation Program (part of Projects A - M)		36
Program Management Office		40
M2 Financing and Schedule of Funding		43
Local Fair Share - M2 Funding by Agency		51
Capital Action Plan - Capital Project Status		53
Common Abbreviations		59

OCGO
Local Tax Dollars at Work

MEASURE M2 PROJECT SCHEDULES

Conceptual | Environmental | Design, Advertise, & Award | Design-Build | Construction | Complete

OC Go Projects and Programs

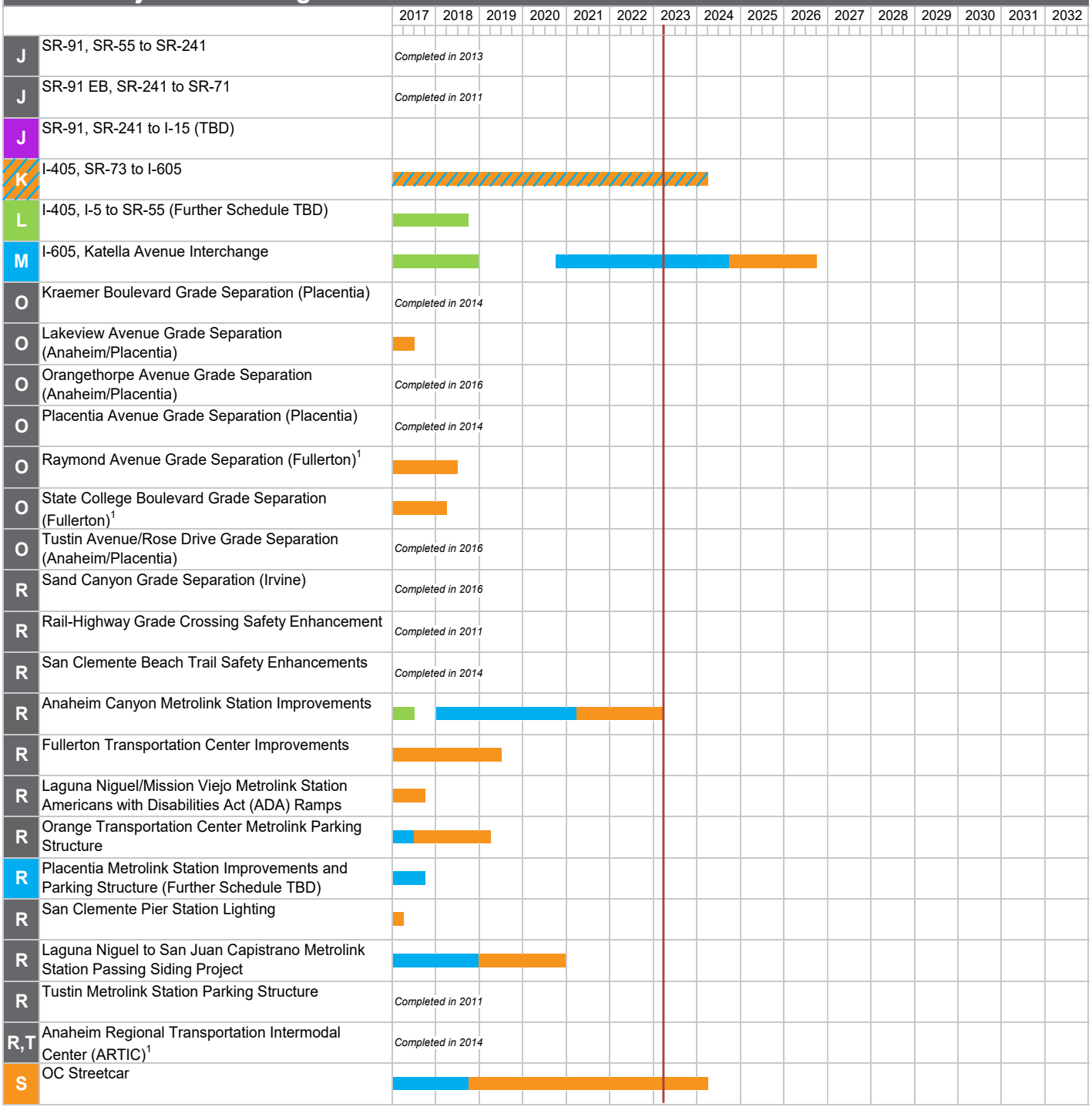


Project schedules are based on phase start dates. Shown schedules are subject to change.
[1] Projects managed by local agencies
For full project schedules, see https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-programs-projects/#/schedule

OCGO
Local Tax Dollars at Work

MEASURE M2 PROJECT SCHEDULES

OC Go Projects and Programs



Project schedules are based on phase start dates. Shown schedules are subject to change.

[1] Projects managed by local agencies

For full project schedules, see https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-programs-projects/#/schedule

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

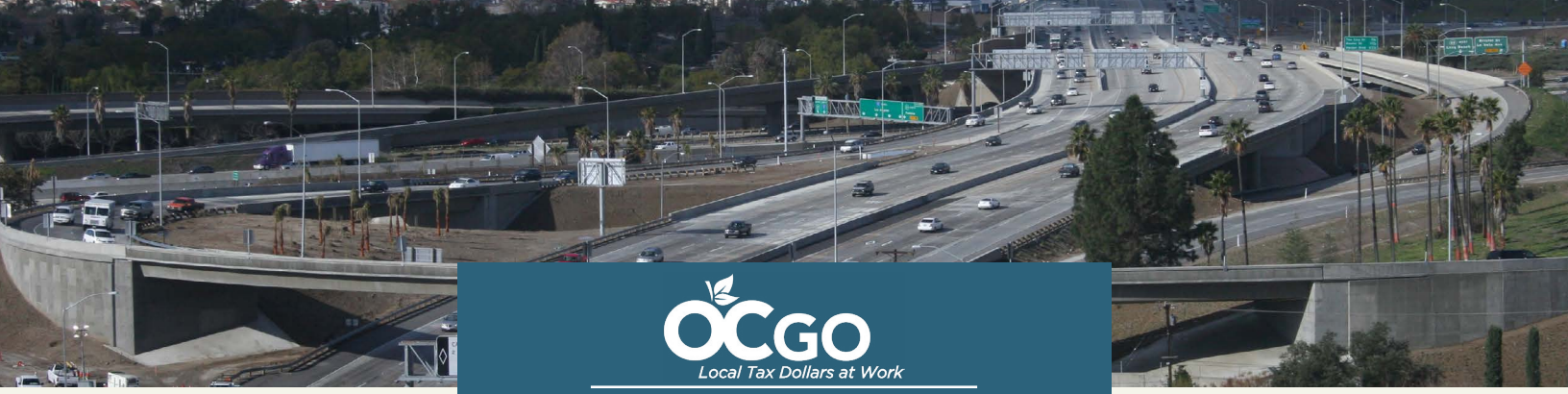
M2 DELIVERY RISK UPDATE

This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

	Delivery Risk	Explanation	Proposed Action
Financial			
1	Sales tax revenues were impacted by the Great Recession and the coronavirus (COVID-19) pandemic. The 2022 M2 revenue forecast is $15 billion, which is a $1.8 billion (13.6 percent) year-over-year increase from the 2021 forecast.	While the 2022 M2 revenue forecast is higher, 19 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2022 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2022 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a high inflationary environment in 2023 and 2024. This is driven by inflation, increases in construction wages, and building materials.	To further protect against potential cost increases in the M2 freeway program, 11 percent program level expense line items have been incorporated in the 2022 M2 cash flow for an economic uncertainty allowance. The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs.
4	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.	OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs.

Moderate One to Watch

Delivery Risk		Explanation	Proposed Action
5	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
6	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	COVID-19 has altered travel behavior, which affects ridership and revenue. Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource			
7	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The fall 2022 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a steep decrease in unemployment rates. If shortages continue, project delivery costs could rise, but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.
8	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.



Delivery Risk		Explanation	Proposed Action
Climate			
9	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Recent events include the 2022 Coastal Fire which impacted the M2 Environmental Mitigation Program (EMP) Pacific Horizon Preserve, and the tidal events, ocean currents and waves, and storm surges which continue to affect railroad track stabilization in San Clemente.	OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, on October 3, 2022, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization.
Regulatory			
10	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

NEXT 10 DELIVERY PLAN

Contact: Francesca Ching, PMO Manager • (714) 560-5625

On November 14, 2016, the Board approved the Next 10 Plan, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 14, 2022, the Board adopted the 2022 updated Next 10 Plan, which covers fiscal year (FY) 2022-23 through FY 2031-32. The update incorporated the $15 billion sales tax revenue forecast, revised project estimate and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2022 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

Significant progress continues with projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

1. Deliver 13 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. The completion of these projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. Of the 13 projects to be delivered, five are in construction, and eight are in various stages of design. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2032, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

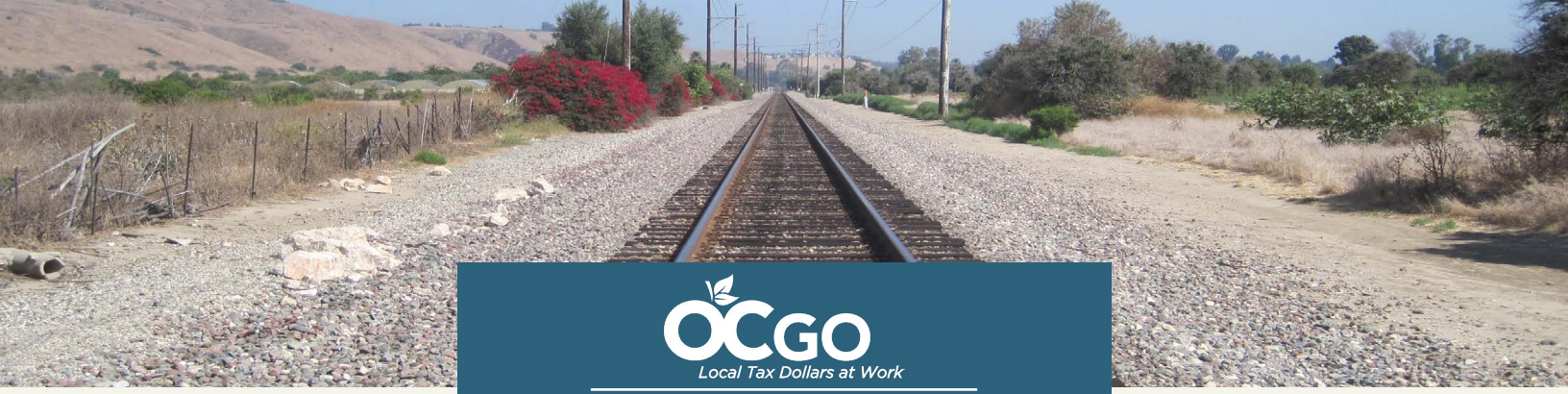
3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system (Project O), synchronize signals (Project P), and continue flexible funding to local jurisdictions to support pavement rehabilitation or other transportation needs as appropriate (Project Q).

As of March 2023, OCTA has awarded approximately $487.9 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual call for projects (call). Additionally, more than $636.2 million in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

On August 8, 2022, the Board authorized the 13th call providing up to $45 million for Project O and Project P in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications were received on October 20, 2022. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) guidelines, projects will be prioritized for Board consideration in April 2023. For more details, see the project updates on page 21.

Upcoming activities:

- Project O and P - Programming recommendations for the 13th call



4. Maintain Metrolink service and complete one rail station improvement project (Project R).

Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, a 17 percent reduction from the 54 weekday trains operated prior to COVID-19. As ridership continues to recover, Metrolink and OCTA will continue to reassess the service needs in Orange County. For more details, see project updates on page 26.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements, such as the Anaheim Canyon Metrolink Station Improvement Project, which began construction in May 2021 and was completed in January 2023. For more details, see project updates on page 27.

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente. Emergency repairs were taken between late 2021 and early 2022. However, recent higher tidal events coupled with the movement of an ancient slide have continued to impact the stability of the track, leading to a suspension of passenger rail service in the area. OCTA is collaborating with Metrolink to perform emergency repairs. OCTA obtained a design-builder through the Board-approved emergency resolution to design and construct a ground anchor system to arrest the landslide movement to ensure the stability of the tracks in this area. Future updates to the Next 10 Plan will need to consider the financial implications of the long-term track improvement needs. For more details, see the project updates on page 28.

5. Complete construction, secure vehicles, begin operating the OC Streetcar, and work with local jurisdictions to consider recommendations from planning studies to guide development of future high-quality transit connections (Project S).

OC Streetcar

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter include continued construction of the maintenance and storage facility (MSF) and installation of embedded track on Santa Ana Boulevard. In addition, all eight vehicles are in the final stages of manufacturing. For more details, see the project updates on page 30.

6. Support expanded mobility choices for seniors and persons with disabilities (Project U).

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than $115.3 million[1] has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior

transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. For more details, see the program updates on page 32.

[1] Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation services. All withheld funds will be released with the next bimonthly disbursement.

