



Orange County Transportation Authority

Board Agenda

Monday, November 13, 2023 at 9:00 a.m.

550 South Main Street, Orange, California

Board Members

Gene Hernandez, Chairman
Tam Nguyen, Vice Chairman
Doug Chaffee
Jose Diaz
Andrew Do
Jon Dumitru
Jamey Federico
Katrina Foley
Brian Goodell
Patrick Harper
Michael Hennessey
Steve Jones
Fred Jung
Farrah N. Khan
Jessie Lopez
Vicente Sarmiento
Donald P. Wagner
Vacant, Ex-Officio

Teleconference Site:

JW Marriott
1331 Pennsylvania Ave. NW
Washington DC

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.

BOARD MEETING AGENDA

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

Invocation

Director Goodell

Pledge of Allegiance

Director Hennessey

Special Calendar

1. Closed Session

Overview

A Closed Session is scheduled as follows:

Pursuant to Government Code Section 54956.9(d) - Conference with General Counsel - Potential Litigation - One Matter.

BOARD MEETING AGENDA

Orange County Transportation Authority Special Calendar Matters

2. Public Hearing for the 2023 Orange County Congestion Management Program Report

Angel Garfio/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program. In accordance with state law. The Orange County Congestion Management Program Report has been updated for 2023 and all requirements have been fulfilled. A public hearing is required prior to the Board of Directors' adoption of the biennial Congestion Management Program Report.

Recommendations

- A. Consider public hearing comments received on the 2023 Orange County Congestion Management Program Report.
- B. Adopt the 2023 Orange County Congestion Management Program Report.
- C. Direct staff to forward the 2023 Orange County Congestion Management Program Report to the Southern California Association of Governments for a finding of regional consistency.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

Consent Calendar (Items 3 through 23)

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

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

Recommendation

Approve the minutes of the October 23, 2023 Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

[Minutes](#)

BOARD MEETING AGENDA

4. Fiscal Year 2023 Triennial Review

Janet Sutter

Overview

The Federal Transit Administration has completed the fiscal year 2023 triennial review of the Orange County Transportation Authority. The purpose of the review is to evaluate compliance with grant requirements and management practices as they relate to the use of federal funds. No deficiencies were found in any of the 23 areas reviewed.

Recommendation

Receive and file the Fiscal Year 2023 Triennial Review as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

5. Fiscal Year 2023-24 Internal Audit Plan, First Quarter Update

Janet Sutter

Overview

The Orange County Transportation Authority Board of Directors adopted the Orange County Transportation Authority Internal Audit Department Fiscal Year 2023-24 Internal Audit Plan on July 24, 2023. This report provides an update of activities for the first quarter of the fiscal year.

Recommendation

Receive and file the first quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2023-24 Internal Audit Plan as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

BOARD MEETING AGENDA

6. Adopt Resolution Authorizing the Executive Director of Capital Programs or Designee to Execute Right-of-Way Certifications

Joe Gallardo/James G. Beil

Overview

The Orange County Transportation Authority is currently acquiring and managing numerous properties required for the construction and delivery of capital improvement projects. As part of the acquisition and management process, the Orange County Transportation Authority must, by general resolution, authorize certain policies and procedures to implement this process in compliance with federal and state laws. The current Real Property Policies and Procedures Manual, dated August 2022, was approved by the Board of Directors with the adoption of Resolution 2022-052 on August 22, 2022. Staff is now requesting a separate resolution authorizing the Executive Director of Capital Programs or designee to execute right-of-way certifications.

Recommendation

Adopt Resolution No. 2023-061 authorizing the Executive Director of Capital Programs or designee to execute right-of-way certifications.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

7. Fiscal Year 2022-23 Fourth Quarter Budget Status Report

Victor Velasquez/Andrew Oftelie

Overview

Orange County Transportation Authority staff has implemented the fiscal year 2022-23 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the fourth quarter of fiscal year 2022-23.

Recommendation

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

BOARD MEETING AGENDA

8. Orange County Transportation Authority Investment and Debt Programs Report - August 2023

Robert Davis/Andrew Oftelie

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending August 31, 2023.

Recommendation

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

9. Orange County Transportation Authority Investment and Debt Programs Report - September 2023

Robert Davis/Andrew Oftelie

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending September 30, 2023.

Recommendation

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

10. Property Insurance Policy Renewal

Greg Bych/Maggie McJilton

Overview

The Orange County Transportation Authority holds a property insurance policy with Zurich Insurance Company. This policy is scheduled to expire on December 1, 2023, and a renewal is necessary to maintain coverage.

BOARD MEETING AGENDA

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A55552, in an amount not to exceed \$495,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the renewal of the coverage for the period of December 1, 2023 to June 30, 2024.

Attachments:

[Transmittal](#)

[Staff Report](#)

11. 2023 Board of Directors and Chief Executive Officer Initiatives and Action Plan - Third Quarter Progress Report

Darrell E. Johnson

Overview

On January 23, 2023, the Orange County Transportation Authority Board of Directors (Board) approved the 2023 Board and Chief Executive Officer Initiatives and Action Plan. The Action Plan consists of three Board initiatives and nine Chief Executive Officer initiatives to be monitored through 98 milestones throughout the calendar year. Reports detailing the progress on these milestones are provided on a quarterly basis for the Board of Directors review. This report provides a summary of progress on third quarter milestones from July 1, 2023, through September 30, 2023. At the conclusion of the third quarter, 43 of the 98 milestones have been completed.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

12. Approval to Release Request for Proposals for the Next Safe Travels Education Program Project

Peter Sotherland/Kia Mortazavi

Overview

The Orange County Transportation Authority has developed a request for proposals to initiate a competitive procurement process to retain consultant services for the Next Safe Travels Education Program project. In collaboration with the Orange County Health Care Agency, the project aims to improve safe walking and biking by hosting education and encouragement activities and conducting infrastructure evaluation at 25 public elementary schools serving disadvantaged communities within Orange County.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 3-2896 for selection of a consultant to deliver the Next Safe Travels Education Program project.

BOARD MEETING AGENDA

- B. Approve the release of Request for Proposals 3-2896 for consultant services to deliver the Next Safe Travels Education Program project.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Orange County Transit District Consent Calendar Matters

13. Bus Operations Performance Measurements Report for the Fourth Quarter of Fiscal Year 2022-23

Kim Tucker/Johnny Dunning, Jr.

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established measures of performance for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the performance of these services through the fourth quarter of fiscal year 2022-23.

Recommendation

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

Orange County Local Transportation Authority Consent Calendar Matters

14. Cooperative Agreements with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and El Toro Road for Right-of-Way Capital and Support Services

Niall Barrett/James G. Beil

Overview

On October 12, 2015, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for right-of-way support services, right-of-way acquisition, and utility relocation for the Interstate 5 Improvement Project between State Route 73 and El Toro Road. Board of Directors' approval is requested, pursuant to the California Department of Transportation's current requirement and request that there be a separate agreement for each project segment, to negotiate and execute three new cooperative agreements to replace the original cooperative agreement, and to include additional funding for right-of-way support services, right-of-way acquisition, and utility relocation.

BOARD MEETING AGENDA

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2902, between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$53,693,000, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This increases the right-of-way funding for this project segment by \$16,021,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2950 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$11,305,400, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between Oso Parkway and Alicia Parkway. This decreases the right-of-way funding for this project segment by \$1,679,600.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2951 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$28,788,000, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road. This increases the right-of-way funding for this project segment by \$1,746,000.
- D. Authorize the use of up to \$16,087,400 in additional Measure M2 funds for the right-of-way phase of the Interstate 5 Improvement Project between State Route 73 and El Toro Road.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

15. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Jeannie Lee/James G. Beil

Overview

On July 13, 2020, the Orange County Transportation Authority Board of Directors authorized an agreement with T.Y. Lin International, for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. An amendment to the existing agreement is required for additional design services.

BOARD MEETING AGENDA

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2073 between the Orange County Transportation Authority and T.Y. Lin International, in the amount of \$968,914, for additional design services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$11,713,168.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

16. First Quarter Fiscal Year 2023-24 Capital Action Plan Performance Metrics

James G. Beil

Overview

Staff has prepared a quarterly progress report on capital project delivery covering the period of July 2023 through September 2023, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway and transit capital improvement projects.

Recommendation

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

17. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Jeannie Lee/James G. Beil

Overview

On February 10, 2020, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc., for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. An amendment to the existing agreement is required for additional design services.

BOARD MEETING AGENDA

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,180,336, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$16,488,884.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

18. Amendment to Agreement for Manufacturing and Delivery of Vehicles for the OC Streetcar Project

Cleve Cleveland/Johnny Dunning, Jr.

Overview

On March 26, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-6-1445 with Siemens Mobility, Inc. for manufacturing and delivery of eight streetcar vehicles, spare parts and tools, with an option to purchase up to ten additional streetcar vehicles and spare parts, for the OC Streetcar Project. An amendment to the agreement is necessary to purchase additional streetcar spare parts, special tools and test equipment not originally included in the base order and required due to specification requirements unique to the OC Streetcar design.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of \$1,725,750, to purchase additional spare parts, special tools and test equipment. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$54,558,983.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

BOARD MEETING AGENDA

19. Agreement with Grand Jurors Association of Orange County for Recruitment Services for Measure M2 Taxpayer Oversight Committee

Christina Byrne/Maggie McJilton

Overview

The Renewed Measure M Transportation Ordinance and Investment Plan Ordinance No. 3 calls for the establishment of a Taxpayer Oversight Committee for the purpose of determining whether the Orange County Local Transportation Authority is proceeding in accordance with what was promised to the voters. Eleven members serve staggered three-year terms, and each year the Grand Jurors Association of Orange County, as mandated by the ordinance, conducts a recruitment to replace outgoing members whose terms have expired. Board of Directors' approval is requested to execute a new five-year agreement with the Grand Jurors Association of Orange County for Taxpayer Oversight Committee recruitment services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-3-2908 between the Orange County Transportation Authority and the Grand Jurors Association of Orange County, in the amount of \$50,000, for managing the annual Taxpayer Oversight Committee recruitment process through June 30, 2028.

Attachments:

[Transmittal](#)

[Staff Report](#)

20. Agreement for Biological Preserve Monitoring Services

Lesley Hill/Kia Mortazavi

Overview

Consultant services are needed to provide biological monitoring of the conservation lands acquired through the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Approval is requested to execute an agreement to provide these services.

Recommendations

- A. Approve the selection of Glenn Lukos Associates, Inc., to provide biological preserve monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2700 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$500,000, to provide biological preserve monitoring services for a four-year term.

Attachments:

BOARD MEETING AGENDA

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

21. **Agreements for Comprehensive Transportation Funding Programs Review Services**

Cynthia Morales/Kia Mortazavi

Overview

On July 5, 2023, the Orange County Transportation Authority released a request for proposals for comprehensive transportation funding programs review services on an as-needed basis. 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 agreements for these services.

Recommendations

- A. Approve the selection of Transportation Engineering and Planning, Inc., and W.G. Zimmerman Engineering, Inc., as the firms to provide comprehensive transportation funding programs review services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2707 between the Orange County Transportation Authority and Transportation Engineering and Planning, Inc., in the amount of \$474,000, for a three-year initial term with two, one-year option terms, to provide comprehensive transportation funding programs review services.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2854 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$474,000, for a three-year initial term with two, one-year option terms, to provide comprehensive transportation funding programs review services.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

BOARD MEETING AGENDA

22. **2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects**

Adrian Salazar/Kia Mortazavi

Overview

The Measure M2 Community-Based Transit Circulators Program provides competitive funding to local jurisdictions for local transit services designed to complement regional transit services. Updated program guidelines for the 2024 call for projects are presented for review and approval. With Board of Directors approval, staff will issue the call for projects and return with project funding recommendations in spring 2024.

Recommendations

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines for the Project V Community-Based Transit Circulators Program.
- B. Authorize staff to issue the 2024 Measure M2 Community-Based Transit Circulators Program call for projects.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

23. **Amendment No. 9 to Cooperative Agreement No. C-0-1892 with the City of Irvine for Proposition 116 Replacement Funds**

Adriann Cardoso/Kia Mortazavi

Overview

In 2010, the Orange County Transportation Authority and the City of Irvine entered into an agreement related to Proposition 116 funds secured by the City of Irvine and used by the Orange County Transportation Authority for rail capital projects. A cooperative agreement was developed so that the Orange County Transportation Authority would pay back the City of Irvine for the use of the funds over a 30-year period. An amendment is recommended for Board of Directors' approval to allow Orange County Transportation Authority to both to continue provide some iShuttle service and provide funding and transfer iShuttle vehicles to the City of Irvine for a new iShuttle pilot transit service.

Recommendation

Authorize the Chief Executive Officer or his designee to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-0-1892, which allows both the City of Irvine and the Orange County Transportation Authority to use Proposition 116 payback funds to support ongoing transit services in and the transfer of vehicles to the City of Irvine.

Attachments:

BOARD MEETING AGENDA

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

24. Measure M2 2023 Update: Next 10 Delivery Plan

Francesca Ching/Kia Mortazavi

Overview

The Measure M2 Next 10 Delivery Plan aims to strategically deliver Measure M2 freeway, roadway, transit, and environmental projects. A comprehensive review of the M2 Next 10 Delivery Plan was recently conducted to incorporate updates to the Measure M2 sales tax revenue forecast, external funding assumptions, and project information. As a result of this review, staff has prepared the 2023 update of the Measure M2 Next 10 Delivery Plan. The 2023 update verifies the realization of Measure M2 near-term commitments through fiscal year 2032, maintains fiscal sustainability, and strives to deliver transportation benefits expeditiously to the benefit of the Orange County community. The draft update is presented to the Board of Directors for review and approval.

Recommendations

- A. Adopt the 2023 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan.
- C. Direct staff to continue to monitor revenue and project cost shifts that could affect the delivery plan and return to the Board of Directors with changes if necessary.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

BOARD MEETING AGENDA

25. Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3

Francesca Ching/Kia Mortazavi

Overview

The Renewed Measure M Transportation Ordinance and Investment Plan Ordinance No. 3 requires an independent Taxpayer Oversight Committee to review annual audits and make a determination whether the Orange County Local Transportation Authority is proceeding in accordance with what was promised to the voters. In addition, it requires the Chair of the Taxpayer Oversight Committee to provide an annual certification of whether revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan. An amendment is being proposed to provide additional clarity to the well-established functions and responsibilities of the Taxpayer Oversight Committee and the Chair of the Taxpayer Oversight Committee.

Recommendations

- A. Direct staff to set a date of January 8, 2024, for a public hearing and Board of Directors action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to address inconsistencies and interpretations of the individual responsibility of the Chair of the Taxpayer Oversight Committee as it relates to the annual certification that revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan.
- B. Direct staff to initiate the process to amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to clarify the functions and responsibilities of the Taxpayer Oversight Committee and the Chair of the Taxpayer Oversight Committee in providing annual certification that revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

26. Public Comments

27. Chief Executive Officer's Report

28. Directors' Reports

BOARD MEETING AGENDA

29. Adjournment

The next regularly scheduled meeting of this Board will be held:

9:00 a.m., on Monday, November 27, 2023

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



November 13, 2023

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Public Hearing for the 2023 Orange County Congestion Management Program Report

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program. In accordance with state law. The Orange County Congestion Management Program Report has been updated for 2023 and all requirements have been fulfilled. A public hearing is required prior to the Board of Directors' adoption of the biennial Congestion Management Program Report.

Recommendations

- A. Consider public hearing comments received on the 2023 Orange County Congestion Management Program Report.
- B. Adopt the 2023 Orange County Congestion Management Program Report.
- C. Direct staff to forward the 2023 Orange County Congestion Management Program Report to the Southern California Association of Governments for a finding of regional consistency.

Background

In June 1990, the passage of Proposition 111 required urbanized areas to designate a Congestion Management Agency (CMA) and establish a Congestion Management Program (CMP) to continue receiving state gasoline tax funds. The purpose of the CMP is to coordinate land use and transportation decisions, and to assess how traffic congestion is being managed.

As Orange County's designated CMA, the Orange County Transportation Authority (OCTA) is responsible for monitoring Orange County's CMP and

preparing a biennial report. The Orange County CMP report is a composite of data submittals, such as traffic counts and capital improvement programs that are developed in accordance with state legislation and in coordination with local jurisdictions. Specific CMP elements are also linked to the Measure M2 (M2) eligibility process for Orange County cities and the County of Orange.

The draft 2023 Orange County CMP Report was presented to the OCTA Board of Directors (Board) on September 25, 2023, and was subsequently released for public review. A notice of availability was forwarded to local jurisdictions, the Southern California Association of Governments (SCAG), and the California Department of Transportation (Caltrans) District 12. The cities of Anaheim and Laguna Woods noted their review of the draft 2023 CMP and that they had no comments to submit. SCAG and Caltrans District 12 have submitted comments, included as attachments A and B, that are summarized below.

- SCAG confirmed that the draft 2023 CMP effectively addresses statutory requirements.
- Caltrans District 12 recommended that the 2023 CMP include language to address equity, recommended minor language updates, and that OCTA continue to coordinate planning efforts with Caltrans District 12. It was also recommended that the 2023 CMP consider including additional technical data, such as a vehicle miles traveled assessment and vehicle queuing data, although this data is not required by state legislation to meet CMP conformance.

In accordance with state law, the final 2023 Orange County CMP Report (Attachment C) is now being presented at a noticed public hearing prior to adoption. Public hearing notices were posted as follows:

- OCTA.net on September 26, 2023,
- Nguoi Viet on October 12, 2023,
- OC Register on October 8, 2023, and
- Excelsior on October 12, 2023

Discussion

The 2023 Orange County CMP Report has been developed in compliance with state law and includes the elements discussed below.

Traffic Level of Service Standards

In 1991, OCTA implemented an intersection capacity utilization (ICU) monitoring method. This was developed with technical staff from local and state agencies

for measuring the level of service (LOS) at CMP intersections and assigning an LOS grade as reflected in the table below. This method is consistent with the Caltrans Highway Capacity Manual. The first CMP intersection LOS measurement (taken in 1992 for most CMP intersections) established a baseline for comparing future measurements. CMP intersections are required to maintain an LOS grade of 'E' or better, unless the baseline LOS was lower than E. If the baseline LOS is lower than E, the ICU rating cannot increase by more than 0.10. If the minimum LOS is not maintained, the intersection will be considered deficient. The responsible agency must identify improvements necessary to bring deficient intersections back into conformity with the LOS standards. This can be achieved through existing plans in current capital improvement programs, or through development of deficiency plans. There are no deficient intersections identified in the 2023 Orange County CMP Report.

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

Performance Measures

LOS is measured at 101 CMP intersections in Orange County. Between 1992 and 2023, the average LOS conditions have improved by approximately 18 percent for the morning average ICU rating and over 19 percent for the evening average ICU rating. The LOS improvements reported through the CMP consistently demonstrate the value of the investments made in the transportation system. Orange County's population and employment has increased by approximately 26 percent and 19 percent, respectively since 1992. However, the effective use of M2 funds, as well as other local, state, and federal resources has helped manage the related traffic implications. It should also be noted that the 2023 data also indicates that CMP LOS levels are returning to pre coronavirus (COVID-19) pandemic levels. Due to lower traffic volumes during the COVID-19 pandemic, data for the 2021 CMP Report showed much higher improvements from baseline conditions, consisting of 36 percent for the morning average and 28 percent for the evening average.

Additionally, transit system performance is reported to track the effectiveness and efficiency of Orange County's fixed-route bus and commuter rail services. In March 2020, federal and state emergency declarations were issued to help reduce the spread of the COVID-19. This resulted in reduced demand for public transit and led to a ridership decline. However, ridership has been steadily recovering since the stay-at-home order was lifted. In response, the Making Better Connections (2022) study outlines a service plan to restore services to pre-pandemic levels. This equates to 390 weekday bus trips (+13 percent above 2021 service levels) and 275 weekend bus trips (+five percent on Saturday and +nine percent on Sunday above 2021 service levels). In addition, OCTA is currently preparing the 2024 OC Transit Vision, a 30-year plan to further improve transit services in Orange County. The 2024 OC Transit Vision will analyze previous transit studies, update post pandemic ridership trends and travel patterns, explore emerging transit technologies, and travel modes, and recommend next steps for long-term transit service improvements in Orange County.

Transportation Demand Management (TDM)

Various demand management strategies are implemented throughout Orange County that help address congestion on the CMP highway system by supporting and promoting alternatives to driving alone. These methods and strategies often include incentives for utilizing carpools, vanpools, transit, bicycling, flexible work hours, remote working, and parking management programs. OCTA is currently developing a countywide TDM strategy (Strategy), which will provide local jurisdictions with clear goals and guiding principles to encourage the advancement of TDM initiatives. The Strategy will include a toolbox of TDM initiatives and an action plan that will support the goals of the CMP.

Land-Use Analysis Program

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

Capital Improvement Program (CIP)

The CMP report includes a seven-year capital improvement program of projects for each Orange County local jurisdiction. The CIP includes projects that help maintain or improve traffic conditions on the CMP Highway System and other

local facilities. Local jurisdictions submit CIPs to OCTA as part of the CMP conformity requirements and the M2 eligibility process.

CMP Conformance

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

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

No deficient intersections are identified in the 2023 Orange County CMP Report. In addition, local jurisdictions completed a set of checklists, developed by OCTA, that guide them through the CMP conformity requirements. These checklists ensure the legislative requirements of the CMP are addressed, including land-use coordination, CIP preparation, and TDM strategies utilization. Based on the LOS monitoring and the completed CMP checklists, all local jurisdictions are in compliance with the CMP (Attachment D).

Next Steps

Following the noticed public hearing, and upon Board approval, the 2023 Orange County CMP Report will be forwarded to SCAG to make a final determination of consistency with the current Regional Transportation Plan, as required by state law.

Summary

The 2023 Orange County CMP Report has been prepared in accordance with statutory requirements and has been developed through cooperative efforts involving local jurisdictions and public agencies. Monitoring efforts have determined that all requirements have been fulfilled, and Board approval of the 2023 Orange County CMP is requested.

Attachments

- A. Letter to Mr. Kia Mortazavi, Orange County Transportation Authority, Executive Director, Planning, from Annie Nam, Deputy Director, Transportation, Southern California Association of Governments, re: Draft 2023 Congestion Management Program, dated October 11, 2023
- B. Letter to Mr. Angel Garfio, Orange County Transportation Authority, from Scott Shelley, District Branch Chief, Regional-Local Development Review – Climate Change – Transit Planning, California Department of Transportation District 12, re: OCTA Congestion Management Program Report, dated October 16, 2023
- C. 2023 Orange County Congestion Management Program Report
- D. 2023 Congestion Management Program, Summary of Compliance

Prepared by:



Angel Garfio
Transportation Analyst, Associate
(714) 560-5822

Approved by:



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October 11, 2023

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

Subject: Draft 2023 Congestion Management Program

Dear Mr. Mortazavi:

The Southern California Association of Governments (SCAG) appreciates the opportunity to comment on the Draft 2023 Congestion Management Program (CMP) for Orange County. Under California Government Code Section 65089, SCAG, as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for our region is required to perform an evaluation of CMPs developed by the Congestion Management Agencies (CMAs) in the SCAG region.

The Orange County Transportation Authority (OCTA) is the designated CMA for Orange County and is responsible for preparation of the biennial CMP. The Draft 2023 CMP was prepared in response to State CMP requirements. The following evaluations of CMPs are required by the State of California and are based on SCAG's Regional Consistency and Compatibility Criteria for CMPs:

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

SCAG has reviewed the Draft 2023 CMP and discusses its findings below.

- The Draft 2023 CMP addresses congestion relief in Orange County through the following strategies: CMP Highway System monitoring and performance measurement, transit system performance monitoring, land use impact analysis, transportation demand management (TDM), a defined Deficiency Plan including monitoring and conformance, and a Capital Improvement Program (CIP).

- The Draft 2023 CMP addresses monitored Level of Service (LOS) for Orange County's CMP Highway System as part of State requirements. OCTA uses the Interchange Capacity Utilization (ICU) method for determining LOS at the intersections. Between 1991 and 2023, the average AM ICU improved from 0.67 to 0.55 (a 17.9 percent improvement), and the PM ICU improved from 0.72 to 0.58 (a 19.4 percent improvement). The ICU improvements indicate that Orange County agencies are effectively operating, maintaining, and improving the CMP Highway System.
- The Draft 2023 CMP includes no intersections that are deficient.
- The Draft 2023 CMP addresses the Orange County Deficiency Plan process. Cities with deficient intersections must prepare deficiency plans. The LOS Deficiency Plans are not required if the deficient intersections are brought into compliance within 18 months of their initial detection, using improvements that have been previously planned and programmed in the CMP Capital Improvement Program (CIP), or are exempt due to other factors per CMP statute.
- The Draft 2023 CMP contains the implementation and monitoring programs for the recommended CMP strategies.
- Chapter 6 of the Draft 2023 CMP addresses the CMP CIP, a seven-year program of projects. OCTA certifies that all projects in the CIP that are funded by federal or state funds, as well as locally funded projects of regional significance, are consistent with SCAG's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal) and included in the Federal Transportation Improvement Program (FTIP).
- Appendix D of the Draft 2023 CMP contains a set of checklists to guide local jurisdictions in conforming with CMP requirements, goals, and objectives. This includes guidance on compliance with the federal Congestion Management Process.
- The Draft 2023 CMP is consistent with SCAG's RTP/SCS goals, objectives, and policies, including use of the related socio-economic data.
- The Draft 2023 CMP modeling, both for methodology and database applications, is consistent with the SCAG regional model used for development of the RTP/SCS.

We look forward to receiving the Final 2023 CMP for final review and finding of consistency. If you have any questions on SCAG's comments, please contact me at nam@scag.ca.gov or (213) 236-1827, or Steve Fox, Senior Regional Planner at fox@scag.ca.gov or (213) 236-1855.

Sincerely,



Annie Nam
Deputy Director, Transportation Planning

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October 16, 2023

Mr. Angel Garfio
Orange County Transportation Authority
550 South Main Street
Orange, CA 92868

Re: OCTA Congestion Management Program Report

Dear Mr. Garfio:

Thank you for including the California Department of Transportation (Caltrans) in the review of OCTA's Draft 2023 Congestion Management Program Report (CMP). We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, equitable, sustainable, integrated, and efficient transportation system. The following comments are based on our review of the document.

1. Caltrans recognizes our responsibility to assist communities of color and underserved communities by removing barriers to provide a more equitable transportation system for all. The Department firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, and more accessible and more connected transportation system. Please consider including a discussion on equity the 2023 Draft CMP.
2. Caltrans supports OCTA's efforts towards improving the County's Active Transportation and Complete Streets infrastructure. Please coordinate with Caltrans on any efforts and projects, especially those that intersect or adjacent to State Right-of-Way.
3. Caltrans supports OCTA's operation and improvement of the County's transit system. Caltrans supports the additional vanpool and micro transit services that OCTA provides. Ensure that current and future transit services are equitable to the local population they serve. Please continue to coordinate with District staff on future transit programs and efforts.

4. Caltrans supports first-/last-mile connections, including active transportation connections to transit. Continue to coordinate with Caltrans to add and improve first-/last-mile connections, as this encourages people to utilize alternative modes of transportation and improves regional connectivity.
5. Caltrans recommends OCTA work with other regional transportation authorities to develop a plan for inter-regional bus transit utilizing planned and existing managed lane facilities to travel from one region to another with real time commuter information. Continue to coordinate with Caltrans on the California Integrated Bus Study (CIBS), State Rail Plan, and California Integrated Travel Project (Cal-ITP).
6. As the overseers of the State's Grant Programs, Caltrans welcomes the opportunity in supporting OCTA and other local partners to fund projects that address and improve local and regional sustainable, equitable, and multi-modal transportation deficiencies.
7. Page 11 of the CMP states, "Local agencies are encouraged to coordinate with the Caltrans Local Development/Intergovernmental Review Branch early in the development process". Please change it to "Local agencies are encouraged to coordinate with the Caltrans Local Development Review Branch early in the development process" to reflect changes to the Program.
8. The CMP does not include analysis of congestion related to goods movement/freight. Please consider providing a discussion on goods/freight mobility and freight parking. Please refer to the California Freight Mobility Plan 2023 for additional information.
9. On page 12, Saturday count has not been included. Capacity of 1700 per lane per hour reference may be included.
10. Please provide a reference for the 2022 Automatic Passenger Counter data mentioned on page 24.
11. Caltrans recommends that OCTA add Vehicle Miles Travelled (VMT) evaluation and assessment methodology.
12. Caltrans recommends having an appendix that lists VMT for each freeway in Orange County for planning to establish a baseline for adding/enhancing managed lane facilities throughout the county.

13. The Intersection Capacity Utilization (ICU) methodology is based on Volume/Capacity (V/C). During the AM/PM periods, traffic is significant, and the volume/throughput drops because of congestion. This will result in an unrealistic assessment of Level of Service (LOS) throughout the system. A good example of it is on Figure-3. Irvine Center Drive shows all intersections are performing at LOS A during peak periods.
14. Page 5 of the draft CMP, State Legislation, indicates "The LOS must be measured using a method that is consistent with the Highway Capacity Manual." Based on the paragraph above, it is recommended to provide a queuing column for Figure 4. It is essential to add any queuing deficiency to the deficiency plan and needs for improvement list.
15. Intersection LOS is not consistent with traffic studies performed on existing freeway/highway operational improvement projects.
16. Major freeway ramps are impacted by the traffic congestion and roadway deficiencies on local roads. Proper assessment and improvements of the local roadways is essential to the performance of the freeway system. An example is Sand Canyon Road between I-5 and I-405. This and some similar critical local roads are not included in the CMP list.
17. The Congestion Management Program Highway System map (Figure 2), does not appear to analyze the southern and southeastern part of Orange County. Major new development projects are underway in this area. Future improvements to local arterial system should be considered too address anticipated trips.

Caltrans is committed to working with OCTA and all stakeholders to provide a safe, equitable, efficient, and sustainable transportation system to the public. If you have any questions, please contact me at (657) 328-6164, or at Scott.Shelley@dot.ca.gov.

Sincerely,



Scott Shelley
District Branch Chief
Regional-Local Development Review-Climate Change-Transit Planning

c: Lan Zhou, Deputy District Director of Planning & Local Assistance Caltrans District 12
Irene Hou, Office Chief of Transportation Planning Caltrans District 12

2023 Orange County Congestion Management Program Report

Orange County Transportation Authority
November 2023

www.octa.net



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Chapter 1: Introduction

Purpose and Need

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

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



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

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

The process includes:

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

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

CMP Goals

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

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

State Legislation

Required Elements

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

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

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

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

Chapter 2 specifically addresses this element.

Performance Measures – §65089(b)(2)

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



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

Chapter 3 specifically addresses this element.

Travel Demand – §65089(b)(3)

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

Chapter 4 specifically addresses this element.

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

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

Chapter 5 specifically addresses this element.

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

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

Chapter 6 specifically addresses this element.

CMA Requirements

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

Modeling and Data Consistency – §65089(c)

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

Appendix G discusses this requirement in more detail.

Deficiency Plan Procedures – §65089.4

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

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

Other Relevant Legislation

SB 743

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

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

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

Chapter 2: Traffic Level of Service Standards

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

FIGURE 1: LOS Grade Chart

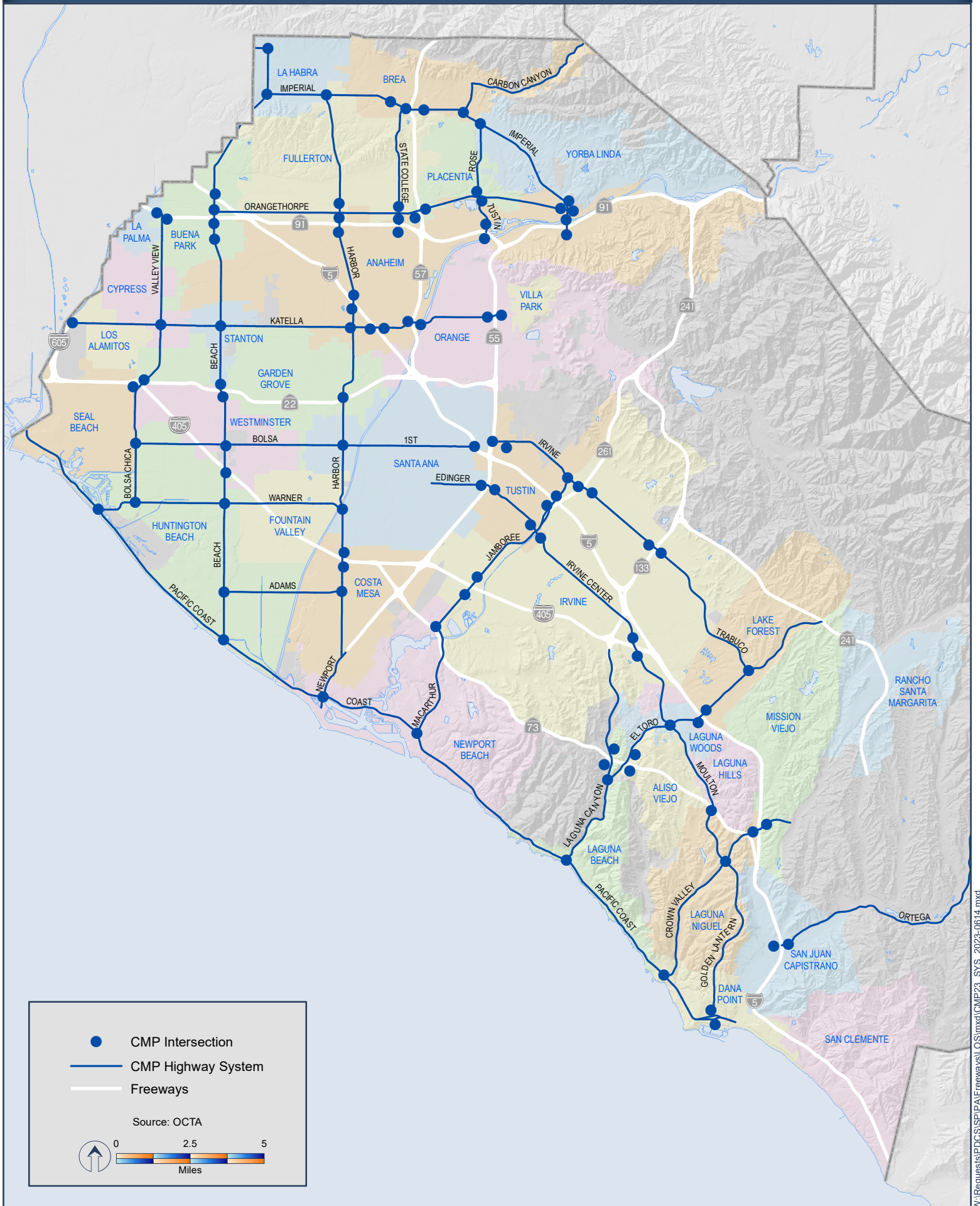
Level of Service	ICU Rating
A	0.00 – 0.60
B	0.60 – 0.70
C	0.70 – 0.80
D	0.80 – 0.90
E	0.90 – 1.00
F	> 1.00

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

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



Figure 2: 2023 Congestion Management Program Highway System



Caltrans District 12 publishes quarterly mobility performance results which are located in Appendix A. Caltrans is responsible for monitoring freeway performance and addressing any deficiencies on state-operated facilities. Caltrans' responsibilities include, but are not limited to:

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

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

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

thresholds of significance should be used to identify impacts to the State transportation system.



Chapter 3: System Performance

Highway and Roadway System Performance Measures

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

Overview of ICU Methodology

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

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

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

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

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

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



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

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

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

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

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

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

The 2023 LOS ratings for the CMP intersections have been mapped in Figure 3. A spreadsheet of the baseline and 2023 LOS ratings for the CMP intersections and corresponding ICU measurements is located in Figure 4.

Note that in Figure 4, Orange County's average ICU rating has improved over the baseline. Between 1991 and 2023, the average AM ICU improved from 0.67 to 0.55 (an improvement of 17.91 percent), and the PM ICU improved from 0.72 to 0.58 (an improvement of 19.44 percent). The ICU improvements indicate that Orange County agencies are effectively operating, maintaining, and improving the CMP Highway System.

Figure 3: 2023 CMP Intersection Level of Service

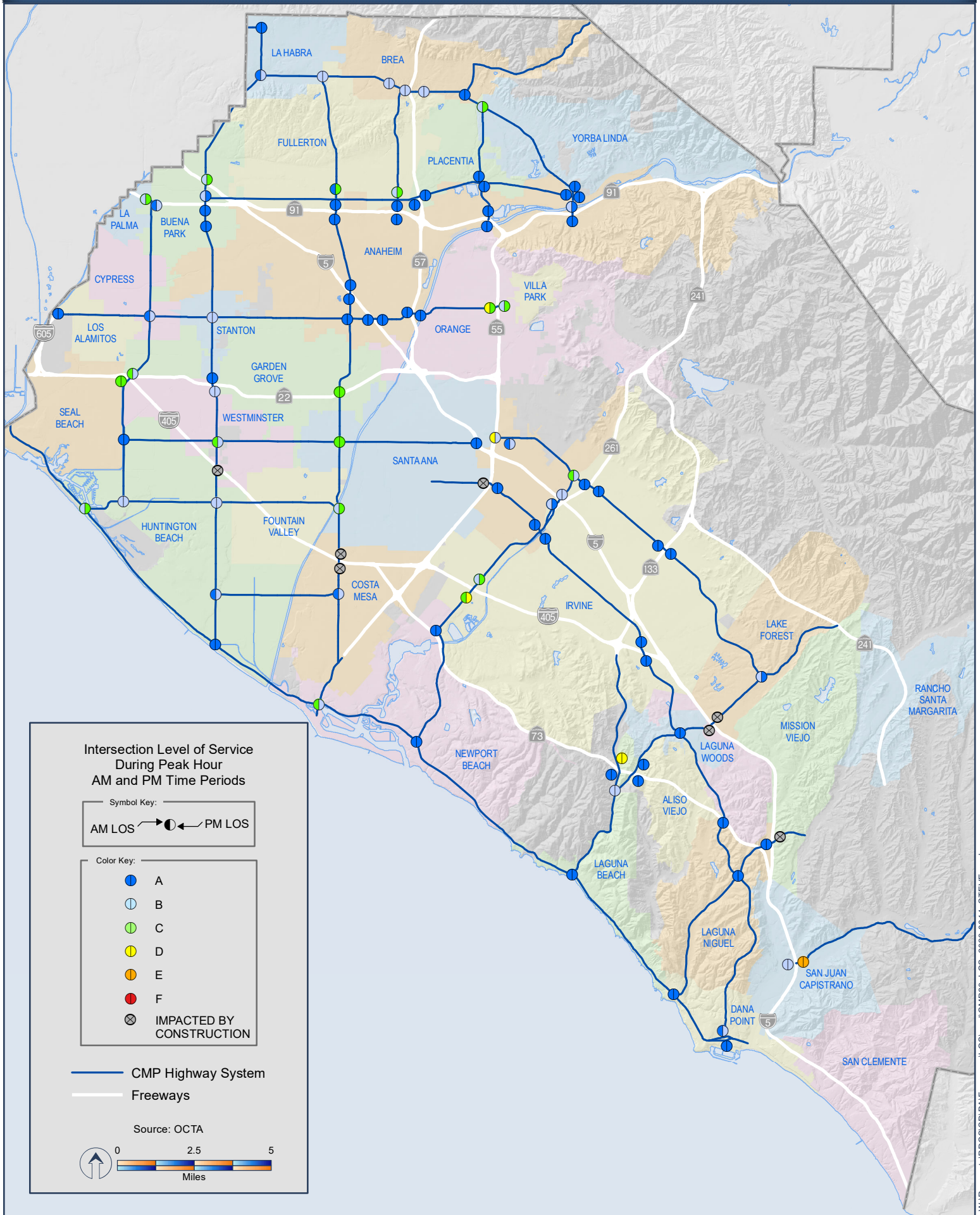


FIGURE 4: 2023 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2023 AM LOS	2023 AM ICU	Baseline PM LOS	Baseline PM ICU	2023 PM LOS	2023 PM ICU
Anaheim	Anaheim Boulevard-I-5 NB Ramp/Katella Avenue	A	0.49	A	0.37	D	0.82	A	0.56
Anaheim	Harbor Boulevard/Katella Avenue	A	0.53	A	0.48	B	0.67	A	0.52
Anaheim	Harbor Boulevard/I-5 SB Ramps	A	0.29	A	0.29	A	0.31	A	0.34
Anaheim	Harbor Boulevard/SR-91 EB Ramps	A	0.46	A	0.42	A	0.52	A	0.48
Anaheim	I-5 NB Ramp/Harbor Boulevard	A	0.52	A	0.49	A	0.54	A	0.45
Anaheim	I-5 SB Ramps/Katella Avenue	A	0.48	A	0.47	A	0.41	A	0.52
Anaheim	SR-57 NB Ramps/Katella Avenue	A	0.51	A	0.34	A	0.41	A	0.41
Anaheim	SR-57 SB Ramps/Katella Avenue	A	0.52	A	0.37	A	0.51	A	0.46
Anaheim	SR-91 EB Ramp/Imperial Highway	C	0.73	A	0.54	C	0.79	A	0.58
Anaheim	SR-91 EB Ramps/State College Boulevard	B	0.69	A	0.5	D	0.82	A	0.51
Anaheim	SR-91 EB Ramps/Tustin Avenue	B	0.66	A	0.47	D	0.84	A	0.39
Anaheim	SR-91 WB Ramp/Harbor Boulevard	B	0.61	A	0.54	C	0.77	A	0.57
Anaheim	SR-91 WB Ramp/Imperial Highway	C	0.71	B	0.63	B	0.63	A	0.54
Anaheim	SR-91 WB Ramp/State College Boulevard	A	0.55	A	0.52	B	0.63	A	0.59
Anaheim	SR-91 WB Ramps/Tustin Avenue	B	0.64	A	0.58	A	0.6	A	0.57
Anaheim	Imperial Highway Off/SB On/Orangethorpe Avenue	A	0.32	A	0.41	A	0.39	A	0.39
Anaheim	Imperial Highway NB On/Orangethorpe Avenue	A	0.26	A	0.25	A	0.3	A	0.27
Anaheim	Imperial Highway/Orangethorpe Avenue Ramps	A	0.41	A	0.47	A	0.42	A	0.38
Brea	SR-57 SB Ramps/Imperial Highway	B	0.68	B	0.61	B	0.7	B	0.65
Brea	State College Boulevard/Imperial Highway	C	0.73	B	0.7	E	0.93	B	0.66
Brea	Valencia Avenue/Imperial Highway	A	0.56	A	0.42	A	0.59	A	0.47
Brea	SR-57 NB Ramp/Imperial Highway	C	0.78	B	0.64	E	0.91	B	0.69
Buena Park	Beach Boulevard/Orangethorpe Avenue	C	0.76	B	0.61	D	0.87	A	0.55
Buena Park	I-5 SB Ramps/Beach Boulevard	C	0.72	B	0.66	C	0.78	C	0.75
Buena Park	SR-91 EB Ramp/Beach Boulevard	C	0.74	A	0.59	D	0.84	A	0.57
Buena Park	SR-91 EB Ramp/Valley View Street	A	0.58	A	0.57	D	0.86	B	0.66
Buena Park	SR-91 WB Ramp/Beach Boulevard	A	0.58	A	0.45	A	0.59	A	0.48
Buena Park	SR-91 WB Ramp/Valley View Street	C	0.8	B	0.63	E	0.94	C	0.71
Costa Mesa	Harbor Boulevard/Adams Avenue	E	0.99	A	0.52	F	1.09	B	0.63
Costa Mesa	I-405 SB Ramps/Harbor Boulevard	A	0.53	Impacted by construction		B	0.63	Impacted by construction	
Costa Mesa	I-405 NB Ramps/Harbor Boulevard	E	0.95	Impacted by construction		F	1.07	Impacted by construction	
Cypress	Valley View Street/Katella Avenue	B	0.63	A	0.6	D	0.87	B	0.51
Dana Point	Crown Valley Parkway/Bay Drive/PCH	F	1.41	A	0.49	F	1.62	A	0.57
Dana Point	Street of the Golden Lantern/Del Prado Avenue	A	0.32	A	0.22	A	0.53	A	0.33
Dana Point	Street of the Golden Lantern/PCH	A	0.42	A	0.5	A	0.55	B	0.62
Fullerton	Harbor Boulevard/Orangethorpe Avenue	A	0.6	A	0.59	E	0.94	C	0.74
Fullerton	State College Boulevard/Orangethorpe Avenue	C	0.8	B	0.61	D	0.86	C	0.71
Garden Grove	SR-22 WB/Beach Boulevard	C	0.73	B	0.69	C	0.73	B	0.64
Garden Grove	SR-22 WB Ramp/Valley View Street	C	0.76	C	0.71	D	0.87	B	0.68
Garden Grove	SR-22 WB Ramps/Harbor Boulevard	F	1.1	C	0.78	F	1.16	C	0.72
Huntington Beach	Beach Boulevard/405 SB Ramp/Edinger Avenue	B	0.63	Impacted by construction		E	1.03	Impacted by construction	
Huntington Beach	Beach Boulevard/Adams Avenue	A	0.55	A	0.53	C	0.67	B	0.64
Huntington Beach	Beach Boulevard/PCH	A	0.45	A	0.51	A	0.47	A	0.56
Huntington Beach	Beach Boulevard/Warner Avenue	C	0.78	B	0.66	E	0.93	B	0.61
Huntington Beach	Bolsa Chica Street/Bolsa Avenue	B	0.66	A	0.47	A	0.53	A	0.53
Huntington Beach	Bolsa Chica Street/Warner Avenue	A	0.57	B	0.62	D	0.81	B	0.62

FIGURE 4: 2023 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2023 AM LOS	2023 AM ICU	Baseline PM LOS	Baseline PM ICU	2023 PM LOS	2023 PM ICU
Huntington Beach	PCH/Warner Avenue	D	0.81	B	0.68	B	0.72	C	0.71
Irvine	SR-133 NB Ramps/Irvine Boulevard	A	0.37	A	0.49	A	0.33	A	0.58
Irvine	SR-133 SB Ramps/Irvine Boulevard	A	0.37	A	0.46	A	0.29	A	0.5
Irvine	SR-261 NB Ramps/Irvine Boulevard	A	0.38	A	0.35	A	0.53	A	0.5
Irvine	SR-261 SB Ramps/Irvine Boulevard	A	0.42	A	0.37	A	0.4	A	0.43
Irvine	I-405 NB Ramps/Enterprise/Irvine Center Drive	E	0.95	A	0.48	A	0.39	A	0.59
Irvine	I-405 NB Ramps/Jamboree Road	F	1.03	B	0.61	C	0.78	C	0.71
Irvine	I-405 SB Ramps/Irvine Center Drive	E	1	A	0.47	A	0.57	A	0.48
Irvine	I-405 SB Ramps/Jamboree Road	E	0.92	C	0.8	B	0.66	D	0.83
Irvine	I-5 NB Ramps/Jamboree Road	A	0.54	B	0.68	C	0.75	B	0.68
Irvine	I-5 SB Ramps/Jamboree Road	A	0.4	B	0.65	A	0.35	A	0.55
Irvine	MacArthur Boulevard/Jamboree Road	B	0.61	A	0.45	B	0.69	A	0.53
La Habra	Harbor Boulevard/Imperial Highway	D	0.81	B	0.62	D	0.86	B	0.62
La Habra	Beach Boulevard/Imperial Highway	D	0.85	A	0.51	D	0.87	B	0.63
La Habra	Beach Boulevard/Whittier Boulevard	A	0.33	A	0.44	A	0.29	A	0.49
Laguna Beach	El Toro Road/SR-73 NB Ramps	E	0.91	A	0.53	A	0.59	A	0.59
Laguna Beach	El Toro Road/SR-73 SB Ramps	A	0.41	A	0.43	B	0.67	A	0.54
Laguna Beach	Laguna Canyon Rd/SR-73 NB Ramps	C	0.73	D	0.89	C	0.72	D	0.87
Laguna Beach	Laguna Canyon Rd/SR-73 SB Ramps	A	0.32	A	0.35	A	0.33	A	0.39
Laguna Beach	Laguna Canyon Road/El Toro Road	F	1.54	B	0.68	F	1.16	B	0.61
Laguna Beach	Laguna Canyon Road/PCH	D	0.84	A	0.6	C	0.74	A	0.58
Laguna Hills	I-5 SB Ramp/Avenida de la Carlotta/El Toro Road	F	1.18	Impacted by construction		F	1.13	Impacted by construction	
Laguna Niguel	Moulton Parkway/SR-73 SB Ramps	A	0.45	A	0.36	A	0.38	A	0.39
Laguna Niguel	Moulton Parkway/Crown Valley Parkway	A	0.56	A	0.53	B	0.65	A	0.54
Laguna Niguel	I-5 SB Ramps/Crown Valley Parkway	E	0.94	A	0.54	F	1.26	A	0.59
Laguna Woods	Moulton Parkway/El Toro Road	A	0.56	A	0.5	D	0.81	A	0.57
Lake Forest	I-5 NB/Bridger/El Toro Road	F	1.03	Impacted by construction		C	0.8	Impacted by construction	
Lake Forest	Trabuco Road/El Toro Road	B	0.69	B	0.64	B	0.65	A	0.58
Los Alamitos	I-605 NB Ramps/Katella Avenue	B	0.68	A	0.35	B	0.69	A	0.49
Mission Viejo	I-5 NB Ramps/Crown Valley Parkway	D	0.86	Impacted by construction		F	1.01	Impacted by construction	
Newport Beach	MacArthur Boulevard/PCH	A	0.51	A	0.49	B	0.7	A	0.57
Newport Beach	Newport Boulevard/PCH	A	0.56	C	0.79	A	0.49	B	0.63
Orange	SR-55 NB Ramps/Sacramento/Katella Avenue	C	0.75	B	0.67	D	0.85	C	0.78
Orange	SR-55 SB Ramps/Katella Avenue	C	0.73	D	0.87	E	0.95	C	0.77
Placentia	Rose Drive/Imperial Highway	E	0.95	B	0.65	E	0.99	C	0.8
Placentia	SR-57 NB Ramps/Orangethorpe Avenue	B	0.67	A	0.47	C	1.03	A	0.53
Placentia	SR-57 SB Ramps/Iowa Place/Orangethorpe Avenue	C	0.74	A	0.46	B	0.8	A	0.45
Placentia	Del Cerro Dr/Orangethorpe Ave	A	0.29	A	0.24	A	0.69	A	0.27
Placentia	Rose Dr/Del Cerro Dr	A	0.59	A	0.51	A	0.69	A	0.47
San Juan Capistrano	I-5 NB Ramps/Ortega Highway	A	0.52	E	0.94	A	0.51	E	0.94
San Juan Capistrano	I-5 SB Ramps/Ortega Highway	B	0.61	B	0.63	C	0.58	B	0.69
Santa Ana	Harbor Boulevard/1st Street	A	0.48	C	0.77	D	0.77	C	0.79
Santa Ana	Harbor Boulevard/Warner Avenue	E	0.93	B	0.69	E	0.81	C	0.74
Santa Ana	I-5 SB Ramps/1st Street	A	0.29	A	0.43	A	0.98	A	0.49
Santa Ana	SR-55 SB Ramp/Auto Mall/Edinger Avenue	D	0.9	Impacted by construction		F	0.46	Impacted by construction	
Santa Ana	SR-55 SB Ramps/Irvine Boulevard	B	0.68	D	0.82	D	1.06	B	0.68

FIGURE 4: 2023 CMP Level of Service Chart

Jurisdiction	Intersection/Interchange	Baseline AM LOS	Baseline AM ICU	2023 AM LOS	2023 AM ICU	Baseline PM LOS	Baseline PM ICU	2023 PM LOS	2023 PM ICU
Stanton	Beach Boulevard/Katella Avenue	D	0.89	B	0.64	F	0.83	B	0.64
Tustin	Jamboree Road/Edinger Avenue-NB Ramp	A	0.28	A	0.36	A	0.32	A	0.49
Tustin	Jamboree Road/Edinger Avenue-SB Ramp	D	0.81	A	0.36	A	0.41	A	0.49
Tustin	Jamboree Road/Irvine Boulevard	B	0.65	C	0.74	A	0.59	B	0.67
Tustin	SR-55 NB Ramps/Edinger Avenue	C	0.72	A	0.39	B	0.65	A	0.58
Tustin	SR-55 NB Ramps/Irvine Boulevard	A	0.59	A	0.6	A	0.45	B	0.66
Westminster	SR-22 EB/Beach Boulevard	A	0.53	A	0.54	A	0.54	A	0.47
Westminster	Beach Boulevard/Bolsa Avenue	F	1.09	C	0.77	F	1.11	B	0.66
Westminster	Bolsa Chica Road/Garden Grove Boulevard	E	0.91	C	0.8	E	0.97	C	0.79
	COUNTY AVERAGE		0.67		0.55		0.71		0.58

Deficiency Plans

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

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

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

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



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

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

There are no intersections exceeding the CMP level of service standard in 2023.

Transit System Performance Measures

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



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

Post-Pandemic Bus Service

In March 2020, federal and state emergency declarations were issued to help reduce the spread of the coronavirus (COVID-19). This resulted in reduced demand for public transit with ridership declining from approximately

125,000 boardings per day to the low 30,000s. In response, OCTA implemented an emergency service change on March 23, 2020, that reduced bus service to approximately 40 percent of the pre-pandemic levels. Since that time, bus ridership levels have steadily recovered and are now in the mid-60,000's.

Fixed-Route Bus Service

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

- Local routes (numbered 1 to 99) operate primarily along arterial corridors serving multiple bus stops spaced about 1/4-mile apart, serving multiple destinations such as residential areas, employment centers, educational institutions, and health care facilities. They are the most heavily used bus routes and, in many cases, require additional trips during peak commute periods. OCTA also provides Xpress service which are local routes with limited-stop trips.

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

OCTA's pre-pandemic fixed-route bus service had a total of 58 routes. The network was comprised of 36 local routes, five express routes (two intra- and three inter-county routes), eight community routes, three limited-stop routes, five rail feeder routes, and one circulator shuttle. To adjust for impacts due to COVID-19, OCTA reduced fixed-route bus service to 41 routes, approximately 40 percent of revenue vehicle hours (RVH), by implementing Sunday service schedules on all routes, seven days a week.

Currently, OC Bus Service has a total of 52 routes. The network is comprised of 36 local routes, seven community routes, four limited-stop routes, four rail-feeder routes, and one circulator shuttle as listed above.

Meeting Transit Service Challenges

The lack of ongoing operating revenues, competing resources (e.g., increasing resources dedicated to paratransit costs), decreases in ridership, and impacts from COVID-19 in recent years have all contributed to an increasing set of challenges. Improvement priorities include addressing vehicle loads, headways, on-time performance, and service accessibility. The following studies highlight OCTA's efforts to address priorities and identifying equitable system improvements where appropriate.

Making Better Connections Study

The Making Better Connections Study examined aligning the transit system design with post pandemic travel patterns, improving customer experience, and growing ridership. This was accomplished by:

- Improving service in the central urban core areas, such as Anaheim, Garden Grove, and Santa Ana.
- Improving service in the peripheral suburban areas of the County where lower ridership and frequencies are experienced, designing trips to pulse or be timed at existing transit hubs, such as the Brea Mall and Laguna Hills Transportation Center, to improve transfer wait times.
- Increasing service frequency and span, especially in the midday and weekend time periods.

The plan restores service to pre-pandemic levels equating to 390 weekday bus trips (+13% above 2021 service levels) and 275 weekend bus trips (+5 percent on Saturday and +9 percent on Sunday above 2021 service levels). These adjustments allow for more frequent service, better connections, and more hours of service for 89 percent of OC Bus riders. The remaining 10 percent of riders will experience no changes and less than 1 percent of riders will be located more than ½ mile from a bus stop.

To ensure that the plan meets current available resources and demand, OCTA adopted a phasing plan to implement improvements from February 2023 to May 2025, which will coincide with OCTA's quarterly Service Changes.

2024 OC Transit Vision

The OC Transit Vision is OCTA's 30-year plan to improve transit services in the County. It informs the OCTA LRTP building upon the 2018 OC Transit Vision. This is accomplished by:

- Incorporating the Making Better Connections Study (2022)
- Updating ridership trends and travel patterns since the pandemic

- Reviewing 2018 transit opportunity corridors with possible revisions to recommendations
- Exploring emerging transit technologies and travel modes; and
- Recommending an action laying out the next steps for OCTA

The 2024 OC Transit Vision will establish OCTA's vision, goals, and framework for future transit investments in Orange County, including the identification of corridors recommended for high-quality transit.

It will also look at transit-related recommendations for the fixed-route bus service, paratransit, microtransit, first/last mile considerations, pedestrian friendly/human oriented development, and policy guidance to cities, developers, and other stakeholders providing next steps for OCTA.

Performance Measures

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

Performance Measure 1: Vehicle Load

Vehicle load refers to the maximum number of passengers allowed on a service vehicle, expressed as the ratio of passengers to the number of seats on the vehicle and varied by mode and by time of day. OCTA monitors vehicle load to help ensure the safety and comfort of customers. All pre-pandemic bus routes have less than 100 percent average peak loads based on an analysis of 2022 Automatic Passenger Counter data (*OCTA's APC Ridership Dashboard*).

During COVID-19, to maintain social distance and protect the safety of riders, OCTA initiated a 15-passenger capacity. This limit was commonly set by many transit agencies and equated to less than half of the seated load (36 passengers per 40' bus). These precautions were accompanied with face covering requirements, hand sanitizers stations installed on all buses, rear door boarding, and signage marketing these precautions. These precautions complied with local, state, and federal guidelines, recommendations from the American Public Transportation Association subcommittees, and the availability of resources to use trippers to mitigate capacity limitation impacts (pass-bys due to overcrowding).

After the installation of plexiglass shields for coach operators, OCTA switched back to all door boarding and increased bus capacity to 20-passengers. OCTA's approach was to leave an empty seat between each passenger (50 percent of the seated capacity equaling 18 passengers). To account for groups that may ride together, staff assumed two to three

of June 15th, 2021, state and local distancing measures were lifted, and OCTA has reinstated regular passenger load standards.

Performance Measure 2: Vehicle Headway

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

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

Peak Weekday Vehicle Headways

Service	≤15 Min.	16 – 30 min.	>30 min.	Timed to Metrolink Trains
Local Routes	5	15	16	0
BRT / Limited*	0	4	0	0
Community Routes	0	0	7	0
Circulator Shuttle Routes	1	0	0	0
Rail Feeder Routes	0	0	0	4

**BRT routes plus their family local routes provide less than 15-minute service headways on their shared alignments.*

Performance Measure 3: On-Time Performance (OTP)

OCTA defines OTP as not more than five minutes late. OTP is measured at the time point. A trip is on-time if it does not leave the time point ahead of the scheduled departure time and no more than five minutes later than the scheduled departure time. Systemwide OTP for fiscal year (FY) 2022-23 was 82 percent.

Performance Measure 4: Service Accessibility

Service accessibility is the percentage of population and employment in proximity to bus service. A review of service accessibility conducted in 2020 shows that 86.5 percent of all population and employment, and 94.9 percent of population and employment within minority communities (census tracts with a minority population of 53.75 percent or greater), are within a half-mile of OCTA bus services.

Coordination of Transit Service with Other Carriers

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

Commuter Rail Service

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

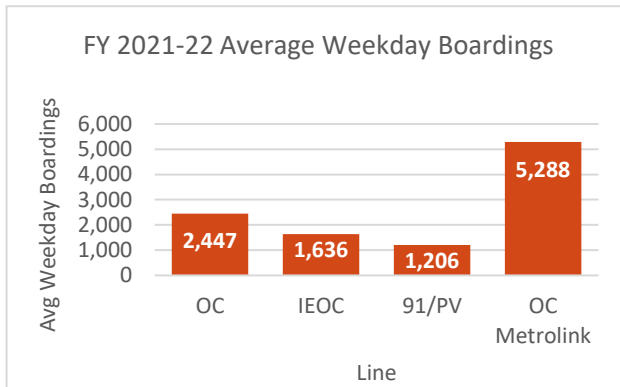


Post-Pandemic Metrolink Service

Metrolink's train ridership has faced significant challenges in its attempt to regain pre-pandemic levels. A significant number of Metrolink's pre-pandemic weekday riders utilized the train to commute to and from work. Reduced demand for public transportation services due to the pandemic, coupled with a shift in remote work has affected ridership for Metrolink. The following section highlights Metrolink ridership details.

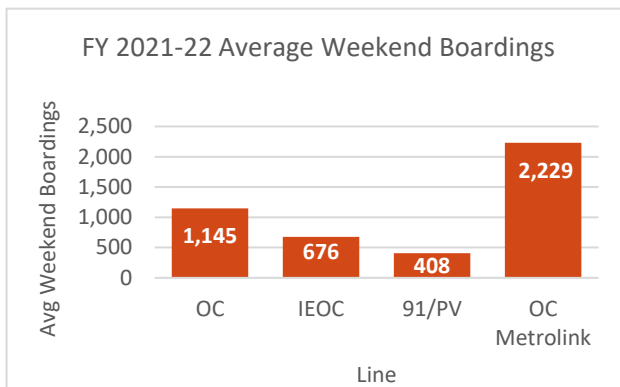
As of 2023, Metrolink provides service on seven routes, covering 538 miles through six counties in Southern California. On an average weekday, there are 134 trains serving nearly 12,971 passenger trips at 61 stations. Orange County plays an important and growing role within this system.

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



service covers 68 route miles and sees approximately 5,288 average weekday boardings, comprising more than 40 percent of Metrolink's total system-wide boardings. There are 11 stations in Orange County that serve a total of 45 one-way trips each weekday on three lines:

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



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

the season and local events, but generally the OC, IEOC and 91/PV Lines combined carry a total of approximately 2,229 riders per weekend day.

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

In addition to Metrolink, Amtrak's Pacific Surfliner provides daily service with 14 trains between Los Angeles Union Station and downtown San Diego as an alternative for commuters. Within Orange County, Amtrak station stops include Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, and San Clemente Pier.

Transit Improvements

OCTA and partner agencies, such as Metrolink are working together to improve transit infrastructure in Orange County by undertaking capital improvement projects. In the fall of 2022, rail service in San Clemente was halted due to the effects of coastal erosion, which caused the tracks to move towards the ocean. In coordination with Metrolink, OCTA acted promptly to commence a track stabilization project to install ground anchor into the slope between the tracks and the Cyprus Shore community. OCTA is initiating the South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis, which will prioritize future planning efforts and identify short- and medium-term solutions to protect the track that abuts the ever-encroaching shoreline.



As the lead agency, Metrolink initiated the Southern California Optimized Rail Expansion Program (SCORE), a \$10 billion capital improvement program that includes grade crossing, station and signal improvements as well as track additions across five counties. In efforts to meet the State's ambitious goals, the SCORE program seeks to reduce greenhouse gases and improve access to affordable housing and jobs. After implementation of capital improvements, Orange County is projected to experience \$173.3 billion in GDP growth and 396,000 jobs added by 2050.

In addition to these capital improvements, OCTA, in partnership with Metrolink, completed the Anaheim Canyon Station Project in January, 2023. Improvements at the Anaheim Canyon station include a second passenger platform, new second track, and improved amenities at the station. These improvements ensure efficiency, safety, and an improved travel experience for all transit riders.

Chapter 4: Transportation Demand Management (TDM)

TDM strategies are intended to reduce the number of single-occupant vehicle trips, promote the use of transit and active transportation options, decrease overall trip lengths, and improve air quality. The adoption of a TDM ordinance was required from every local jurisdiction for Orange County's 1991 CMP. The adoption of these ordinances is no longer a statutory requirement; however, OCTA continues to encourage local jurisdictions to maintain these ordinances.

TDM Ordinances

The model TDM ordinance, prepared by OCTA, promotes carpools, vanpools, alternate work hours, park and ride facilities, teleworking, and other traffic reduction strategies. OCTA updated the model ordinance in 2001 to reflect the adoption of Rule 2202 by the SCAQMD, which requires employers with 250 or more employees at a worksite to develop an emission reduction program to help meet an emission reduction target set by the SCAQMD.



Principal provisions of the TDM model ordinance are as follows:

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

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

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

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

Countywide TDM Strategies

TDM efforts in Orange County are not just limited to the implementation of the local TDM ordinance provisions. Development of a countywide TDM Strategic Plan is currently underway which aims to provide local jurisdictions with clear goals and guiding principles to encourage coordinated efforts on advancing TDM objectives. The plan will include a “Toolbox” of TDM strategies that address Orange County’s unique transportation needs accompanied by an Action Plan detailing steps needed to deliver each TDM strategy. OCTA is committed to developing multimodal transportation plans to support a safe, sustainable, and equitable transportation system.

In addition to the development of the TDM Strategic Plan, OCTA completed the Orange County Mobility Hubs Strategy in the fall of 2022. Mobility hubs are identifiable places that facilitate more seamless, sustainable, and include travel experiences by co-locating regional and local travel modes and amenities. Travel modes include shared electric bikes (e-bikes), e-scooters, ride sharing, and public transportation services, amongst others. Mobility hubs serve to improve access and connectivity to transit stations, reduce congestion and automobile dependency, enhance active transportation, and create a more desirable experience for all public transit passengers.

Countywide services and programs, as described below, also help to manage demand on the multimodal system.

also provides community routes for connecting to the local bus networks, limited-stop Bravo! routes, and on-demand OC Flex service. OC ACCESS is OCTA's shared-ride service for people who are unable to use fixed-route bus service because of functional limitations caused by a disability. These passengers must be certified by OCTA to use the ACCESS system by meeting the Americans with Disabilities Act (ADA) eligibility criteria.

OCTA Vanpool Program

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



and maintenance costs. In addition to Caltrans-maintained park-and-ride lots, OCTA maintains park-and-ride lots throughout the County and supports the Guaranteed Ride Home Program. OCTA provides trip planning tools online and by phone through the 511 service. OCTA has also provided the necessary data to Google Transit® to integrate trip planning with other Southern California transit operators. These efforts are designed to reduce single-occupancy commuting.

Transportation Management Associations

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

- Irvine (Spectrumotion): Offers free rideshare services for the Irvine Spectrum area to employees, residents students, and employers, therefore, reducing single occupancy vehicle trips.
- Anaheim (Anaheim Transportation Network): Offers additional bus service within the Anaheim Resort District and surrounding areas.

Park-and-Ride Lots

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

Currently there are 16 park-and-ride lots in Orange County providing 2,598 parking spaces. Of the 16 lots, five are located at OCTA transit centers, which account for 1,401 parking spaces. Five lots are owned by Caltrans accounting for 979 spaces. The remaining 218 spaces are provided by private and local jurisdiction owned park and ride lots.

Parking Cash-Out Programs

Parking cash-out programs are employer-funded programs that provide cash incentives to employees who do not drive to work. The most effective programs provide an incentive equal to the full cost of employee parking. State law requires certain employers who provide subsidized parking for their employees to offer a parking cash-out program that offers a cash allowance in lieu of a parking space. The intent is to reduce single-occupant vehicle commute trips and emissions by offering employees a cash incentive for not driving and parking their personal automobile.

Guaranteed Ride Home Program

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

Complete Streets

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

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

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a

balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

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

As identified in OCTA’s Pedestrian Action Plan, OCTA staff has developed a Complete Streets Checklist to consider bicycle and pedestrian accommodation in projects planned and designed by OCTA. This provides a method to illustrate decision-making and transparency in ultimate design outcomes and avoid conflict when a project is ready for construction. Furthermore, the Orange County Council of Governments Complete Streets Initiative Design Handbook serves as another resource for both OCTA staff and Orange County’s local agencies that identifies best practices for complete street design specific to the Orange County context.

Active Transportation

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

The broad serving active transportation program addresses topics serving people bicycling and walking. Completed in 2019, OC Active is the countywide active transportation plan. OC Active includes the first effort to analyze pedestrian needs throughout Orange County. OC Active provides maps of high need pedestrian areas and maps of future bikeways for each jurisdiction. The plan guides active transportation



investments and enables local agencies to secure funding for infrastructure and non-infrastructure improvements countywide.