7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately $52 million through four calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board.

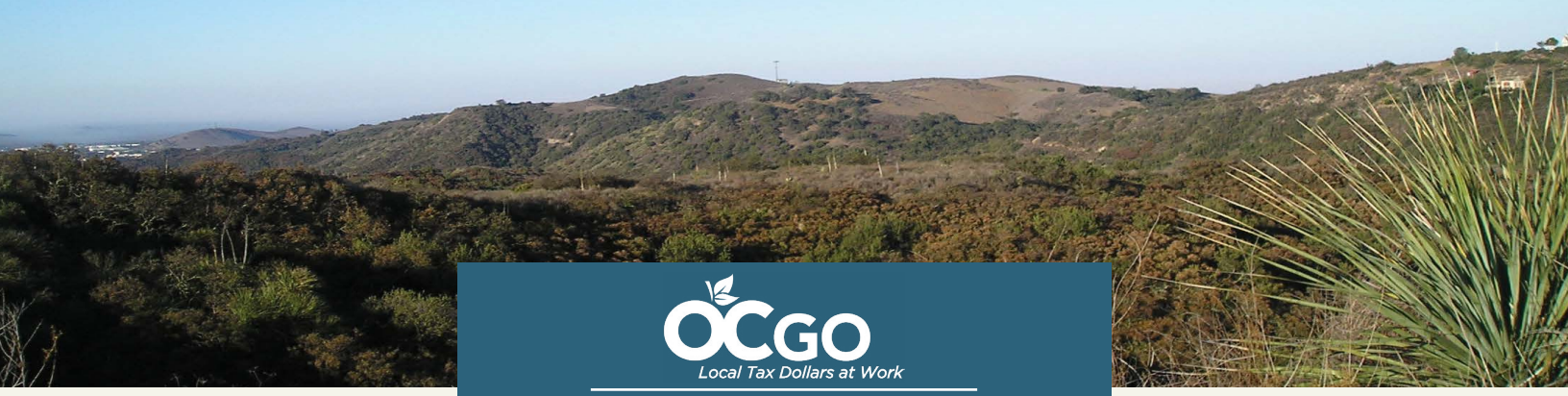
Staff continues to work with local agencies through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on page 34.

8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved $3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on page 35.

9. Ensure the ongoing preservation of purchased open space, which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The M2 freeway EMP includes seven conservation properties (Preserves) totaling more than 1,300 acres and 12 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.



OCTA is responsible for conserving and protecting the native habitat and wildlife species on the Preserves. However, beginning in 2020, trail cuts were discovered at the OCTA-owned Pacific Horizon (in the City of Laguna Beach) and Silverado Chaparral (in Silverado Canyon) Preserves. In addition to the newly cut trails, OCTA discovered severed fence lines and damage to native vegetation on the Preserves. These were all associated with work on the power lines by Southern California Edison (SCE). The utility did not seek OCTA's permission prior to getting onto OCTA properties for creating new trails or damaging the fence lines or vegetation. While OCTA recognizes SCE's obligation under state law, OCTA seeks to ensure that the Preserves are not damaged during SCE's performance of its maintenance activities. OCTA and SCE are working towards an agreement to ensure that necessary SCE powerline maintenance activities can occur while also protecting OCTA's investment in the Preserves.

To protect the Preserves in perpetuity, a non-wasting endowment was established. OCTA makes annual deposits of approximately $2.9 million. As of March 31, 2023, the balance of the endowment was $23,112,620. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of $46.2 million in FY 2027-28. For more details, see the program updates on page 36.

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP {Project X}).

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded over $33 million in funding for 212 Tier 1 projects through 11 calls and $27.9 million for 22 Tier 2 projects through two calls.

On February 13, 2023, the Board authorized the 13th Tier 1 call, providing up to $3 million in available M2 funds to support projects that protect beaches and waterways throughout Orange County. Applications are due on April 27, 2023, with programming recommendations anticipated in summer 2023. Staff continues to analyze revenues for future calls and anticipates a Tier 2 call in late 2023. For more details, see the program updates on page 36.

Upcoming activities:

- Project X – Programming recommendations for 13th Tier 1 call

FREEWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

Segment: **I-5, SR-55 to SR-57**

Status: **Project Complete**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.

PROJECT B

I-5, I-405 to SR-55 is one project broken into two segments. The final ED and PR were approved on January 7, 2020.

Segment: **I-5, I-405 to Yale Avenue**

Status: Design Phase Underway – 50 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design team continued work on the 65 percent design package and continued surveying and geotechnical activities. In addition, draft utility plans and the utility management matrix continue to be updated to identify existing utilities and potential utility relocations. Coordination regarding the locations of soundwalls, overhead signage, drainage, storm water quality features, staging, and landscaping is ongoing. ROW engineering activities have also been initiated.

Segment: **I-5, Yale Avenue to SR-55**

Status: Design Phase Underway – 75 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The design of this project was initiated on May 6, 2021. This quarter, the design team continued to address 65 percent design comments from Caltrans and develop the 95 percent design package. Coordination relating to the locations and heights of soundwalls, overhead

signage, landscaping, staging, and drainage is ongoing. In addition, the design consultant continued coordination with Orange County Flood Control District (OCFCD) and Caltrans Safety Review Committee. Due to potential schedule delays during the ROW phase, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

PROJECT C AND PART OF PROJECT D

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments. The final ED and PR were approved on October 26, 2011. All three segments were completed, and the improvements opened to traffic on March 13, 2019.

Segment: **I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment was completed in May 2019.

Segment: **I-5, Avenida Vista Hermosa to Pacific Coast Highway**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment was completed in May 2018.

Segment: **I-5, Pacific Coast Highway to San Juan Creek Road**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, and was officially completed on July 3, 2018. Plant establishment was completed in March 2019.

FREEWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014.

Segment: **I-5, SR-73 to Oso Parkway/Avery Parkway Interchange**

Status: Construction Underway – 73 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The construction contract was awarded on December 19, 2019, and construction began on January 15, 2020. This quarter, the contractor constructed abutments and columns for the third and final stage of the Avery Parkway undercrossing bridge. The contractor continued to construct drainage systems, retaining walls in both directions, and guardrail systems throughout the project. The contractor also installed temporary shoring and continued coordination to permanently relocate San Diego Gas and Electric transmission facilities at one of the retaining walls.

Segment: **I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange**

Status: Construction Underway – 84 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstruct the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. The construction contract was awarded on March 5, 2019, and construction began on April 4, 2019. This quarter, the contractor completed bridge work for stage two of the La Paz Road undercrossing bridge, ahead of the planned traffic switch in May 2023. The contractor also installed drainage and median work and continued construction of several retaining walls in both directions of the I-5, and continued placing surface finish on both northbound and southbound widenings of the bridge over Oso Creek. Staff continued coordination of the service contract with Metrolink.

Segment: **I-5, Alicia Parkway to El Toro Road**

Status: Construction Underway – 58 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction contract was awarded on September 23, 2020, and construction began on October 13, 2020. This quarter, the contractor poured bridge decks for the widening over El Toro Road, completed construction of several retaining walls, and continued work on stage one of the Los Alisos Boulevard overcrossing. Staff also continued coordination with SCE for the relocation of existing facilities and with Caltrans on ROW and utility relocations.

FREEWAYS

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in Project C.

Segment: **I-5, Ortega Highway Interchange**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge opened to traffic on September 4, 2015. The project was officially completed on January 15, 2016.

Segment: **I-5, El Toro Road Interchange**

Status: Environmental Phase in Review

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. On August 8, 2022, the Board approved an amendment to the cooperative agreement with Caltrans to reinitiate the environmental phase incorporating feedback from the cities on the proposed alternatives. This quarter, the project team re-initiated the environmental phase studies and met with the cities to ensure continued coordination in advance of presentations to the OCTA Board, cities, and for the public scoping meetings, which are all tentatively scheduled for early summer 2023. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the CAP.

FREEWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Completed in 2008, this project made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion. This M2 project was completed early as a “bonus project” provided by the original Measure M (M1).

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

Segment: **SR-55, I-405 to I-5**

Status: Construction Underway – Nine Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The construction contract was awarded on May 27, 2022, and construction began on August 10, 2022. This quarter, work continued with roadway and retaining wall excavation, bridge widening, temporary lighting, and drainage. In addition, staff continued coordination with SCE and Caltrans on utility relocations and with the City of Santa Ana on water line relocations. Due to complex ROW activities, this project is marked as a cost/schedule risk in the CAP.

Segment: **SR-55, I-5 to SR-91**

Status: Design Phase Underway – Ten Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a general purpose lane (approximately 2.0 miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The design of this project was initiated on August 8, 2022. This quarter, the design team continued to work on obtaining permits, performed field survey and worked on geometric design.

FREEWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

Segment: **SR-57 Northbound, Orangewood Avenue to Katella Avenue**

Status: Design Phase Underway – 25 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The design of this project was initiated on March 28, 2022. This quarter, the design team received and worked on addressing comments on the 35 percent design package. In addition, staff continued coordination with Caltrans, the cities of Anaheim and Orange, OCFCD, and Metrolink. Meetings with the California High Speed Rail Authority and the California Public Utilities Commission were also held to coordinate design progress.

Segment: **SR-57 Northbound, Katella Avenue to Lincoln Avenue**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The project was officially completed on April 21, 2015.

Segment: **SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity by adding a northbound general purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The project was officially completed on November 6, 2014.

FREEWAYS

Segment: **SR-57 Northbound, Yorba Linda Boulevard to Lambert Road**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The project was officially completed on May 2, 2014.

Segment: **SR-57 Northbound, Lambert Road to Tonner Canyon Road**

Status: Consultant selected to prepare the Project Study Report-Project Development Support (PSR-PDS) document

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans previously completed a PSR-PDS document in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road to Tonner Canyon Road in the City of Brea. This project requires coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County Line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road, which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019. Completion of the interchange is on hold due to repairs needed on the Lambert Road bridge. The project is on hold Phase two, which is the mainline improvement, was initially approved for State Transportation Investment Program (STIP) funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. On July 11, 2022, the Board approved a consultant to prepare a new PSR-PDS document due to the changing conditions on SR-57. The consultant is anticipated to begin preparations of the PSR-PDS document in summer 2023. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.

FREEWAYS

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

Segment: **SR-91 Westbound, I-5 to SR-57**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project increased capacity by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The project was officially completed on June 23, 2016.

PROJECT I

Segment: **SR-91, SR-55 to Tustin Avenue Interchange**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The project was officially completed on July 15, 2016.

SR-91, between SR-57 and SR-55 is one project broken into three segments. To augment the decrease in projected M2 revenues, on September 12, 2016, the Board approved to use 91 Express Lanes excess revenue to fund this project. The final ED and PR were approved on June 22, 2020.

Segment: **SR-91, SR-55 to Lakeview Avenue**

Status: Design Phase Underway - 93 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide westbound operational improvements (approximately 1.4 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design

of this project was initiated on March 30, 2020. This quarter, the design team submitted the 100 percent design package to Caltrans for review. In addition, OCTA continued the ROW acquisition process.

Segment: **SR-91, La Palma Avenue to SR-55**

Status: Design Phase Underway - 66 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The design of this project was initiated on June 17, 2020. This quarter, the design team continued to address comments on the 65 percent design package and submitted ROW documents for the properties with ROW needs defined.

Segment: **SR-91, Acacia Street to La Palma Avenue**

Status: Design Phase Underway - 80 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide westbound operational improvements (approximately 1.7 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team submitted the last of three 95 percent structures design and the 95 percent roadway design packages to Caltrans for review.

PROJECT J

Segment: **SR-91, SR-55 to SR-241**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project added a general purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The project was officially completed on March 5, 2013.

FREEWAYS

Segment: **SR-91 Eastbound, SR-241 to SR-71**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and the improvements opened to traffic on December 2, 2010. The project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: **SR-91, SR-241 to I-15**

Status: Riverside County Transportation Center's (RCTC) Design-Build – Initial Phase Complete on March 20, 2017; Alternatives Analysis Completed

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project plans to add a general purpose lane on SR-91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and to capitalize on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. While the portion of this project between SR-241 and the Orange County/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project, which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team initiated efforts for the geometric and design alternatives analysis. The final alternatives analysis report was completed in April 2022. RCTC will lead the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. These efforts are anticipated to begin by late 2023.