OCTA completed its Bicycle Gap Closure study in the summer of 2023. This project identified a south and central OC Loop as well as a cross county OC Connect to complement the existing north OC Loop, developed a project brand, and in coordination and partnership with the public and participating cities, developed costs and concepts for gaps in bicycle infrastructure within the proposed loops. This plan provides greater refinement for a portion of the regional bikeways network as well as developing costs, concepts, and fact sheets to assist cities in their pursuit of grant funding for implementation.

Further efforts by OCTA have been centered around Safe Routes to School (SRTS) programming in the form of OCTA's SRTS Action Plan and Safe Travels Education Program campaign. Work focused on providing SRTS activities and programming directly to schools that serve disadvantaged communities as well as developing a strategic plan for implementing a countywide SRTS Program.

Forthcoming work includes continued encouragement activities within local communities, e-bike safety planning and coordination efforts, an expanded bicycle counts program, first and last mile bicycle planning, and infrastructure safety evaluation.

Motorist Aid and Traffic Information System (511)

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

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

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

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

Freeway Construction Mitigation

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

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

Chapter 5: Land-Use Impact Analysis

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



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

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

Nevertheless, all jurisdictions in

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

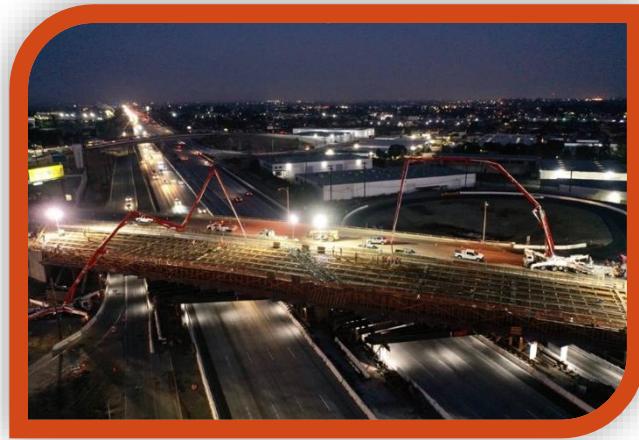
- Identifying CMPHS impacts that could result from trips generated by the proposed project;
- Assessing feasible mitigation strategies capable of reducing the identified impacts, thereby maintaining the LOS standard; and,
- Utilizing existing environmental processes and inter jurisdictional forums to conduct cooperative, interjurisdictional discussion when proposed CMP mitigation strategies include modifications to roadway networks beyond the lead jurisdiction's boundaries; and/or, when a proposed development will increase traffic at CMPHS locations outside the jurisdiction's boundaries.

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

Chapter 6: Capital Improvement Program

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

The CIP projects, prepared by local jurisdictions for inclusion in the Orange County CMP, mitigate transportation impacts identified in the Land-Use Impact Analysis component of the CMP, and preserve and maintain CMPHS infrastructure. Many types of CIP projects have been submitted by local jurisdictions in the past, including roadway and intersection improvements, signal coordination projects, and roadway resurfacing projects.



Each Orange County jurisdiction's CIP is included in Appendix E, which is published separately and provided on OCTA's website at [. All projects in the CIP that are state or federally funded, or locally funded but of regional significance, are included in the Orange County portion of the Federal Transportation Improvement Program \(FTIP\). These projects are consistent with the Regional Transportation Plan and Sustainable Communities Strategy \(RTP/SCS\), which are prepared and adopted by SCAG.](#)

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

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

Lastly, based upon a resolution by the California Transportation Commission (G-17-22), the M2 program of projects is being included in the 2023 CMP (by reference) in order to satisfy the CMP requirement of this resolution. For a listing of the M2 program of projects please see Appendix F.

Chapter 7: CMP Conformance

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

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

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

OCTA gathers local traffic data to determine the LOS at intersections throughout the CMPHS, as discussed in Chapter 2. In addition, the local jurisdictions complete a set of checklists, developed by OCTA, that guide them through the CMP conformity process (Appendix D). The checklists address the legislative requirements of the CMP, including Land-Use Coordination, the Capital Improvement Program, and transportation demand management strategies.



Based on the LOS data and the completed CMP checklists, the following determinations were made:

LOS

The LOS data, collected by OCTA, was provided to local jurisdictions for verification. The data shows that all local jurisdictions are in compliance with the established LOS standards.

Capital Improvement Program

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

Land-Use Coordination

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

Deficiency Plans

Based on the data exhibited in Figure 3, all non-exempt intersections on the CMP highway system were found in compliance with LOS requirements. Therefore, no deficiency plans were required for the 2023 CMP.

Regional Consistency

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

FIGURE 5: Summary of Conformance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2023 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

*No CMP intersections within jurisdiction

Appendix A: Freeway Mobility Performance Reports

The following includes first Quarter Mobility Performance Reports for 2022 and 2023, comparing VMT, vehicle hours of delay, and other performance measures from the most recent quarter and the previous four quarters.

District 12 Mobility Performance Report

2022 1st Quarter

DEPARTMENT OF TRANSPORTATION

April 30, 2022

District 12 Traffic Operations Northwest

EXECUTIVE SUMMARY

Overview

Caltrans District 12 (Orange County) is located in southern California and is neighbors with District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of April 1, 2020, the total population in Orange County was 3,010,232. The jurisdictional boundaries of Orange County encompass a metropolitan area of 794 square miles, including 34 cities, and 17 state highway routes. The county has 1,059 lane miles of general purpose lanes and 226 lane miles of High-Occupancy Vehicle (HOV) lanes, which is one of California's largest HOV lane networks. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

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

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

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

below 60 MPH. The 35 MPH limit represents severe congestion while the 60 MPH limit represents light and heavy congestion. These thresholds/limits are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the 1st quarter of 2022, total delay equaled to 1.2 million vehicle hours of delay (VHD) at the 35 MPH speed threshold and 4.2 million VHD at 60 MPH threshold. Compared to the previous quarter, there was a 26.5 percent decrease in 35 MPH VHD and 19.0 percent decrease in 60 MPH VHD.

The average weekday VHD experienced in this quarter was approximately 16 thousand VHD at 35 MPH and 58 thousand VHD at 60 MPH. Compared to the previous quarter, there was 20.8 percent decrease in 35 MPH VHD and 12.9 percent decrease in 60 mph VHD.

Top 10 Bottlenecks for the 1st Quarter of 2022

Co	Shift	Fwy	Dir	Name	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
Ora	PM	I405	N	BROOKHUR1	13.51	13.74	33.70	-117.95	59	3.06	84,464.3	9,965
Ora	AM	I405	S	BROOKHURST2	13.58	13.81	33.71	-117.95	58	4.10	62,156.1	7,830
Ora	PM	I5	N	TUSTIN RANCH	100.35	28.1	33.72	-117.80	52	3.51	30,353.3	10,905
Ora	PM	SR91	E	W OF SCALES	31.72	R13.349	33.87	-117.76	46	3.58	26,636.0	7,485
Ora	AM	I5	S	MAIN 1	105.19	33	33.77	-117.87	61	0.62	24,357.4	9,625
Ora	PM	SR91	E	LAKEVIEW1	28.45	R10.08	33.85	-117.81	53	2.76	23,825.7	8,445
Ora	PM	I405	N	LOCATION 5013 NB	12.89	13.122	33.70	-117.94	52	1.82	21,517.9	2,705
Ora	PM	SR55	N	TAFT	15.78	15.8	33.82	-117.83	46	2.97	20,016.5	8,490
Ora	AM	SR57	S	NUTWOOD	6.76	17.41	33.88	-117.88	56	2.05	18,289.4	7,615
Ora	PM	I5	S	RED ROBIN	91.53	19.33	33.62	-117.71	62	0.72	17,443.4	12,290

2022 Q1 Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<table><caption>Vehicle Miles of Travel (VMT)</caption><thead><tr><th>Period</th><th>VMT (Billions)</th></tr></thead><tbody><tr><td>2021 Q1</td><td>2.82</td></tr><tr><td>2021 Q4</td><td>3.21</td></tr><tr><td>2022 Q1</td><td>3.11</td></tr></tbody></table>	Period	VMT (Billions)	2021 Q1	2.82	2021 Q4	3.21	2022 Q1	3.11	Over one year ago	Over last quarter
		Period	VMT (Billions)								
		2021 Q1	2.82								
		2021 Q4	3.21								
2022 Q1	3.11										
10.2%	-3.1%										
Total Vehicle Hours of Delay (VHD) at 35 mph	<table><caption>Total Vehicle Hours of Delay (VHD) at 35 mph</caption><thead><tr><th>Period</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2021 Q1</td><td>0.7</td></tr><tr><td>2021 Q4</td><td>1.6</td></tr><tr><td>2022 Q1</td><td>1.2</td></tr></tbody></table>	Period	VHD (Millions)	2021 Q1	0.7	2021 Q4	1.6	2022 Q1	1.2	Over one year ago	Over last quarter
		Period	VHD (Millions)								
		2021 Q1	0.7								
		2021 Q4	1.6								
2022 Q1	1.2										
60.9%	-26.5%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<table><caption>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph</caption><thead><tr><th>Period</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2021 Q1</td><td>9</td></tr><tr><td>2021 Q4</td><td>20</td></tr><tr><td>2022 Q1</td><td>16</td></tr></tbody></table>	Period	VHD (Thousands)	2021 Q1	9	2021 Q4	20	2022 Q1	16	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
		2021 Q1	9								
		2021 Q4	20								
2022 Q1	16										
73.6%	-20.8%										
Total Vehicle Hours of Delay (VHD) at 60 mph	<table><caption>Total Vehicle Hours of Delay (VHD) at 60 mph</caption><thead><tr><th>Period</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2021 Q1</td><td>3.1</td></tr><tr><td>2021 Q4</td><td>5.2</td></tr><tr><td>2022 Q1</td><td>4.2</td></tr></tbody></table>	Period	VHD (Millions)	2021 Q1	3.1	2021 Q4	5.2	2022 Q1	4.2	Over one year ago	Over last quarter
		Period	VHD (Millions)								
		2021 Q1	3.1								
		2021 Q4	5.2								
2022 Q1	4.2										
38%	-19%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<table><caption>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph</caption><thead><tr><th>Period</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2021 Q1</td><td>42</td></tr><tr><td>2021 Q4</td><td>67</td></tr><tr><td>2022 Q1</td><td>58</td></tr></tbody></table>	Period	VHD (Thousands)	2021 Q1	42	2021 Q4	67	2022 Q1	58	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
		2021 Q1	42								
		2021 Q4	67								
2022 Q1	58										
38.7%	-12.9%										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		–	Saturday -26% ↓
		Largest Magnitude Increase over one year ago Thursday 53.6% ↑	Largest Magnitude Increase over last quarter –
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago 10 PM -34.2% ↓	Largest Magnitude Weekday Decrease over last quarter 5 PM -27% ↓
		Largest Magnitude Weekday Increase over one year ago 8 AM 261% ↑	Largest Magnitude Weekday Increase over last quarter 9 AM 4.7% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago 8 AM -37.9% ↓	Largest Magnitude Saturday Decrease over last quarter 5 PM -57.8% ↓
		Largest Magnitude Saturday Increase over one year ago 12 PM 44.5% ↑	Largest Magnitude Saturday Increase over last quarter 10 PM 40.5% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago 3 PM -23.6% ↓	Largest Magnitude Sun./Holiday Decrease over last quarter 4 PM -64.2% ↓
		Largest Magnitude Sun./Holiday Increase over one year ago 10 AM 89.6% ↑	Largest Magnitude Sun./Holiday Increase over last quarter 8 PM 24.6% ↑

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>Orange</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	Orange -26.5%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Orange 60.9%	—
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	PM Peak -29.8%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak 59.9%	—
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>2021 Q1 2021 Q4 2022 Q1</p>	Change in Good over one year ago	Change in Good over last quarter
		116%	-2%
		Change in Bad over one year ago	Change in Bad over last quarter
		46%	7%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2022 Q1-2021 Q1		Difference 2022 Q1-2021 Q4		Rank		
		2021 Q1	2021 Q4	2022 Q1	Absolute	Percentage	Absolute	Percentage	2021 Q1	2021 Q4	2022 Q1
I5	Orange	229,130	527,388	384,020	154,890	67.6%	-143,368	-27.2%	1	1	1
SR91	Orange	219,653	313,466	217,771	-1,882	-0.9%	-95,694	-30.5%	2	2	2
I405	Orange	98,267	273,842	202,954	104,687	106.5%	-70,889	-25.9%	3	3	3
SR55	Orange	38,849	152,379	128,411	89,562	230.5%	-23,968	-15.7%	5	4	4
SR57	Orange	71,223	150,920	111,983	40,761	57.2%	-38,937	-25.8%	4	5	5
SR22	Orange	33,698	97,765	87,896	54,197	160.8%	-9,869	-10.1%	6	6	6
SR73	Orange	20,302	32,775	14,763	-5,539	-27.3%	-18,012	-55.0%	7	7	7
SR241	Orange	7,213	26,683	14,040	6,827	94.7%	-12,643	-47.4%	8	8	8
I605	Orange	3,057	6,723	3,753	696	22.8%	-2,969	-44.2%	9	9	9
SR142	Orange	989	861	1,063	75	7.6%	202	23.5%	11	12	10
SR133	Orange	3,031	4,239	795	-2,236	-73.8%	-3,444	-81.2%	10	10	11
SR74	Orange	629	2,124	457	-172	-27.3%	-1,667	-78.5%	12	11	12
SR261	Orange	63	732	51	-12	-19.0%	-681	-93.0%	13	13	13
SR1	Orange	3	0	0	-3	-100.0%	0		14		
TOTALS		726,106	1,589,897	1,167,957	441,852	60.9%	-421,940	-26.5%			

District 12 Mobility Performance Report

2023 1st Quarter

DEPARTMENT OF TRANSPORTATION

April 29, 2023

District 12 Traffic Operations Northwest

EXECUTIVE SUMMARY

Overview

Caltrans District 12 (Orange County) is located in southern California and is neighbors with District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of April 1, 2020, the total population in Orange County was 3,010,232. The jurisdictional boundaries of Orange County encompass a metropolitan area of 794 square miles, including 34 cities, and 17 state highway routes. The county has 1,059 lane miles of general purpose lanes and 226 lane miles of High-Occupancy Vehicle (HOV) lanes, which is one of California's largest HOV lane networks. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

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

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

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

below 60 MPH. The 35 MPH limit represents severe congestion while the 60 MPH limit represents light and heavy congestion. These thresholds/limits are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the 1st quarter of 2023, total delay equaled to 1.6 million vehicle hours of delay (VHD) at the 35 MPH speed threshold and 5.5 million VHD at 60 MPH threshold. Compared to the previous quarter, there was a 6.4 percent increase in 35 MPH VHD and 10.2 percent increase in 60 MPH VHD.

The average weekday VHD experienced in this quarter was approximately 23 thousand VHD at 35 MPH and 76 thousand VHD at 60 MPH. Compared to the previous quarter, there was 8.4 percent increase in 35 MPH VHD and 10.7 percent increase in 60 mph VHD.

Top 10 Bottlenecks for the 1st Quarter of 2023

Co	Shift	Fwy	Name	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
Ora	PM	I405-N	TMS 2417 NB	20.809	21.039	33.77	-118.05	64	3.89	107,107.50	13,290.00
Ora	PM	I405-N	LOCATION 5013 NB	12.892	13.122	33.70	-117.94	61	2.54	77,976.70	8,950.00
Ora	PM	SR57-N	TONNER	11.266	22.000	33.94	-117.88	64	1.47	61,987.50	15,045.00
Ora	PM	I5-N	1ST	103.051	30.800	33.74	-117.84	65	0.51	44,774.20	17,225.00
Ora	PM	SR91-E	LAKEVIEW1	28.453	R10.080	33.85	-117.81	54	3.09	38,792.70	11,130.00
Ora	AM	I405-S	BROOKHURST2	13.580	13.810	33.71	-117.95	52	4.68	34,844.30	5,605.00
Ora	PM	SR55-N	TAFT	15.782	15.800	33.82	-117.83	55	2.98	31,987.20	10,525.00
Ora	AM	I5-S	MAIN 1	105.188	33.000	33.77	-117.87	61	0.64	26,083.60	10,090.00
Ora	PM	I5-N	RED HILL	101.491	29.240	33.73	-117.82	56	1.92	20,129.40	6,210.00
Ora	PM	SR91-E	West OF GYPSUM	34.143	R15.793	33.87	-117.72	55	2.13	19,088.90	9,805.00

2023 Q1 Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<table><caption>Vehicle Miles of Travel (VMT) Data</caption><thead><tr><th>Period</th><th>VMT (Billions)</th></tr></thead><tbody><tr><td>2022 Q1</td><td>3.11</td></tr><tr><td>2022 Q4</td><td>3.27</td></tr><tr><td>2023 Q1</td><td>3.17</td></tr></tbody></table>	Period	VMT (Billions)	2022 Q1	3.11	2022 Q4	3.27	2023 Q1	3.17	Over one year ago	Over last quarter
		Period	VMT (Billions)								
		2022 Q1	3.11								
		2022 Q4	3.27								
2023 Q1	3.17										
1.8%	-3.1%										
Total Vehicle Hours of Delay (VHD) at 35 mph	<table><caption>Total Vehicle Hours of Delay (VHD) at 35 mph Data</caption><thead><tr><th>Period</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2022 Q1</td><td>1.2</td></tr><tr><td>2022 Q4</td><td>1.5</td></tr><tr><td>2023 Q1</td><td>1.6</td></tr></tbody></table>	Period	VHD (Millions)	2022 Q1	1.2	2022 Q4	1.5	2023 Q1	1.6	Over one year ago	Over last quarter
		Period	VHD (Millions)								
		2022 Q1	1.2								
		2022 Q4	1.5								
2023 Q1	1.6										
33.9%	6.4%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<table><caption>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph Data</caption><thead><tr><th>Period</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2022 Q1</td><td>16</td></tr><tr><td>2022 Q4</td><td>21</td></tr><tr><td>2023 Q1</td><td>23</td></tr></tbody></table>	Period	VHD (Thousands)	2022 Q1	16	2022 Q4	21	2023 Q1	23	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
		2022 Q1	16								
		2022 Q4	21								
2023 Q1	23										
41.4%	8.4%										
Total Vehicle Hours of Delay (VHD) at 60 mph	<table><caption>Total Vehicle Hours of Delay (VHD) at 60 mph Data</caption><thead><tr><th>Period</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2022 Q1</td><td>4.2</td></tr><tr><td>2022 Q4</td><td>5</td></tr><tr><td>2023 Q1</td><td>5.5</td></tr></tbody></table>	Period	VHD (Millions)	2022 Q1	4.2	2022 Q4	5	2023 Q1	5.5	Over one year ago	Over last quarter
		Period	VHD (Millions)								
		2022 Q1	4.2								
		2022 Q4	5								
2023 Q1	5.5										
28.8%	10.2%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<table><caption>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph Data</caption><thead><tr><th>Period</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2022 Q1</td><td>58</td></tr><tr><td>2022 Q4</td><td>69</td></tr><tr><td>2023 Q1</td><td>76</td></tr></tbody></table>	Period	VHD (Thousands)	2022 Q1	58	2022 Q4	69	2023 Q1	76	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
		2022 Q1	58								
		2022 Q4	69								
2023 Q1	76										
30.2%	10.7%										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	<p>Hours (Thousands)</p> <p>■ 2022 Q1 ■ 2022 Q4 ■ 2023 Q1</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	Sun/Hol -6.6%
		Largest Magnitude Increase over one year ago Friday 36.4%	Largest Magnitude Increase over last quarter Friday 20.3%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	<p>Hours (Thousands)</p> <p>— Weekday (2022 Q1) — Weekday (2022 Q4) — Weekday (2023 Q1)</p>	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		12 PM -20.4%	7 AM -6.2%
		Largest Magnitude Weekday Increase over one year ago 5 PM 70%	Largest Magnitude Weekday Increase over last quarter 4 PM 8.8%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	<p>Hours (Thousands)</p> <p>— Saturday (2022 Q1) — Saturday (2022 Q4) — Saturday (2023 Q1)</p>	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		11 AM -26.7%	6 PM -14.5%
		Largest Magnitude Saturday Increase over one year ago 5 PM 82.2%	Largest Magnitude Saturday Increase over last quarter 2 PM 82%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	<p>Hours (Thousands)</p> <p>— Sunday/Holiday (2022 Q1) — Sunday/Holiday (2022 Q4) — Sunday/Holiday (2023 Q1)</p>	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		7 PM -57.5%	5 PM -44.7%
		Largest Magnitude Sun./Holiday Increase over one year ago 11 PM 0.8%	Largest Magnitude Sun./Holiday Increase over last quarter 9 AM 11.9%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>■ 2022 Q1 ■ 2022 Q4 ■ 2023 Q1</p> <p>Orange</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	—
		<p>Largest Magnitude Increase over one year ago</p> <p>Orange 33.9% ↑</p>	<p>Largest Magnitude Increase over last quarter</p> <p>Orange 6.4% ↑</p>
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>■ 2022 Q1 ■ 2022 Q4 ■ 2023 Q1</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	—
		<p>Largest Magnitude Increase over one year ago</p> <p>PM Peak 62.3% ↑</p>	<p>Largest Magnitude Increase over last quarter</p> <p>PM Peak 8.6% ↑</p>
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>■ Average of Good ■ Average of Bad</p> <p>2022 Q1 2022 Q4 2023 Q1</p>	Change in Good over one year ago	Change in Good over last quarter
		-11% ↓	-14% ↓
		<p>Change in Bad over one year ago</p> <p>31% ↑</p>	<p>Change in Bad over last quarter</p> <p>40% ↑</p>

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2022 Q4-2021 Q4		Difference 2022 Q4-2022 Q3		Rank		
		2021 Q4	2022 Q3	2022 Q4	Absolute	Percentage	Absolute	Percentage	2021 Q4	2022 Q3	2022 Q4
I5	Orange	527,388	346,018	400,152	-127,236	-24.1%	54,134	15.6%	1	1	1
SR91	Orange	313,466	335,081	323,632	10,167	3.2%	-11,449	-3.4%	2	2	2
I405	Orange	273,842	238,732	259,005	-14,838	-5.4%	20,273	8.5%	3	3	3
SR57	Orange	150,920	177,928	204,941	54,021	35.8%	27,013	15.2%	5	5	4
SR55	Orange	152,379	204,207	183,047	30,668	20.1%	-21,160	-10.4%	4	4	5
SR22	Orange	97,765	46,605	56,903	-40,862	-41.8%	10,298	22.1%	6	6	6
SR241	Orange	26,683	13,629	21,649	-5,034	-18.9%	8,020	58.8%	8	7	7
SR73	Orange	32,775	11,176	13,752	-19,023	-58.0%	2,577	23.1%	7	8	8
I605	Orange	6,723	3,645	5,605	-1,118	-16.6%	1,960	53.8%	9	9	9
SR133	Orange	4,239	3,604	1,473	-2,766	-65.2%	-2,131	-59.1%	10	10	10
SR261	Orange	732	162	115	-617	-84.3%	-47	-29.0%	13	11	11
SR74	Orange	2,124	5	5	-2,119	-99.8%	0	0.0%	11	13	12
SR142	Orange	861	64	3	-859	-99.7%	-61	-95.9%	12	12	13
SR1	Orange	0	0	0	0		0				
TOTALS		1,589,897	1,380,853	1,470,281	-119,616	-7.5%	89,428	6.5%			

Appendix B-1: Meeting CMP Traffic Impact Analysis Requirements

Meeting CMP Traffic Impact Analysis Requirements

AN OPTIONAL GUIDANCE FOR LOCAL JURISDICTIONS

Prepared for:

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

Prepared by:

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

June 11, 1991

CMP-TIA REQUIREMENTS

Requirements of CMP legislation

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

Year One Goal

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

Actions Required of Local Jurisdictions

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

SECTION 1 – INTRODUCTION

Purpose

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

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

The objectives of this report are to:

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

Background

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

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

The CMP Manual describes the CMP Program requirements for each component

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

Consolidation of Remaining Issues

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

TIA Survey History

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

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

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

Relationships with Other Components

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

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

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

SECTION 2- REQUIREMENTS OF CMP LEGISLATION

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

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

SECTION 3 - ACTIONS REQUIRED OF LOCAL AGENCIES

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

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

cross local agency boundaries.

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

SECTION 4 - CMP TRAFFIC IMPACT ANALYSIS METHODOLOGY

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

PROJECTS REQUIRING TIA ANALYSIS

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

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

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

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

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

TIA PROCESS

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

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

Evaluation of Existing Conditions

In order to evaluate the relative impacts of a proposed development, determine CMP Highway System status and define appropriate mitigation for new impacts, it is necessary to understand the existing conditions on the affected roadway network. Evaluation of existing conditions is common to nearly all jurisdictions in Orange County. Given that most

jurisdictions use link and intersection capacity analysis techniques compatible with the techniques identified in the level-of-service component, no changes in existing local jurisdiction procedures should be necessary in connection with the CMP Program.

Trip Generation

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

Internal Capture and Passer-by Traffic

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

Trip Distribution and Assignment

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

Radius of Development Influence

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

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

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

Background Traffic

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

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

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

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

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

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

Capacity Analysis Methodology

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

Impact Costs/Mitigation

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

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

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

Since CMP legislation requires the identification of costs of land-use decisions and impacts across jurisdictional lines, it is desirable that the CMP program have a consistent method

for identifying the costs of development impacts. On the other hand, a wide variety of mitigations can occur from jurisdiction to jurisdiction.

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

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

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

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

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

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

reduction credits are equal to or greater than the total impact cost of new development approvals to prove mitigation compliance.

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

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

DOCUMENTATION OF RULES AND PROCEDURES

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

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

data or approved special studies.

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

SECTION 5 – APPENDICES

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

Appendix B – Deviation of Thresholds for Projects Requiring TIA Analysis

APPENDIX B

DERIVATION OF THRESHOLDS FOR PROJECTS REQUIRING TRAFFIC IMPACT ANALYSIS

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

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

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

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

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

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

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

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

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

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

MAXIMUM IMPACT < 1%

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

MAXIMUM = 1.8%

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

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

Alternative Criteria

Assume 75/25 distribution

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

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

Daily Trip Generation

<u>Significant Impact</u>	<u>Direct Access</u>	<u>No Direct Access</u>
1%	500	800
2%	1,100	1,600
3%	1,600	2,400

Appendix B-2: Traffic Impact Analysis Exempt Projects

Appendix B-2: Traffic Impact Analysis Exempt Projects

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

Project Not Requiring a CMP TIA Analysis:

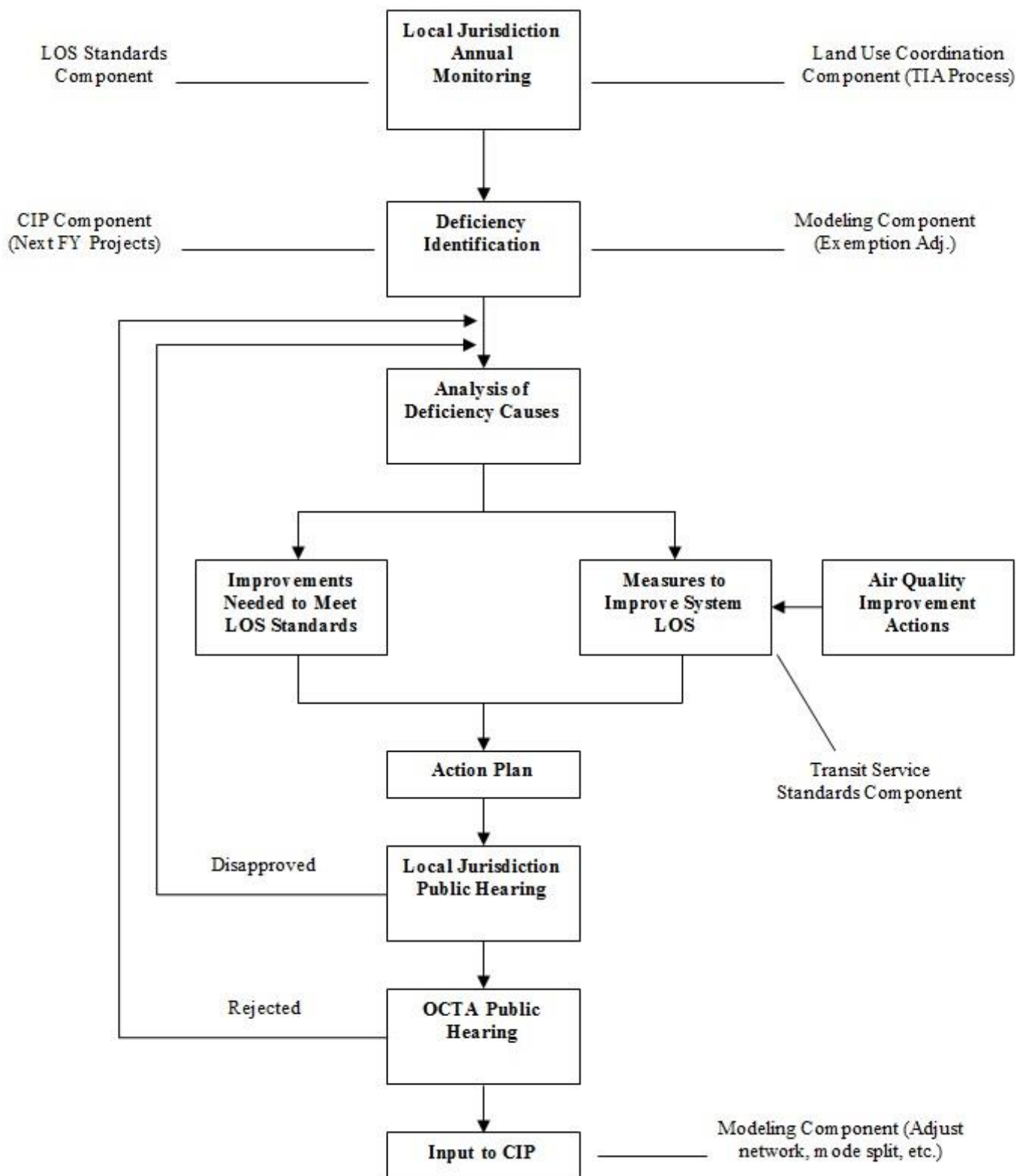
1. Applicants for subsequent development permits (i.e., conditional use permits, subdivision maps, site plans, etc.) for entitlement specified in and granted in a development agreement entered into prior to July 10, 1989.¹
2. Any development application generating vehicular trips below the Average Daily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

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

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

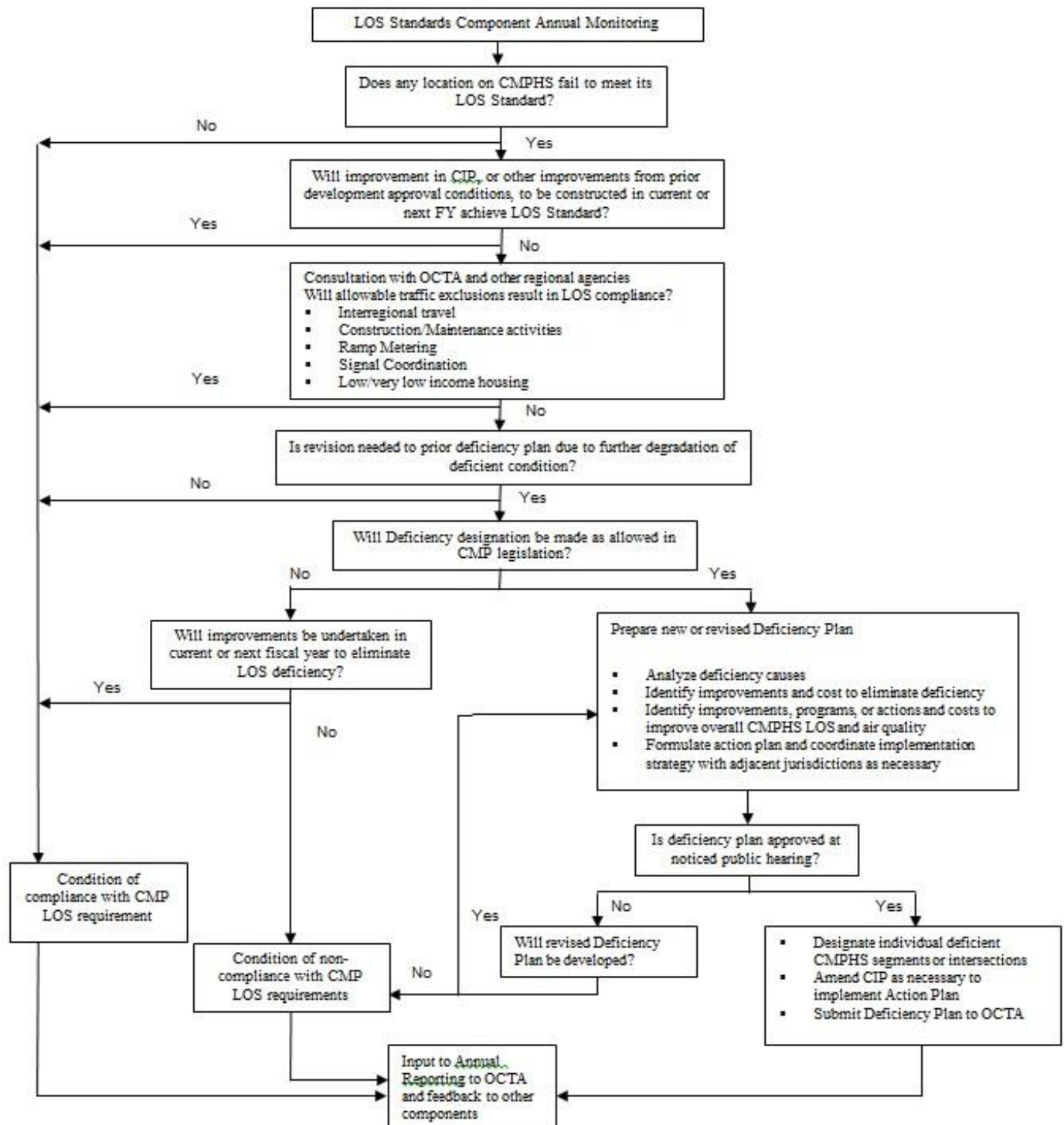
³ A CMP TIA is not required for these projects only in those instances where development approvals granting entitlement for the project sites were granted prior to the effective date of CMP TIA requirements (i.e., January 1992).

Appendix C-1: CMP Deficiency Plan Flow Chart

APPENDIX C-1: CMP Deficiency Plan Flow Chart

Appendix C-2: Deficiency Plan Decision Flow Chart

APPENDIX C-2: Deficiency Plan Decision Flow Chart



Appendix D: CMP Monitoring Checklists

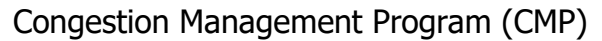


CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities², all CMP Highway System (CMPHS) intersections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

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



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



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



CMP Monitoring Checklist: Capital Improvement Program (CIP)				
CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year CIP to OCTA by June 30?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				

N/A

- ☐

Additional Comments:



CMP Checklist		YES	NO	N/A
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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[illegible]

Name (Print)	Title	Signature	Date

Appendix E: Capital Improvement Programs

Available online at:

<https://octa.net/pdf/2023CMPAppendixE.pdf?n=2023>

Appendix F: Measure M2 Program of Projects



FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E SR-22 Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M I-605 Katella Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS

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

TRANSIT PROJECTS

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

OC GO PROJECTS NOT SHOWN

- Project N: Freeway Service Patrol
- Project O: Streets & Roads - Regional Capacity Program
- Project Q: Local Fair Share Program
- Project R: Grade crossing and Trail Safety Enhancements
Metrolink Service Expansion Program
- Project U: Senior Mobility Program (SMP), Senior Non-emergency Medical Transportation Program (SNEMT), and Fare Stabilization Programs
- Project V: Community Based Transit/Circulators
- Project W: Safe Transit Stops
- Project X: Environmental Cleanup Program

Appendix G: Orange County Subarea Modeling Guidelines

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

Available online at:

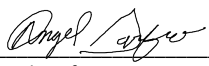
<https://octa.net/pdf/2023CMPAppendixG-Guidelines.pdf>

**2023 Congestion Management Program
Summary of Compliance**

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2023 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

*No CMP intersections within jurisdiction

I certify that the information contained in this table is accurate representation of materials submitted to the Orange County Transportation Authority (OCTA) for purposes of meeting requirements related to the Congestion Management Program.


Angel Garfio, OCTA



Call to Order

The October 23, 2023, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and affiliated agencies was called to order by Chairman Hernandez at 9:00 a.m. at the OCTA Headquarters, 550 South Main Street, Orange, California.

Directors Present: Gene Hernandez, Chairman
Tam Nguyen, Vice Chairman
Doug Chaffee
Jose Diaz
Andrew Do
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Steve Jones
Fred Jung
Farrah N. Khan
Jessie Lopez
Vicente Sarmiento
Donald P. Wagner

Directors Absent: Brian Goodell
Michael Hennessey

Staff Present: Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Clerk of the Board Specialist, Principal
Sahara Meisenheimer, Clerk of the Board Specialist
James Donich, General Counsel

Special Calendar

1. Presentation of Resolutions of Appreciation for Employees of the Month

Resolutions of Appreciation were presented to Terrall Turner, Coach Operator, Rogelio Gutierrez, Maintenance, and Lauren Soto, Administration, as Employees of the Month for October 2023.

Consent Calendar (Items 2 through 13)

2. Approval of Minutes

A motion was made by Director Jung, seconded by Director Wagner, and declared passed by those present, to approve the minutes of the October 9, 2023 Orange County Transportation Authority and affiliated agencies' regular meeting.

3. Approval to Release Request for Proposals for Independent Annual Financial Auditing Services

Director Wagner pulled this item and requested a breakdown of the cost to do a full audit in the Request for Proposals.

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

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 3-2931 to select an independent public accounting firm to provide annual financial and compliance audits and agreed-upon procedures reviews.
- B. Approve the release of Request for Proposals 3-2931 for independent annual financial auditing services effective April 1, 2024 through March 31, 2027, with one, two-year option term.

4. Agreement with the California Highway Patrol for Enforcement Services on the 405 Express Lanes

Director Wagner pulled this item and inquired about California Highway Patrol overtime hours.

A motion was made by Director Wagner, seconded by Director Foley, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2860, between the Orange County Transportation Authority and California Highway Patrol, for a contract term of ten years, in an amount not to exceed \$15,000,000, for toll and traffic enforcement services on the 405 Express Lanes.

5. SB1 (Chapter 5, Statutes of 2017) State of Good Repair Claims for Fiscal Year 2023-24

A motion was made by Director Jung, seconded by Director Wagner, and declared passed by those present, to authorize the filing of SB 1 State of Good Repair claims, in the amount of \$6,877,180, or up to the actual allocation published by the State Controller's Office, to fund capital projects approved by the Orange County Transportation Authority Board of Directors.

6. State Transit Assistance Fund Claims for Fiscal Year 2023-24

A motion was made by Director Jung, seconded by Director Wagner, and declared passed by those present, to adopt Resolution No. 2023-056 to authorize the filing of State Transit Assistance Fund claims, in the amount of \$52,744,419, or up to the actual allocation published by the State Controller's Office, to support public transportation.

7. Federal Legislative Status Report

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

8. Draft Revisions to the Orange County Transportation Authority's 2023-24 State and Federal Legislative Platforms

Director Foley asked for clarification if her requested changes were implemented.

Darrell E. Johnson, Chief Executive Officer (CEO), responded the changes will be implemented when the item return for approval.

A motion was made by Director Jung, seconded by Director Wagner, and declared passed by those present, to direct staff to integrate the recommended revisions to the 2023-24 Orange County Transportation Authority State and Federal Legislative Platforms and seek further feedback from the Orange County Transportation Authority Board of Directors and internal staff, with subsequent drafts being brought forward for final consideration and adoption later this year.

9. Diversity Outreach Update

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

10. Update to Orange County Transportation Authority Limited English Proficiency Plan

A motion was made by Director Jung, seconded by Director Wagner, and declared passed by those present, to review and approve Orange County Transportation Authority's updated 2023 Limited English Proficiency Plan.

11. Agreement for the Rider Validation System

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

- A. Approve the selection of INIT Innovations in Transportation, Inc., as the firm to develop and implement a rider validation system for the Orange County Transportation Authority's fixed-route bus system.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2980 between the Orange County Transportation Authority and INIT Innovations in Transportation, Inc., in the amount of \$11,627,150, for a five-year initial term with one, five-year option term for the development and implementation of a rider validation system for the Orange County Transportation Authority's fixed-route bus system.

12. Approval to Award Agreement for Lot Sweeping Services

A motion was made by Director Jung, seconded by Director Wagner, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2835 between the Orange County Transportation Authority and Superior Sweeping, Ltd., the lowest responsive, responsible bidder in the amount of \$374,592, for an initial term of two years with a one-year option term, to provide lot sweeping services.

13. OC Streetcar Project Quarterly Update

Darrell E. Johnson, CEO, explained that staff requested to pull this item. Ross Lew, Program Manager, narrated a video that displayed the status of 4th Street.

James Donich, General Counsel, provided an update on this item, noted that OCTA is currently in active litigation, and cautioned the Board on any comments made in the open session.

Public comments were received by:

- Renee Lancaster, CEO of Nova Academy
- Mialunne Rodriguez
- Ella Smaw
- Miguel Rios
- Melissa Mils
- Melissa Carillo
- Bryan Munoz
- Anabel Pineda
- Loris Pesante
- Cecila Andrade
- Enrique Marban
- Paul Hyek

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

Regular Calendar**14. Interstate 405 Improvement Project Update**

Jeff Mills, Senior Program Manager, and Kirk Avila, General Manager, provided a PowerPoint presentation.

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

15. Adopt the Mitigated Negative Declaration Finding for the Orange County Maintenance Facility Project

Darrell E. Johnson, CEO, provided opening comments and introduced Jason Lee, Program Manager, who provided a PowerPoint presentation.

Gina Ramirez, Clerk of the Board, noted written public comments were received from Oliver Chi, Manager, City of Irvine, and Brian Yanity from Railpac.

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

- A. Approve Resolution No. 2023-057 to adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, pursuant to the California Environmental Quality Act, for the Metrolink Orange County Maintenance Facility.
- B. Approve the Metrolink Orange County Maintenance Facility.
- C. Authorize the Chief Executive Officer to direct staff to implement the Metrolink Orange County Maintenance Facility consistent with the 2015 Purchase and Sale Agreement between the City of Irvine and Orange County Transportation Authority.

Discussion Items

16 Public Comments

No public comments were received.

17. Chief Executive Officer's Report

Darrell E. Johnson, CEO, discussed the upcoming Metrolink closure scheduled from December 26th – 29th, as a part of the Los Angeles Union Station Modernization Project.

18. Directors' Reports

Director Foley announced the following for the 5th District:

- The Open House for the 5th District Satellite Office in Dana Point is today at 3:00 p.m.
- Encouraged any veterans to nominate a veteran for the Veteran of the Year award, which will be chosen on November 9 at the Dana Point Women's Club.

Director Khan shared that she hosted a Cal Optima event last Saturday and thanked OCTA for having a booth there.



19. Adjournment

The meeting adjourned at 10:55 a.m.

The next regularly scheduled meeting of this Board will be held:

9:00 a.m., on Monday, November 13, 2023

OCTA Headquarters
Board Room
550 South Main Street
Orange, California

ATTEST:

Gina Ramirez
Assistant Clerk of the Board



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Fiscal Year 2023 Triennial Review

Finance and Administration Committee Meeting of October 25, 2023

Present: Directors Do, Goodell, Harper, Hennessey, Jones, and Sarmiento

Absent: Director Federico

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file the Fiscal Year 2023 Triennial Review as an information item.



October 25, 2023

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director
Internal Audit Department

Subject: Fiscal Year 2023 Triennial Review

Overview

The Federal Transit Administration has completed the fiscal year 2023 triennial review of the Orange County Transportation Authority. The purpose of the review is to evaluate compliance with grant requirements and management practices as they relate to the use of federal funds. No deficiencies were found in any of the 23 areas reviewed.

Recommendation

Receive and file the Fiscal Year 2023 Triennial Review as an information item.

Background

United States Code, Chapter 53 of Title 49, requires the Federal Transit Administration (FTA) of the United States Department of Transportation to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. The Orange County Transportation Authority's (OCTA) last review was conducted in 2019. The purpose of the triennial review is to evaluate the performance of a grant recipient in carrying out the recipient's program, specifically as it relates to compliance with statutory and administrative requirements. The triennial review consists of a review of compliance in 23 different grant-related management areas, two of which were not applicable to OCTA.

Discussion

FTA's Region IX office contracted with Interactive Elements, Incorporated (reviewers), to perform the fiscal year (FY) 2023 triennial review. OCTA provided information and documentation ahead of the review conducted in August 2023.

OCTA was found fully compliant in all areas reviewed.

The reviewers complimented OCTA's Grant Compliance Manager, who provides compliance training, conducts practice reviews, identifies potential findings to ensure any issues are addressed, and takes the lead in coordinating staff responses and managing document submittals during the review. In addition, the reviewers were complimentary of several areas; specifically, procurement, vehicle and facilities maintenance, subrecipient and contractor oversight, grant drawdown documentation, and the Americans with Disabilities Act appeals process. The reviewers also described OCTA's Disadvantaged Business Enterprise program as a model program and the Title VI program as very strong. Finally, the reviewers praised OCTA staff, noting the inter-divisional cooperation among them and the willingness of staff to go "above and beyond."

Summary

The FTA has issued its FY 2023 triennial review report, finding OCTA fully compliant in all areas reviewed.

Attachment

- A. Final Report Fiscal Year 2023 Triennial Review of the Orange County Transportation Authority (OCTA) Orange, CA Recipient ID: 1682

Authorized by:

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

FINAL REPORT

**FISCAL YEAR 2023
TRIENNIAL REVIEW**

of

**Orange County Transportation Authority
(OCTA)
Orange, California
ID: 1682**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION 9**

Prepared By:

Interactive Elements Inc.

**Desk Review/Scoping Meeting Date: March 3, 2023
Virtual Site Visit Entrance Conference Date: August 7, 2023
Virtual Site Visit Exit Conference Date: August 10, 2023
Draft Report Date: September 7, 2023
Final Report Date: September 28, 2023**

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I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of the Orange County Transportation Authority (OCTA) of Orange, California. The FTA wants to ensure that awards are administered in accordance with the requirements of federal public transportation law in 49 U.S.C. Chapter 53. The review was performed by Interactive Elements Inc. (IEI). During the virtual site visit, the reviewer discussed the administrative and statutory requirements and reviewed Recipient documents.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, the FTA conducted a virtual site visit for this Triennial Review. In addition, the FTA expanded the review to address OCTA's compliance with the administrative relief and flexibilities that the FTA granted, and the requirements of the [COVID-19 relief](#) funds received through the Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021, and the American Rescue Plan (ARP) Act of 2021. The FTA also requested the OCTA share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency.

The FY 2023 Triennial Review focused on OCTA's compliance in 23 areas. No deficiencies were found with the FTA requirements in any of these areas.

II. Review Background and Process

1. Background

The United States Code, Chapter 53 of Title 49 (49 U.S.C. 5307(f)(2)) requires that "At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient's program, specifically referring to compliance with statutory and administrative requirements..." The FTA performs this Triennial Review in accordance with its procedures (published in FTA Order 9010.1B, April 5, 1993).

The Triennial Review includes a review of the recipient's compliance in 23 areas. The basic requirements for each of these areas are summarized in Section IV. The FTA contracts with experienced reviewers to lead and conduct the Triennial Reviews, in partnership with the staff of the regional office.

This report presents the findings from the Triennial Review of the recipient. The review concentrated on procedures and practices employed since the recipient's previous Triennial Review in 2019; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of award funds. The specific documents reviewed and referenced in this report are available at the FTA's Region 9 office or the recipient's office.

2. Process

The Triennial Review includes a pre-review assessment, a desk review and scoping meeting with the FTA regional office, and a site visit to the recipient's location. Due to Coronavirus 2019 (COVID-19) Public Health Emergency, the FTA conducted a virtual site visit for this Triennial Review. In addition, the FTA expanded the review to address the OCTA's compliance with the administrative relief and flexibilities that the FTA granted, and the requirements of the [COVID-19 relief](#) funds received through the Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and American Rescue Plan Act of 2021 (ARP). The FTA also requested that the recipient share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency

The Fiscal Year (FY) 2023 process began with the regional office transmitting a notification of the review and a Recipient Information Request (RIR) to the recipient on November 23, 2022 indicating a review would be conducted. While the recipient prepared its response to the RIR, the regional office and review team conducted a desk review and scoping meeting on March 3, 2023. Regional office staff provided electronic files as necessary to the reviewers who also accessed recipient information in the FTA electronic award management (TrAMS) and oversight (OTrak) systems. Following the desk review and scoping meeting, the reviewer(s) and the recipient corresponded and exchanged information and documentation in preparation for the virtual site visit. Prior to the virtual site visit, the reviewers sent to the recipient on July 24, 2023 an agenda package indicating the issues that would be discussed, records to be reviewed, and interviews to be conducted. The virtual site visit to OCTA occurred from August 7, 2023 to August 10, 2023.

The virtual site visit portion of the review began with an entrance conference, at which the reviewers and regional staff discussed the purpose of the Triennial Review and the review process. The reviewers conducted additional interviews and reviewed documentation to evidence the recipient's compliance with FTA requirements.

A Section 5307 subrecipient, Anaheim Transportation Network of Anaheim, California, was reviewed virtually to provide an overview of activities related to the FTA-funded projects. The reviewers also examined a sample of procurement files during this review.

Upon completion of the virtual site visit, the reviewers and the FTA regional office staff provided a summary of preliminary findings to the recipient at the exit conference on August 10, 2023. Section VI of this report lists the individuals participating in the site visit.

3. Metrics

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:

- Not Deficient (ND): An area is considered not deficient if, during the review, nothing came to light that would indicate the requirements within the area reviewed were not met.
- Deficient (D): An area is considered deficient if any of the requirements within the area reviewed were not met.
- Not Applicable (NA): An area can be deemed not applicable if, after an initial assessment, the recipient does not conduct activities for which the requirements of the respective area would be applicable.

III. Recipient Description

1. Organization

OCTA was formed on June 20, 1991 with the consolidation of the Orange County Transit District, Orange County Transportation Commission, Orange County Local Transportation Authority, Orange County Service Authority for Freeway Emergencies, Orange County Service Authority for Abandoned Vehicles, Orange County Consolidated Transportation Services Agency, and the Orange County Congestion Management Agency. OCTA provides transit service throughout Orange County, California.

OCTA's governing body consists of an 18-member Board of Directors. Five representatives are from the Orange County Board of Supervisors, and ten members are from the individual municipalities within the county. Board members select two public members, and one ex-officio member is from Caltrans District 12. The Board hires a Chief Executive Officer to oversee the management and operations of OCTA.

OCTA is responsible for planning and implementing fixed-route, paratransit, and vanpool transportation services. OCTA also administers the Master Plan for arterial highways, area highways, transit ways, high occupancy vehicle lanes, and the 91 Express Lanes toll roads. OCTA's service area is 797 square miles with a population of approximately 3.2 million.

OCTA operates a network of 53 fixed routes. Service is provided weekdays from 4:23 a.m. to 11:06 p.m., Saturdays from 4:43 a.m. to 11:06 p.m., and Sundays from 5:15 a.m. to 11:06 p.m. The recipient's complementary paratransit service, known as ACCESS, operates during the same days and hours of service as the fixed routes.

The basic adult fare for bus service is \$2.00. A reduced fare of \$0.75 is offered to seniors ages 60 and older, persons with disabilities, and Medicare cardholders during all hours. An ACCESS-eligible fixed-route local fare of \$0.25 is offered to riders holding valid ACCESS ID cards. The fare for ADA paratransit service is \$3.60.

OCTA operates a fleet of 416 buses for fixed-route service. Its bus fleet consists of CNG-powered 40- and 60-foot transit coaches, 40-foot hydrogen and battery electric buses, and minibuses. The current peak requirement is for 347 vehicles. OCTA also has a fleet of 248 cutaways operated by MV Transportation, Inc. for the ACCESS ADA paratransit service.

OCTA operates from six maintenance and operation facilities: Garden Grove Bus Operations and Maintenance Base, Garden Grove Annex, Anaheim Bus Operations and Maintenance Base, Santa Ana Bus Operations and Maintenance Base, Irvine-Construction Circle Bus Operations and Maintenance Base, and Irvine-Sand Canyon Bus Operations and Maintenance Base. Its service is oriented around seven transit centers: Golden West Transportation Center, Fullerton Park & Ride, Fullerton Transportation Center, Brea Park & Ride, Newport Transportation Center, Laguna Hills Transit Transportation Center, and the Laguna Beach Bus Station Transportation Center.

OCTA is currently constructing the OC Streetcar, a 4.15 mile light rail connection between the Santa Ana Regional Transportation Center Metrolink Station in Santa Ana, and a new

multimodal transit hub at Harbor Boulevard/Winchester Avenue in Garden Grove. The OC Streetcar is expected to begin service in 2024, and include 10 stops in each direction, a maintenance and storage facility, and connections to 18 OCTA bus routes.

2. Award and Project Activity

Below is a list of OCTA's open awards at the time of the review.

Federal Award Identification Number	Award Amount	Year Executed	Award Name
CA-2020-050	\$78,843,769	2020	CMAQ Transfer Grant - Purchase of 40-Foot Alternative Fuel Replacement Vehicles - Phase 1, Bravo Buses (Rolling Stock), Rideshare Vanpool Capital Lease, Anaheim Canyon Station
CA-2019-018	\$148,955,409	2022	OC Streetcar: Santa Ana/Garden Grove - FFGA
CA-2021-187	\$60,143,314	2021	FFY2021 5307 Non-Fixed Route Paratransit Operating Assistance, Preventive Maintenance, and Capital Cost of Contracting
CA-2022-137	\$6,200,560	2022	FFY2021 5339 Capital Cost of Contracting and Replacement Paratransit Vehicles
CA-2021-227	\$3,274,762	2021	FFY2021 5337 Facilities Preventive Maintenance, Tactile Tile Replacement, and Railroad Slope and Culvert Improvements
CA-2021-052	\$1,206,518	2021	FFY2017 5339b Bus and Bus Facilities Competitive Award D2018-BUSC-018
CA-2021-010	\$42,599,378	2021	FY2015 to FY2020 OC Streetcar CMAQ
CA-2020-281	\$913,115	2020	FFY2018 FHWA Transfer to 5309 High Priority and Transportation San Juan Creek Bridge Replacement (Discretionary ID# D2020-BUSF-002)
CA-2022-076	\$1,016,000	2022	FFY2020 STBG Transfers for the South County Multimodal Transportation Study and Mobility Hub Study
CA-2022-170	\$62,585,945	2022	FFY2009, FFY2017, FFY2020, and FFY2021 CMAQ Transfers for the Purchase of 40-Foot Alternative Fuel Replacement Vehicles - Phase 2, Rideshare Vanpool Capital Lease and Bus Engine Repowers
CA-2017-072	\$31,567,405	2020	2017 CMAQ MEGA1 - Const (Parking, Siding) and OC Streetcar Design (FG)
CA-2022-024	\$9,407,272	2022	American Rescue Plan Act Capital Investment Grant - OC Streetcar: Santa Ana/Garden Grove DISC ID # D2021-RPNS-008
CA-2022-082	\$34,515,000	2022	FY2020 OC Streetcar CMAQ Transfer

OCTA received Supplemental Funds for operating assistance in award numbers [CA-2020-146, CA-2021-153, CA-2021-154, CA-2021-155, CA-2021-156, and CA-2022-024. This is not OCTA's first time receiving operating assistance from the FTA.

Projects Completed

In the past few years, OCTA completed the following noteworthy projects:

- Deployed hydrogen fueling station and 10 hydrogen fuel-cell buses
- Expanded the app-based, on-demand OC Flex micro-transit pilot project
- Relocated OCTA's data center to a secure location site
- Completed the Orange Transportation Center parking structure

Ongoing Projects

OCTA is currently implementing the following noteworthy projects:

- OC Streetcar construction (70% complete)
- Expansion improvements to the Anaheim Canyon Metrolink Station
- Laguna Niguel Passing Siding rail project expansion
- College Pass Program

Future Projects

OCTA plans to pursue the following noteworthy projects in the next three to five years:

- Initiate a pilot program for 10 plug-in battery-electric buses
- Initiate the "Making Better Connections" bus restructuring study
- Construction of the OCTA's Transit Security and Operations Center
- Revitalize the Fullerton Transportation Center
- Develop the E-Bike Safety Plan

IV. Results of the Review

1. Legal

Basic Requirement: The recipient must promptly notify the FTA of legal matters and additionally notify the USDOT Office of Inspector General (OIG) of any instances relating to false claims under the False Claims Act or fraud. Recipients must comply with restrictions on lobbying requirements.

Finding: No deficiencies.

2. Financial Management and Capacity

Basic Requirement: The recipient must have financial policies and procedures; an organizational structure that defines, assigns and delegates fiduciary authority; and financial management systems in place to manage, match, and charge only allowable costs to the award. The recipient must conduct required Single Audits, as required by 2 CFR part 200, and provide financial oversight of subrecipients.

Finding: No deficiencies.

3. Technical Capacity – Award Management

Basic Requirement: The recipient must report progress of projects in awards to the Federal Transit Administration (FTA) and close awards timely.

Finding: No deficiencies.

4. Technical Capacity – Program Management & Subrecipient Oversight

Basic Requirement: Designated recipients of Sections 5310, 5311, and 5339 funds must develop and submit a Program Management Plan to the FTA for approval. Recipients must enter into an agreement with each subrecipient, obtain required certifications from subrecipients, report in the Federal Funding Accountability and Transparency Act Subaward Reporting System (FSRS) on subawards, and ensure subrecipients comply with the terms of the award.

Finding: No deficiencies.

5. Technical Capacity – Project Management

Basic Requirement: The recipient must implement the FTA-funded projects in accordance with the award application, the FTA Master Agreement, and applicable laws and regulations using sound management practices.

Finding: No deficiencies.

6. Transit Asset Management

Basic Requirement: Recipients must comply with 49 CFR part 625 to ensure public transportation providers develop and implement transit asset management (TAM) plans.

Finding: No deficiencies.

7. Satisfactory Continuing Control

Basic Requirement: The recipient must ensure that FTA-funded property will remain available and used for its originally authorized purpose throughout its useful life until disposition.

Finding: No deficiencies.

8. Maintenance

Basic Requirement: Recipients must keep federally-funded vehicles, equipment, and facilities in good operating condition. Recipients must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order.

Finding: No deficiencies.

9. Procurement

Basic Requirement: The non-federal entity must use its own documented procurement procedures which reflect applicable State, local, and tribal laws and regulations, and conform to applicable federal law and the standards identified in 2 CFR Part 200.

Finding: No deficiencies.

10. Disadvantaged Business Enterprise (DBE)

Basic Requirement: Recipients must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts. Recipients also must create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts.

Finding: No deficiencies

11. Title VI

Basic Requirement: The recipient must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance without regard to whether specific projects or services are federally funded. The recipient must ensure that all transit services and related benefits are distributed in an equitable manner.

Finding: No deficiencies. [

12. Americans with Disabilities Act (ADA) – General

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: No deficiencies.

13. ADA – Complementary Paratransit

Basic Requirement: Under 49 CFR 37.121(a), each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system. “Comparability” is determined by 49 CFR 37.123-37.133. Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Finding: No deficiencies.

14. Equal Employment Opportunity

Basic Requirement: The recipient must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program or activity receiving federal financial assistance under the federal transit laws.

Finding: No deficiencies.

15. School Bus

Basic Requirement: Recipients are prohibited from providing school bus service in competition with private school bus operators unless the service qualifies and is approved by the FTA

Administrator under an allowable exemption. Federally-funded equipment or facilities cannot be used to provide exclusive school bus service.

Finding: No deficiencies.

16. Charter Bus

Basic Requirement: Recipients are prohibited from using the FTA-funded equipment and facilities to provide charter service that unfairly competes with private charter operators. Recipients may operate charter only when the service meets a specified exception defined in rule.

Finding: No deficiencies.

17. Drug Free Workplace Act

Basic Requirement: Recipients are required to maintain a drug free workplace for all award-related employees; report any convictions occurring in the workplace timely; and have an ongoing drug free awareness program.

Finding: No deficiencies.

18. Drug and Alcohol Program

Basic Requirement: Recipients receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: No deficiencies.

19. Section 5307 Program Requirements

Basic Requirement: Recipients must participate in the transportation planning process in accordance with FTA requirements and the metropolitan and statewide planning regulations.

Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

For fixed-route service supported with Section 5307 assistance, fares charged to seniors, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: No deficiencies.

20. Section 5310 Program Requirements

Basic Requirement: Recipients must expend Section 5310 funds on eligible projects that meet the specific needs of seniors and individuals with disabilities. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. Recipients must approve all subrecipient leases of Section 5310-funded vehicles. Leases of Section 5310-funded vehicles must include required terms and conditions. Either the recipient or subrecipient must hold the title to the leased vehicles.

Finding: No deficiencies.

21. Section 5311 Program Requirements

Basic Requirement: States must expend Section 5311 funds on eligible projects to support rural public transportation services and intercity bus transportation.

This section only applies to recipients that receive Section 5311 funds directly from FTA.

Finding: Not applicable.

22. Public Transportation Agency Safety Plan (PTASP)

Basic Requirement: Recipients must comply with the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673) to ensure public transportation providers develop and implement an Agency Safety Plan (ASP).

Finding: No deficiencies.

23. Cybersecurity

Basic Requirement: Recipients that operate rail fixed guideway public transportation systems must certify compliance with the requirements for establishing a cybersecurity process under 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019).

This section only applies to recipients that operate rail fixed guideway public transportation systems.

Finding: Not applicable.

V. Summary of Findings

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
1. Legal	ND					
2. Financial Management and Capacity	ND					
3. Technical Capacity – Award Management	ND					
4. Technical Capacity – Program Management and Subrecipient Oversight	ND					
5. Technical Capacity – Project Management	ND					
6. Transit Asset Management	ND					
7. Satisfactory Continuing Control	ND					
8. Maintenance	ND					
9. Procurement	ND					
10. Disadvantaged Business Enterprise	ND					
11. Title VI	ND					
12. Americans with Disabilities Act (ADA) – General	ND					
13. ADA – Complementary Paratransit	ND					
14. Equal Employment Opportunity	ND					
15. School Bus	ND					
16. Charter Bus	ND					
17. Drug-Free Workplace	ND					

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
18. Drug and Alcohol Program	ND					
19. Section 5307 Program Requirements	ND					
20. Section 5310 Program Requirements	ND					
21. Section 5311 Program Requirements	NA					
22. Public Transportation Agency Safety Plan	ND					
23. Cybersecurity	NA					

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are: Deficient (D) / Not Deficient (ND) / Not Applicable (NA).

VI. Participants

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COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Fiscal Year 2023-24 Internal Audit Plan, First Quarter Update

Finance and Administration Committee Meeting of October 25, 2023

Present: Directors Do, Goodell, Harper, Hennessey, Jones, and Sarmiento
Absent: Director Federico

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file the first quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2023-24 Internal Audit Plan as an information item.



October 25, 2023

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director
Internal Audit Department

Subject: Fiscal Year 2023-24 Internal Audit Plan, First Quarter Update

Overview

The Orange County Transportation Authority Board of Directors adopted the Orange County Transportation Authority Internal Audit Department Fiscal Year 2023-24 Internal Audit Plan on July 24, 2023. This report provides an update of activities for the first quarter of the fiscal year.

Recommendation

Receive and file the first quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2023-24 Internal Audit Plan as an information item.

Background

The Internal Audit Department (Internal Audit) is an independent appraisal function, the purpose of which is to examine and evaluate the Orange County Transportation Authority's (OCTA) operations and activities to assist management in the discharge of its duties and responsibilities.

Internal Audit performs a wide range of auditing services that include overseeing the annual financial and compliance audits, conducting operational and contract compliance reviews, investigations, pre-award price reviews, and Buy America reviews. In addition, audits initiated by entities outside of OCTA are coordinated through Internal Audit.

Discussion

The OCTA Internal Audit Department Fiscal Year (FY) 2023-24 Internal Audit Plan (Plan) (Attachment A) reflects the status of each project.

During the first quarter of the FY, Internal Audit presented results of an audit by BCA Watson Rice LLP, of OCTA's Cybersecurity Program. The audit found that OCTA's cybersecurity program was performing adequately across most of the National Institute of Standards and Technology Cybersecurity Framework. The auditors identified five areas of improvement to further enhance the cybersecurity program. Management agreed to implement the recommendations.

In addition, an audit of oversight and administration activities related to life insurance benefits, as well as compliance with policies, laws, and employee contracts governing these benefits, was issued. Based on the audit, administrative and oversight controls should be improved, and employee contracts should be updated to reflect all terms of the benefits provided. Further, the life insurance provider declined to provide evidence necessary to verify compliance with California law relating to post-mortem interest due. Internal Audit offered four recommendations. Management responded that legal counsel advice as to benefit terms in employee agreements had been obtained and indicated that actions will be taken to address other recommendations.

An audit of oversight controls and contract compliance related to the Anaheim Canyon Station Improvements Project found that project oversight and monitoring controls are in place and operating effectively; however, Internal Audit offered three recommendations for improvement to controls. Management responded that actions would be taken to address the recommendations.

An audit of the bus advertising revenue program, including oversight, contract compliance, and remittance review controls related to Agreement No. C-5-3076 with Outfront Media Group, LLC (Outfront) concluded that Outfront complies with contract terms; however, one recommendation was made to enhance remittance review controls and enforce reporting requirements. Management agreed to implement the recommendation by December 1, 2023.

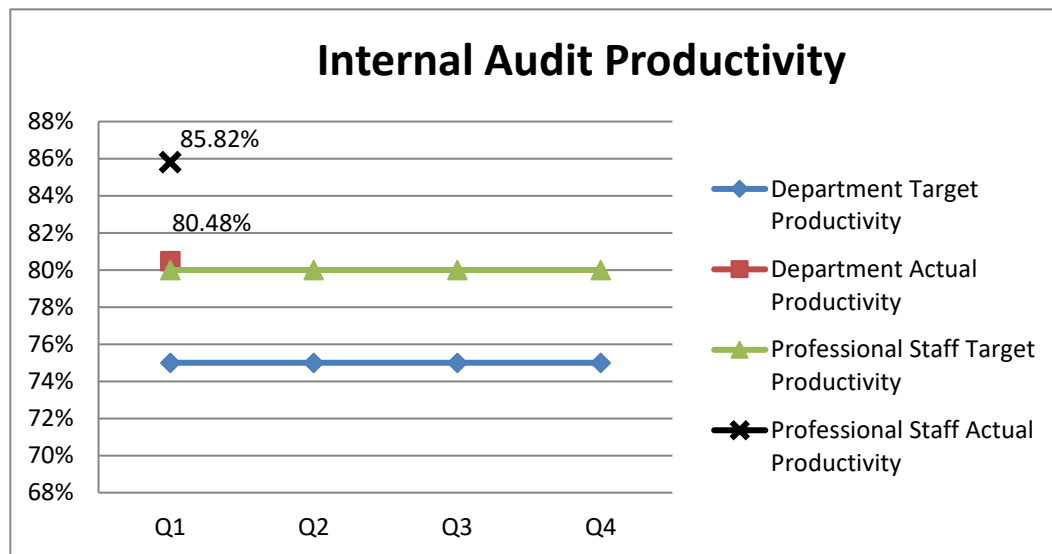
Finally, the semi-annual audit of investments for the period January 1 through June 30, 2023, was completed and found that OCTA generally complied with its debt, investment, and reporting policies and procedures; however, Internal Audit made two recommendations related to the timeliness of daily cash forecasting and monthly report review and presentation to the Finance and Administration Committee. Management agreed to implement the recommendations.

The primary focus of Internal Audit as of September 30, 2023, and in the ensuing months, will be to provide coordination of the annual financial audits and agreed-upon procedures reviews conducted by OCTA's independent auditor, Crowe LLP.