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

Segment: **I-405, SR-73 to I-605**

Status: Design-Build Underway - 92 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane (approximately 14 miles) between Euclid Street and I-605 in both directions and a second HOV lane in both directions that will combine with the existing HOV 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.[2] The project limits span approximately 16 miles. Additional improvements include reconstruction of local interchanges and making improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

During the quarter, work continued on ROW acquisition, utility coordination, public outreach, installation of drainage systems, retaining walls, paving, and bridge construction. Design is substantially complete with the review of various design refinements and construction submittals ongoing. OCTA's toll lanes system integrator is under contract and working with OCTA and the design-builder. Construction on one-stage bridges (closed during construction) continued at Newland Street, Ward Street, and Warner Avenue. Two-stage bridges (partially closed but allows throughway traffic during construction) at Bolsa Avenue, Brookhurst Street, and Goldenwest Street are also underway. In total, 18 bridges will be replaced, of which 11 have been completed and opened to date. The remaining seven are in various stages of construction. In addition to one- and two-stage bridges, construction to widen the existing freeway bridges on the Beach Boulevard/Bolsa Avenue railroad crossing, old Navy railroad crossing, and at the Harbor Boulevard and Santa Ana River bridges is ongoing. Construction of the new SR-73/I-405 connector bridge is also underway. Public outreach, through virtual neighborhood meetings, continues to be held to discuss construction activities. Substantial completion of the project is anticipated in late 2023.

[2] *The general purpose lane portion of the project is an M2 project and will be funded by a combination of local, state, and federal funds. The express lanes portion of the project is financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.*

FREEWAYS

PROJECT L

Segment: **I-405, I-5 to SR-55**

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in both directions. The final ED and PR were approved on August 31, 2018. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: **I-605, Katella Avenue Interchange Improvements**

Status: Design Phase Underway - 95 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will make enhancements at the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team submitted the 100 percent roadway and structures design package and addressed subsequent comments. The design team also submitted a revised supplemental design standard decision document, continued coordination with the counties of Orange and Los Angeles on encroachment permit requirements for work near regional drainage facilities, updated the utility management matrix, revised technical environmental documentation, and completed appraisal maps and other ROW deliverables.

FREEWAYS

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Patrick Sampson, Motorist Services • (714) 560-5435

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 14,503 services.[3] Since June 2012, FSP has provided a total of 724,107 services[3] on the Orange County freeway system.

[3] *Service calculations are based on all services provided as FSP is funded by M2 and external sources.*

PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 13th Call Applications Under Review

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 12 calls, the Board has awarded 173 projects (211 project phases) totaling nearly $354 million, including $24 million in external funding. This includes the Board-approved escalation rate adjustments on February 13, 2023, due to recent extraordinary inflationary pressures. To date, 142 project phases have been completed, 49 are in various stages of implementation, and 20 have been cancelled by the awarded local jurisdictions. On August 8, 2022, the Board approved the release of the 13th call. Applications were received on October 20, 2022. Programming recommendations are anticipated to be presented to the Board in spring 2023.

OC Bridges Railroad Program

This program built seven grade separations (either under or overpasses) where high-volume streets are impacted by freight trains along the BNSF railroad in north Orange County. On September 13, 2021, the Board approved program closeout and budget adjustment to approximately $666.55 million for all the OC Bridges grade separation projects, of which $152.6 million was committed M2 and $513.9 million in leveraged external funding. Funding reimbursement and closeout for all seven grade separation projects have been completed.

Segment: **Kraemer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began on November 9, 2012, and the improvements opened to traffic on June 28, 2014. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014,

and the improvements opened to traffic on June 6, 2017. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: **Orangethorpe Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began on April 25, 2013, and the improvements opened to traffic on June 23, 2016. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

Segment: **Placentia Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.

Segment: **Raymond Avenue Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. Construction acceptance was obtained in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.

STREETS AND ROADS

Segment: **State College Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. Construction acceptance was obtained in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.

Segment: **Tustin Avenue/Rose Drive Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 13th Call Applications Under Review

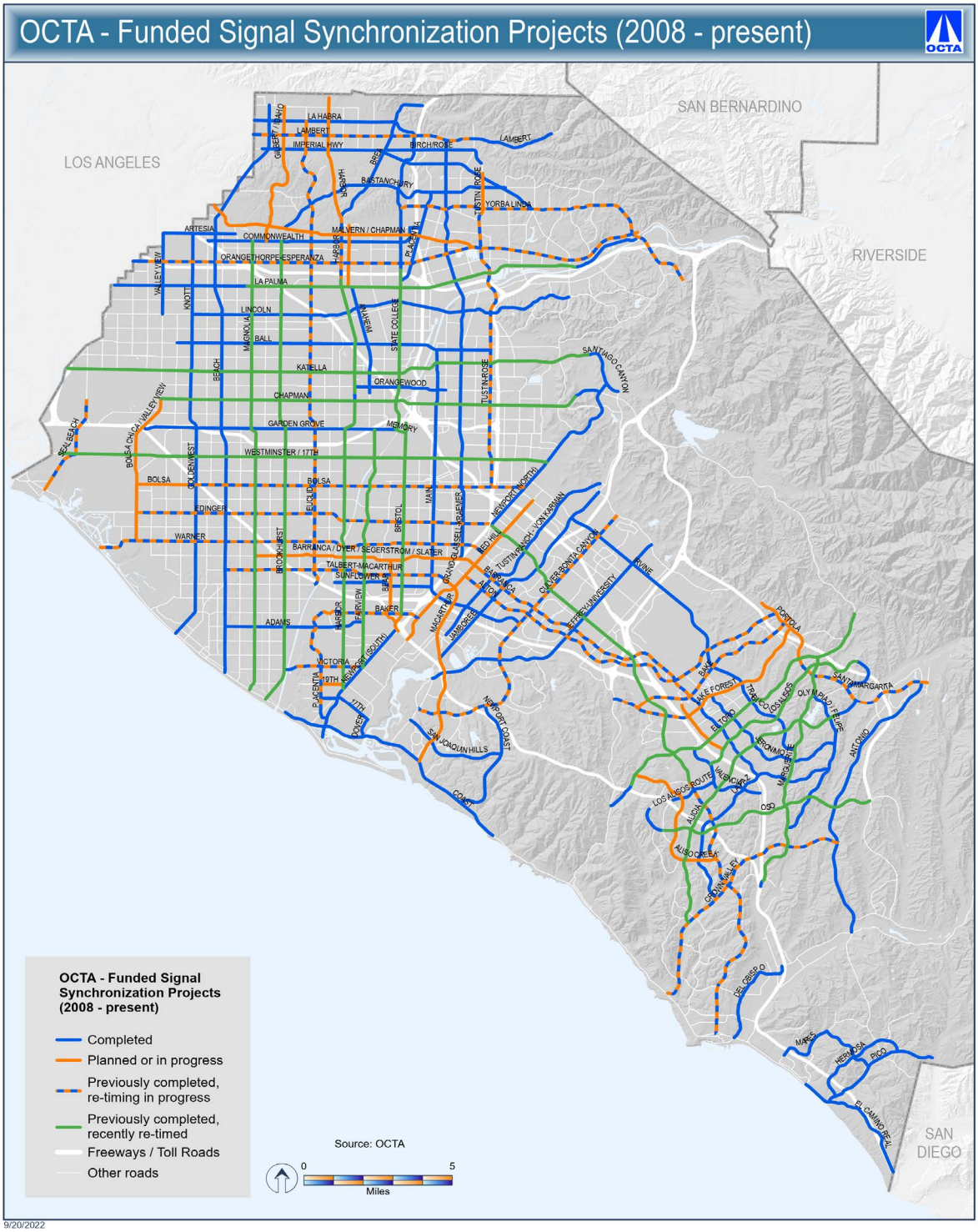
Contact: Anup Kulkarni, Planning • (714) 560-5867

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delays.

To date, OCTA and local agencies have synchronized more than 3,445 intersections over more than 886 miles of streets (98 completed projects). Through 12 calls, 109 projects[4] totaling more than $133.7 million have been awarded. This includes the Board-approved escalation rate adjustments on February 13, 2023, due to recent extraordinary inflationary pressures. Overall, OCTA has funded 128 projects[4] totaling more than $158.6 million, including $30.5 million in leveraged external funding. On August 8, 2022, the Board approved the release of the 13th call. Applications were received on October 20, 2022. Programming recommendations are anticipated to be presented to the Board in spring 2023.

[4] *To date, three projects totaling approximately $1.6 million have been cancelled by the awarded local jurisdictions.*

STREETS AND ROADS



STREETS AND ROADS

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local jurisdictions are reviewed to determine eligibility to receive M2 funds. All local jurisdictions have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, more than $636.2 million in LFS payments have been provided to local jurisdictions.

For more details, see funding allocation by local agency on pages 51-52.

OCGO
Local Tax Dollars at Work

TRANSIT

PROJECT R

HIGH FREQUENCY METROLINK SERVICE

Project R will increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high-volume arterial streets, which cross Metrolink tracks.

Project: **Metrolink Grade Crossing Improvements**

Status: **PROJECT COMPLETE**

Contact: Megan Taylor, Operations • (714) 560-5601

Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.

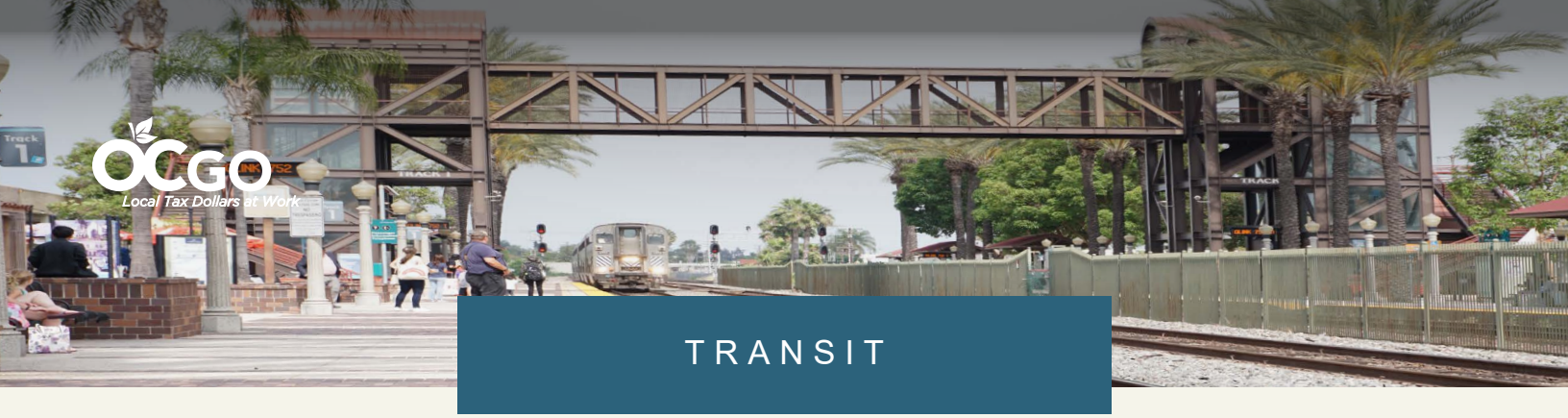
Project: **Metrolink Service Expansion Program**

Status: **PROJECT COMPLETE**

Contact: Megan Taylor, Operations • (714) 560-5601

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19 related service reductions. During the quarter, ridership recovery continued to trend positively yet below expectations. Total boardings on the three lines serving Orange County are approximately 61 percent lower compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set). Metrolink ridership has struggled to meet projections, thereby reducing farebox recovery. To exacerbate this shortfall, operating costs have increased. Consequently, Metrolink has postponed the full service restoration that was previously scheduled for implementation in October 2022 in order to manage costs while also working on campaigns to attract more riders. However, many variables affect ridership



TRANSIT

recovery, such as prevalence of flexible remote work policies. Without changes in service levels, ridership growth, and operations and rehabilitation costs or availability of external funds, the current service cannot be sustained beyond FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions and better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on pages 53-57.

Project: **Anaheim Canyon Metrolink Station Improvements**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project added a second main track and passenger platform, extend the existing passenger platform, add improvements to at-grade crossings for pedestrian circulation, and install new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023.

Project: **Fullerton Transportation Center Improvements**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

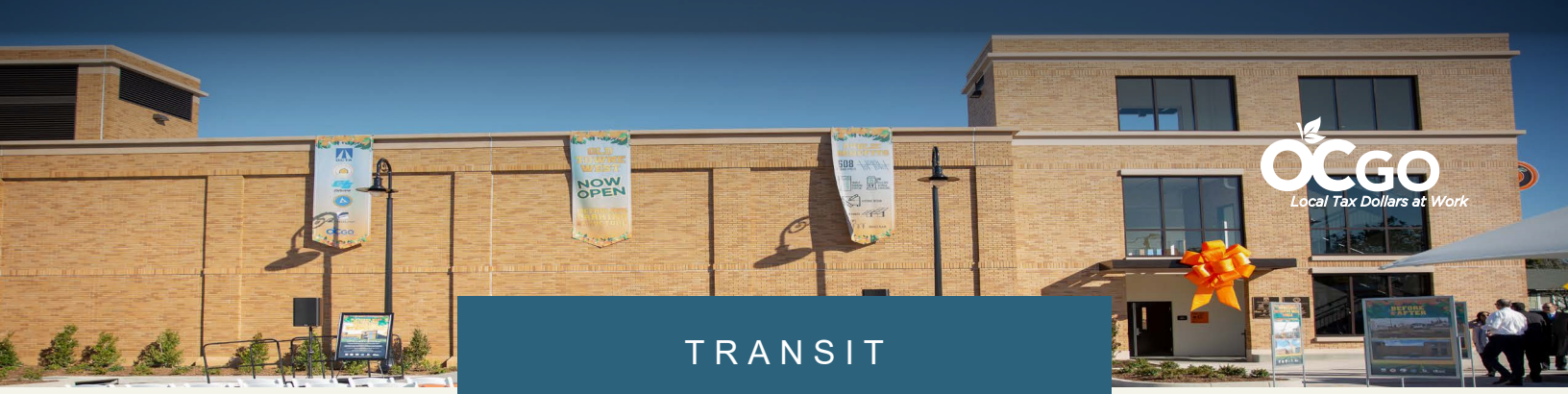
Summary: Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the improvements were completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed on May 1, 2019.