Internal Audit Productivity

Internal Audit measures the productivity of the department by calculating a productivity ratio. The ratio, used broadly throughout the audit industry, measures the amount of time auditors spend on audit projects versus time spent on administrative duties. Productivity goals are established for both the professional staff and for the department as a whole. Because the executive director regularly participates in non-audit management activities such as planning and committee meetings, the department-wide target is set at 75 percent. The target for internal audit professional staff, not including the executive director, is 80 percent.

For the first quarter ended September 30, 2023, Internal Audit achieved productivity of 80 percent, and the professional staff achieved productivity of 86 percent.



Price Reviews

At the request of the Contracts Administration and Materials Management (Camm) Department, and consistent with OCTA's procurement policy, Internal Audit conducts reviews of single bid procurements to ensure that Camm handled the procurement in a fair and competitive manner. Internal Audit also reviews prices proposed by architectural and engineering firms, and sole source contractors, to ensure that the prices are fair and reasonable. Internal Audit makes recommendations to adjust proposed rates where they exceed the rates per review. During the first quarter, Internal Audit issued results of five price reviews.

Fraud Hotline

During the quarter ended September 30, 2023, Internal Audit received two reports through OCTA's Fraud Hotline, www.ethicspoint.com. One complaint lacked sufficient information to perform follow-up and the reporter was contacted but never responded. The second complaint was reviewed, and the reporter was referred to the responsible agency. As part of the administration of the hotline, Internal Audit maintains documentation of each complaint and its disposition.

Internal Audit is committed to responding to all hotline complaints within eight business days. During the quarter ended September 30, 2023, Internal Audit made initial contact within two business days.

Findings and Recommendations Tracking

At the request of the Finance and Administration Committee, unresolved audit recommendations are included with the quarterly updates to the Plan (Attachment B). Internal Audit includes the findings and recommendations generated internally, as well as those provided by regulatory auditors and OCTA's independent financial statement auditors.

During the quarter ended September 30, 2023, Internal Audit completed follow-up reviews of 21 outstanding audit recommendations and closed 15. A follow-up review of one recommendation is still in process. Two recommendations from the audit of Facilities Maintenance, two recommendations from the audit of Physical Access Security, one recommendation from the audit of Training and Educational Reimbursement, and another from the audit of Worker's Compensation have not been fully implemented and will be reviewed again in six months. Fifteen recommendations were added to the listing as a result of audits issued during the first quarter and one recommendation was added resulting from a follow-up review performed during the quarter.

Summary

Internal Audit will continue to implement the Plan, report on performance metrics, follow up on outstanding audit recommendations, and report progress on a quarterly basis.

Attachments

- A. Orange County Transportation Authority Internal Audit Department
Fiscal Year 2023-24 Internal Audit Plan, First Quarter Update
- B. Outstanding Audit Recommendations, Audit Reports Issued Through
September 30, 2023
- C. Audit Recommendations Closed During First Quarter, Fiscal Year 2023-24

Approved by:



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

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2023-24 Internal Audit Plan
First Quarter Update**

ATTACHMENT A

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
Mandatory External Independent Audits							
Annual Financial Audits and Agreed-Upon Procedures (AUP) Reviews	FY24-001 through FY24-004	Develop and issue a request for proposals and scope of work for an independent audit firm to conduct audits of the Orange County Transportation Authority (OCTA) and related entities. Coordinate and report on annual financial and AUP reviews for fiscal year (FY) 2022-23.	Financial	470	68	402	
External Regulatory Audits	FY24-005	Coordinate and report on external audits by regulatory or funding agencies.	Compliance	40	4	36	
Internal Audit Department Projects							
Risk Assessment and Annual Audit Plan	FY24-100	Preparation of the annual audit plan, quarterly updates to the audit plan, and periodic assessment of risk throughout the year, including monitoring the audit results of related entities.	Audit Plan and Updates	180	38	142	
Quality Assurance and Self-Assessment	FY24-101	Update of Internal Audit Policies & Procedures. Annual self-assessment of the Internal Audit Department's (Internal Audit) compliance with Generally Accepted Government Auditing Standards.	Quality Assurance	180		180	
Fraud Hotline Activities	FY24-102	Administrative duties related to maintenance of the OCTA Fraud Hotline and work related to investigations of reports of fraud, waste, or abuse.	Fraud Hotline	120	19	101	2 Reports Received
Automated Workpaper Solution	FY24-103	System updates/training related to automated workpaper solution.	Workpaper System	40	1	39	
Internal Audits							
Express Lanes Program							
Operations and Management	FY24-5XX	Assess and test selected oversight, contract compliance, and/or invoice review controls related to the provision of services by Cofiroute USA, LLP.	Operational/ Compliance	340		340	
Security and Emergency Preparedness							
Transit Police Services	FY24-503	Assess and test selected oversight, contract compliance, performance reporting, and/or invoice review controls related to the agreement for provision of Transit Police Services.	Operational/ Compliance	280	202	78	In Process

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2023-24 Internal Audit Plan
First Quarter Update**

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
People and Community Engagement							
Life Insurance Benefits	FY23-505	Assess and test policies, procedures, and controls over administration of employee life insurance benefits.	Operational	26	12	14	Complete 8-7-23
Bus Advertising Revenue	FY23-516	Assess and test oversight and contract compliance controls related to the agreement for bus advertising.	Operational/ Compliance	120	149	(29)	Complete 8-31-23
Liability Claims Management	FY24-5XX	Assess and test controls related to administration and management of liability claims.	Operational	320		320	
Flexible Spending Accounts	FY24-XXX	Assess and test controls over the administration of employee flexible spending accounts.	Internal Control/ Compliance	200		200	
College Pass Program	FY24-XXX	Assess and test oversight, compliance, and performance of the College Pass Program.	Operational	220		220	
Capital Programs							
Anaheim Canyon Station Improvements	FY23-515	Assess and test oversight controls, contract compliance, and invoice review controls related to the Anaheim Canyon Station Improvements Project.	Internal Control/ Compliance	80	93	(13)	Complete 8-31-23
OC 405 Partners	FY24-5XX	Assess and test oversight controls, contract compliance, and invoice review controls related to the OC 405 design-build project.	Internal Control/ Compliance	360		360	
Operations							
OC ACCESS Service	FY24-XXX	Assess adequacy of oversight controls and test oversight, contract compliance, and invoice review controls related to the agreement with First Transit/TransDev for OC ACCESS transportation services.	Operational/ Compliance	320		320	
Regional Center of Orange County	FY24-502	Assess and test controls related to administration and operation of the agreements with Regional Center of Orange County and My Day Counts relating to transportation services.	Internal Control/ Operational	280	194	86	In Process
Vanpool	FY24-XXX	Assess and test controls and compliance related to the administration of the vanpool program.	Operational/ Compliance	180		180	

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2023-24 Internal Audit Plan
First Quarter Update**

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
Finance and Administration							
Treasury	FY24-501	Semi-annual review of investments: compliance, controls, and reporting.	Compliance	250	204	46	1 Report Issued 9-11-23
Accounts Payable	FY23-504	Assess and test controls over accounts payable operations.	Operational	320	297	24	In Process
Revenue Agreements	FY24-5XX	Assess and test controls over identification, tracking, and reporting of external revenue agreements.	Operational	280		280	
Cybersecurity	FY23-509	Design a scope of work and procure an audit consultant to evaluate OCTA's Cybersecurity program.	Internal Control/ Operational	8		8	Complete 5-31-23
OCTA Store Operations	FY24-504	Assess and test OCTA store operations to ensure adequate controls are in place to safeguard assets.	Internal Control/ Operational	280	84	196	In Process
Price Reviews	PR24-5XX	As requested by the Contracts Administration and Materials Management (Camm) Department, apply AUP to sole source, single bid, and architectural and engineering firm proposals.	Price Review	800	235	566	5 Reports Issued
Buy America	FY24-5XX	As requested by the Camm Department, apply AUP to determine compliance with Buy America requirements.	Buy America	300		300	
Unscheduled Reviews and Special Requests							
Unscheduled Reviews and Special Requests	FY24-800	Time allowed for unplanned audits and requests from the Board of Directors (Board) or management.	Varies	200		200	

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2023-24 Internal Audit Plan
First Quarter Update**

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
Monitoring Activities							
Measure M2 Taxpayer Oversight Committee (TOC)	FY24-601	Coordination of audit activities on behalf of the Audit Subcommittee of the TOC.	Administrative Support	60	54	6	
Metrolink Audit Activities	FY24-602	Review/monitor audit results of Metrolink activities.	Non-Audit Service	10		10	
Bus Base Inspections	FY24-603	At the request of the Operations Division, participate in annual base inspections.	Non-Audit Service	80	31.5	49	
Capital Asset Inventory Observation	FY24-604	At the request of the Finance and Administration Department, observe and apply limited procedures related to the bi-annual capital asset inventory counts.	Non-Audit Service	60		60	
Follow-Up Reviews							
Follow-Up Reviews and Reporting	FY24-700	Follow-up on the status of management's implementation of audit recommendations.	Follow-Up	280	145	136	
Total Audit Project Planned Hours (A)				6,684	1,829	4,855	

**Orange County Transportation Authority
Internal Audit Department
Fiscal Year 2023-24 Internal Audit Plan
First Quarter Update**

Audit Activity	Project Number	Description	Primary Audit Type	Planned Staff Hours	Staff Hours To Date	Under (Over)	Status (Date Issued)
Internal Audit Administration							
Board and Committee Meetings				180	33		
Executive Steering and Agenda Setting Meetings				170	31		
Internal Audit Staff Meetings				150	31		
Other Administration				1,500	350		
Total Hours (B)				8,684	2,273		
Department Target Efficiency (A/B)				75%	80%		
Target Efficiency - Professional Staff				80%	86%		

Contingency: Internal Audit

Project Controls	FY24-5XX	Assess the adequacy and effectiveness of internal controls over payment processing and project oversight exercised by the Project Controls section of Capital Programs.
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**Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023**

ATTACHMENT B

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
1/26/22	21-511	Executive Office	Physical Access Security	The Internal Audit Department (Internal Audit) recommends the Security and Emergency Preparedness (SEP) Department management develop, maintain, and test a comprehensive, appropriate, and up-to-date set of physical security plans, policies, and procedures. A written Access Control Policy and related procedures should be developed and published, and management should address requirements included in the Physical Security Policy for implementing gate controls at all facilities. Finally, management should implement a regular training program to inform employees as to security policies, procedures, and protocols.	Jan-24	Management will work to document all processes and review assigned policies. SEP will make updates to the Physical Security Policy to address gate controls and create a Physical Access Control Policy. These updates will be completed by June 30, 2022. A "Record of Changes" section has been added to security plans to document reviews and updates. Management has hired a consultant to review the Orange County Transportation Authority's (OCTA) policies, procedures, and security plans. The consultant will provide recommendations on program improvements, conduct a new Threat and Vulnerability Assessment, provide a new written security plan, and create a security training program to include curriculums for all employees. Management will implement a training program within 12 months.	<u>Update August 2022:</u> Updates to security plans, policies, and procedures have not yet been prepared and are expected to be completed between August and December 2022. <u>Update March 2023:</u> Certain policy updates are in process. Development of an updated Master Security Plan has been delayed and is now expected to be complete by the end of 2023. <u>Update September 2023:</u> Significant progress has been made; however, development of a Master Security Plan and a physical security training program are not yet complete. The contractor has experienced delays in producing these deliverables.
1/26/22	21-511	Executive Office	Physical Access Security	Internal Audit recommends management develop and implement written policies, procedures, and protocols that address the timely issuance, termination, and use of badges. These procedures should be referenced in contracts with Contracted Transportation Services (CTS) providers and be communicated to OCTA staff. Management should also ensure secondary controls are operating as intended.	Jan-24	Management is reviewing the issuance and termination of access badges in order to document processes. Management will work with other departments, including CTS, to advise of procedures for issuing and terminating access badges and encourage those departments to include procedures in their contracts, as appropriate. Additionally, management is currently reviewing and documenting procedures to ensure secondary controls are being utilized. Review and updating of procedures will conclude with the creation of a new Physical Access Policy to be completed by June 30, 2022.	<u>Update August 2022:</u> Management has not yet developed policies, procedures, and protocols to address timely issuance, termination, and use of access badges coordinated through OCTA. Management indicated that, while an Access Control Policy was originally expected to be completed by June 30, 2022, it has taken longer than expected due to the need to update the Physical Security Policy first. <u>Update March 2023:</u> Management expects an updated Access Control Policy to be completed soon, and updates to agreements with CTS providers are in process. <u>September 2023:</u> Significant progress has been made; however, monitoring controls outlined in the newly-developed Access Control System Policy have not yet been implemented.

Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
2/9/22	21-507	Operations Division (Operations)	Facilities Maintenance (FM) Operations	Internal Audit recommends management implement a perpetual inventory system to track purchasing activity and maintain inventory of all parts and supplies. Purchasing, storage, issuance, and disposal activities should be centralized and include controls to ensure proper authorization for purchases, physical security of inventory items, and proper assignment of costs to work orders.	Feb-24	FM contracts for parts and supplies will be transferred to the Contracts Administration and Materials Management (CAMM) Department by July 2022. By February 2023, FM parts and supplies stored outside of CAMM's control will be brought into the inventory system for proper storage and issuance. The current Enterprise Asset Management (EAM) system is not capable of assigning all costs to FM work orders; however, a new EAM system is being implemented and should be capable of properly assigning costs to work orders. The new EAM system is estimated to be fully implemented in mid-2023.	<u>Update September 2022:</u> Management has completed transferring contracts to CAMM and a process to bring FM parts inventory into CAMM for proper storage and issuance has been established and is on track to be completed by February 2023. As stated in the original response, the current asset management system is not capable of assigning all costs to work orders. A new system will be implemented in mid-2023. <u>Update March 2023:</u> Management is still in the process of implementing a centralized inventory system and expects that physical transfer of all inventory may take up to two years. <u>Updated August 2023:</u> Management is still in the process of transferring parts inventory to centralized CAMM control.
2/9/22	21-507	Operations and Finance and Administration (F&A) Division	FM Operations	Management should enhance its invoice review process to ensure compliance with OCTA's Vendor Payment Policy and contract payment terms. Vendor mark-ups should be discontinued from time-and-expense contracts. For contracts related to the purchase of parts and materials only, any items not listed on the price summary sheet should include supporting cost documentation. If mark-ups are to be allowed on parts-and-materials contracts, the proposed mark-ups should be incorporated into the evaluation of costs during the vendor selection process.	Feb-24	Management will immediately begin working on enhancing the current invoice cover page to include a checklist that will require acknowledgement of review for sufficient detail as to quantity and rates of costs and justification. To address the issue of providing sufficient detail and complying with contract terms, the checklist being developed will improve oversight. In terms of discontinuing vendor mark-ups in time-and-expense contracts, management will work with CAMM to develop a solution that will address the issue of vendor mark-ups as well as incorporating an evaluation of cost, if mark-ups are allowed, during the vendor selection process.	<u>Update September 2022:</u> Management has enhanced the invoice checklist to include review for sufficient detail as to quantity and rates. CAMM has implemented an evaluation methodology to assign a percentage of the cost score for items not listed on the price summary sheet. Management and CAMM continue to explore options including discounts from price sheets and using fair market values to justify and validate price mark-ups. <u>Update March 2023:</u> FM has enhanced its invoice review; however, CAMM staff needs to enhance its review of invoices for contracts that have been transferred to their control. <u>Update August 2023:</u> CAMM staff has implemented an invoice review checklist; however, Internal Audit identified some invoice payments that do not comply with contract terms and some vendors do not have published list prices, as referenced in the contracts and as required in order to validate discounts.

Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
8/23/22	22-512	Operations and F&A	Non-Revenue Vehicle Purchases and Assignment	Invoice review procedures should be enhanced to include validation of all charges. In addition, Accounts Payable should recover the identified duplicate payment and updated policies to reflect whether a three-way match process is allowable for vehicle purchases. Accounts Payable should consistently confirm the three-way match prior to payment and individuals who receive vehicles in the system should physically verify their delivery.	Oct-23	Management will implement an invoice review checklist to ensure sufficient detail is provided and verified. The policy will be updated to allow for the three-way match process and Accounts Payable will consistently confirm the match prior to payment. Staff receiving vehicles in the system will be required to physically verify receipt going forward. Finally, Accounts Payable will recover the duplicate payment identified.	<u>Update April 2023:</u> Management recovered the duplicate payment; however, invoice review procedures need to be further enhanced and staff receiving vehicles in the Ellipse system still do not physically verify receipt of the vehicles.
8/23/22	22-512	Operations and F&A	Non-Revenue Vehicle Purchases and Assignment	Management should enhance controls to ensure employees' eligibility to drive prior to granting a vehicle reservation. Management should re-evaluate whether employees should be allowed to reserve vehicles for weeks at a time. Finally, all relevant information should be reflected in the reservation system.	Oct-23	Management will work toward an automated solution for determining eligibility or develop an internal solution. Related policies will be updated as appropriate. Also, multi-day reservations will no longer be allowed and all reservation information will be entered into the system.	<u>Update April 2023:</u> General Services now allows only daily reservations and verifies eligibility to drive, as recommended; however, base management has not implemented a procedure to verify eligibility to drive. In some cases, the driver of the vehicle is still not being documented.
6/30/23	22-513	Operations	Follow-up: Independent Cost Estimates (ICE)	Maintenance Resource Management (MRM) should ensure proper oversight and monitoring of burn rate of towing services agreements. MRM should develop estimates to ensure funding is sufficient.	Jan-24	MRM reviews contract expirations, balances, and burn rates monthly using a spreadsheet located on the shared drive. In this case, towing services increased rapidly due to bus engine failures. Management will provide training and oversight of the tracking method and will explore adding a burn rate calculation to the invoice coversheet to provide information to invoice processors and approvers.	

**Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023**

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
1/10/23	23-503	People and Community Engagement (PACE)	Administrative Employee Mandatory Training and Employee Educational Reimbursements	Management should implement monitoring controls to ensure all administrative employees obtain mandatory training within required timeframes. Management should also ensure mandatory annual training is obtained and employee merit increases are withheld for non-compliance, as required by policy.	Jan-24	Management will implement monitoring controls to ensure all new administrative employees obtain mandatory training within required timeframes. Management will also implement monitoring controls to ensure mandatory annual training is completed by all administrative employees prior to merit increases and will meet with Human Resources Department staff to implement a process by March 31, 2023.	<u>Update July 2023:</u> Management has begun generating weekly reports of all new hires that have not completed new-hire training within the required timeframes; however, responsibility for follow-up of these reports has not yet been established.
2/28/23	23-501	PACE	Workers' Compensation Program	Management should enhance monthly reviews of Intercare's check payments to include review of temporary benefit calculations and settlement calculations with supporting documentation. Management should also review paper transactions and reconcile Intercare's listing of checks sent to OCTA to what has been received and deposited. Checks received by OCTA should be deposited in a timely manner. Finally, management should request Intercare provide a detailed invoice from Express Scripts to support payments.	Feb-24	Management will enhance monthly reviews as recommended and will reconcile the listing of checks sent to what has been received and deposited. Management will also request Intercare provide detailed information for Express Scripts payments.	<u>Update September 2023:</u> OCTA staff has begun reviewing temporary benefit calculations and settlement calculations with supporting documentation, paper transactions added to the check replenishment, and detailed information to support payments to the pharmacy provider; however, staff has not yet requested Intercare to submit listings of checks sent to OCTA, which should be reconciled to what OCTA has received and deposited.
3/10/23	23-512	CAMM	State and Federal Consulting Contracts	CAMM should ensure that procurements of state and federal contracts comply with all policy requirements.	Sep-23	CAMM will ensure evaluators complete evaluation forms and confirm scores to summary final scores and ensure all forms are on file, as required. CAMM will also ensure compliance with policy related to the number of evaluators required.	In Process.
5/8/23	23-508	Planning Division (Planning)	Measure M2 Comprehensive Transportation Funding Programs (CTFP) Project Audits	Management should enforce timely use of funds requirements or obtain Board of Directors' (Board) approval for exceptions to CTFP guidelines.	Nov-23	Management will consider either clarifying guidelines or seeking Board action on a case-by-case basis.	

Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
5/8/23	23-508	Planning	Measure M2 CTFP Project Audits	Management should perform follow-up with the County of Orange and the cities of Costa Mesa, Laguna Beach, and San Clemente on actions taken to address recommendations, including repayment of overcharges and duplicate charges by the City of Laguna Beach.	Nov-23	Direction to management provided in staff report. Management written response not required.	
6/5/23	23-513	Finance	Lost and Found Operations	Management should enhance controls to ensure found cash and checks/money orders received are properly recorded and reconciled to deposits and general ledger entries.	Dec-23	Management will enhance controls of found cash and checks/money orders received for auctioned items and will do so by improving tracking procedures through the internal database application. Management will also ensure staff works in collaboration with the Accounting and Financial Reporting Department to ensure accurate recording and reconciliation of deposits to the general ledger.	
6/13/23	23-514	PACE	Customer Information Center (CIC) Services: Alta Resources, Agreement No. C-0-2698	Management should improve timeliness of invoice review, approval, and processing and enforce requirements for contractor certification of invoices.	Dec-23	Management has advised the project manager and will implement oversight procedures to ensure timeliness of invoice processing and inclusion of required contractor certification by July 1, 2023.	
6/13/23	23-514	PACE	CIC Services: Alta Resources, Agreement No. C-0-2698	Management should review changes to key personnel and process amendments in a timely manner.	Dec-23	Management will implement procedures to ensure timely processing of amendments by July 1, 2023.	

Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
5/31/23	22-513	F&A	OCTA's Cybersecurity Program	Management should adopt and implement a policy that governs asset management and associated activities.	Nov-23	Management agreed to develop and implement a policy.	
5/31/23	22-514	F&A	OCTA's Cybersecurity Program	Management should implement a comprehensive vulnerability management program that includes identifying, assessing, prioritizing, remediating, and/or documenting vulnerabilities as "accepted risks" in a timely manner.	Nov-23	Management agreed and indicated that the current Vulnerability Policy will be enhanced and all issues will be remediated or documented as "accepted risks" in a timely manner going forward.	
5/31/23	22-515	F&A	OCTA's Cybersecurity Program	Management should update OCTA's Business Impact Analysis with direct input from the Cybersecurity Office and use results to inform the development, implementation, and maintenance of an updated Continuity of Operations Plan (COOP) and Disaster Recovery Plan (DRP), and test the DRP annually.	Nov-23	Management responded they are currently working with the Security and Emergency Preparedness Department to review and update the COOP. Management plans to create playbooks to further improve the business continuity and disaster recovery processes to ensure business requirements are met.	
5/31/23	22-514	F&A	OCTA's Cybersecurity Program	Management should strengthen the data protection and privacy program by adopting a comprehensive policy, designating an individual to define and communicate data and privacy requirements, and perform user access reviews at least every 90 days for all internal employees and third-party contractors that have OCTA user accounts and/or access to internal resources.	Nov-23	Management committed to implementing a comprehensive data protection and privacy program for all protected data and to designate the cybersecurity manager as the individual responsible to define and communicate data and privacy requirements. In addition, management agreed to implement user access reviews at least every 90 days.	

**Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023**

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
5/31/23	22-514	F&A	OCTA's Cybersecurity Program	Management should strengthen third-party security management by requiring third-party consultants working with OCTA data to be subject to the same training as OCTA employees and be required to acknowledge OCTA information technology and cybersecurity policies. In addition access reviews of these third-party consultants should be conducted.	Nov-23	Management agreed and proposed additional security queries of vendors on a periodic basis, as well as development and implementation of a process to ensure all consultants working with OCTA data receive cybersecurity training and follow the same policy requirements as OCTA employees.	
8/7/23	23-505	PACE	Life Insurance Benefits	Management should amend the Personnel and Salary Resolution (PSR) to accurately outline and/or reference age-related benefit reductions and should consult legal counsel about a resolution to the Coach Operator Collective Bargaining Agreement (CBA) language that does not disclose age-related deductions or benefits provided to spouse/domestic partner and children. Management should also consult legal counsel to determine if undisclosed reductions to benefits paid should be corrected.	Feb-24	Management indicated that a reference to the employee Benefits Guide, which outlines age-related reductions, will be included in the Fiscal Year 2024-2025 PSR. Management agreed to include a section on the age-related reductions applicable to Coach Operator Assault and Robbery Insurance, in the 2023 Coach Operator Benefits Guide. Management stated that legal counsel has advised that age-related benefit reductions disclosed in the Coach Operator Benefits Guide represent sufficient disclosure.	
8/7/23	23-505	PACE	Life Insurance Benefits	Management should develop procedures to ensure that benefit entries into the payroll system are reviewed for accuracy and the monthly invoice process be enhanced to include reconciliation of premiums collected versus premiums paid.	Feb-24	Management agreed to enhance procedures to include the review of benefit entries and reconciliation of premiums collected versus premiums paid and investigate variances.	

Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
8/7/23	23-505	PACE	Life Insurance Benefits	Management should implement procedures to ensure accuracy, completeness, and timely submission of claim forms, and monitor timeliness of claim payments. Management should also consider further efforts to determine whether interest applied to proceeds complies with California law.	Feb-24	Management stated they would request claim payment confirmations and track submission of claim forms regularly and will continue to request documentation for interest applied to proceeds in compliance with California law.	
8/7/23	23-505	PACE	Life Insurance Benefits	Management should implement controls to properly coordinate the timing of annual premium updates and calculation and processing of invoices to ensure accuracy. Additionally, management should reconcile the employee payroll deductions for supplemental life insurance with the payroll system data detailing premiums paid to VOYA and investigate any variances	Feb-24	Management indicated they would implement controls for timely annual premium updates and reconcile payroll deductions to premiums paid.	
8/31/23	23-516	PACE	Bus Advertising Revenue Program	Management should implement controls to verify accurate and complete reporting of revenues, enforce reporting requirements, monitor free advertisements, and require the contractor to certify statements and the project manager to document reviews.	Feb-24	Management agreed to implement oversight procedures effective December 1, 2023.	
8/31/23	23-515	F&A	Oversight Controls and Contract Compliance Related to the Anaheim Canyon Metrolink Station Project	Management should enhance controls to ensure all procurements exceeding the stated thresholds are presented as regular calendar items, as required.	Feb-24	CAMM will send a communication to all executive directors to reiterate the policy and will submit information to the Chief Financial Officer ahead of weekly agenda setting meetings to identify items that should be placed on the regular calendar based on their value.	

Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
8/31/23	23-515	Capital Programs and F&A	Oversight Controls and Contract Compliance Related to the Anaheim Canyon Metrolink Station Project	Extra work should not be authorized until a Change Directive (CD) has been issued to the construction contractor. Management should also ensure all documentation to validate pricing is included in Contract Change Order (CCO) back-up files. Management should also ensure contract files include final amendment proposals and support for Other Direct Costs (ODC). Labor rates of sole proprietors should be validated and amendment proposals for fixed price contracts should include employee names rather than labor categories.	Feb-24	Management will remind the construction management teams that extra work shall not begin until a CD has been documented and issued to the contractor. Also, project staff will review construction CCOs to ensure backups include all relevant documentation to validate pricing. CAMM will develop procedures to validate rates of sole proprietors and will conduct training on the process. CAMM will ensure final, signed cost proposals are on file and, for fixed price contracts, will encourage consultants to identify named personnel.	
8/31/23	23-515	F&A	Oversight Controls and Contract Compliance Related to the Anaheim Canyon Metrolink Station Project	Management should not authorize work until contract authority has been obtained. Management should consistently obtain payroll registers for all staff billed under labor classifications and should obtain cost support for any ODC billed but not listed in the contract. Management should also require construction managers (CM) to prepare quantity sheets to support billed CCO items.	Feb-24	Management will remind project and CM teams to ensure that vendors do not submit invoices for work not yet authorized, and that all documentation requirements for payment are met. Should a deviation be required, pre-approval from the OCTA project manager and CAMM contract manager will be documented and included in the invoice or payment application before being processed.	
9/11/23	24-501	F&A	Investments: Compliance, Controls and Reporting, January 1, 2023 through June 30, 2023	Treasury should prepare daily cash forecasts on a timely basis and the Treasury manager should perform all steps on the checklist prior to presenting the investment reports to the F&A Committee. All forecasts, checklists, worksheets, and reports that require manager review should include a date stamp, such as the Foxit software approval stamp, to evidence timely review.	Mar-24	Management agreed to complete and electronically date stamp daily cash reports and ensure that checklists are signed and electronically date stamped to evidence timely review.	

**Outstanding Audit Recommendations
Audit Reports Issued Through
September 30, 2023**

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Initiate Next Update	Management Response	Internal Audit Status
9/11/23	24-501	F&A	Investments: Compliance, Controls and Reporting, January 1, 2023 through June 30, 2023	Treasury should provide monthly investment reports to the F&A Committee within 45 days of quarterly month end, consistent with the benchmark outlined in the government code for quarterly reports.	Mar-24	Management agreed to target taking the final monthly report of each quarter to the F&A Committee within 45 days of the end of the quarter.	

**Audit Recommendations Closed During
First Quarter, Fiscal Year 2023-24**

ATTACHMENT C

Audit Issue Date	Report Number	Division/ Department/ Agency	Audit Name	Recommendation	Internal Audit Status Comments
1/26/22	21-511	Executive Office	Physical Access Security	Internal Audit recommends management define and document responsibilities, policies, and procedures related to physical access security and incorporate appropriate language in the Contracted Transportation Service (CTS) provider contracts. Written procedures for coordination with OCTA should be provided to CTS. Management should consider permitting CTS providers with access to Lenel system reports and/or notifications of access breaches and events.	Management incorporated appropriate language into CTS provider contracts and CTS providers now have access to the system and receive notifications of access breaches and events. In addition, management developed and issued an Access Control System Policy and has developed an online portal for requests for identification badge issuance, deletion and/or modification.
7/13/22	22-505	Contracts Administration and Materials Management (CAMP) and Capital Programs	Oversight Controls and Contract Compliance related to the OC Streetcar Design and Construction Management	Management should reconsider use of a schedule of values (SOV) in firm-fixed priced contracts and initiate amendments in a timely manner. Management should also recover identified overbillings and unallowable charges and disallow payments for services not allowed by the SOVs.	Management removed the Schedule of Values in Amendment 12 to Agreement No. C-5-3337 with HNTB Corporation. Management also withheld \$160,712 in identified overbillings from a retention release. Internal Audit made an additional recommendation that management recover overbillings that occurred from January to April 2022, after the audit period. As of September 2023, management deducted overbillings from January to April 2022, as recommended.
7/13/22	22-505	CAMP and Capital Programs	Oversight Controls and Contract Compliance related to the OC Streetcar Design and Construction	Management should enhance controls over escalation when adding new staff, and ensure that the pricing of amendment values is based on the original contract or proposal rates.	Management has developed procedures for adding named staff via offer letters and has implemented controls to ensure accurate pricing of amendment values.
7/13/22	22-505	Capital Programs	Oversight Controls and Contract Compliance related to the OC Streetcar Design and Construction Management	Management should recover overbillings and require all subconsultants to submit timesheets, and enforce advance approval requirements.	Management deducted \$987.63 in identified overbillings and is now obtaining time logs from the subconsultant. The timeliness of management's approval of overtime requests has also improved.
10/25/22	22-513	CAMP	Independent Cost Estimates (ICE)	CAMP should ensure ICEs include adequate detail support and are submitted in accordance with policies. CAMP should provide training to advise project managers that pricing should not be solicited directly from vendors and provide information on how and where to obtain pricing data for proper development of estimates.	Management revised policies and procedures to specify that ICEs be provided prior to the start of the solicitation process. CAMP also conducted two training sessions on how to complete an ICE and another on procurement policies and procedures.
10/25/22	22-513	F&A	ICE	Management should develop tools to ensure proper oversight and management of the identified consulting services contract. This should include regular monitoring of contract burn rate and development of reasonable estimates to ensure funding is sufficient to achieve objectives.	Management has created a series of dashboards to enhance the monitoring of contract balances and forecasted burn rate.

**Audit Recommendations Closed During
First Quarter, Fiscal Year 2023-24**

1/10/23	23-503	People and Community Engagement (PACE)	Administrative Employee Mandatory Training and Employee Educational Reimbursements	Management should improve controls to avoid duplicate reimbursements and to ensure all required documentation is on file. The system should be updated to accurately reflect payments and carryover amounts, and management should improve organization of supporting documentation. Management should obtain reimbursement from employees that received duplicate payments and should address payments made to employees over the allowable educational reimbursement limit. Going forward, management should implement effective controls for monitoring employee educational reimbursement activities for compliance with policy.	Management has improved controls and uses a payment tracker to track all educational reimbursement payments submitted. The application was enhanced to ensure employees and not paid over the Internal Revenue Service limit. Management recovered amounts due from the two employees that were overpaid.
2/28/23	23-501	PACE	Workers' Compensation Program	Management should add Intercare service providers to the contract as subconsultants and identify their rates and fees. Once rates are identified in the contract, management should implement controls to ensure rates invoiced by the subcontractors agree to the contract rates.	Management has amended the agreement to add a subcontractor list with rates and fees.
2/28/23	23-501	PACE	Workers' Compensation Program	Management should implement a process to ensure adequate review and monitoring of monthly bank account details and reconciliations.	The Orange County Transportation Authority's (OCTA) Accounting Manager now receives and documents review of the Intercare bank account reconciliation.
2/28/23	23-501	PACE	Workers' Compensation Program	Management should request that Intercare standardize the calculation of temporary disability benefits. Intercare should instruct adjustors to use the first day of the beginning payroll period, instead of the pay period end date, in tallying the number of days of pay. Adjustors should also be instructed to consistently check for payment of light-duty and holidays before calculating temporary disability benefits. Finally, management should request Intercare recover the \$1,553.60 overpayment.	Intercare has standardized its temporary disability benefit calculations, including fields for the pay period start and end dates, and credited its check replenishment by the \$1,553.60 overpayment. Since injured workers on light duty are working full-time, there is no need to calculate temporary partial disability which would require checking for payment of light duty and holiday pay.
3/20/23	23-510	Operations and CAMM	OC ACCESS Service Eligibility	Management should implement controls to ensure Medical Transportation Management, Incorporated (MTM) is providing key staff and qualified staff, as outlined in the contract. The process for notification, review, and update to MTM contract staffing should be improved to ensure that required staff is being provided, contract amendments to reflect staffing changes are processed timely, and access to OCTA's Trapeze system is terminated promptly upon termination of contract staff.	Management has implemented controls to ensure timely notification and contract amendments for key personnel, and has also amended the contract to remove requirements for specific employee qualifications and/or certifications. Management also implemented procedures to ensure timely notification and removal of system access upon employee termination.
3/28/23	23-507	F&A	Investments: Compliance, Controls, and Reporting July 1 through December 31, 2022	Management should consistently obtain secondary review of the monthly Investment and Debt Programs report and enhance review to include increased oversight over the presentation of individual securities.	During the subsequent audit for the period of January 1 through June 30, 2023, we noted that the investment security descriptions included in the Investment and Debt Programs Reports were accurate and review checklists were signed by a secondary reviewer.