Project: **Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017.



TRANSIT

Project: **Orange Transportation Center Metrolink Parking Structure**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project includes a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019.

Project: **New Placentia Metrolink Station and Parking Structure**

Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance (C&M) agreement

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. The final design was completed on July 22, 2017. The project will be ready to advertise once a C&M agreement with BNSF is in place. Due to dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

Project: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This OCTA-led project added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. The improvements were completed on March 17, 2017, and project closeout was completed in the same month.

Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente. Emergency repair efforts were taken between late 2021 and early 2022. However, recent higher tidal events have continued to impact the stability of the track, leading to a suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. Emergency work to stabilize the railroad track is underway and anticipated to be complete in early 2023. The repairs during this phase of the work are funded from the commuter rail fund and some state emergency funds. Future updates to the Next 10 Plan will need to consider the financial implications of the additional long-term track improvement needs.

TRANSIT

Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations to meet the Federal Transit Administration (FTA) State of Good Repair requirement, enhance safety, and provide clear warnings to passengers
- Replacement of stairs at the Fullerton Transportation Center
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek

Underway:

- Design of additional slope stabilization and drainage improvements in Mission Viejo and Laguna Niguel
- Emergency track stabilization in the City of San Clemente

Project: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.

Project: **Tustin Metrolink Station Parking Structure**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This early completion project provided additional parking at the Tustin Metrolink Station to meet requirements associated with MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. Construction on the parking structure began on October 27, 2010 and opened to the public on September 22, 2011.

TRANSIT

Project: **Laguna Niguel to San Juan Capistrano Passing Siding Project**

Status: **PROJECT COMPLETE**

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project added a new passing siding railroad track (approximately 1.8 miles) adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020.

PROJECT S

TRANSIT EXTENSIONS TO METROLINK

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program that allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed-guideway program (streetcar) and a rubber tire transit program.

Project: **OC Streetcar**

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, Vehicle Production Ongoing, Limited Notice to Proceed (NTP) Executed with Operations and Maintenance (O&M) Contractor

Contact: Ross Lew, Rail • (714) 560-5775
Cleve Cleveland, Rail • (714) 560-5535

Summary: The OC Streetcar will serve the SARTC through Downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project. Construction on the project began on November 19, 2018.

Construction

Track installation continued on eastbound Santa Ana Boulevard between Santiago Street and Minter Street, and westbound Santiago Street to Poinsettia Street. Overall, approximately 85 percent of the embedded track has been installed throughout the alignment. In addition, track installation in the maintenance facility yard continues. Shims are being installed to finalize the track profile on the Santa Ana River and Westminster Bridges.

In the Pacific Electric ROW portion of the alignment, fence installation is ongoing. At the maintenance and storage facility (MSF), key activities near completion include installation of exterior walls, conduit and piping, roofing material and skylights, girder painting, and shop tracks. Ongoing installation of heating, ventilation, and air conditioning, and yard track and parking lot paving continue. Construction on the MSF for vehicle storage is anticipated to be substantially completed by fall 2023.

TRANSIT

Other ongoing construction activities include preparation of various street intersections and placement of new traffic signal poles, service connections for the four traction power substations, placement of remaining overhead catenary system (OCS) poles, placement of OCS hardware, and station platform canopies.

Vehicle

The vehicle manufacturer continues production of eight S700 streetcar vehicles. Currently, Car 1 is awaiting final inspection and First Article Inspection (FAI) closeout. The FAI for Car 1, conducted in May 2022, had open items for reinspection that were conducted in mid-September 2022. Most of the open items were signed off at this reinspection, with the remaining items to be closed in April 2023. Cars 2 through 7 are in the final stages of manufacturing with installation of the last remaining vehicle components. Car 8 is in final assembly and preparations are underway to commence static and dynamic testing in the second quarter of 2023.

Operations

The O&M general manager continued preparation of procedures and documentation in compliance with all applicable FTA and California Public Utilities Commission requirements. During the reporting period, staff coordinated with the O&M contractor on the timing for the execution of the full notice to proceed. Pending final coordination, staff is anticipated to return to the Board in April 2023 to update the costs and extend the limited NTP.

On February 14, 2023, an Invitation for Bid was released for a Hi-Rail Bucket Truck to be used for operations and maintenance of the streetcar system. Bids were received on March 6, 2023. Recommendations for award are anticipated to be presented to the Board in April 2023.

Cost and Schedule

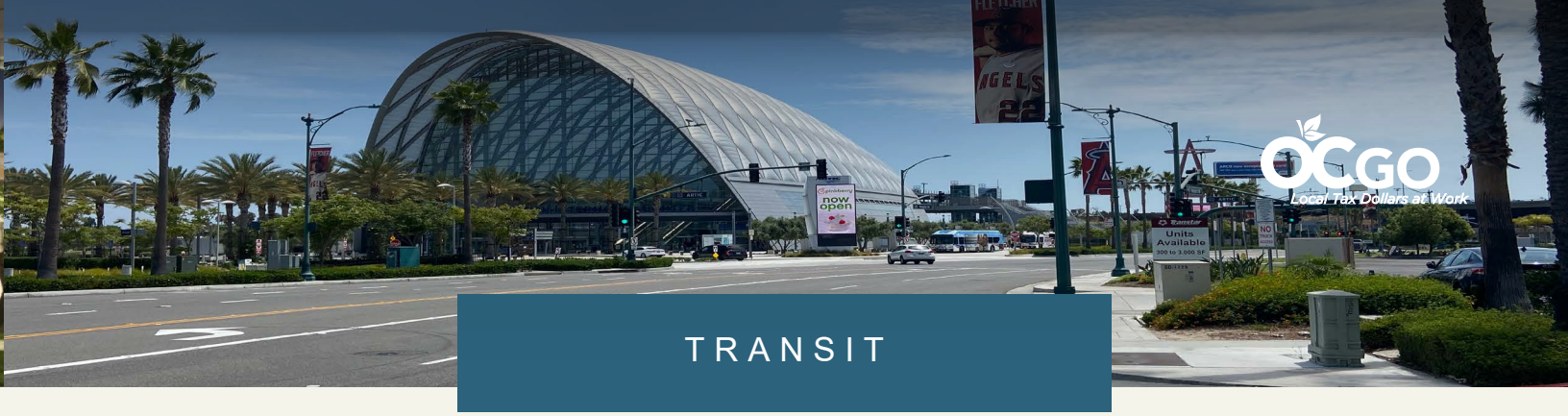
In September 2022, staff conducted a project risk assessment consistent with achieving 70 percent construction completion. Results of the risk analysis, including an update to the project cost, and schedule are anticipated to be presented to the Board in April 2023.

Project: **Bus and Station Van Extension Projects**

Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over $732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has cancelled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.



TRANSIT

PROJECT T

METROLINK GATEWAYS

Project: **Anaheim Regional Transportation Intermodal Center**

Status: **PROJECT COMPLETE**

Contact: George Olivo, Capital Programs • (714) 560-5872

Summary: This project constructed the ARTIC located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bicycles, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than $115.3 million[5,6] in Project U funding has been provided under M2.

[5] *Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.*

[6] *Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation service. All withheld funds will be released with the next bimonthly disbursement.*

Project: **Senior Mobility Program**

Status: Ongoing

Contact: Jack Garate, Transit • (714) 560-5387

Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents aged 60 and above multiplied by available revenues. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

TRANSIT

Since inception, more than $33 million[7] has been provided to support more than 2.7 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than $1.3 million[7,8] was paid out to 31 of the 32 participating cities that are currently active. One city has temporarily suspended services due to the COVID-19 pandemic.

[7] Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation service. All withheld funds will be released with the next bimonthly disbursement.

[8] Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: **Senior Non-Emergency Medical Transportation Program**

Status: Ongoing

Contact: Jack Garate, Transit • (714) 560-5387

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, nearly $35.6 million has been allocated to support more than 1.4 million SNEMT boardings[9]. This quarter, more than $1.4 million[8] in SNEMT funding was paid to the County of Orange.

[9] The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

Project: **Fare Stabilization Program**

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: From 2011 to 2015, one percent of net M2 revenues was dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

More than $2.1 million[8] in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on more than 2.2 million program-related boardings recorded on fixed-route and ACCESS services, approximately $652,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than $46.7 million has been allocated to support more than 139 million program-related boardings.

TRANSIT

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately $52 million. Out of the 35 projects, 16 are currently active, 13 have been cancelled (primarily due to low ridership), three have not yet initiated service (two projects have existing grants utilizing remaining funds and one is re-determining the service area based on current ridership demand), and three have been completed.

On January 25, 2021, the Board approved changes to the Project V program guidelines to better support these key community services in a post-COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual FY funding caps. Staff continued to work with local jurisdictions to update existing cooperative agreements to incorporate these programmatic changes.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, most of these services are generally meeting the January 2021 modified performance metrics. The most recent Project V ridership report was presented to the Board on January 23, 2023. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations. The next Project V ridership report is anticipated to be presented to the Board in July 2023. Staff is analyzing revenues for future calls and is currently assessing the timing of the next Project V call.

TRANSIT

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program provides funding for passenger amenities at the busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as the installation of bus benches or seating, shelters, and lighting.

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over $3.1 million to support improvements at 122 locations. Of the 122 projects, 56 have been completed, 56 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.

ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: Released 13th Tier 1 Call

Contact: Dan Phu, Planning • (714) 560-5907

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace, existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation related pollution.

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 12 rounds of funding under the Tier 1 grants program.

A total of 212 projects, amounting to more than $33 million, have been awarded by the Board since 2011. Of the 212 projects, construction on 177 projects have been completed, 24 are in various stages of implementation, and 11 have been cancelled by the awarded agency. The 13th call was released on February 13, 2023. Applications are due on April 27, 2023, with programming recommendations anticipated in summer 2023. Staff estimates that nearly 60 million gallons of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 138 football fields with one foot deep of trash. Over time, the volume of trash captured is expected to increase.

In addition, there have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of $27.89 million have been awarded by the Board since 2013. Of the 22 projects, construction on 17 projects have been completed and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.

FREEWAY MITIGATION

Segment: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Dan Phu, Planning • (714) 560-5907

Summary: Working in collaboration with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies), this program allocates funds to acquire land and fund

habitat restoration projects to offset the environmental impacts of M2 freeway projects. In June 2017, OCTA received biological resource permits after completing a state and federal Conservation Plan. This Conservation Plan commits to protecting the natural habitat and wildlife on OCTA's Preserves, funding multiple habitat restoration projects, and minimizing impacts to resources during construction of M2 freeway projects - allowing streamlined project approvals for the M2 freeway projects with little additional coordination from the Wildlife Agencies. This program represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. The OCTA Conservation Plan is unique, as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan also includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers (Corps) issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration between OCTA, the Corps, and the State Board, and constitute another groundbreaking milestone for the M2 EMP.

The Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. To date, five restoration projects have been completed and have been approved by the Wildlife Agencies. The Board authorized $42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, $10.5 million to fund habitat restoration activities, and $2.5 million for conservation plan development and program support, for a total of approximately $55 million.

The fifth restoration project to achieve sign off from the Wildlife Agencies was the United States Forest Service (USFS) dam removal restoration project. The project enhanced aquatic organism passage and stream habitat in Silverado, Holy Jim, Trabuco, and Upper San Juan Creeks. Removing human-made dams in these creeks is essential to supporting native aquatic species and providing suitable habitat for potential re-establishment of extirpated species. The project was approved by the EOC and Wildlife Agencies in 2017. The restoration activities began in 2018 and were completed in 2020. USFS removed 14 dams from San Juan Creek in addition to dams and dam remnants in Trabuco and Holy Jim Creeks. The two-year post monitoring period was completed at the end of 2022.

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2022 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of $2.9 million annually. To date, OCTA has made seven endowment deposits. As of March 31, 2023, the endowment balance was $23,112,620, which is below the target of $23,750,112 for the third quarter of FY 2022-23. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of $46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in June 2023.

ENVIRONMENTAL

Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis. Resource management plans (RMP) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. OCTA will begin a comprehensive review of the RMPs for any applicable updates this year. All revisions will be shared with the EOC and will be posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

As required by the Conservation Plan, OCTA is developing fire management plans (FMP) for the Preserves. Each Preserve will have its own separate FMP. These FMPs will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. All seven of the FMPs have been drafted and reviewed by the Wildlife Agencies. The FMPs were completed in early 2023. They are now pending signatures from the applicable fire entities. Once complete, they will be shared with the EOC, posted on OCTA's website and incorporated into the RMPs.

Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2021 were in compliance and on target with the Conservation Plan commitments. The 2022 annual report is in development and anticipated to be shared with the Board in June 2023. OCTA will continue with its efforts to complete the required objectives on time.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act's streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project C (I-5 from SR-73 to El Toro Road), Project I (SR-91 from SR-55 to Lakeview Avenue), Project K (I-405 from SR-73 to I-605), and Project M (I-605, Katella Avenue Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional $700,000 to $2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. A docent-led hike was hosted by OCTA at the Wren's View Preserve on February 4, 2023. Due to rain and wet conditions, all other scheduled equestrian rides during the quarter were cancelled. The schedule for the remainder of 2023 is available at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner which has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See the map of Preserves and funded restoration properties on the following page.

ENVIRONMENTAL

OCTA Preserves and Funded Restoration Projects

PROGRAM MANAGEMENT OFFICE

Contact: Francesca Ching, PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all Measure M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bimonthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following:

Market Conditions Forecast and Risk Analysis

On September 11, 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identified strong potential for OCTA to experience an increasing cost environment during the Next 10 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and the Next 10 Plan.

The Board directed staff to continue to work with the consultant team to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year. The next update of the market conditions forecast is anticipated to be provided to OCTA in spring 2023.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. In December 2020, the Board approved to shift the timeframe to FY 2020-21 through FY 2029-30. The intent is for the Next 10 Plan to be a living document with delivery timeframes shifted every two years to ensure revenue and project information stay current. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 14, 2022, the Board approved the 2022 Next 10 Plan, which spans FY 2022-23 to FY 2031-32. The 2022 Next 10 Plan incorporated the updated forecast of $15 billion (supplemented with external revenue – Federal, State, and local dollars), updated project cost and schedules, and outlined key OC Go project and program milestones to be delivered in the next ten years. Prudent financial decisions to date result in a delivery plan that continues to fulfill OCTA's commitment to the voters in Orange County.

PROGRAM MANAGEMENT

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. Findings and recommendations are implemented as appropriate. The fifth assessment began in July 2021 and covers the period between July 1, 2018, and June 30, 2021. The consultant team presented the final report to the Executive Committee on April 4, 2022, and the Board on April 25, 2022. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: planning for the long-term management of the Preserves, two regarding cybersecurity practices, and suggestions to better assess OC Go awareness. Actions to address these recommendations are underway and are anticipated to be completed by the end of FY 2022-23.

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. During the quarter, staff continued efforts to update the tracking matrix for calendar year 2022. It is anticipated that the matrix will be completed in early 2023 and shared with the TOC audit subcommittee in May 2023.

PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. The next update of the city fact sheets is anticipated in summer 2023.

Engineer's Estimate versus Bids Tracking

The estimate versus bid tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 Program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

Highway project constructions bids in the region are reflecting a variable market with a high number of bidders, but recent market conditions analyses have indicated that OCTA will experience an increasing

cost environment related to increased demand for construction services, lack of labor resources, and increased construction material costs. It should be noted that the engineer's estimate is based on several factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market. Staff will continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent, OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive $24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently $15 billion or 38 percent lower) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately $5.2 million from OCUTT to date. At the end of June 30, 2021, the total borrowings to date from OCUTT along with accrued interest were paid off.

Staff meets quarterly to review all labor costs to ensure costs attributed to the one percent cap are accurately reported and that there are no misplaced project-related costs.

Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Grand Jurors Association of Orange County and are selected from the qualified pool by lottery. The TOC is scheduled to meet every other month. The responsibilities of the 11-member M2 TOC are to:

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs, or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
    - Congestion Management Program
    - Mitigation Fee Program
    - Expenditure Report
    - Local Traffic Signal Synchronization Plan
    - Pavement Management Plan
- Review yearly audits and hold an annual public hearing to determine whether OCTA is proceeding in accordance with the Plan
- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of OCTA in carrying out the purposes of the Ordinance
- The TOC Chair shall annually certify whether M2 funds have been spent in compliance with the Plan

On February 14, 2023, the TOC received the M2 Quarterly Revenue and Expenditure Report through December 2022, received presentations on local community transit/circulators, third quarter FY 2022-23 M2 quarterly progress report, I-405 Improvement Project, escalation rate adjustment recommendations for prior RCP and RTSSP program allocations, and an update on the water quality program.

Two subcommittees assist the TOC with their safeguard responsibilities: the AER Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.

M2 FINANCING AND SCHEDULE OF FUNDING

Contact: Sam Kaur, Revenue and Grants • (714) 560-5889

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; California State University, Fullerton; and University of California, Los Angeles) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a new sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at $24.3 billion. OCTA received final sales tax receipts for FY 2021-22 in August 2022 and presented the 2022 M2 sales tax forecast update to the Board on September 26, 2022. The current revised total nominal sales tax collections over the life of M2 is estimated to be $15 billion, which represents a year-over-year increase of $1.8 billion in forecasted sales tax when compared to last year's forecast.

The increase provides a positive outlook on the M2 Program. While the economy continues to improve, there are other variables that must be continuously monitored including COVID-19 variants, gas prices, inflation, interest rates, supply chains, a potential recession, and the impacts from the Ukraine war. Staff will continue to monitor the short- and long-term impacts of these variables on M2 sales tax revenues.

Based on sales tax forecast information provided by MuniServices, LLC, the budgeted growth rate is 3.9 percent for FY 2022-23. The proposed budget rate is 2.6 percent for FY 2023-24. The next updated forecast is anticipated to be presented to the Board in fall 2023.

OCGO
Local Tax Dollars at Work

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited)

Schedule 1

($ in thousands)	Quarter Ended Mar 31, 2023	Year to Date Mar 31, 2023 *(A)*	Period from Inception to Mar 31, 2023 *(B)*
Revenues:			
Sales taxes	$ 79,352	$ 302,779	$ 3,804,712
Other agencies' share of Measure M2 costs:			
Project related	19,517	35,728	826,291
Non-project related	-	-	454
Interest:			
Operating:			
Project related	402	786	4,286
Non-project related	3,049	7,469	77,537
Bond proceeds	2,876	2,876	90,095
Debt service	273	439	1,525
Commercial paper	-	-	395
Capital grants	-	-	-
Right-of-way leases	19	108	1,592
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Non-project related	-	-	-
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	105,488	350,185	4,822,846
Expenditures:			
Supplies and services:			
Sales tax administration fees	839	2,518	37,898
Professional services:			
Project related	10,540	25,138	512,958
Non-project related	470	1,101	37,152
Administration costs:			
Project related	2,811	8,433	113,678
Non-project related:			
Salaries and Benefits	1,068	3,205	38,822
Other	1,663	4,988	65,588
Other:			
Project related	123	170	6,010
Non-project related	7	37	5,326
Payments to local agencies:			
Project related	29,796	62,141	1,295,590
Non-project related	-	-	-
Capital outlay:			
Project related	51,517	110,505	2,087,755
Non-project related	-	-	32
Debt service:			
Principal payments on long-term debt	19,935	19,935	95,485
Interest on long-term debt and commercial paper	17,474	34,949	319,576
Total expenditures	136,243	273,120	4,615,870
Excess (deficiency) of revenues over (under) expenditures	(30,755)	77,065	206,976
Other financing sources (uses):			
Transfers out:			
Project related	(10,690)	(31,593)	(477,509)
Non-project related	-	-	-
Transfers in:			
Project related	1,780	5,332	342,000
Non-project related	-	-	-
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	(8,910)	(26,261)	624,054
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ (39,665)	$ 50,804	$ 831,030

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended Mar 31, 2023 (actual)	Year to Date Mar 31, 2023 (actual)	Period from Inception through Mar 31, 2023 (actual)	Period from April 1, 2023 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 79,352	$ 302,779	$ 3,804,712	$ 11,204,625	$ 15,009,337
Operating interest	3,049	7,469	77,537	434,765	512,302
Subtotal	82,401	310,248	3,882,249	11,639,390	15,521,639
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	129	-	129
Total revenues	82,401	310,248	3,882,832	11,639,390	15,522,222
Administrative expenditures:					
Sales tax administration fees	839	2,518	37,898	98,711	136,609
Professional services	470	1,101	33,377	98,973	132,350
Administration costs:					
Salaries and Benefits	1,068	3,205	38,822	114,285	153,107
Other	1,663	4,988	65,588	192,265	257,853
Other	7	37	2,306	6,915	9,221
Capital outlay	-	-	32	-	32
Environmental cleanup	580	806	48,766	224,057	272,823
Total expenditures	4,627	12,655	226,789	735,206	961,995
Net revenues	$ 77,774	$ 297,593	$ 3,656,043	$ 10,904,184	$ 14,560,227
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Bond revenues:					
Proceeds from issuance of bonds	$ -	$ -	$ 804,625	$ -	$ 804,625
Interest revenue from bond proceeds	2,876	2,876	90,095	67,796	157,891
Interest revenue from debt service funds	273	439	1,525	2,828	4,353
Interest revenue from commercial paper	-	-	395	-	395
Total bond revenues	3,149	3,315	896,640	70,624	967,264
Financing expenditures and uses:					
Professional services	-	-	3,775	-	3,775
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	19,935	19,935	95,485	595,219	690,704
Bond debt and other interest expense	17,474	34,949	319,576	374,840	694,416
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	37,409	54,884	466,918	970,059	1,436,977
Net bond revenues (debt service)	$ (34,260)	$ (51,569)	$ 429,722	$ (899,435)	$ (469,713)

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2023 (Unaudited)
Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2023 (actual)
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 573,893	$ 144,103
B	I-5 Santa Ana/SR-55 to El Toro	366,559	92,042
C	I-5 San Diego/South of El Toro	765,598	192,240
D	I-5 Santa Ana/San Diego Interchange Upgrades	315,031	79,104
E	SR-22 Garden Grove Freeway Access Improvements	146,526	36,792
F	SR-55 Costa Mesa Freeway Improvements	446,904	112,217
G	SR-57 Orange Freeway Improvements	315,885	79,318
H	SR-91 Improvements from I-5 to SR-57	170,947	42,924
I	SR-91 Improvements from SR-57 to SR-55	508,567	127,700
J	SR-91 Improvements from SR-55 to County Line	430,054	107,986
K	I-405 Improvements between I-605 to SR-55	1,309,941	328,924
L	I-405 Improvements between SR-55 to I-5	390,369	98,021
M	I-605 Freeway Access Improvements	24,421	6,132
N	All Freeway Service Patrol	183,157	45,990
	Freeway Mitigation	313,045	78,605
	Subtotal Projects	6,260,897	1,572,098
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 6,260,897	$ 1,572,098
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 1,456,041	$ 365,609
P	Regional Traffic Signal Synchronization Program	582,391	146,237
Q	Local Fair Share Program	2,620,841	658,088
	Subtotal Projects	4,659,273	1,169,934
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 4,659,273	$ 1,169,934
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited)

Schedule 3

Expenditures Inception to Mar 31, 2023 (actual)	Reimbursements Inception to Mar 31, 2023 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2023 (actual)
(J)	*(K)*	*(L)*
$ 10,913	$ 8,786	$ 2,127
24,944	15,450	9,494
332,488	52,705	279,783
2,838	527	2,311
5	-	5
70,576	40,147	30,429
53,030	12,762	40,268
34,960	824	34,136
50,573	47,718	2,855
18,362	16,833	1,529
1,373,770	292,729	1,081,041
9,209	6,954	2,255
5,432	16	5,416
6,322	-	6,322
59,975	5,132	54,843
2,053,397	500,583	1,552,814
160,863	-	160,863
$ 2,214,260	$ 500,583	$ 1,713,677
		49.1%
$ 805,157	$ 507,884	$ 297,273
103,137	17,459	85,678
641,122	77	641,045
1,549,416	525,420	1,023,996
47,133	-	47,133
$ 1,596,549	$ 525,420	$ 1,071,129
		30.7%

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2023 (Unaudited)
Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2023 (actual)
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Transit Projects (25% of Net Revenues)		
R	High Frequency Metrolink Service	$ 1,452,167	$ 352,048
S	Transit Extensions to Metrolink	1,285,331	322,744
T	Metrolink Gateways	74,421	37,042
U	Expand Mobility Choices for Seniors and Persons with Disabilities	504,878	121,007
V	Community Based Transit/Circulators	291,127	73,101
W	Safe Transit Stops	32,133	8,069
	Subtotal Projects	3,640,057	914,011
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	$ 3,640,057	$ 914,011
	%		
	Environmental Cleanup (2% of Revenues)		
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 310,433	$ 77,645
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	$ 310,433	$ 77,645
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 225,140	$ 57,071
	%		
	Oversight and Annual Audits (1% of Revenues)	$ 155,216	$ 38,822
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2023 (Unaudited)
Schedule 3