**Audit Recommendations Closed During
First Quarter, Fiscal Year 2023-24**

3/29/23	23-507	F&A	Investments: Compliance, Controls, and Reporting July 1 through December 31, 2022	Management should add notes to Clearwater holdings reports to address potential violations and ensure all notes are prepared in a timely manner.	Testing during the subsequent audit for the period of January 1 through June 30, 2023, there were no issues with comprehensive documentation related to the six tested Clearwater weekly holdings reports. The notes addressing the flagged violations in the Clearwater compliance module appeared to have been recorded on a timely basis.
3/30/23	23-507	F&A	Investments: Compliance, Controls, and Reporting July 1 through December 31, 2024	Management should reconcile all accounts, including zero-balance accounts and ensure timely approval of reconciliations.	Management has developed controls to ensure timely approval and reconciliation of all accounts, including zero-balance accounts.
3/31/23	23-507	F&A	Investments: Compliance, Controls, and Reporting July 1 through December 31, 2025	Management should obtain detailed support for invoiced charges by the financial advisor and ensure that when a key personnel's classification is changed, and such change is acceptable to management, the contract is amended accordingly.	Testing during the subsequent audit for the period of January 1 through June 30, 2023, noted no invoice discrepancies.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

A handwritten signature in black ink, appearing to read 'Andrea West', is written over the printed name 'Andrea West, Clerk of the Board'.

Subject: Adopt Resolution Authorizing the Executive Director of Capital Programs or Designee to Execute Right-of-Way Certifications

Regional Transportation Planning Committee Meeting of November 6, 2023

Present: Directors Chaffee, Do, Dumitru, Federico, Foley, and Harper
Absent: Director Khan

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Adopt Resolution No. 2023-061 authorizing the Executive Director of Capital Programs or designee to execute right-of-way certifications.



November 6, 2023

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Adopt Resolution Authorizing the Executive Director of Capital Programs or Designee to Execute Right-of-Way Certifications

Overview

The Orange County Transportation Authority is currently acquiring and managing numerous properties required for the construction and delivery of capital improvement projects. As part of the acquisition and management process, the Orange County Transportation Authority must, by general resolution, authorize certain policies and procedures to implement this process in compliance with federal and state laws. The current Real Property Policies and Procedures Manual, dated August 2022, was approved by the Board of Directors with the adoption of Resolution 2022-052 on August 22, 2022. Staff is now requesting a separate resolution authorizing the Executive Director of Capital Programs or designee to execute right-of-way certifications.

Recommendation

Adopt Resolution No. 2023-061 authorizing the Executive Director of Capital Programs or designee to execute right-of-way certifications.

Background

In the course of developing and delivering transportation projects, the acquisition of public and private properties may be required to implement the project. Although extensive efforts are made during the design process to minimize impacts to property owners, some projects require the acquisition of public and private properties. Orange County Transportation Authority (OCTA) staff follows the current Board of Directors (Board)-approved Real Property Policies and Procedures Manual, dated August (Current Policies Manual), to properly handle the acquisition and management of property. The approved Current Policies Manual is intended to describe the internal steps that OCTA takes to ensure compliance with federal and state laws.

Discussion

Staff is seeking approval to implement a separate resolution that authorizes the Executive Director of Capital Programs, or designee, to execute right-of-way (ROW) certifications (Attachment A). This request is being made on behalf of the California Department of Transportation (Caltrans) who have determined it is needed to comply with the Caltrans ROW Manual. This resolution is consistent with OCTA's Current Policies Manual as approved by the previous resolution of the Board.

When implementing projects, the Real Property Department is responsible for acquiring property, relocating utilities, and completing other ROW activities necessary to clear a path for construction activities to be completed without delay. The Executive Director of Capital Programs oversees all responsibilities of the Real Property Department. The Current Policies Manual allows the Executive Director of Capital Programs to execute and approve ROW Certifications.

ROW certification is a written statement summarizing the status of all ROW-related matters pertaining to a proposed construction project. The purpose of the ROW certification is to document that the construction project is ready for advertising and states that real property interests have been, or are being, secured, physical obstructions including utilities and railroads have been, or will be, removed, relocated, or protected as required for construction, and ROW acquisition and relocation assistance program requirements were conducted in accordance with applicable federal and state laws and procedures.

Caltrans policy requires a ROW certification to be executed prior to a construction project achieving the Ready to List (RTL) certification milestone. The RTL certification documents that all applicable design, ROW, environmental, regulatory, and statutory conditions have been addressed prior to the advertisement of the project for construction bids.

The Caltrans ROW Manual requires that an agency such as OCTA adopt a resolution that specifically names the individual or job title that has the authorization to execute ROW certifications. OCTA's Current Policies Manual authorizes the Executive Director of Capital Programs as the individual authorized to execute ROW certifications; however, there is no accompanying resolution specifically noting the authorization. Based on a recent review of policies, Caltrans is requiring OCTA to provide a separate specific resolution naming that individual by title in order to accept a ROW certification signed by the Executive Director of Capital Programs.

**Adopt Resolution Authorizing the Executive Director of
Capital Programs or Designee to Execute Right-of-Way
Certifications**

Page 3

Summary

Staff recommends the Board of Directors adopt Resolution No. 2023-061 authorizing the Executive Director of Capital Programs or designee to execute all ROW certifications consistent with Resolution No. 2022-052 authorizing procedures outlined in OCTA's Current Policies Manual.

Attachment

A. Resolution No. 2023-061

Prepared by:



Joe Gallardo
Manager, Real Property
(714) 560-5546

Approved by:



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

RESOLUTION NO. 2023-061

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY AUTHORIZE THE EXECUTIVE DIRECTOR, CAPITAL PROGRAMS, OR DESIGNEE, TO EXECUTE ALL RIGHT-OF-WAY CERTIFICATIONS

WHEREAS, The Orange County Transportation Authority (OCTA) is undertaking the construction of ongoing and future capital projects;

WHEREAS, as a requirement for receiving state and federal funding in regard to such projects, OCTA must certify that it has obtained legal and physical possession of all properties within the limits of the projects, in accordance with policies and procedures established by the California Department of Transportation;

WHEREAS, as a part of the requirement for receiving state and federal funding in regard to such projects, the OCTA Board of Directors previously adopted Resolution 2010-004 authorizing the Executive Director, Development Division, or designee, to execute right-of-way certifications;

WHEREAS, OCTA has since updated its Real Property Policies and Procedures Manual ("Manual") pursuant to Resolutions 2013-072 and 2022-052, including provisions related to right-of-way certifications and confirms that Resolution 2010-004 should be superseded to conform to these updated provisions of the Manual;

WHEREAS, OCTA may, by general resolution, authorize an officer or agent to act on behalf of the Board of Directors in certain matters and it is in the interest of convenience and efficiency to designate the Executive Director, Capital Programs, or designee, as the officer now authorized to execute said right-of-way certifications;

NOW, THEREFORE, BE IT RESOLVED that the OCTA Board of Directors find as follows:

1. That all of the above recitations are true and correct.
2. That the Executive Director, Capital Programs, is hereby authorized to execute right-of-way certifications on behalf of the Authority in order to comply with Caltrans and the Federal government any amendments or revisions thereof.

PASSED, ADOPTED and APPROVED on this _____ day of _____, 2023.

GENE HERNANDEZ, CHAIRMAN
ORANGE COUNTY TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

JAMES M. DONICH
GENERAL COUNSEL

ATTEST:

I, Andrea West, Clerk of the Board of Directors of the Orange County Transportation Authority, do hereby certify that the foregoing Resolution No. 2023-061, by the following votes:

AYES:

NOES:

ABSENT:

ANDREA WEST
CLERK OF THE BOARD



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Fiscal Year 2022-23 Fourth Quarter Budget Status Report

Finance and Administration Committee Meeting of October 25, 2023

Present: Directors Do, Goodell, Harper, Hennessey, Jones, and Sarmiento
Absent: Director Federico

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



October 25, 2023

To: Finance and Administration Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Fiscal Year 2022-23 Fourth Quarter Budget Status Report

Overview

Orange County Transportation Authority staff has implemented the fiscal year 2022-23 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the fourth quarter of fiscal year 2022-23.

Recommendation

Receive and file as an information item.

Background

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2022-23 Budget on June 13, 2022. The approved budget itemized the anticipated revenues and expenses necessary to deliver OCTA's transportation programs and projects.

The balanced budget as originally approved by the Board in June was \$1.65 billion. Sources of funds were comprised of \$1.235 billion in current FY revenues and \$415 million in use of prior year designations. Uses of funds were comprised of \$1.445 billion of current FY expenditures and \$205 million of designations.

Discussion

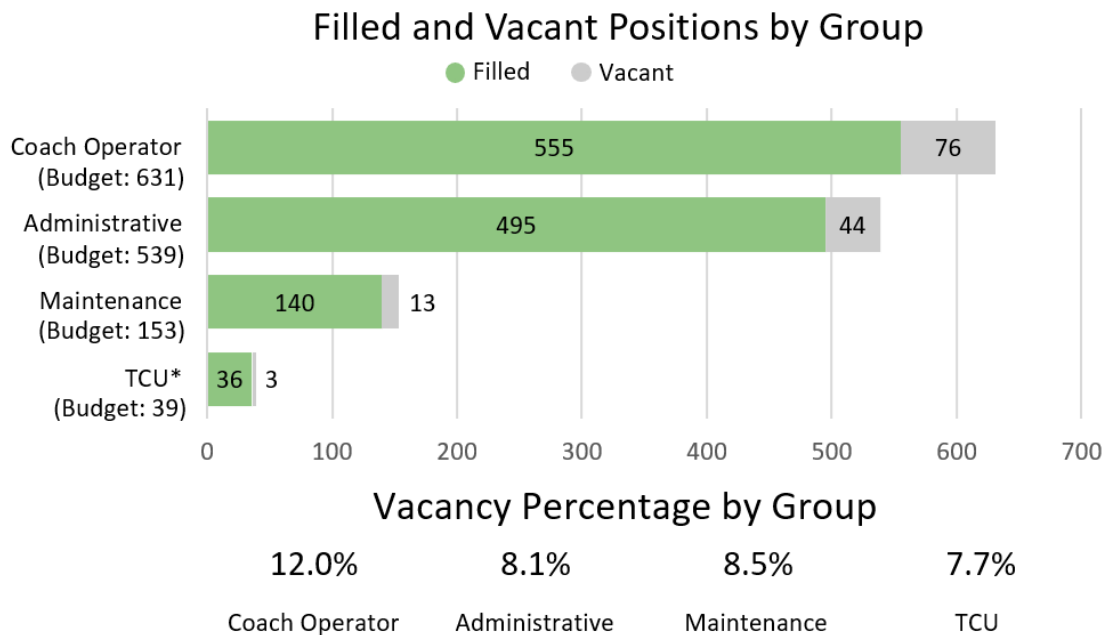
Staff monitors and analyzes revenues and expenditures versus the working budget. This report provides a summary level overview of staffing levels and explanations for material budget to actual variances within each pertinent OCTA program. The OCTA programs included are Bus, Regional Rail, 91 Express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

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

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

Staffing

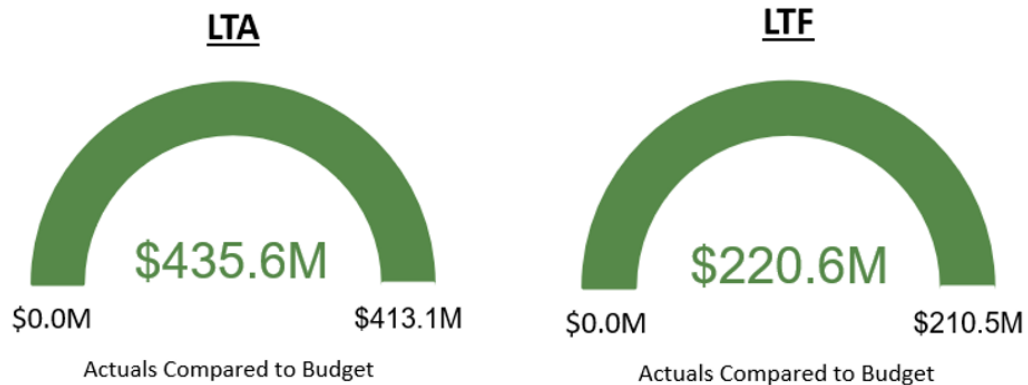
Total salaries and benefits were \$12.7 million under the budget. This is primarily due to vacancies agency-wide; vacancy details are provided in the graph below.



*TCU - Transportation Communications International Union

Sales Tax Receipts

The charts below provide a FY snapshot for both the Local Transportation Authority (LTA) M2 Program and Local Transportation Fund (LTF) Bus Program sales tax revenues against the budget. Sales tax receipts outperformed the budget through the fourth quarter. LTA sales tax receipts of \$435.6 million were \$22.5 million higher than the budget and LTF sales tax receipts of \$220.6 million were \$10.1 million higher than the budget.



Major Programs

Bus Program



Operating Revenue

\$457.6M

\$453.9M Annual Budget

Operating Expense

\$445.5M

\$453.9M Annual Budget

Bus Program operating revenue of \$457.6 million was \$3.7 million over budget. This is primarily due to LTF sales tax outperforming the budget. Bus Program operating expenses of \$445.5 million were \$8.4 million under the budget. This is primarily due to lower than anticipated expenditures on contracted services as well as the staffing vacancies.

Capital Revenue

\$81.9M

\$206.8M Annual Budget

Capital Expense

\$38.7M

\$206.8M Annual Budget

Bus Program capital revenue of \$81.9 million was \$124.9 million under the budget due to less than anticipated revenue reimbursements based on lower capital expenses than budgeted. Capital revenue is often sought on a reimbursement basis after capital expenditures have occurred; therefore, underruns in capital revenue are often due to timing of capital expenditures. Bus Program capital expenses underran the budget of \$206.8 million by \$168.1 million, which is primarily due to the timing of procurement for paratransit buses which will not occur until FY 2023-24.

Rail Program



Operating Revenue

\$45.8M

\$43.1M Annual Budget



Operating Expense

\$45.8M

\$43.1M Annual Budget



Rail Program operating revenue of \$45.8 million was \$2.7 million over the budget. This was primarily due to reimbursements for work performed on the Orange County Maintenance Facility and Anaheim Canyon Station in the previous FY. Operating expenses of \$45.8 million were \$2.7 million over the budget, primarily due to expenses for the emergency slope stabilization project.

Capital Revenue

\$12.6M

\$21.1M Annual Budget



Capital Expense

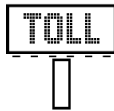
\$10.6M

\$21.1M Annual Budget



Rail Program capital revenue of \$12.6 million was \$8.5 million under the budget due to the timing of capital expenses. Capital revenue is sought on a reimbursement basis after capital expenditures have occurred. Capital expenses of \$10.6 million were \$10.5 million under budget primarily due to the timing of construction for slope stabilization projects between the cities of Mission Viejo and Laguna Niguel as well as the timing of change orders for Mile Post 206.8 emergency repairs that will continue into FY 2023-24.

91 Express Lanes Program



Operating Revenue

\$81.2M

\$69.8M Annual Budget



Operating Expense

\$28.8M

\$69.8M Annual Budget



The 91 Express Lanes Program operating revenue of \$81.2 million exceeded the budget by \$11.4 million, primarily due to higher than anticipated adjustments to rates and conservative budgeting. Operating expenses of \$28.8 million underran by \$41 million, primarily due to the timing of contributions to the State Route 91 Riverside Freeway improvements between State Route 57 and State Route 55 (Project I) as well as lower than anticipated expenses for

professional services, office costs, and equipment/maintenance. Staff anticipates expenses will occur in FY 2023-24.

Capital Revenue

\$24.1M

\$26.8M Annual Budget

**Capital Expense**

\$24.1M

\$26.8M Annual Budget



The 91 Express Lanes Program capital revenue of \$24.1 million was \$2.7 million under the budget. Capital revenue is often sought on a reimbursement basis after capital expenditures have occurred; therefore, underruns in capital revenue are often due to timing of capital expenditures. In this case, capital expenses of \$24.1 million were \$2.7 million under budget which is in alignment with the underrun in revenue and is primarily due to the timing of the electronic toll and traffic management system and 91 Express Lanes back-office system. Though expenditures are occurring on these projects, both have been re-budgeted in the next FY.

Motorist Services Program**Operating Revenue**

\$12.5M

\$10.6M Annual Budget

**Operating Expense**

\$9.3M

\$10.6M Annual Budget

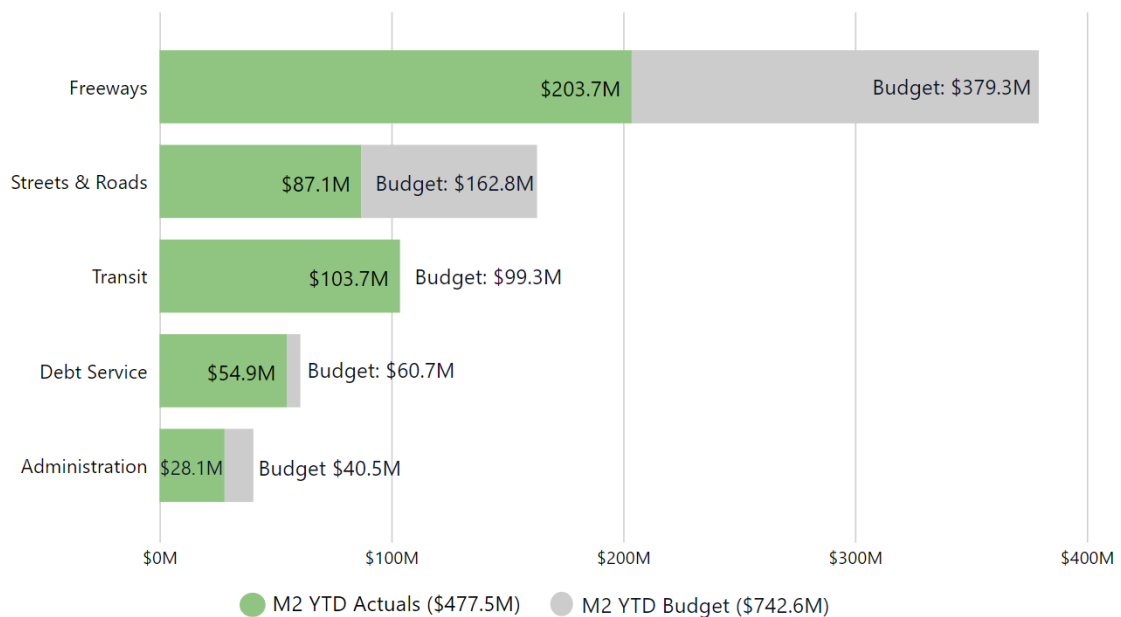


Motorist services operating revenue of \$12.5 million overran the budget by \$1.9 million. This was primarily due to the timing of revenues received from the California Department of Transportation for the Freeway Service Patrol Program. Motorist services operating expenses were \$1.3 million lower than budget primarily due to lower fuel rates than budgeted for the Freeway Service Patrol tow service and the timing of the pending 511 Program agreement with the Los Angeles County Service Authority for freeway emergencies.

M2 Program

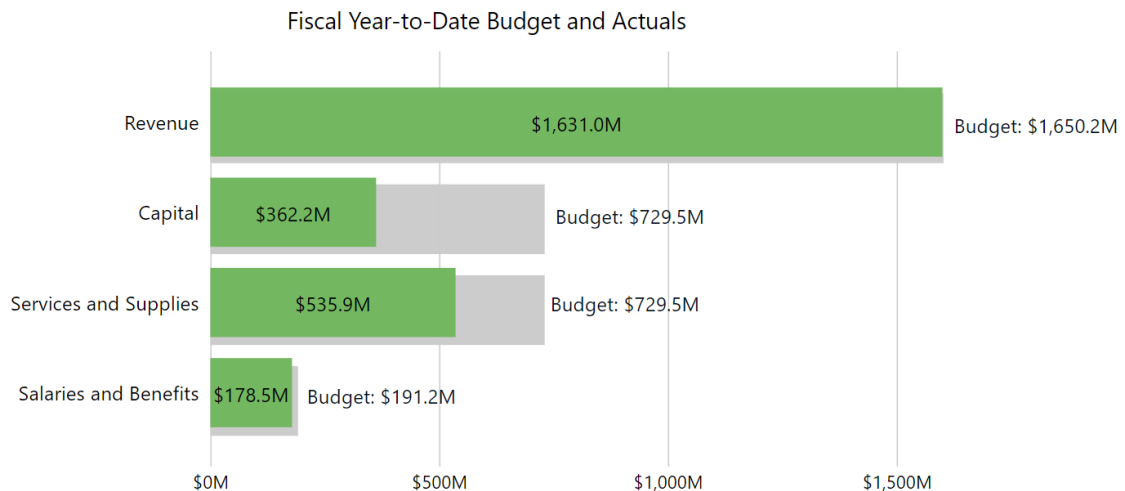


M2 Program Budget and Actuals by Mode



Total actual expenses for the M2 Program of \$477.5 million underran the budget by \$265.2 million, primarily due to the timing of construction and right-of-way (ROW) for the State Route 55 (SR-55) Costa Mesa Freeway improvements (\$101.5 million), Interstate 5 (I-5) to El Toro Road Project (\$42.4 million), and State Route 91 Riverside Freeway improvements (\$32.4 million). In addition, there were lower than anticipated payment requests for the Regional Traffic Signal Synchronization Program (\$40 million) and Regional Capacity Program improvements (\$35.4 million).

Summary



Overall, revenue of \$1,631 million underran the budget by \$19.2 million, primarily due to lower than anticipated revenue reimbursements for capital expenditures based on lower than anticipated spending. Most of the expenditures are anticipated to take place in FY 2023-24 and the revenue will then be sought for reimbursement.

Operating expenses of \$535.9 million were \$193.6 million under budget primarily due to an underrun in contributions to local agencies based on less project payment requests for competitive M2 programs such as the Regional Capacity Program and Regional Traffic Signal Synchronization Program. Additionally, contracted services, as-needed services and supplies, and ROW support services contributed to the underrun.

Capital expenses of \$362.2 million were \$367.3 million under budget, primarily due to lower than anticipated expenses for SR-55 improvements and the timing of the procurement for paratransit buses.

Salaries and benefits of \$178.5 million underran the budget by \$12.7 million, primarily due to vacancies in the coach operator and administrative groups.

Attachment

A. FY 2022-23 Fourth Quarter Budget Status Summary

Prepared by:



Victor Velasquez
Department Manager,
Financial Planning and Analysis
(714) 560-5592

Approved by:



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

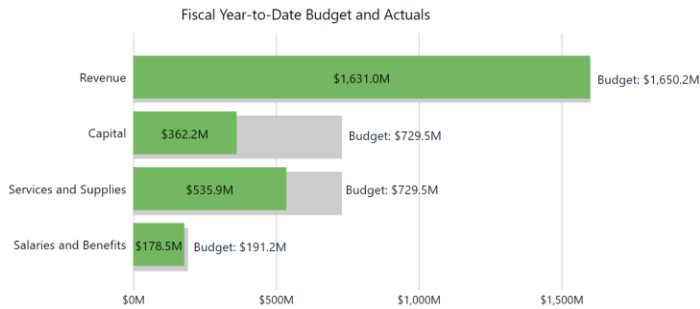


FY 2022-23 Fourth Quarter Budget Status Summary

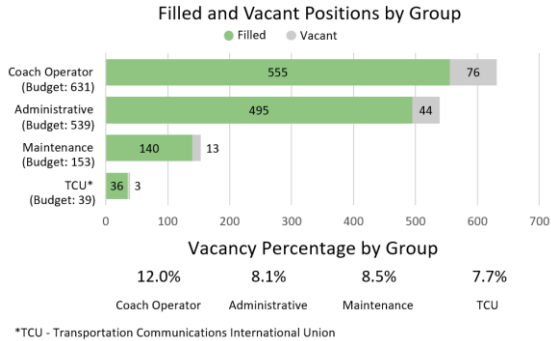
ATTACHMENT A

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

Total Authority



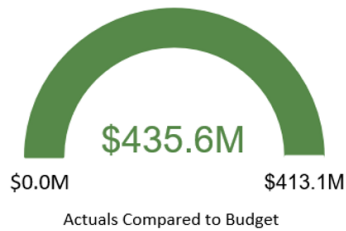
Staffing



Sales Tax Receipts

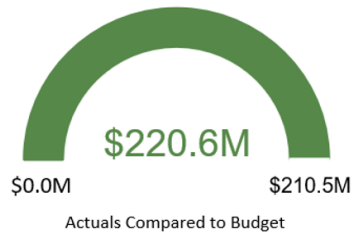
Local Transportation Authority (LTA)

LTA



Local Transportation Fund (LTF)

LTF



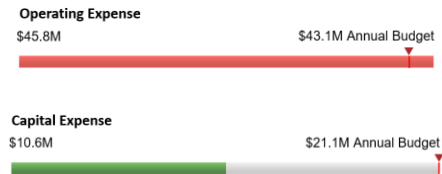
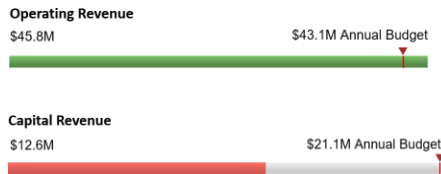
Major Operating Programs

Year-to-Date (YTD)

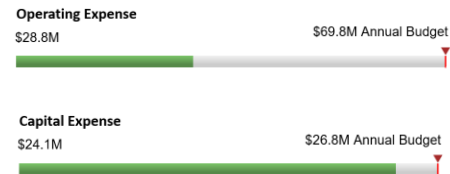
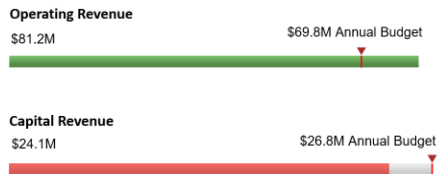
Bus Program



Rail Program



91 Express Lanes Program



Motorist Services Program





COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Orange County Transportation Authority Investment and Debt Programs Report – August 2023

Finance and Administration Committee Meeting of October 25, 2023

Present: Directors Do, Goodell, Harper, Hennessey, Jones, and Sarmiento

Absent: Director Federico

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



October 25, 2023

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority Investment and Debt Programs Report – August 2023

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending August 31, 2023.

Recommendation

Receive and file as an information item.

Discussion

As of August 31, 2023, the Orange County Transportation Authority's (OCTA) outstanding investments totaled \$2.4 billion. The portfolio is divided into three managed portfolios: the liquid portfolio for immediate cash needs, the short-term portfolio for future budgeted expenditures, and the bond proceeds portfolio to meet Measure M2 (M2) transportation program needs. In addition to these portfolios, OCTA has funds invested in debt service reserve funds for the 91 Express Lanes Program.

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

The weighted average book yield for the OCTA portfolio is 3.2 percent. The book yield measures the exact income, or interest, on a bond without regard to market

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

OCTA's month-end balance in the Local Agency Investment Fund was \$6,683,889, with an average monthly effective yield of 3.43 percent. OCTA's month-end balance in the Orange County Investment Pool (OCIP) was \$629,721. For the month of July, the monthly gross yield for the OCIP was 3.81 percent. The yield for the month of August will be received in September.

During the month of August, various securities held within OCTA's investment portfolio were downgraded and placed on negative credit watch. Please refer to A-8 (Rating Downgrades and Negative Credit Watch) of Attachment A for further details. As of August 31, 2023, the securities reflected on A-8 still meet the minimum ratings requirements set forth by OCTA's Investment Policy.

OCTA's debt program is separate from its investment program and is comprised of M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, and 2021 Transportation Infrastructure Finance and Innovation Act Loan. The debt program currently has an outstanding principal balance of \$1.3 billion as of August 31, 2023. Approximately 47.2 percent of the outstanding balance is comprised of M2 debt, 3.8 percent is associated with the 91 Express Lanes Program, and 49 percent is associated with the 405 Express Lanes.

Summary

The Treasurer is submitting a copy of the Orange County Transportation Authority Investment and Debt Programs report to the Finance and Administration Committee. The report is for the month ending August 31, 2023.

Attachments

- A. Orange County Transportation Authority Investment and Debt Programs
– For the Period Ending August 31, 2023
- B. Orange County Transportation Authority Portfolio Listing as of
August 31, 2023

Prepared by:



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

Approved by:



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

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

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



**Presented to the
Finance and Administration Committee**

**For The Period Ending
August 31, 2023**

INVESTMENT PROGRAM

OCTA Investment Dashboard

8/31/2023

Safety of Principal

Securities that fell below OCTA's minimum credit quality requirements during the month of August 2023:
Not applicable.

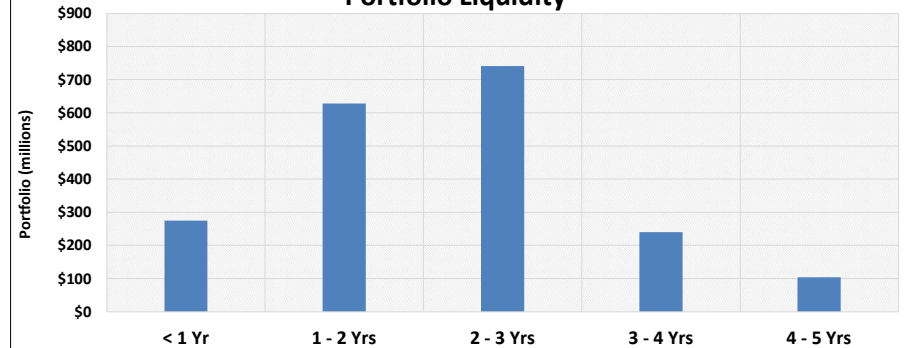
Securities currently held within OCTA's portfolio that fell below OCTA's minimum credit quality requirements during prior reporting periods:
Not applicable.

Securities downgraded or placed on Negative Credit Watch during the month of August 2023, but remain in compliance with OCTA's Investment Policy:

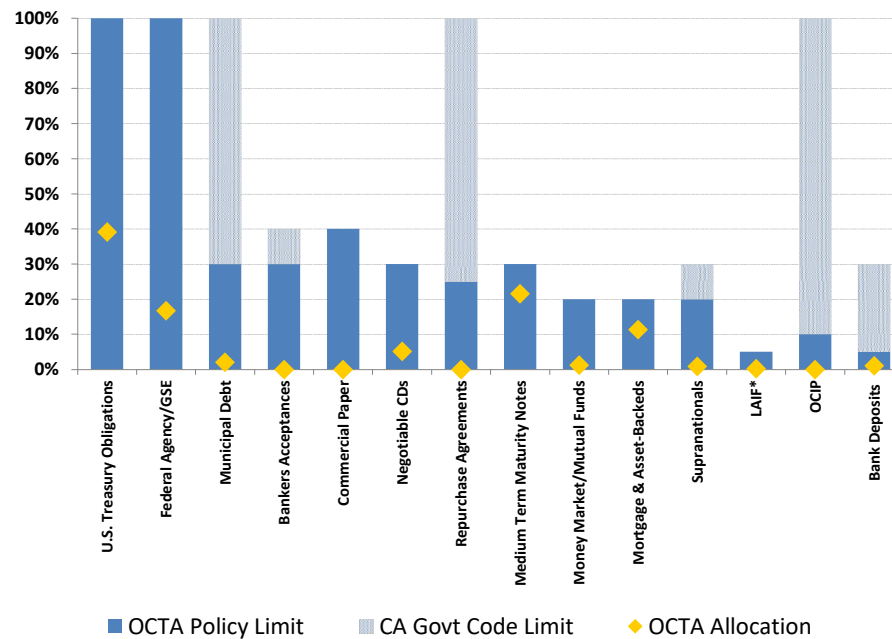
Various securities held within OCTA's investment portfolio were downgraded or placed on Negative Credit Watch for the month.

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

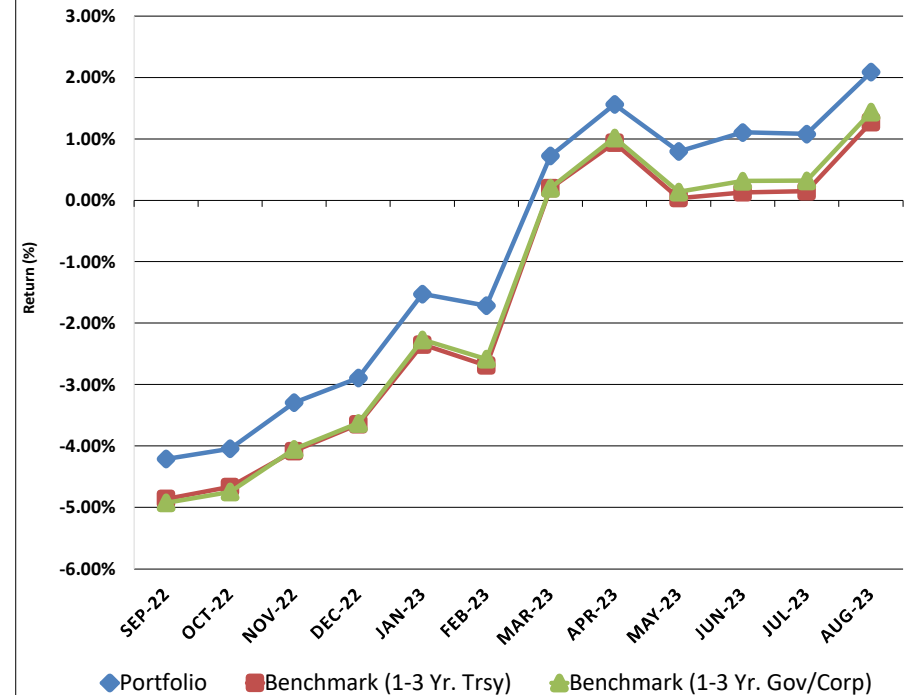
Portfolio Liquidity



Portfolio Diversification



Portfolio Return - 12 Month



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

** Per OCTA's Investment Policy the limit is 30% for variable and floating rate securities. As of August 31, 2023, 7.5% of the portfolio was invested in variable & floating rate securities.