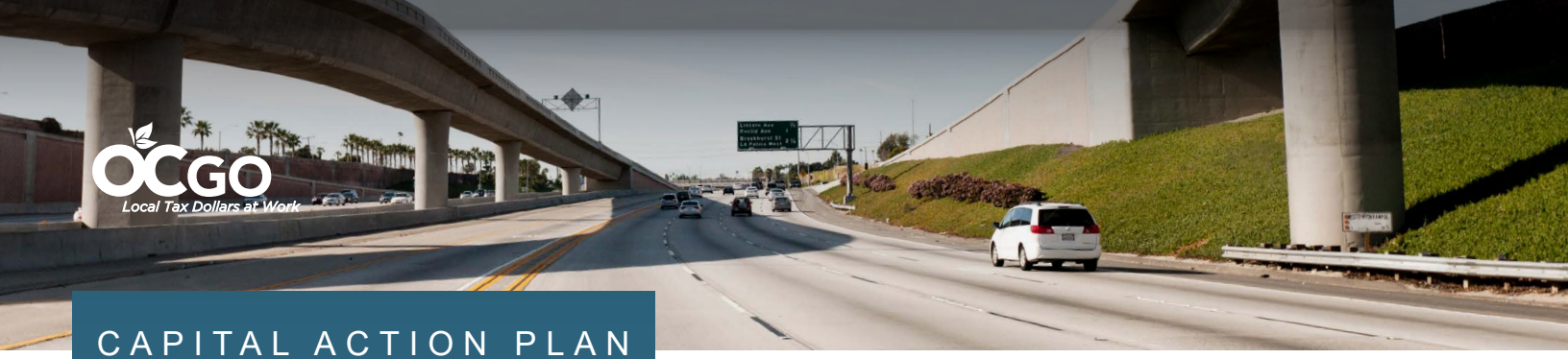
Expenditures Inception to Mar 31, 2023 (actual)	Reimbursements Inception to Mar 31, 2023 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2023 (actual)
(J)	*(K)*	*(L)*
$ 431,999	$ 98,927	$ 333,072
175,527	2,133	173,394
98,220	60,956	37,264
117,918	88	117,830
17,084	1,538	15,546
1,173	26	1,147
841,921	163,668	678,253
26,360	-	26,360
$ 868,281	$ 163,668	$ 704,613
		20.2%
$ 48,766	$ 311	$ 48,455
-	-	-
$ 48,766	$ 311	$ 48,455
		1.2%
$ 37,898	$ -	$ 37,898
		1.0%
$ 38,822	$ (0)	$ 38,822
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2022-23	FUNDS TO DATE
ALISO VIEJO	$299,235	$7,918,682
ANAHEIM	$2,567,142	$66,420,702
BREA	$430,003	$11,370,420
BUENA PARK	$684,278	$17,700,723
COSTA MESA	$1,126,279	$29,079,424
CYPRESS	$387,485	$10,463,448
DANA POINT	$257,286	$6,669,491
FOUNTAIN VALLEY	$473,122	$12,346,682
FULLERTON	$1,012,863	$25,994,003
GARDEN GROVE	$1,130,640	$29,686,099
HUNTINGTON BEACH	$1,489,014	$38,849,883
IRVINE	$2,320,253	$55,221,644
LAGUNA BEACH	$190,095	$5,039,609
LAGUNA HILLS	$254,171	$6,759,225
LAGUNA NIGUEL	$500,738	$13,253,679
LAGUNA WOODS	$101,137	$2,540,770
LA HABRA	$408,353	$10,567,692
LAKE FOREST	$628,162	$15,939,363

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2022-23	FUNDS TO DATE
LA PALMA	$106,523	$3,136,181
LOS ALAMITOS	$98,635	$2,582,983
MISSION VIEJO	$683,123	$18,471,126
NEWPORT BEACH	$823,667	$21,889,643
ORANGE	$1,263,996	$33,004,853
PLACENTIA	$366,632	$9,231,849
RANCHO SANTA MARGARITA	$318,834	$8,435,783
SAN CLEMENTE	$440,891	$11,317,117
SAN JUAN CAPISTRANO	$294,832	$7,595,117
SANTA ANA	$2,025,553	$55,247,007
SEAL BEACH	$181,415	$4,914,587
STANTON	$228,848	$5,965,271
TUSTIN	$705,911	$17,987,803
VILLA PARK	$39,800	$1,040,184
WESTMINSTER	$634,493	$16,972,440
YORBA LINDA	$460,836	$12,047,672
COUNTY UNINCORPORATED	$1,878,300	$40,586,493
TOTAL M2 FUNDS	**$24,812,544**	**$636,247,647**



CAPITAL ACTION PLAN

Grey = Milestone achieved
Green = Forecast milestone meets or exceeds plan
Yellow = Forecast milestone is one to three months later than plan
Red = Forecast milestone is over three months later than plan
Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast: Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	$38.9	**Apr-15**	**Jun-17**	**Nov-18**	**Jan-21**
I-5, I-405 to Yale Avenue	$230.5	Aug-18	May-24	Feb-26	Sep-29
Project B	$230.5	**Jan-20**	May-24	Feb-26	Sep-29
I-5, Yale Avenue to SR-55	$200.4	Aug-18	Feb-25	Mar-26	Sep-29
Project B **Cost/Schedule Risk**	$200.4	**Jan-20**	Jan-24	Mar-26	Sep-29
I-5, Avenida Pico to Vista Hermosa	$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C & D	$83.6	**Oct-11**	**Oct-13**	**Dec-14**	**Aug-18**
I-5, Avenida Vista Hermosa to Pacific Coast Highway	$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	$75.3	**Oct-11**	**May-13**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	$74.3	**Oct-11**	**Jan-13**	**Dec-13**	**Jul-18**
I-5, SR-73 to Oso Parkway	$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	$195.8	**May-14**	**Aug-18**	**Dec-19**	Sep-24
I-5, Oso Parkway to Alicia Parkway	$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	$203.1	**May-14**	**Dec-17**	**Mar-19**	Sep-24
I-5, Alicia Parkway to El Toro Road	$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	$165.9	**May-14**	**May-19**	**Sep-20**	Oct-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	$12.4	N/A	Nov-24	Jul-25	Feb-27
I-5, El Toro Road Interchange	TBD	Nov-19	TBD	TBD	TBD
Project D **Cost/Schedule Risk**	TBD	Jan-25	TBD	TBD	TBD

*Status through March 2023. For detailed project information, please refer to the individual project section within this report.

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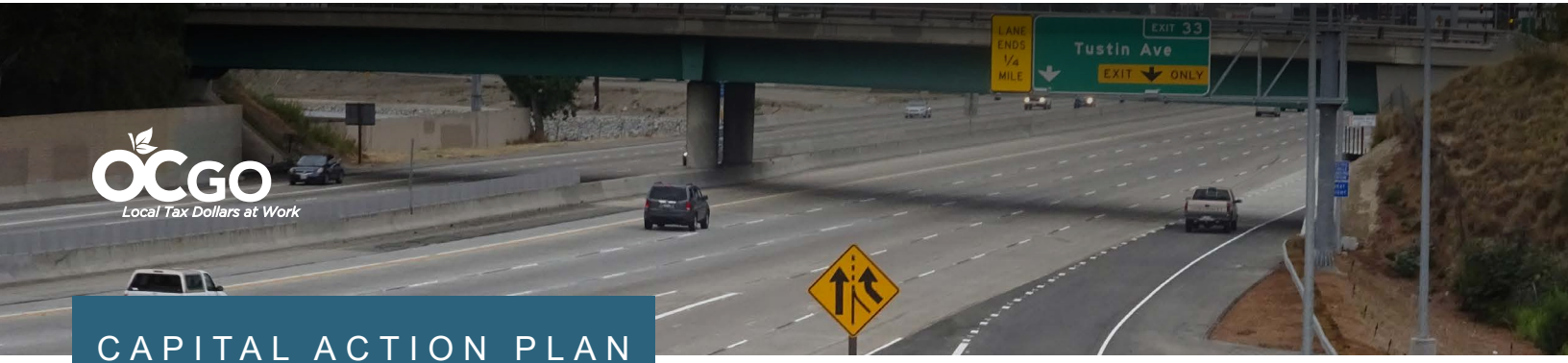
Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast: Complete Environmental	Complete Design	Award Contract	Complete Construction
I-5, Ortega Highway Interchange	$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	$79.8	**Jun-09**	**Dec-11**	**Aug-12**	**Jan-16**
I-5, Ortega Highway Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	**Oct-14**	**Sep-15**	**Sep-16**
SR-55, I-405 to I-5	$410.9	Nov-13	Apr-20	May-22	Feb-27
Project F **Cost/Schedule Risk**	$505.7	**Aug-17**	**Apr-20**	**May-22**	Feb-27
SR-55, I-5 to SR-91	$131.3	Jan-20	Jul-25	Jul-26	Oct-29
Project F	$131.3	**Mar-20**	Jul-25	Jul-26	Oct-29
SR-57 (NB), Orangewood Avenue to Katella Avenue	$71.8	Dec-18	TBD	TBD	TBD
Project G	$71.8	**Mar-19**	Jul-24	Jul-25	Feb-28
SR-57 (NB), Katella Avenue to Lincoln Avenue	$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	$38.0	**Nov-09**	**Dec-10**	**Oct-11**	**Apr-15**
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Jul-10**	**Sep-17**	**Jun-18**
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	$80.2	Dec-07	Dec-09	Oct-10	May-14
Project G	$52.3	**Dec-07**	**Jul-09**	**Oct-10**	**Nov-14**
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	$79.3	Dec-07	Dec-09	Oct-10	Sep-14
Project G	$54.1	**Dec-07**	**Jul-09**	**Oct-10**	**May-14**
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Aug-17**	**Feb-18**	**Apr-19**
SR-57 (NB), Lambert Road to Tonner Canyon Road	TBD	TBD	TBD	TBD	TBD
Project G	TBD	May-28	TBD	TBD	TBD

*Status through March 2023. For detailed project information, please refer to the individual project section within this report.



OCGO
Local Tax Dollars at Work

CAPITAL ACTION PLAN

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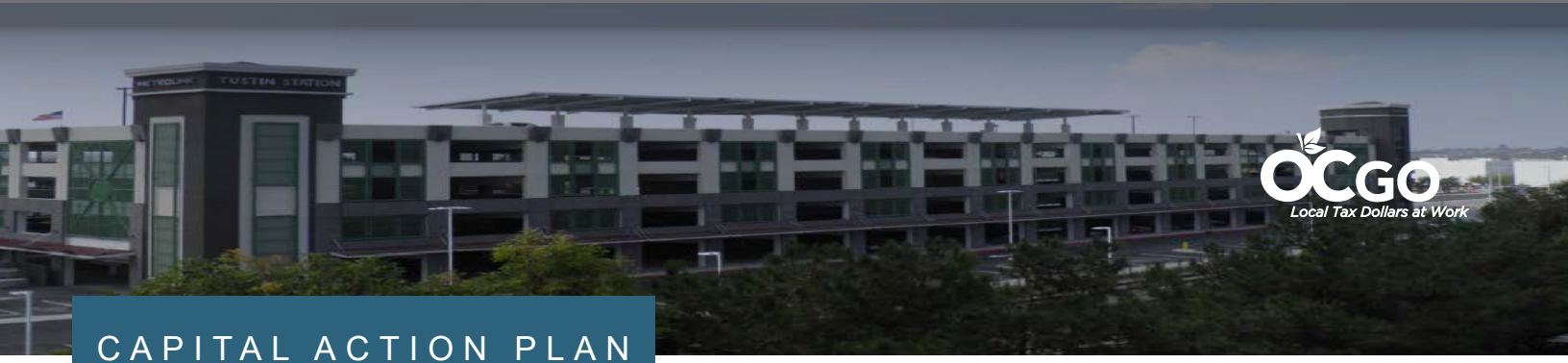
Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast: Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 (WB), I-5 to SR-57	$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	$59.2	**Jun-10**	**Apr-12**	**Jan-13**	**Jun-16**
SR-91 (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Aug-16**	**Mar-17**	**Nov-17**
SR-91, SR-55 to Lakeview Avenue (Segment 1)	$100.9	Oct-18	Jan-23	Feb-24	Sep-27
Project I	$100.9	**Jun-20**	**Mar-23**	Mar-24	Nov-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	$208.4	**Jun-20**	Jun-24	Sep-25	Sep-29
SR-91, Acacia Street to La Palma Ave (Segment 3)	$116.2	Oct-18	Apr-24	Apr-25	Sep-28
Project I	$116.2	**Jun-20**	Aug-24	Dec-25	Jun-29
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	$42.5	**May-11**	**Feb-13**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	$79.7	**Apr-09**	**Aug-10**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**Feb-13**	**Oct-13**	**Feb-15**
SR-91 (EB), SR-241 to SR-71	$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	$57.8	**Dec-07**	**Dec-08**	**Aug-09**	**Jan-11**
I-405, SR-73 to I-605 (Design-Build)	$2,080.2	Mar-13	Nov-15	Nov-16	Feb-24
Project K	$2,080.2	**May-15**	**Nov-15**	**Nov-16**	Feb-24
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	**Aug-18**	TBD	TBD	TBD

*Status through March 2023. For detailed project information, please refer to the individual project section within this report.



CAPITAL ACTION PLAN

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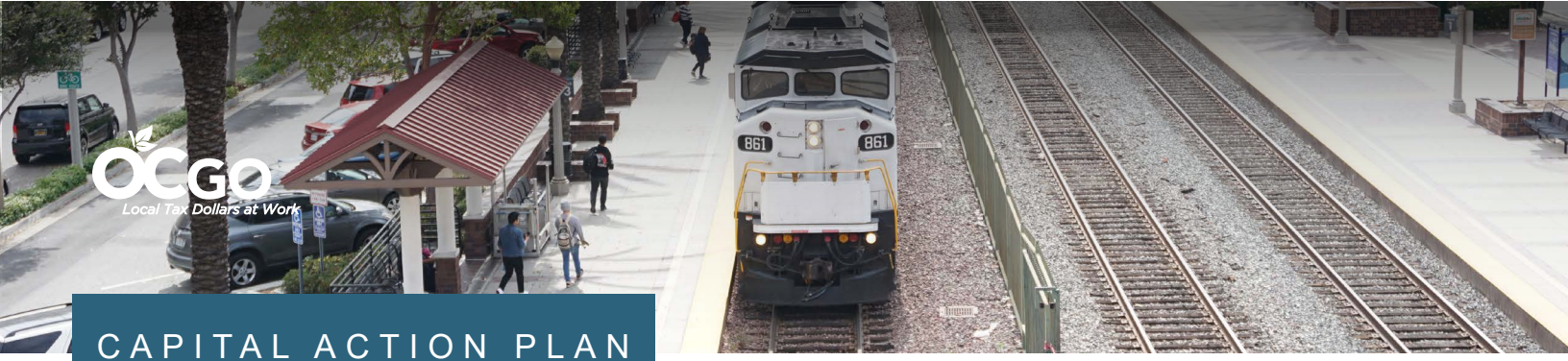
Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast: Complete Environmental	Complete Design	Award Contract	Complete Construction
I-605, Katella Avenue Interchange	$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	$29.0	**Oct-18**	**Jan-23**	Nov-24	Jul-26
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	$126.2	**Nov-09**	**Dec-12**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Jan-11	Aug-12	May-13	May-18
Project O	$99.6	**Apr-11**	**Feb-13**	**Feb-14**	**Mar-18**
Placentia Avenue Railroad Grade Separation	$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	$64.5	**May-01**	**Jun-10**	**Jul-11**	**Dec-14**
Kraemer Boulevard Railroad Grade Separation	$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	$63.8	**Sep-09**	**Jul-10**	**Sep-11**	**Dec-14**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	$105.9	**Sep-09**	**Oct-11**	**Jan-13**	**Oct-16**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	$96.6	**Sep-09**	**Jul-11**	**Feb-13**	**Oct-16**
Lakeview Avenue Railroad Grade Separation	$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	$110.7	**Sep-09**	**Jan-13**	**Nov-13**	**Jun-17**
Rail and Station Projects:					
Sand Canyon Avenue Railroad Grade Separation	$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	$61.9	**Sep-03**	**Jul-10**	**Feb-11**	**Jan-16**

*Status through March 2023. For detailed project information, please refer to the individual project section within this report.



CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	$90.4	**Oct-08**	**Sep-08**	**Aug-09**	**Dec-11**
San Clemente Beach Trail Safety Enhancements	$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	$5.0	**Jul-11**	**Jun-12**	**May-13**	**Mar-14**
Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A
Project R **Cost/Schedule Risk**	$13.7	N/A	N/A	**Oct-22**	Jun-23
Placentia Metrolink Station and Parking Structure	$34.8	May-07	Jan-11	TBD	TBD
Project R **Cost/Schedule Risk**	$40.1	**May-07**	**Feb-11**	TBD	TBD
San Juan Capistrano Passing Siding	$25.3	Jan-13	May-16	Dec-16	Feb-21
	$33.2	**Mar-14**	**Aug-18**	**Mar-19**	**Nov-20**
Anaheim Canyon Station	$27.9	Dec-16	May-19	Nov-19	Jan-23
	$34.2	**Jun-17**	**Oct-20**	**Mar-21**	**Jan-23**
Orange Station Parking Expansion	$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	$30.9	**May-16**	**Apr-16**	**Jun-17**	**Feb-19**
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	Dec-13	Sep-14	Mar-17
	$4.2	N/A	**Dec-13**	**Apr-15**	**May-19**
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	Jan-14	Aug-14	Jan-15	Apr-17
	$5.2	**Feb-14**	**Jul-15**	**Oct-15**	**Sep-17**
Anaheim Regional Transportation Intermodal Center	$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	$232.2	**Feb-12**	**May-12**	**Sep-12**	**Dec-14**
OC Streetcar	$595.8	Mar-12	Sep-17	Aug-18	Nov-24
Project S **Cost/Schedule Risk**	$595.8	**Mar-15**	**Nov-17**	**Sep-18**	Nov-24

*Status through March 2023. For detailed project information, please refer to the individual project section within this report.

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OCGO
Local Tax Dollars at Work

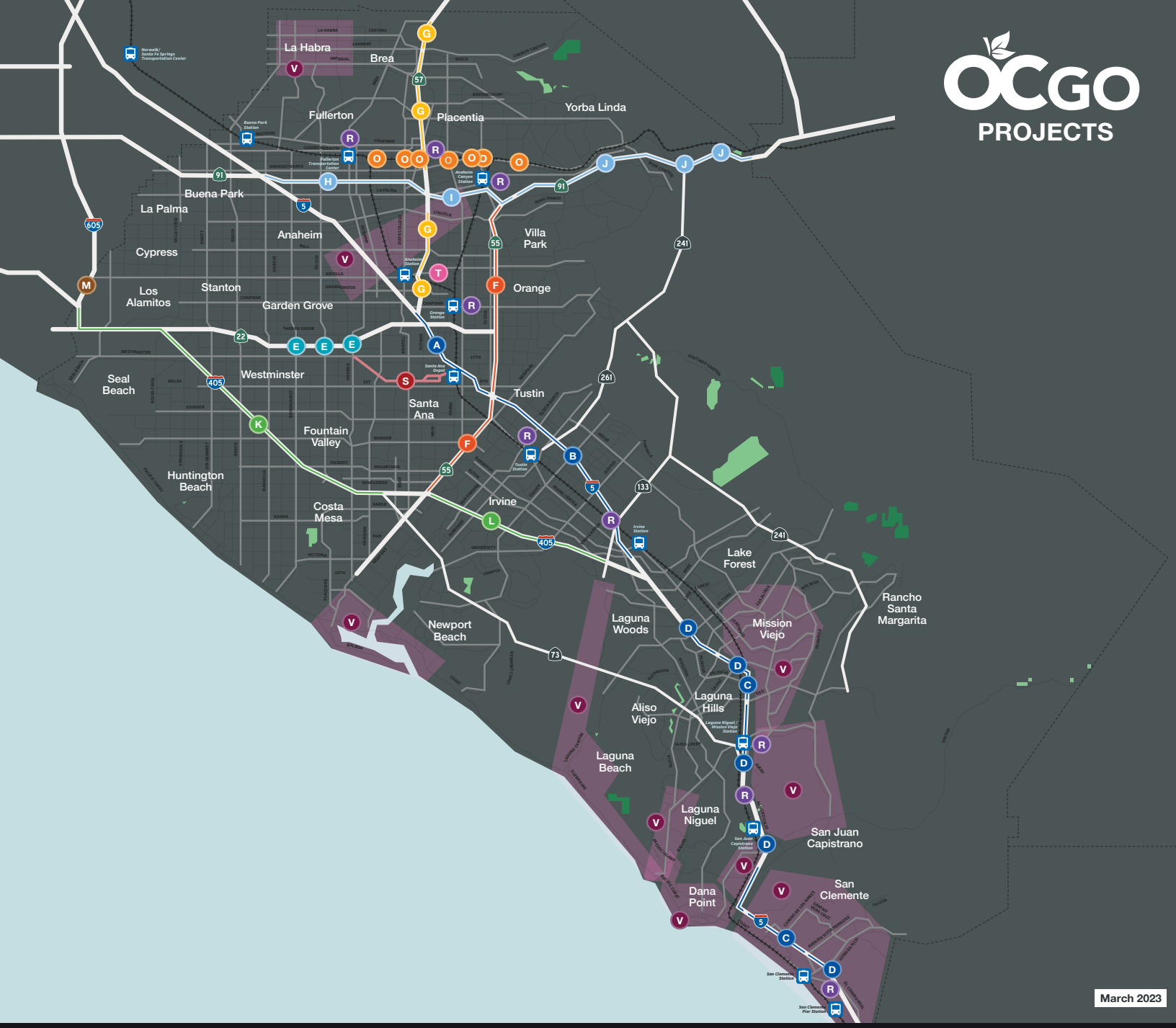
COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Capital Action Plan	CAP
Comprehensive Transportation Funding Program	CTFP
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Cost Estimate Review	CER
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Finance and Administration	F&A
Fire Management Plan	FMP
First Article Inspection	FAI
Fiscal Year	FY
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 15	I-15
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles County Metropolitan Transportation Authority	LA Metro
Maintenance and Storage Facility	MSF
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP
Next 10 Delivery Plan	Next 10 Plan

OCGO
Local Tax Dollars at Work

COMMON ABBREVIATIONS

Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Operation and Maintenance	O&M
Orange County Flood Control District	OCFCD
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Pacific Coast Highway	PCH
Plans, Specifications, and Estimates	PS&E
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Edison	SCE
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 133	SR-133
State Route 241	SR-241
State Transportation Improvement Program	STIP
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
Technical Advisory Committee	TAC
Technical Steering Committee	TSC
To Be Determined	TBD
Transportation Investment Plan	Plan
United States Army Corps of Engineers	Corps



Freeway Improvement Program

Interstate 5 (I-5) Projects

- **A** SR-55 to SR-57
- **B** I-405 to SR-55
- **C** SR-73 to El Toro Road
- **C** Avenida Pico to San Juan Creek Road
- **D** Highway Interchanges

State Route 22 (SR-22) Projects

- **E** Access Improvements

State Route 55 (SR-55) Projects

- **F** I-405 to I-5
- **F** I-5 to SR-91

State Route 57 (SR-57) Projects

- **G** Northbound, Orangewood Avenue to Katella Avenue
- **G** Northbound, Katella Avenue to Lincoln Avenue
- **G** Northbound, Orangethorpe Avenue to Lambert Road
- **G** Northbound, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- **H** Westbound, I-5 to SR-57
- **I** SR-57 to SR-55
- **J** SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- **K** SR-73 to I-605
- **L** I-5 to SR-55

Interstate 605 (I-605) Projects

- **M** Katella Avenue Interchange Improvements

Freeway Mitigation Program

- Restoration Projects (Part of Projects A-M)
- Acquisition Projects (Part of Projects A-M)

Streets & Roads

- **O** Grade Separation Program
- **P** Signal Synchronization Project Corridors

Rail

- Metrolink Rail Line
- Metrolink Station

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
- **V** Community Based Transit/Circulators

Other Projects Not Shown

Project N:
- Freeway Service Patrol

Project O:
- Regional Capacity Program

Project Q:
- Local Fair Share Program

Project R:
- Grade Crossing & Trail Safety Enhancements
- Metrolink Service Expansion Program

Project U:
- Senior Mobility Program
- Senior Non-Emergency Medical Transportation Program
- Fare Stabilization Program

Project W:
- Safe Transit Stops

Project X:
- Environmental Cleanup Program

OCTA

June 5, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Security Officer Services

Overview

On November 14, 2022, the Board of Directors approved the release of a request for proposals for security officer services. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

A. Approve the selection of Inter-Con Security, Inc., as the firm to provide security officer services.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2886 between the Orange County Transportation Authority and Inter-Con Security, Inc., in the amount of $1,092,000, to provide security officer services for a two-year initial term with a one-year option term.

Discussion

The Orange County Transportation Authority (OCTA) will use contracted security officer services for direct support during security gate construction projects at the Garden Grove and Santa Ana Bus Bases. Security officer services will include uniformed, unarmed security professionals staffing fixed posts for access control, monitoring the closed-circuit television system at each base, providing roving patrols, conducting security inspections, mitigating any security challenges detected, and completing various security logs and reports. This contracted service is important to ensure OCTA personnel, properties, and equipment remain as secure as practicable during the security gate construction projects.

Procurement Approach

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

On November 14, 2022, the Board authorized the release of Request for Proposals (RFP) 2-2886, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on November 14 and November 21, 2022. A pre-proposal conference was held on November 29, 2022, with two attendees representing two firms. Two addenda were issued to make available the pre-proposal conference registration sheet and presentation, as well as provide responses to written questions related to the RFP.