Investment Compliance

8/31/2023

Portfolio Subject to Investment Policy			
	Dollar Amount	Percent Of	Investment Policy
Short-Term/Liquid Portfolio ¹	Invested	Portfolio	Max. Percentages
U.S. Treasury Obligations	\$ 835,880,287	39.2%	100%
Federal Agency/GSE	358,317,641	16.8%	100%
Municipal Debt	\$ 44,880,577	2.1%	30%
Commercial Paper	-	0.0%	40%
Negotiable Certificates of Deposit	\$ 111,475,000	5.2%	30%
Repurchase Agreements	-	0.0%	25%
Medium Term Maturity Notes/Corporates	\$ 461,119,130	21.6%	30%
Money Market/Mutual Funds	28,016,126	1.3%	20%
Mortgage & Asset-Backed	\$ 243,081,515	11.4%	20%
Supranationals	19,370,014	0.9%	20%
Local Agency Investment Fund	\$ 6,683,889	0.3%	\$ 75 Million
Orange County Investment Pool	629,721	0.0%	10%
Bank Deposits	\$ 23,431,410	1.1%	5%
Total Short-Term/Liquid Portfolio²	\$ 2,132,885,312		

1. Excludes portion of Liquid Portfolio subject to Indenture

2. Includes variable & floating rate securities invested in the amount of \$160,953,934 (7.5% of total Short-Term/Liquid portfolio) and subject to 30% limit per OCTA's Investment Policy.

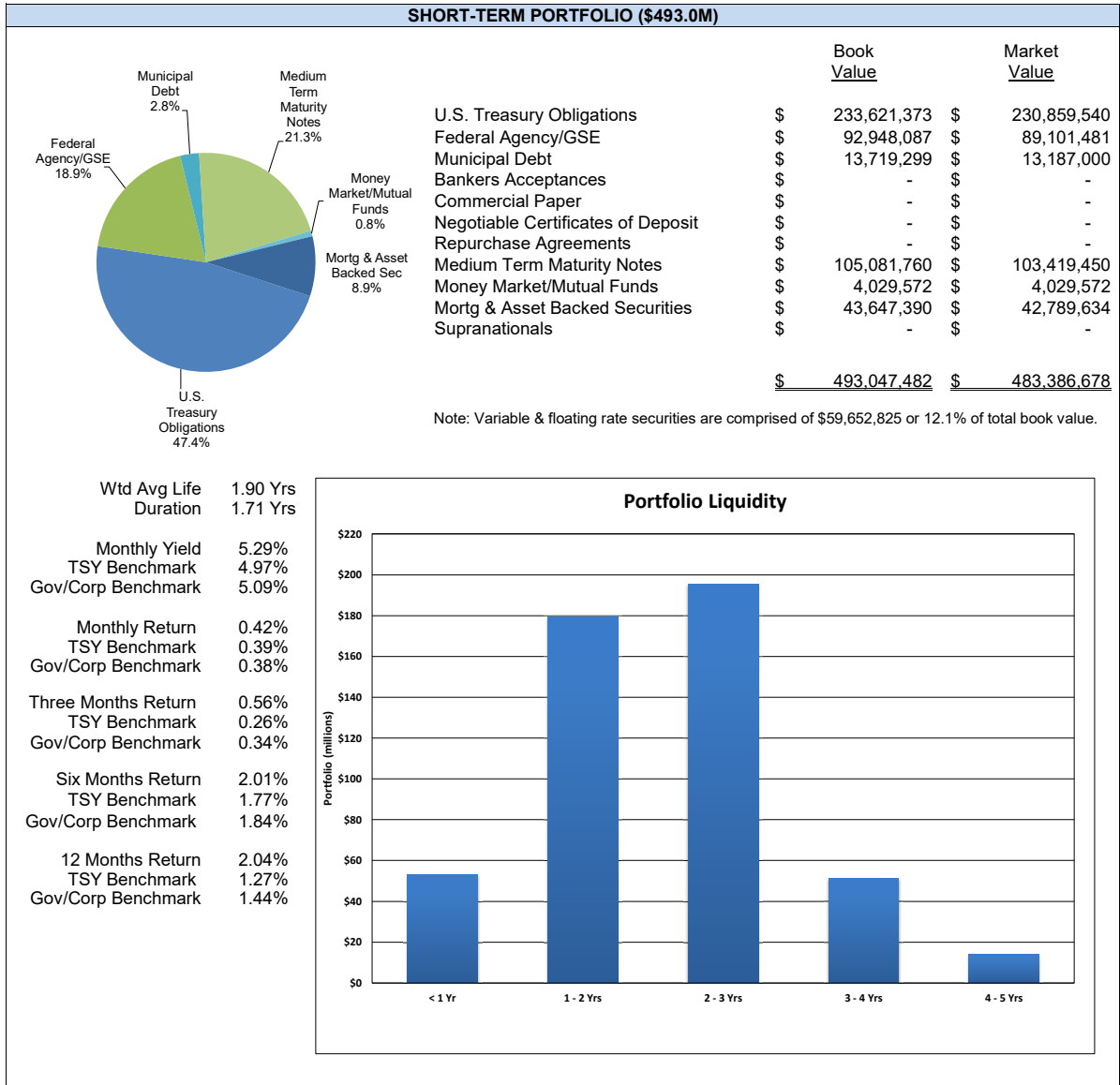
Portfolio Subject to Indenture					
Portfolio	Dollar Amount Invested	OCTA		Indenture Requirements	
		Credit Quality	Term	Min. Credit Quality	Max. Term
Liquid Portfolio*					
Government Obligations MMKT Fund	242,793,690	"AAAm"	N/A	AAA Category	N/A
Government Obligations MMKT Fund	24,321,952	"AAAm"/"Aammf"	N/A	AAA Category	N/A
Total Liquid Portfolio	\$ 267,115,642				
Bond Proceeds Portfolio					
2021 Bond Anticipation Notes (BANs):					
Government Obligations MMKT Fund	53,184	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	"AAAm" or "AAAm-G"	N/A
91 Express Lanes 2023 Bonds:					
Government Obligations MMKT Fund	68,557	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Total Bond Proceeds Portfolio	\$ 121,742				
Reserve Funds Portfolio					
Bank Deposit	\$ 11,864	N/A	N/A	N/A	N/A
Government Obligations MMKT Fund	5,238,801	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Negotiable Certificates of Deposit	5,000,000	"A-1"/"P-1"/"F1+"	90 days	"A-1"/"P-1"/"F1"	270 days
Negotiable Certificates of Deposit	3,300,000	"A-1"/"P-1"/"F1+"	180 days	"A-1"/"P-1"/"F1"	270 days
Government Obligations MMKT Fund**	5,301	"AAAm"/ "Aaa-mf"/"AAAmmf"	N/A	N/A	N/A
Total Reserve Funds Portfolio	\$ 13,555,966				
Total Portfolio Subject to Indenture	\$ 13,677,708				
Portfolio Total	\$ 2,413,678,661				

*Reflects portion of Liquid Portfolio subject to Indenture (OCTA Sales Tax Revenue)

**91 EL Debt Service Fund

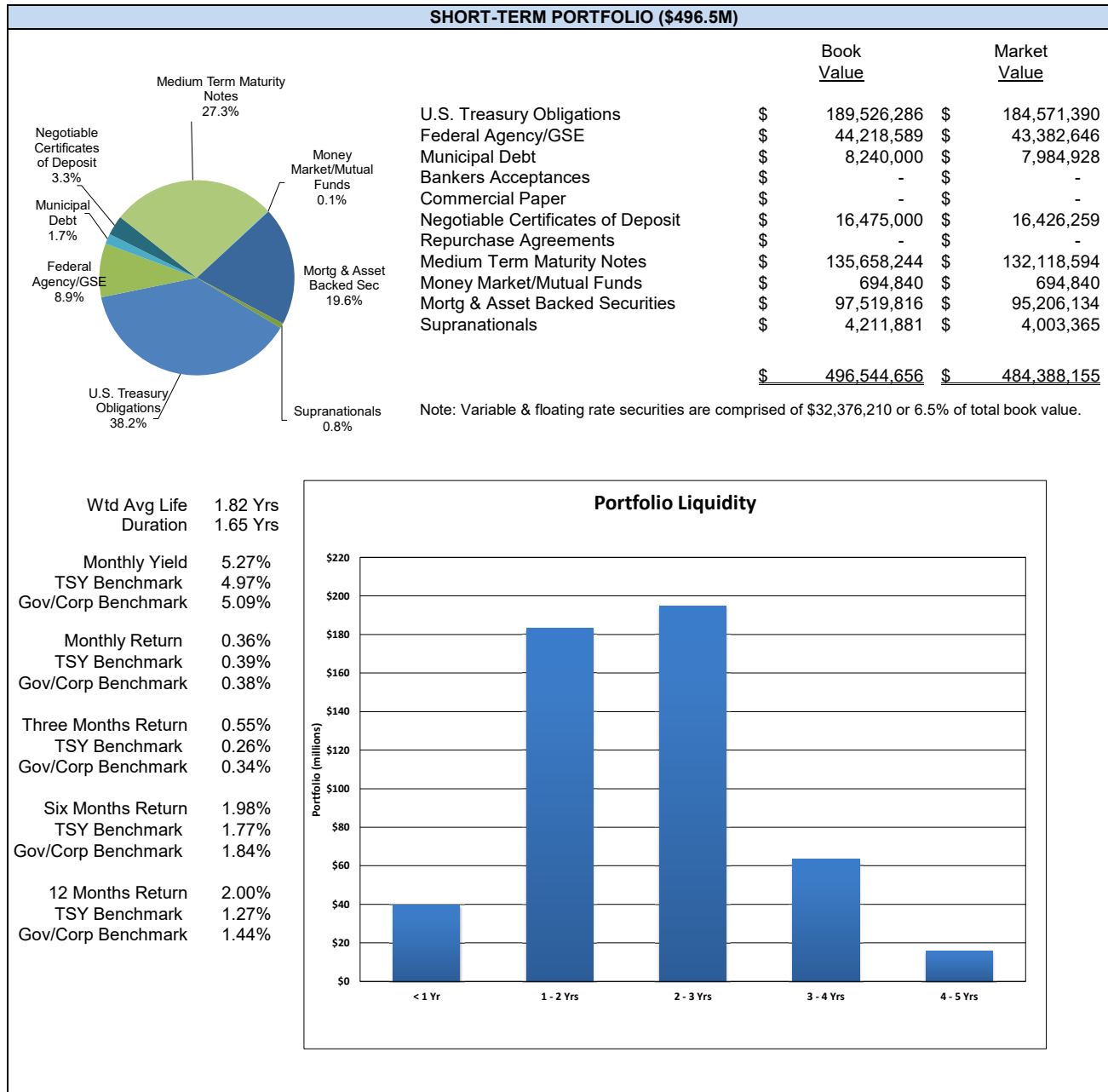
Investment Manager Diversification and Maturity Schedules

MetLife Investment Management
8/31/2023



Investment Manager Diversification and Maturity Schedules

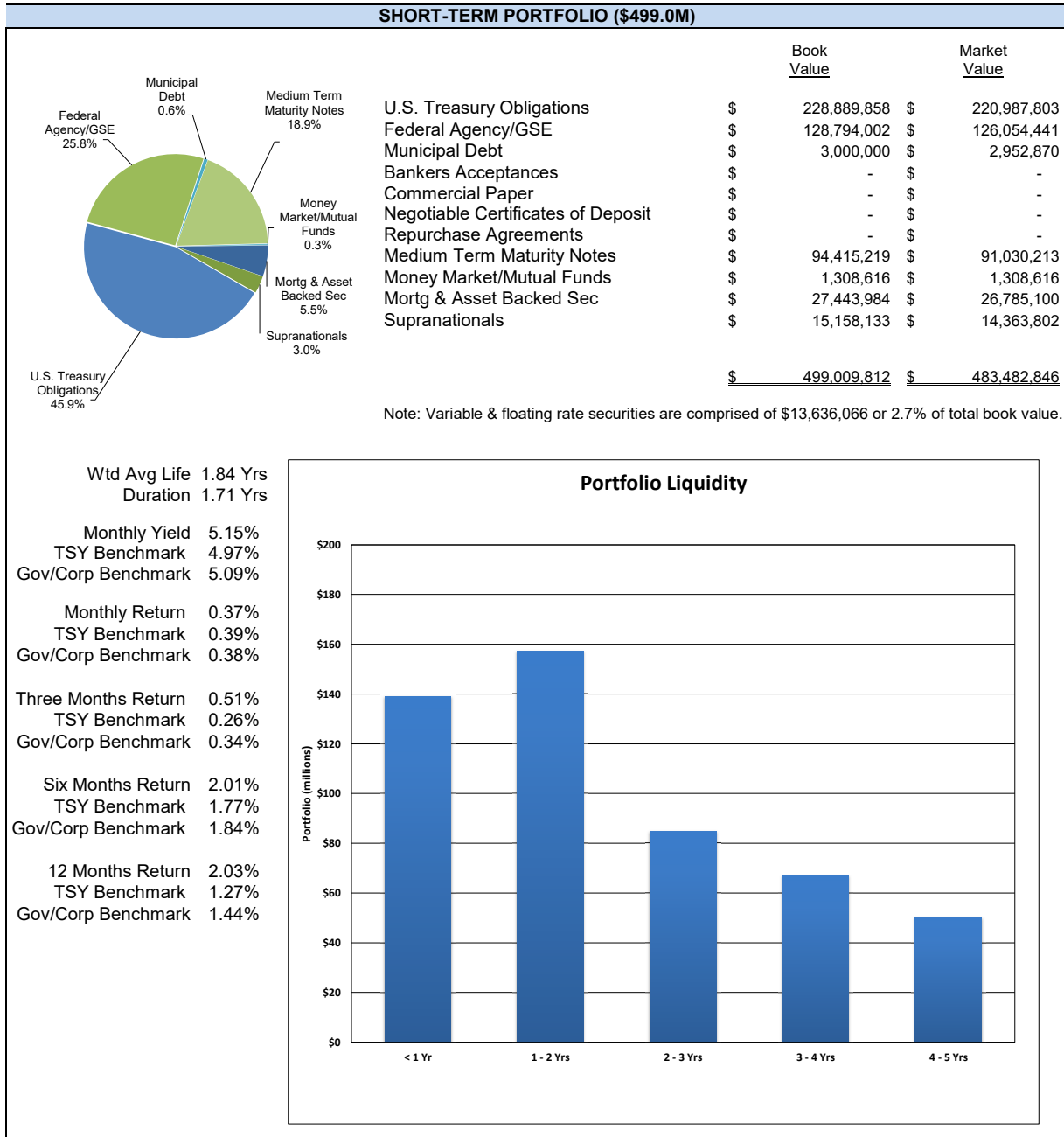
PFM
8/31/2023



Investment Manager Diversification and Maturity Schedules

Chandler Asset Management

8/31/2023



Investment Manager Diversification and Maturity Schedules

Payden & Rygel

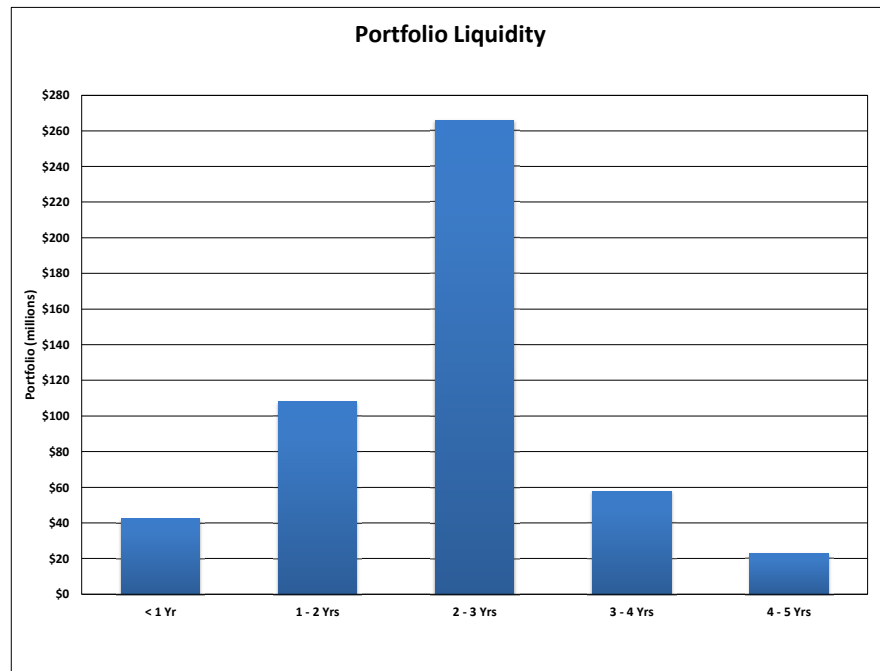
8/31/2023

SHORT-TERM PORTFOLIO (\$498.0M)



Note: Variable & floating rate securities are comprised of \$55,288,834 or 11.1% of total book value.

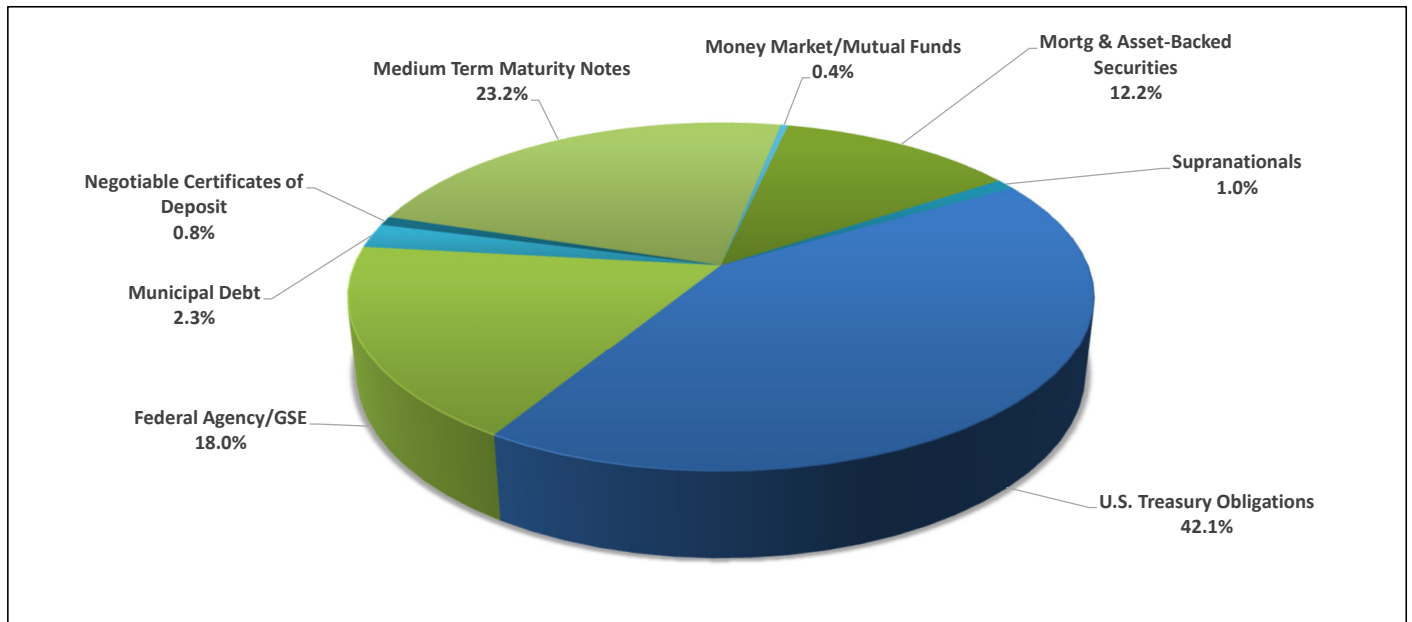
Wtd Avg Life	2.12 Yrs
Duration	1.75 Yrs
Monthly Yield	5.34%
TSY Benchmark	4.97%
Gov/Corp Benchmark	5.09%
Monthly Return	0.35%
TSY Benchmark	0.39%
Gov/Corp Benchmark	0.38%
Three Months Return	0.51%
TSY Benchmark	0.26%
Gov/Corp Benchmark	0.34%
Six Months Return	2.06%
TSY Benchmark	1.77%
Gov/Corp Benchmark	1.84%
12 Months Return	2.30%
TSY Benchmark	1.27%
Gov/Corp Benchmark	1.44%



Short-Term Portfolio

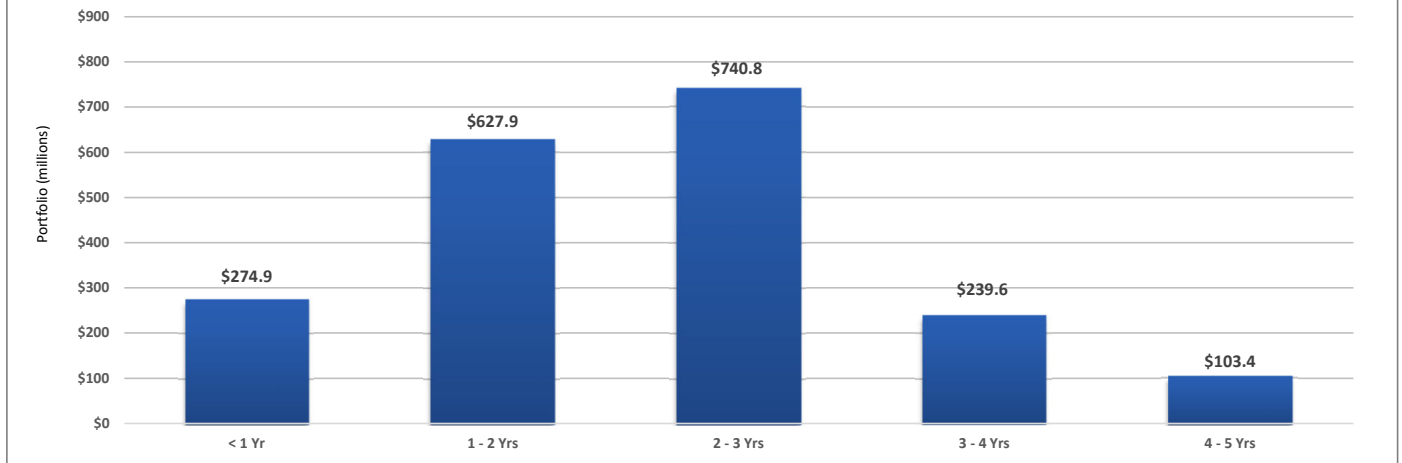
8/31/2023

Portfolio Composition



Note: Variable & floating rate securities are comprised of 8.1% of total book value.

Portfolio Liquidity



Rating Downgrades & Negative Credit Watch

8/31/2023

<u>Investment Manager / Security</u>	<u>Par Amount</u>	<u>Maturity</u>	<u>S&P</u>	<u>Moody's</u>	<u>Fitch Ratings</u>
Rating Downgrades:					

CAM, PFM, MetLife and Payden & Rygel

UNITED STATES TREASURY OBLIGATIONS	\$ 844,416,000	10/31/2023 - 11/15/2027	AA+	Aaa	AA+
FEDERAL FARM CREDIT BANKS FUNDING CORP	\$ 18,000,000	10/02/2023 - 07/17/2026	AA+	Aaa	AA+
FEDERAL HOME LOAN BANKS	\$ 76,905,000	09/08/2023 - 06/30/2028	AA+	Aaa	AA+
FEDERAL HOME LOAN MORTGAGE CORP	\$ 13,162,387	04/25/2024 - 09/25/2027	AAA	Aaa	AA+
FEDERAL HOME LOAN MORTGAGE CORP	\$ 101,893,848	09/08/2023 - 08/25/2027	AA+	Aaa	AA+
FEDERAL NATIONAL MORTGAGE ASSOCIATION	\$ 38,847,425	06/25/2024 - 12/25/2027	AA+	Aaa	AA+

During the first week of August 2023, Fitch Ratings (Fitch) downgraded United States and its agencies one notch from "AAA" to "AA+". The downgrade is due to expected fiscal deterioration in the coming years, an elevated and growing debt burden, and an erosion in governance that has led to debt limit standoffs and brinkmanship. These investments comply with the credit ratings requirements of the investment policy and investment managers recommend holding the securities as the US Government is widely considered to be the highest credit quality in the world.

Payden & Rygel

MANUFACTURERS AND TRADERS TRUST CO	\$ 2,435,000	1/27/2026	A-	Baa1	A
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During the second week of August 2023, Moody's took negative rating actions on several US banks. Many of the banks were regional banks, and Moody's largely did not take action on US G-SIB banks, other than Bank of New York Mellon and State Street. This reflects several factors, namely:

- Elevated funding costs and declining net interest income, which are expected to erode profitability.
- Many US regional banks displaying weaker capital positions than their larger US and international peers.
- Increasing asset quality pressures, especially among smaller- and medium-sized banks with greater exposures to commercial real estate.

The security complies with the requirements of the Investment Policy, and the investment manager maintains a recommendation to hold the position.

Payden & Rygel

KEYBANK NATIONAL ASSOCIATION	\$ 3,720,000	06/14/2024 - 01/26/2026	BBB+	A3	A-
KEYCORP	\$ 240,000	5/23/2025	BBB	Baa1	A-

During the fourth week of August 2023, S&P downgraded KeyCorp one notch at the holding company as well as the bank level. The downgrade reflects the agency's view that a higher-for-longer rate environment is likely to constrain profitability at KeyCorp more than for other banks of similar size. In addition, KeyCorp has a lower-than-average capital ratio on a proforma basis when adjusted for unrealized losses on available-for-sale securities. The securities comply with the requirements of the Investment Policy, and the investment managers maintain a recommendation to hold the positions.

Negative Credit Watch:

CAM, PFM, MetLife and Payden & Rygel

BANK OF NEW YORK MELLON	\$ 4,845,000	5/22/2026	AA-	Aa2	AA
BANK OF NEW YORK MELLON CORP	\$ 19,320,000	10/25/2024 - 01/26/2027	A	A1	AA-
NORTHERN TRUST CORP	\$ 4,000,000	5/10/2027	A+	A2	A+
STATE STREET CORP	\$ 12,355,000	01/26/2026 - 11/04/2026	A	A1	AA-
TRUIST FINANCIAL CORP	\$ 10,815,000	08/01/2024 - 10/28/2026	A-	A3	A
US BANCORP	\$ 4,500,000	02/05/2024 - 07/30/2024	A	A3	A

During the second week of August 2023, Moody's took negative rating actions on several US banks. Many of the banks were regional banks, and Moody's largely did not take action on US G-SIB banks, other than Bank of New York Mellon and State Street. This reflects several factors, namely:

- Elevated funding costs and declining net interest income, which are expected to erode profitability.
- Many US regional banks displaying weaker capital positions than their larger US and international peers.
- Increasing asset quality pressures, especially among smaller- and medium-sized banks with greater exposures to commercial real estate.

The securities comply with the requirements of the Investment Policy, and the investment managers maintain a recommendation to hold the positions.

DEBT PROGRAM

(M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, 2021 TIFIA Loan (I-405))

Outstanding Debt¹

As of 8/31/2023

Orange County Local Transportation Authority (OCLTA-M2)

2010 Series A Taxable Build America Bonds - Sales Tax Revenue Bonds

Issued:	\$	293,540,000
Outstanding:		250,000,000
Debt Service FY 2024:		17,270,000
All in True Interest Cost:		4.33%
Pledged Revenue Source:	M2 Sales Tax Revenues	
Ratings (Fitch/ Moody's/ S&P):		AA+/Aa2/AA+
Final Maturity:		2041

2019 M2 Sales Tax Bond

Issued:	\$	376,690,000
Outstanding:		340,235,000
Debt Service FY 2024:		37,601,900
All in True Interest Cost:		3.14%
Pledged Revenue Source:	M2 Sales Tax Revenues	
Ratings (Fitch/ S&P):		AA+/AA+
Final Maturity:		2041

Sub-total M2 Outstanding Debt	\$	590,235,000
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91 Express Lanes

2023 OCTA 91 Express Lanes Refunding Bonds

Issued:	\$	47,545,000
Outstanding:		47,545,000
Debt Service FY 2024:		1,446,160
All in True Interest Cost:		2.80%
Pledged Revenue Source:	91 Toll Road Revenues	
Ratings (Fitch/ Moody's/ S&P):		AA-/Aa3/AA-
Final Maturity:		2030

Sub-total 91 Express Lanes Outstanding Debt	\$	47,545,000
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405 Express Lanes²

2021 TIFIA Loan

Amount Available	\$	628,930,000
Outstanding:		613,711,295
Accrued Interest:		-
Interest Rate:		1.95%
Pledged Revenue Source:	405 Toll Road Revenues	
Ratings (Moody's):		Baa2
Final Maturity:		2058

Sub-total 405 Express Lanes Outstanding Debt	\$	613,711,295
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TOTAL OUTSTANDING DEBT:	\$	1,251,491,295
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1. Comprised of OCTA's debt obligations (M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, and 2021 TIFIA Loan (I-405) currently outstanding and irrespective of OCTA's investment program.

2. The 20221 Bond Anticipation Notes, issued on September 9, 2021, in a par amount of \$662,820,000, were legally defeased on December 16, 2022.