On December 20, 2022, 13 proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Security and Emergency Preparedness, Base Maintenance, Bus Operations, and Risk Management departments met to review all the proposals received.

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

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent as the firm needs to have relevant prior experience meeting the immediate and long-term staffing requirements of this contract. Staffing and project organization was weighted at 25 percent as it is critical for the firm to demonstrate it can provide experienced and qualified individuals to achieve the requirements set forth in the scope of work. The work plan was weighted at 25 percent as the proposing firm must be able to demonstrate its understanding and approach to meeting the requirements of the project. Cost and price was assigned a 30 percent weighting to ensure that OCTA receives value for the services provided.

On February 8, 2023, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the three most qualified firms listed below in alphabetical order:

Firms and Locations

Absolute Security International Corporation, doing business as
Absolute International Security (AIS)
Irwindale, California

American Global Security, Inc. (AGS)
Chatsworth, California

Inter-Con Security Systems, Inc. (Inter-Con)
Pasadena, California

On February 20, 2023, the evaluation committee conducted interviews with the short-listed firms. The interview consisted of a presentation by each firm to demonstrate the firm's understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were related to the assessment and inspection of the security systems, quality control measures, and processes for managing multiple projects and service calls. Additionally, specific clarification questions were asked related to each firm's proposal. At the conclusion of the interviews, a request for a best and final offer (BAFO) was sent to the three short-listed firms to seek additional clarifications and final pricing.

After considering responses to questions asked during the interviews and information provided in the BAFO, the evaluation committee reviewed the preliminary ranking and adjusted individual scores. The overall ranking of the firms changed as a result of the BAFO's.

Based on the evaluation of the written technical proposals and the information obtained from the interviews and BAFOs, the evaluation committee recommends Inter-Con for consideration for the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The three firms demonstrated relevant experience in providing unarmed security guard services for similar projects.

Founded in 1973, Inter-Con is located in the City of Pasadena, California, and has over 3,000 local security personnel. The firm provides armed and unarmed security services for multiple transportation agencies such as the San Diego Metropolitan Transit System where they perform foot and vehicle patrol for the rail right-of-way, parking lots, trolley yard, and bus rapid transit stations. Inter-Con also provides security services for the City of Santa Monica Big Blue Bus where they monitor facilities parking lots and alarm systems, as well as for Victor Valley Transit where they provide security services for the transportation center. In addition, the firm has prior experience providing security officer services to other government agencies, such as the National Aeronautics and Space Administration, to assist with the implementation of security programs to protect highly classified facilities. In addition, Inter-Con has experience serving local public agencies such as the counties of Orange, Los Angeles, and Sacramento. The firm will not be subcontracting services for this project. Inter-Con received positive comments from its references.

Incorporated in 2009, AIS is located in the City of Irwindale, California, and has 400 employees. AIS provides as-needed professional security guard and patrol services to support the Los Angeles Police Department (LAPD) at facilities including the Los Angeles Zoo, Japanese Garden, Cabrillo Beach Parking Lot, and other job sites. In addition, AIS provides unarmed security guards at various locations for the County of Riverside Department of Public Social Services to help prevent unauthorized access and secure areas within the County of Riverside's facilities. The firm also provided armed services for three sites for the County of Los Angeles Fire Department and unarmed services for OC 405 Partners and the City of Rancho Cucamonga. The firm will not be subcontracting services for this project. The firm received positive comments from its references.

Incorporated in 2017, AGS has 550 employees and has a main office in the City of Chatsworth, California. Currently, AGS provides unarmed security services and vehicle patrols for the City of Glendale, the City of Upland where the firm provides a guard at the main Metrolink Station during operational hours, the Mortensen Project, and special event security for the City of Riverside's Festival of Lights where they assist local police with event security and evacuations and crowds. The firm will not be subcontracting services for this project. AGS received positive comments from its references.

Staffing and Project Organization

Inter-Con's proposed account manager has 11 years of security, military, and law enforcement experience and manages 230 security officers during onboarding, training, and assignments. Additionally, the account manager has

constructed several specialized training programs for three public transportation units, manages armed and unarmed programs which include transportation hubs, and conducts security and risk assessments. The recruitment manager has five years of experience in security, military, and law enforcement and is responsible for the recruitment, retention, and onboarding of field personnel. During the interview, the firm provided real-world examples where they cited other transportation agency experiences in their responses to the evaluation committee's questions to demonstrate their knowledge and understanding of the project.

AIS' proposed account manager has 30 years of experience in private security services and specializes in government contracts. The account manager is also a certified mediator for the City of Los Angeles and the Los Angeles Attorney's Office. The recruitment manager has over 23 years of military and corporate security management services with an emphasis on training, recruiting, and customer service. The proposed recruitment manager has also previously served as an account manager for the LAPD security services, the City of Pomona, and the County of Riverside Department of Public Social Services. The staffing section of the proposal was disorganized. The proposal lacked specifics on the roles of key personnel. The firm responded to all questions asked during the interview.

AGS' proposed account manager has seven years of experience in security services. The account manager is responsible for developing and implementing AGS' security risk management program and overseeing all of AGS' Southern California security operations. The recruitment manager has over 11 years of experience in recruitment and training, as well as experience as a field supervisor and a patrol guard with AGS and will actively coordinate assignments and initial training. AGS appeared unprepared for the interview and did not have the requested presentation.

Work Plan

Inter-con presented a comprehensive work plan that addressed all the elements of the scope of work. The work plan was detailed and easy to follow, including a project timeline, execution and initiation, as well as a transition team. The firm discussed how they would apply their concept of total quality management to OCTA's security program, including employee retention and employee screening. The firm elaborated on its approach to a well-designed staffing plan including ensuring coverage without gaps and rest periods. The firm discussed training that included unannounced testing and drills to ensure the guard force are performing their duties. Inter-Con discussed its project management process, including schedule control and quality control, and the firm's use of

proprietary guard tour software that operates on both iOS and Android platforms. Inter-Con's Guard Tour System provides real-time monitoring and data extraction and operates securely within each OCTA site. With this solution, Inter-Con can facilitate real-time monitoring and data extraction, which enhances patrol capabilities and operational transparency. Additionally, the firm identified potential issues related to this project and provided detailed solutions to mitigate them.

AIS provided a comprehensive work plan with a detailed project approach that includes electronic sign-ins to keep track of work schedules and check-in/out times and an electronic patrol management system ("TrackTik") where guard movement can be monitored live using a global positioning system. The firm can also track activity using hourly activity reports and discussed a quality assurance team who oversees all employees with frequent contact. Additionally, the firm discussed customizable orientation to prepare guards with a curriculum to deal with all common occurrences, emergency protocols, and daily responsibilities. AIS also discussed site-specific training programs and general emergency services.

AGS provided a comprehensive good understanding of OCTA's needs including training specifically for bus bases, equipment mobilization, and deployment of personnel equipment and service. The firm discussed the personal transport of security personnel to ensure guards arrive on time at each location and the patrol vehicle that the roving supervisor will use to traverse between both bus yards. The firm also discussed details regarding replacement and stand-in guards who have undergone the site training that would be called upon to fill any unexpected absences. AGS will establish and maintain a quality assurance plan to include information on the inspection process through the use of field supervisors, as well as disciplinary actions and procedures. The firm uses its own reporting software to closely monitor the activity of each individual guard if needed. The firm also discussed its retention program and recognition program in the proposal.

Cost and Price

Pricing scores were based on a formula that assigned the highest score to the firm with the lowest average hourly rate and scored the other proposals' average hourly rate based on their relation to the lowest average hourly rate. Although Inter-Con did not propose the lowest average hourly rate, their proposed hourly rates are deemed fair and reasonable as they are lower than the rates OCTA currently pays for similar security guard services, and they are lower than the hourly rates provided on the OCTA project manager's independent cost estimate.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, and the information obtained from the interviews and BAFOs, the evaluation committee recommends the selection of Inter-Con as the top-ranked firm to provide security officer services. Inter-Con delivered a thorough and comprehensive proposal and an interview that was responsive to all the RFP's requirements.

Fiscal Impact

The project was approved in OCTA's Proposed Fiscal Year 2023-24 Budget, Chief Executive Office, Account No. 2118-7616-D4805-4TZ, and is funded through local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2886 between the Orange County Transportation Authority and Inter-Con Security, Inc., in the amount of $1,092,000, to provide security officer services for a two-year initial term with a one-year option term.

Attachments

A. Review of Proposals, RFP 2-2886 Security Officer Services
B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 2-2886 Security Officer Services
C. Contract History for the Past Two Years, RFP 2-2886 Security Officer Services

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ATTACHMENT A

Review of Proposals
RFP 2-2886 Security Officer Services
Presented to Executive Committee - June 5, 2023
13 firms proposed, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average Hourly Rate
1	90	**Inter-Con Security Systems, Inc.**	None	Provides transportation security services for clients such as the San Diego Metropolitan Transit System. Currently supports multiple local government agencies and transportation clients including the California Department of Transportation and California Department of General Services. Account manager has 11 years of security, military, and law enforcement and manages security officers involving onboarding, training, and assignments. Recruitment manager has two years in security, military, and law enforcement and is responsible for the recruitment, retention, and onboarding of field personnel. Provided real-world examples in their responses to the evaluation committee's questions to demonstrate their experience and understanding of the Project. Demonstrated an understanding of the scope of work, as well as the project area. Discussed its approach to a well-designed staffing plan including ensuring coverage without gaps. Discussed its project management process, including schedule control and quality control, and the firm's use of proprietary guard tour software that operates on both iOS and Android platforms. Received positive responses from references. Proposed competitive average hourly rate.	$39
2	85	**American Security International Corporation, doing business as Absolute International Security**	None	Provides as-needed professional security guard and patrol services to support the Los Angeles Police Department. Provides unarmed security guards at various locations for the County of Riverside Department of Public Social Services. Account manager has 30 years of experience working with private security services. The manager responsible for recruiting has over 23 years of military federal service and corporate security management. Approach includes electronic sign-ins to keep track of work schedules and check-in/out times and an electronic patrol management system called TrackTik. Discussed customizable orientation to prepare guards with a curriculum to deal with all common occurrences, emergency protocols, and daily responsibilities. The staffing section of the proposal was disorganized and lacked specifics on the roles of the key personnel. Responded to questions asked during the interview. Received positive responses from references. Proposed highest average hourly rate.	$41
3	84	**American Global Security, Inc.**	None	Provides unarmed security services and vehicle patrols for the City of Glendale. Provides guard services for the City of Upland with a guard stationed at the main Metrolink Station during operational hours. Account manager has seven years of experience in security. The recruitment manager has over 11 years of experience in recruitment and training as well as experience as a field supervisor and a patrol guard. Discussed details regarding replacement and stand-in guards who have undergone the site training that would be called upon to fill any unexpected absences. Demonstrated an understanding of the scope of work, as well as the project area. Did not have the requested presentation for staff during the interviews. Received positive responses from references. Proposed lowest average weighted hourly rate.	$34

Evaluation Panel:

Internal:
Contracts Administration and Materials Management (1)
Security and Emergency Preparedness (1)
Risk Management (1)
Bus Operations (1)
Base Maintenance (1)

Proposal Criteria	Weight Factors
Qualifications of the Firm	20%
Staffing and Project Organization	25%
Work Plan	25%
Cost and Price	30%

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED FIRMS)

RFP 2-2886 Security Officer Services

Inter-Con Security Systems, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of the Firm	4.5	5.0	4.5	5.0	4.5	4	18.8
Staffing/Project Organization	4.5	5.0	4.5	5.0	5.0	5	24.0
Work Plan	4.0	4.5	4.5	4.5	4.0	5	21.5
Cost and Price	4.3	4.3	4.3	4.3	4.3	6	25.8
Overall Score	86	94	89	94	89		90

Absolute Security International Corporation, dba Absolute International Security						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of the Firm	4.5	4.5	4.0	4.5	4.5	4	17.6
Staffing/Project Organization	4.0	4.5	4.0	4.5	4.0	5	21.0
Work Plan	4.0	4.5	4.0	4.5	4.0	5	21.0
Cost and Price	4.2	4.2	4.2	4.2	4.2	6	25.2
Overall Score	83	89	81	89	83		85

American Global Security, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of the Firm	3.5	4.0	3.5	3.5	3.5	4	14.4
Staffing/Project Organization	3.5	3.5	3.5	4.0	4.0	5	18.5
Work Plan	4.5	4.5	3.5	4.5	4.0	5	21.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	6	30.0
Overall Score	82	85	76	85	82		84

Range of scores for non-short-listed firms was 51 to 77.

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 2-2886 Security Officer Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Inter-Con Security Systems, Inc.						
Contract Type:		None				
Subconsultants:						
					Sub Total	**$ -**
Absolute Security International Corporation, doing business as Absolute International Security						
Contract Type:		None				
Subconsultants:						
					Sub Total	**$ -**
American Global Security, Inc.						
Contract Type:		None				
Subconsultants:						
					Sub Total	**$ -**