Orange County Transportation Authority
Portfolio Listing
As of August 31, 2023

LIQUID PORTFOLIO					
NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	<u>CASH EQUIVALENTS</u>				
	BANK DEPOSITS	N/A	23,431,410	23,431,410	0.00
	BMO HARRIS BANK NCD	12/5/2023	20,000,000	20,002,200	5.67
	BMO HARRIS BANK NCD	11/1/2023	25,000,000	25,002,250	5.55
	BMO HARRIS BANK NCD	2/1/2024	25,000,000	25,006,000	5.78
	BMO HARRIS BANK NCD	5/1/2024	25,000,000	25,004,500	5.89
	MONEY MARKET DEMAND ACCOUNT	N/A	20,564,365	20,564,365	3.77
	FIDELITY TREASURY OBLIGATIONS FUND	N/A	242,793,690	242,793,690	5.24
	FEDERATED TREASURY OBLIGATIONS FUND	N/A	24,321,952	24,321,952	5.19
	SUB-TOTAL		406,111,417	406,126,367	
	<u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u>	N/A	6,683,889	6,683,889	3.43
	<u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u>	N/A	629,721	629,721	3.81
	LIQUID PORTFOLIO - TOTAL		\$ 413,425,028	\$ 413,439,978	
SHORT-TERM PORTFOLIO					
NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	<u>Money Market Funds</u>				
	FIRST AMER-GVT OBLG Z	8/31/2023	7,451,761	7,451,761	5.21
	SUB-TOTAL		7,451,761	7,451,761	
	<u>NEGOTIABLE CERTIFICATES OF DEPOSIT</u>				
	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW YORK	8/16/2024	3,550,000	3,477,190	6.36
	NORDEA ABP - NEW YORK	11/3/2025	4,750,000	4,757,553	5.44
	RABOBANK NEDERLAND - NEW YORK	7/17/2026	3,450,000	3,453,381	5.04
	TORONTO-DOMINION BANK - NEW YORK	10/27/2025	4,725,000	4,738,136	5.21
	SUB-TOTAL		16,475,000	16,426,259	
	<u>U.S. TREASURY OBLIGATIONS</u>				
	UNITED STATES TREASURY	11/15/2027	3,778,750	3,678,280	4.36
	UNITED STATES TREASURY	9/30/2027	6,517,012	6,439,810	4.37
	UNITED STATES TREASURY	8/31/2027	7,737,813	7,633,760	4.39
	UNITED STATES TREASURY	7/31/2027	9,733,381	9,310,149	4.40
	UNITED STATES TREASURY	6/30/2027	17,424,887	16,992,000	4.40
	UNITED STATES TREASURY	4/30/2027	8,049,434	8,022,895	4.43
	UNITED STATES TREASURY	3/31/2027	6,686,992	6,793,468	4.42
	UNITED STATES TREASURY	2/15/2027	8,006,270	7,903,980	4.46
	UNITED STATES TREASURY	12/31/2026	7,083,689	7,106,814	4.45
	UNITED STATES TREASURY	11/15/2026	3,715,469	3,703,120	4.51
	UNITED STATES TREASURY	8/15/2026	3,141,296	3,150,663	4.54
	UNITED STATES TREASURY	7/15/2026	16,526,289	16,525,201	4.57
	UNITED STATES TREASURY	6/15/2026	14,637,570	14,599,413	4.57
	UNITED STATES TREASURY	5/15/2026	45,018,283	44,420,494	4.60
	UNITED STATES TREASURY	4/15/2026	37,459,945	36,737,599	4.63
	UNITED STATES TREASURY	3/15/2026	6,268,629	6,125,631	4.66
	UNITED STATES TREASURY	2/28/2026	14,455,078	14,241,150	4.67
	UNITED STATES TREASURY	2/28/2026	22,395,022	22,739,285	4.66
	UNITED STATES TREASURY	2/28/2026	14,271,250	14,445,000	4.66
	UNITED STATES TREASURY	2/15/2026	72,132,869	71,554,762	4.69
	UNITED STATES TREASURY	1/15/2026	10,113,863	9,958,064	4.73
	UNITED STATES TREASURY	12/15/2025	26,800,059	26,342,048	4.75
	UNITED STATES TREASURY	12/15/2025	14,225,545	14,116,813	4.76
	UNITED STATES TREASURY	11/15/2025	34,840,577	34,303,810	4.79
	UNITED STATES TREASURY	11/15/2025	14,569,102	14,210,700	4.79
	UNITED STATES TREASURY	10/31/2025	8,032,813	7,706,240	4.80
	UNITED STATES TREASURY	10/15/2025	1,950,113	1,933,084	4.81
	UNITED STATES TREASURY	9/30/2025	18,874,642	19,260,443	4.79
	UNITED STATES TREASURY	9/30/2025	9,515,918	9,157,145	4.84
	UNITED STATES TREASURY	9/30/2025	20,286,333	20,395,891	4.80
	UNITED STATES TREASURY	8/15/2025	5,567,432	5,441,963	4.88
	UNITED STATES TREASURY	8/15/2025	7,226,915	7,072,133	4.89
	UNITED STATES TREASURY	7/31/2025	14,709,063	14,198,930	4.89
	UNITED STATES TREASURY	7/15/2025	3,993,281	3,863,440	4.93
	UNITED STATES TREASURY	6/30/2025	6,811,055	6,432,860	4.93
	UNITED STATES TREASURY	6/15/2025	6,470,893	6,264,882	4.99
	UNITED STATES TREASURY	6/15/2025	4,793,813	4,629,936	4.97
	UNITED STATES TREASURY	5/31/2025	2,476,074	2,469,425	4.99
	UNITED STATES TREASURY	5/31/2025	7,357,324	6,911,100	5.00
	UNITED STATES TREASURY	5/15/2025	4,227,128	4,090,312	5.02
	UNITED STATES TREASURY	5/15/2025	11,420,827	11,027,944	5.00
	UNITED STATES TREASURY	5/15/2025	16,908,293	16,491,766	5.01
	UNITED STATES TREASURY	5/15/2025	6,230,727	6,172,747	5.01
	UNITED STATES TREASURY	4/30/2025	7,440,527	6,950,100	5.02
	UNITED STATES TREASURY	4/30/2025	2,441,619	2,366,455	5.03
	UNITED STATES TREASURY	3/31/2025	10,137,754	10,010,938	5.08
	UNITED STATES TREASURY	3/31/2025	24,239,802	23,631,648	5.06
	UNITED STATES TREASURY	2/15/2025	5,349,375	5,127,030	5.15
	UNITED STATES TREASURY	1/31/2025	8,313,750	7,591,600	5.16
	UNITED STATES TREASURY	12/31/2024	2,496,885	2,298,654	5.23
	UNITED STATES TREASURY	12/31/2024	22,589,278	20,817,336	5.21
	UNITED STATES TREASURY	12/31/2024	5,274,535	5,235,181	5.21
	UNITED STATES TREASURY	12/15/2024	16,601,615	15,736,966	5.22
	UNITED STATES TREASURY	11/30/2024	8,498,842	7,832,640	5.25
	UNITED STATES TREASURY	11/15/2024	17,620,260	16,730,965	5.26
	UNITED STATES TREASURY	10/31/2024	12,940,527	11,972,125	5.28

Orange County Transportation Authority
Portfolio Listing
As of August 31, 2023

NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	UNITED STATES TREASURY	10/15/2024	5,552,688	5,293,853	5.31
	UNITED STATES TREASURY	9/15/2024	12,364,027	11,781,488	5.37
	UNITED STATES TREASURY	8/15/2024	15,480,032	14,848,582	5.45
	UNITED STATES TREASURY	7/15/2024	7,502,051	7,181,550	5.42
	UNITED STATES TREASURY	6/15/2024	20,970,652	20,221,262	5.41
	UNITED STATES TREASURY	6/15/2024	15,687,973	15,814,118	5.43
	UNITED STATES TREASURY	5/15/2024	3,988,281	3,857,040	5.48
	UNITED STATES TREASURY	4/15/2024	8,013,438	7,752,800	5.49
	UNITED STATES TREASURY	12/15/2023	7,978,438	7,881,840	5.30
	UNITED STATES TREASURY	11/9/2023	3,949,037	3,959,480	5.35
	UNITED STATES TREASURY	10/31/2023	8,007,188	7,950,320	5.38
	SUB-TOTAL		835,880,287	817,419,117	
	FEDERAL AGENCY/GSE				
	FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2026	14,828,188	14,826,210	4.62
	FEDERAL FARM CREDIT BANKS FUNDING CORP	7/17/2026	4,003,400	3,995,920	4.66
	FEDERAL FARM CREDIT BANKS FUNDING CORP	6/23/2026	3,995,240	3,973,440	4.63
	FEDERAL FARM CREDIT BANKS FUNDING CORP	2/25/2025	4,956,270	4,763,100	5.11
	FEDERAL FARM CREDIT BANKS FUNDING CORP	10/2/2023	4,994,600	4,977,100	5.54
	FEDERAL HOME LOAN BANKS	6/30/2028	3,965,360	3,952,960	4.27
	FEDERAL HOME LOAN BANKS	6/9/2028	1,996,120	1,975,980	4.28
	FEDERAL HOME LOAN BANKS	3/10/2028	5,108,250	5,034,600	4.33
	FEDERAL HOME LOAN BANKS	12/10/2027	5,105,600	4,953,050	4.49
	FEDERAL HOME LOAN BANKS	3/25/2027	4,830,700	4,798,935	4.85
	FEDERAL HOME LOAN BANKS	9/11/2026	3,977,160	3,999,880	4.62
	FEDERAL HOME LOAN BANKS	8/26/2026	1,783,600	1,783,276	4.84
	FEDERAL HOME LOAN BANKS	6/12/2026	3,992,680	4,012,040	4.63
	FEDERAL HOME LOAN BANKS	2/12/2026	4,147,095	3,735,706	4.98
	FEDERAL HOME LOAN BANKS	2/28/2025	4,095,000	3,907,531	5.44
	FEDERAL HOME LOAN BANKS	2/28/2025	4,254,377	4,259,105	5.01
	FEDERAL HOME LOAN BANKS	2/28/2025	850,000	812,069	5.35
	FEDERAL HOME LOAN BANKS	12/20/2024	7,643,648	7,245,162	5.26
	FEDERAL HOME LOAN BANKS	12/6/2024	3,710,000	3,698,388	5.55
	FEDERAL HOME LOAN BANKS	10/3/2024	7,092,261	7,037,662	5.34
	FEDERAL HOME LOAN BANKS	7/8/2024	6,427,506	6,308,366	5.48
	FEDERAL HOME LOAN BANKS	3/8/2024	5,201,750	4,906,250	5.59
	FEDERAL HOME LOAN BANKS	12/8/2023	6,686,160	6,440,785	5.65
	FEDERAL HOME LOAN BANKS	9/8/2023	4,104,600	3,998,120	4.74
	FEDERAL HOME LOAN MORTGAGE CORP	8/23/2027	6,000,000	5,995,440	5.87
	FEDERAL HOME LOAN MORTGAGE CORP	8/16/2027	6,000,000	5,993,220	6.03
	FEDERAL HOME LOAN MORTGAGE CORP	5/1/2026	2,800,000	2,777,096	5.83
	FEDERAL HOME LOAN MORTGAGE CORP	2/24/2026	2,268,865	2,250,183	5.78
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2026	5,000,000	4,964,430	5.62
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2026	2,380,000	2,356,533	5.74
	FEDERAL HOME LOAN MORTGAGE CORP	10/20/2025	3,149,742	3,155,811	5.06
	FEDERAL HOME LOAN MORTGAGE CORP	9/30/2025	3,260,000	3,211,393	5.52
	FEDERAL HOME LOAN MORTGAGE CORP	8/28/2025	3,060,000	2,986,438	5.34
	FEDERAL HOME LOAN MORTGAGE CORP	8/28/2025	3,060,000	3,003,451	5.19
	FEDERAL HOME LOAN MORTGAGE CORP	8/28/2025	2,940,000	2,938,983	5.29
	FEDERAL HOME LOAN MORTGAGE CORP	8/12/2025	4,095,490	3,759,786	5.13
	FEDERAL HOME LOAN MORTGAGE CORP	7/21/2025	4,785,000	4,677,060	5.32
	FEDERAL HOME LOAN MORTGAGE CORP	5/28/2025	2,980,000	2,979,195	5.64
	FEDERAL HOME LOAN MORTGAGE CORP	2/28/2025	3,030,000	2,965,279	5.51
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2025	6,899,698	6,839,418	5.78
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2025	324,935	323,149	5.55
	FEDERAL HOME LOAN MORTGAGE CORP	1/24/2025	3,920,000	3,886,445	5.79
	FEDERAL HOME LOAN MORTGAGE CORP	12/30/2024	2,685,000	2,636,691	5.41
	FEDERAL HOME LOAN MORTGAGE CORP	11/25/2024	2,250,000	2,117,318	5.46
	FEDERAL HOME LOAN MORTGAGE CORP	12/4/2023	5,959,095	5,878,508	5.95
	FEDERAL HOME LOAN MORTGAGE CORP	9/8/2023	8,100,177	8,092,143	5.24
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/24/2026	5,228,860	5,228,026	5.01
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	6/1/2026	354,769	347,225	7.62
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2/17/2026	2,610,000	2,581,238	5.69
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	8/25/2025	7,771,280	7,314,000	4.97
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/30/2025	3,614,768	3,610,914	5.14
	FHMS K-040 A2	9/25/2024	4,783,225	4,723,646	5.66
	FHMS K-045 A2	1/25/2025	4,666,835	4,566,558	5.47
	FHMS K-046 A1	1/25/2025	106,922	101,344	5.75
	FHMS K-046 A2	3/25/2025	2,679,855	2,609,712	5.43
	FHMS K-047 A2	5/25/2025	3,597,902	3,456,918	5.37
(1)	FHMS K-048 A2	6/25/2025	180,617	159,474	5.31
	FHMS K-049 A2	7/25/2025	7,081,363	6,937,560	5.31
	FHMS K-050 A1	1/25/2025	1,184,875	1,100,021	5.93
	FHMS K-051 A2	9/25/2025	12,057,972	11,061,308	5.27
	FHMS K-052 A2	11/25/2025	1,219,955	1,087,489	5.24
	FHMS K-053 A2	12/25/2025	3,360,820	3,243,124	5.21
	FHMS K-054 A2	1/25/2026	11,003,391	10,916,826	5.17
	FHMS K-057 A2	7/25/2026	4,025,143	4,004,179	5.06
	FHMS K-058 A2	8/25/2026	2,290,781	2,245,080	5.00
(1)	FHMS K-061 A2	11/25/2026	1,667,056	1,632,400	5.12
	FHMS K-062 A2	12/25/2026	492,458	467,452	4.98
(1)	FHMS K-063 A2	1/25/2027	8,615,836	8,299,033	4.99
	FHMS K-065 A2	4/25/2027	1,162,125	1,132,248	4.95
	FHMS K-066 A2	6/25/2027	521,186	492,471	4.95
	FHMS K-067 A2	7/25/2027	3,858,125	3,756,160	4.93
	FHMS K-068 A2	8/25/2027	2,912,461	2,819,550	4.92
(1)	FHMS K-069 A2	9/25/2027	3,812,813	3,750,480	4.92

Orange County Transportation Authority
Portfolio Listing
As of August 31, 2023

NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	FHMS K-073 A2	1/25/2028	6,511,410	6,371,888	4.87
	FHMS K-726 A2	4/25/2024	3,616,569	3,564,090	5.73
	FHMS K-727 A2	7/25/2024	3,813,590	3,461,906	5.71
	FHMS K-728 A2	8/25/2024	4,557,268	4,450,732	5.61
(1)	FHMS K-730 AM	1/25/2025	3,800,660	3,350,192	5.62
(1)	FHMS K-733 A2	8/25/2025	1,856,195	1,860,213	5.30
	FHMS K-734 A2	2/25/2026	1,933,125	1,916,900	5.14
	FHMS K-BX1 A1	9/25/2024	603,136	588,627	5.63
	FHMS K-BX1 A2	1/25/2026	744,258	720,240	5.34
	FHMS K-IR1 A2	3/25/2026	634,528	624,221	5.07
	FHMS K-PLB A	5/25/2025	5,316,560	4,823,330	5.31
	FHMS K-S07 A2	9/25/2025	489,922	475,660	5.18
	FHMS K-S08 A2	3/25/2027	1,350,764	1,314,348	5.16
(1)	FHMS Q-015 A	8/26/2024	107,627	107,553	6.02
	FHR 3778 L	12/15/2025	189,555	183,489	5.91
	FHR 3806 L	2/15/2026	893,410	859,080	5.91
	FHR 4285 BA	12/15/2023	64,237	62,355	6.53
	FN AM8730	7/1/2025	1,665,464	1,485,337	6.44
	FN AN0429	1/1/2025	939,213	837,427	6.55
	FN AN0439	12/1/2025	869,027	856,305	6.00
	FN AN0571	1/1/2026	582,703.13	572,178.00	5.95
	FN AN0992	2/1/2026	940,652.34	901,622.67	6.79
	FN AN6001	7/1/2027	514,847.06	505,537.87	7.27
	FN BL5365	2/1/2027	298,549.51	296,382.31	5.07
(1)	FNA 2012-M14 AL	9/25/2027	3,667,068.13	3,618,302.73	6.94
(1)	FNA 2014-M13 A2	8/25/2024	326,347.76	319,124.01	5.68
(1)	FNA 2014-M8 A2	6/25/2024	894,575.81	812,317.56	7.41
(1)	FNA 2015-M15 A2	10/25/2025	1,302,584.92	1,287,691.51	6.45
	FNA 2016-M03 A2	2/25/2026	3,588,496.49	3,541,034.83	5.91
(1)	FNA 2017-M2 A2	2/25/2027	1,395,732.14	1,373,207.94	5.96
(1)	FNA 2018-M1 A2	12/25/2027	705,426.92	695,484.82	5.57
	FNR 2011-74 UY	3/25/2026	587,180.32	570,525.75	6.90
	SUB-TOTAL		358,317,641	349,235,341	
	MEDIUM TERM NOTES				
	AMAZON.COM INC	4/13/2025	2,136,597	2,071,113	5.10
	AMAZON.COM INC	5/12/2024	3,265,226	3,161,011	5.38
(1)	AMERICAN EXPRESS CO	7/28/2027	2,445,000	2,430,501	5.82
(1)	AMERICAN EXPRESS CO	11/4/2026	860,000	855,537	6.13
	AMERICAN EXPRESS CO	8/1/2025	7,278,816	7,180,146	5.60
	AMERICAN EXPRESS CO	3/4/2025	1,087,483	1,036,416	5.70
	AMERICAN EXPRESS CO	7/30/2024	2,304,655	2,160,831	5.77
	AMERICAN HONDA FINANCE CORP	7/7/2026	1,243,469	1,247,029	5.19
	AMERICAN HONDA FINANCE CORP	1/13/2025	1,224,032	1,161,790	5.47
	AMERICAN HONDA FINANCE CORP	8/9/2024	1,138,631	1,098,699	5.70
	AMERICAN HONDA FINANCE CORP	1/12/2024	1,585,215	1,488,030	5.76
	APPLE INC	5/8/2026	235,000	232,918	4.77
	APPLE INC	2/23/2026	3,855,100	3,846,080	4.92
	ASTRAZENECA FINANCE LLC	5/28/2024	1,924,827	1,858,530	5.51
	AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD (NEW Y	12/8/2025	2,025,000	2,016,009	5.29
	BAKER HUGHES HOLDINGS LLC	12/15/2023	520,000	513,297	5.75
(1)	BANK OF AMERICA CORP	1/20/2027	1,425,000	1,406,276	5.67
(1)	BANK OF AMERICA CORP	10/24/2026	7,233,077	7,245,229	5.91
(1)	BANK OF AMERICA CORP	7/22/2026	195,000	191,361	5.88
(1)	BANK OF AMERICA CORP	4/2/2026	550,000	528,572	5.99
(1)	BANK OF AMERICA CORP	12/6/2025	2,930,000	2,770,637	6.03
(1)	BANK OF AMERICA CORP	10/22/2025	2,185,494	1,994,511	6.02
(1)	BANK OF AMERICA CORP	4/22/2025	2,595,000	2,506,822	6.21
(1)	BANK OF AMERICA CORP	2/4/2025	1,800,000	1,767,366	6.08
(1)	BANK OF AMERICA CORP	10/24/2024	2,155,000	2,138,299	6.10
(1)	BANK OF NEW YORK MELLON	5/22/2026	4,845,000	4,815,785	5.51
	BANK OF NEW YORK MELLON CORP	1/26/2027	3,695,080	3,614,840	5.17
(1)	BANK OF NEW YORK MELLON CORP	7/24/2026	3,510,000	3,431,376	5.67
(1)	BANK OF NEW YORK MELLON CORP	6/13/2025	3,410,000	3,349,507	5.77
	BANK OF NEW YORK MELLON CORP	4/25/2025	4,214,410	4,063,344	5.66
	BANK OF NEW YORK MELLON CORP	4/24/2025	1,279,625	1,174,475	5.49
	BANK OF NEW YORK MELLON CORP	10/25/2024	2,926,102	2,779,709	5.67
	BMW US CAPITAL LLC	8/11/2025	2,404,856	2,396,679	5.49
	BMW US CAPITAL LLC	4/1/2025	1,068,994	1,038,125	5.23
	BMW US CAPITAL LLC	8/12/2024	874,921	836,544	5.58
	BRIGHTHOUSE FINANCIAL GLOBAL FUNDING	1/13/2025	2,172,216	2,049,546	6.22
	BURLINGTON NORTHERN SANTA FE LLC	4/1/2025	753,641	675,962	5.29
(1)	CAPITAL ONE FINANCIAL CORP	12/6/2024	470,000	463,256	6.22
	CATERPILLAR FINANCIAL SERVICES CORP	5/15/2026	1,369,356	1,348,409	4.98
	CATERPILLAR FINANCIAL SERVICES CORP	1/6/2026	3,559,110	3,542,520	5.02
	CATERPILLAR FINANCIAL SERVICES CORP	9/13/2024	1,642,763	1,565,629	5.47
	CATERPILLAR FINANCIAL SERVICES CORP	5/17/2024	7,265,252	7,018,702	5.57
	CHARLES SCHWAB CORP	3/18/2024	7,374,035	7,175,506	5.72
	CHUBB INA HOLDINGS INC	5/3/2026	1,651,406	1,658,343	5.02
	CINTAS NO 2 CORP	5/1/2025	1,184,739	1,147,803	5.44
	CITIGROUP GLOBAL MARKETS HOLDINGS INC	6/7/2024	2,000,000	1,915,640	6.48
(1)	CITIGROUP INC	1/25/2026	1,435,000	1,357,553	6.07
(1)	CITIGROUP INC	11/3/2025	420,221	397,358	6.00
(1)	CITIGROUP INC	5/1/2025	5,169,353	4,992,979	6.13
(1)	CITIGROUP INC	10/30/2024	4,565,000	4,523,550	6.08
(1)	CITIZENS BANK NA	10/24/2025	1,855,000	1,795,937	7.97
(1)	CITIZENS BANK NA	5/23/2025	625,000	603,294	7.79
	CNO GLOBAL FUNDING	1/6/2025	694,555	651,264	6.61
	COLGATE-PALMOLIVE CO	3/2/2026	1,243,556	1,246,394	4.75
	COLGATE-PALMOLIVE CO	8/15/2025	769,292	742,157	5.07

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	COMCAST CORP	11/7/2025	1,239,665	1,241,612	5.18
	COMCAST CORP	10/15/2025	4,042,257	3,521,010	5.26
	COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	3/13/2026	2,350,000	2,358,578	5.16
	COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	1/10/2025	3,290,000	3,279,472	5.32
	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	1/10/2025	2,043,727	1,941,432	5.47
	COOPERATIEVE RABOBANK UA (NEW YORK BRANCH)	8/22/2024	1,684,225	1,654,502	5.81
	ELEVANCE HEALTH INC	2/8/2026	958,992	947,664	5.47
	ENTERGY LOUISIANA LLC	10/1/2024	1,203,193	1,143,641	5.87
	ENTERGY LOUISIANA LLC	11/17/2023	633,304	626,955	5.50
	EQUITABLE FINANCIAL LIFE GLOBAL FUNDING	8/12/2024	2,504,775	2,385,261	6.07
	EXXON MOBIL CORP	3/1/2026	3,559,696	3,535,091	4.96
	F&G GLOBAL FUNDING	9/20/2024	4,454,142	4,192,980	6.89
(1)	FIFTH THIRD BANK NA (OHIO)	10/27/2025	950,000	936,187	6.91
	FLORIDA POWER & LIGHT CO	5/15/2028	3,935,680	3,912,840	4.92
	GA GLOBAL FUNDING TRUST	9/13/2024	1,551,563	1,462,058	6.89
	GA GLOBAL FUNDING TRUST	4/8/2024	2,886,990	2,899,260	6.78
(1)	GOLDMAN SACHS GROUP INC	8/10/2026	2,775,000	2,766,453	5.97
(1)	GOLDMAN SACHS GROUP INC	2/12/2026	6,058,338	6,122,226	6.08
(1)	GOLDMAN SACHS GROUP INC	1/24/2025	2,575,000	2,527,234	6.22
	GOLDMAN SACHS GROUP INC	3/3/2024	440,856	396,032	6.02
	HOME DEPOT INC	9/15/2025	2,204,206	2,159,004	5.09
	HOME DEPOT INC	4/15/2025	369,353	355,381	5.27
	HONEYWELL INTERNATIONAL INC	11/1/2024	399,932	397,940	5.31
	HORMEL FOODS CORP	6/3/2024	1,173,957	1,170,531	5.67
	HSBC USA INC	5/24/2024	3,544,858	3,487,819	6.03
(1)	HUNTINGTON NATIONAL BANK	11/18/2025	2,415,000	2,368,656	7.02
(1)	HUNTINGTON NATIONAL BANK	5/16/2025	3,410,000	3,325,500	7.03
	INTEL CORP	7/29/2025	1,713,075	1,700,598	5.27
	INTERCONTINENTAL EXCHANGE INC	5/23/2025	3,351,310	3,276,637	5.08
	INTERNATIONAL BUSINESS MACHINES CORP	7/27/2025	2,600,000	2,540,902	5.27
	INTERNATIONAL BUSINESS MACHINES CORP	2/12/2024	1,027,846	926,276	5.75
	JACKSON NATIONAL LIFE GLOBAL FUNDING	1/9/2026	1,601,549	1,574,826	6.37
	JACKSON NATIONAL LIFE GLOBAL FUNDING	1/12/2025	2,329,604	2,185,237	6.59
	JOHN DEERE CAPITAL CORP	6/8/2026	1,948,869	1,940,309	4.94
	JOHN DEERE CAPITAL CORP	1/9/2026	1,714,194	1,705,070	5.06
	JOHN DEERE CAPITAL CORP	6/6/2025	639,853	620,326	5.24
	JOHN DEERE CAPITAL CORP	3/7/2025	259,888	248,157	5.29
	JOHN DEERE CAPITAL CORP	1/10/2025	1,789,159	1,696,222	5.30
	JOHN DEERE CAPITAL CORP	9/10/2024	534,652	509,470	5.48
	JOHN DEERE CAPITAL CORP	1/17/2024	3,512,504	3,450,746	5.38
(1)	JPMORGAN CHASE & CO	4/26/2026	1,000,000	975,540	5.65
(1)	JPMORGAN CHASE & CO	2/24/2026	2,570,000	2,454,453	5.81
(1)	JPMORGAN CHASE & CO	12/10/2025	3,295,542	3,413,319	6.08
(1)	JPMORGAN CHASE & CO	8/9/2025	1,100,000	1,045,033	6.08
(1)	JPMORGAN CHASE & CO	6/1/2025	6,445,597	6,184,139	6.15
(1)	JPMORGAN CHASE & CO	2/16/2025	815,000	794,568	5.98
(1)	JPMORGAN CHASE & CO	9/16/2024	2,333,331	2,370,155	5.54
	KENVUE INC	3/22/2025	904,665	908,168	5.26
	KEYBANK NA	1/26/2026	354,705	337,619	6.95
	KEYBANK NA	8/8/2025	1,319,630	1,248,971	7.17
(1)	KEYBANK NA	6/14/2024	2,045,000	2,003,691	8.24
(1)	KEYCORP	5/23/2025	240,040	229,013	8.20
	LINDE INC	12/5/2025	3,516,198	3,491,523	5.08
	LOCKHEED MARTIN CORP	10/15/2025	782,763	782,629	5.10
	MANUFACTURERS AND TRADERS TRUST CO	1/27/2026	2,430,763	2,330,027	6.62
	MASSMUTUAL GLOBAL FUNDING II	8/26/2025	1,208,754	1,180,246	5.47
	MERCEDES-BENZ FINANCE NORTH AMERICA LLC	8/3/2026	1,340,348	1,347,341	5.27
	MET TOWER GLOBAL FUNDING	6/13/2025	1,973,065	1,904,690	5.83
	METROPOLITAN LIFE GLOBAL FUNDING I	1/6/2026	2,380,000	2,361,436	5.36
	METROPOLITAN LIFE GLOBAL FUNDING I	3/21/2025	579,484	554,700	5.77
	METROPOLITAN LIFE GLOBAL FUNDING I	9/27/2024	5,137,921	4,894,879	5.71
(1)	MORGAN STANLEY	1/28/2027	754,985	746,982	5.53
(1)	MORGAN STANLEY	10/16/2026	1,165,000	1,173,423	5.77
(1)	MORGAN STANLEY	4/28/2026	4,360,979	4,368,256	5.88
(1)	MORGAN STANLEY	2/18/2026	2,970,000	2,828,955	6.07
(1)	MORGAN STANLEY	10/21/2025	615,000	578,715	6.21
(1)	MORGAN STANLEY	1/22/2025	3,032,519	2,978,558	6.04
(1)	MORGAN STANLEY	1/25/2024	1,085,000	1,084,772	5.72
	MORGAN STANLEY BANK NA	4/21/2026	3,720,000	3,671,826	5.28
	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1/12/2026	2,960,000	2,942,743	5.23
	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	6/9/2025	2,280,000	2,210,962	5.31
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	3/13/2026	2,488,648	2,450,265	5.21
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	10/30/2025	758,982	762,189	5.30
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	6/15/2025	3,164,145	3,051,566	5.58
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/7/2025	2,254,932	2,142,092	5.56
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/8/2024	809,441	791,637	5.68
	NATIONAL SECURITIES CLEARING CORP	11/21/2024	3,254,251	3,238,107	5.49
	NESTLE HOLDINGS INC	3/13/2026	819,729	823,633	5.06
	NESTLE HOLDINGS INC	9/12/2025	1,034,658	1,014,600	5.03
	NESTLE HOLDINGS INC	9/14/2024	3,120,000	2,968,337	5.50
	NEW YORK LIFE GLOBAL FUNDING	1/14/2025	5,948,569	5,627,058	5.69
	NEW YORK LIFE GLOBAL FUNDING	10/29/2024	2,162,186	2,052,961	5.56
	NEW YORK LIFE GLOBAL FUNDING	8/27/2024	2,171,977	2,065,946	5.89
	NEW YORK LIFE GLOBAL FUNDING	6/6/2024	2,448,016	2,401,515	5.83
(1)	NEXTERA ENERGY CAPITAL HOLDINGS IN	9/1/2025	1,149,770	1,041,783	11.04
(1)	NEXTERA ENERGY CAPITAL HOLDINGS INC	3/1/2025	2,175,425	2,195,545	5.55
(1)	NEXTERA ENERGY CAPITAL HOLDINGS INC	9/1/2024	300,762	295,230	5.92
	NIKE INC	3/27/2025	44,939	43,053	5.30
	NORTHERN TRUST CORP	5/10/2027	3,930,215	3,841,360	5.19

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	NORTHWESTERN MUTUAL GLOBAL FUNDING	4/6/2026	6,038,862	5,962,660	5.23
	NORTHWESTERN MUTUAL GLOBAL FUNDING	7/1/2025	5,003,298	4,874,970	5.51
	PACCAR FINANCIAL CORP	8/10/2026	3,593,203	3,604,095	4.96
	PACCAR FINANCIAL CORP	4/7/2025	10,162,357	9,775,985	5.38
	PACCAR FINANCIAL CORP	11/8/2024	1,544,907	1,467,874	5.30
	PACCAR FINANCIAL CORP	8/9/2024	959,482	916,589	5.51
	PACCAR FINANCIAL CORP	2/2/2024	1,618,121	1,585,867	5.49
	PACIFIC LIFE GLOBAL FUNDING II	8/28/2026	794,722	797,703	5.38
	PAYPAL HOLDINGS INC	10/1/2024	1,759,687	1,643,424	5.61
	PEPSICO INC	2/13/2026	1,579,084	1,571,326	4.79
	PEPSICO INC	7/17/2025	1,649,663	1,651,924	5.10
	PNC BANK NA	4/10/2025	4,562,820	4,346,190	6.14
(1)	PNC FINANCIAL SERVICES GROUP INC	1/26/2027	1,630,000	1,600,155	5.58
(1)	PNC FINANCIAL SERVICES GROUP INC	10/28/2025	1,570,000	1,563,579	6.15
	PRICOA GLOBAL FUNDING I	8/28/2026	809,182	815,929	5.28
	PRICOA GLOBAL FUNDING I	8/28/2025	504,692	492,264	5.56
	PRICOA GLOBAL FUNDING I	12/6/2024	4,565,293	4,318,193	5.73
	PRINCIPAL LIFE GLOBAL FUNDING II	1/10/2025	922,003	872,377	5.79
	PRINCIPAL LIFE GLOBAL FUNDING II	8/23/2024	1,124,303	1,067,333	6.24
	PUBLIC SERVICE ELECTRIC AND GAS CO	5/1/2028	1,929,762	1,924,628	4.95
	ROCHE HOLDINGS INC	3/10/2025	6,220,000	5,939,976	5.24
	ROYAL BANK OF CANADA	4/14/2025	2,524,066	2,442,635	5.51
	ROYAL BANK OF CANADA	11/1/2024	4,205,160	3,845,880	5.71
	SALESFORCE INC	7/15/2024	1,064,457	1,021,122	5.53
	SECURITY BENEFIT GLOBAL FUNDING	5/17/2024	3,128,811	3,008,869	6.92
	SOUTHERN CALIFORNIA GAS CO	9/15/2024	3,704,883	3,636,456	5.70
(1)	STATE STREET CORP	11/4/2026	685,000	686,418	5.64
	STATE STREET CORP	8/3/2026	4,335,000	4,335,867	5.26
(1)	STATE STREET CORP	5/18/2026	1,225,000	1,214,147	5.65
(1)	STATE STREET CORP	3/30/2026	2,045,440	1,915,260	5.74
(1)	STATE STREET CORP	2/6/2026	3,765,000	3,557,699	5.79
(1)	STATE STREET CORP	1/26/2026	345,000	340,415	5.85
	TARGET CORP	7/1/2024	1,487,696	1,376,032	5.63
	TEXAS INSTRUMENTS INC	11/18/2024	379,829	377,697	5.22
	TORONTO-DOMINION BANK	6/12/2024	3,171,900	2,927,550	5.85
	TOYOTA MOTOR CREDIT CORP	5/18/2026	2,053,808	2,026,394	5.00
	TOYOTA MOTOR CREDIT CORP	1/13/2025	973,694	925,685	5.34
	TOYOTA MOTOR CREDIT CORP	6/18/2024	3,086,323	2,968,161	5.63
	TOYOTA MOTOR CREDIT CORP	1/11/2024	899,946	884,124	5.43
(1)	TRUIST FINANCIAL CORP	10/28/2026	1,650,000	1,645,512	6.03
(1)	TRUIST FINANCIAL CORP	7/28/2026	3,065,000	2,960,851	6.17
	TRUIST FINANCIAL CORP	8/1/2024	6,114,362	5,902,970	6.18
	UNILEVER CAPITAL CORP	8/12/2024	705,000	673,818	5.48
	UNITEDHEALTH GROUP INC	10/15/2025	539,951.40	539,670.60	5.18
	UNITEDHEALTH GROUP INC	5/15/2024	3,691,746.80	3,578,029.65	5.57
	US BANCORP	7/30/2024	2,662,075.00	2,426,550.00	5.73
	US BANCORP	2/5/2024	2,107,940.00	1,980,640.00	5.68
	USAA CAPITAL CORP	5/1/2025	1,903,754.30	1,845,060.00	5.54
	WALMART INC	4/15/2026	2,628,842.80	2,581,660.60	4.75
	WALMART INC	9/9/2025	3,122,812.50	3,056,343.75	5.06
(1)	WELLS FARGO & CO	8/15/2026	1,360,000.00	1,327,999.20	5.83
(1)	WELLS FARGO & CO	4/25/2026	1,850,000.00	1,788,543.00	6.05
	WELLS FARGO & CO	4/22/2026	2,046,240.00	2,038,758.00	5.58
(1)	WELLS FARGO & CO	10/30/2025	6,660,523.30	6,602,095.35	6.11
(1)	WELLS FARGO & CO	5/19/2025	455,000.00	437,973.90	6.01
	WELLS FARGO BANK NA	8/7/2026	1,659,867.20	1,665,262.20	5.33
	WELLS FARGO BANK NA	8/1/2025	3,512,469.20	3,522,240.90	5.43
	WISCONSIN PUBLIC SERVICE CORP	11/10/2025	684,849.30	684,883.55	5.35
		SUB-TOTAL	461,119,130	448,515,805	
<u>MORTGAGE AND ASSET-BACK SECURITIES</u>					
	ACAR 221 B	9/14/2026	739,865	736,367	2.51
	ALLYA 2022-1 A3	11/16/2026	2,659,485	2,599,006	5.46
	ALLYA 2022-2 A3	5/17/2027	2,374,971	2,348,281	5.54
	ALLYA 2023-1 A3	5/15/2028	1,619,724	1,625,638	5.37
	AMCAR 2021-3 A3	8/18/2026	759,815	737,027	6.26
	AMXCA 2022-2 A	5/17/2027	11,233,105	10,893,712	5.44
	AMXCA 2023-1 A	5/15/2028	1,339,881	1,332,429	5.14
	BAAT 231 A3	2/15/2028	1,079,959	1,083,812	5.41
	BACCT 2023-1 A	5/15/2026	914,793	907,369	5.17
	BMWLT 2021-2 A3	12/26/2024	366,930	364,146	5.77
	BMWLT 2022-1 A3	3/25/2025	1,012,188	998,865	6.66
	BMWLT 2023-1 A3	11/25/2025	1,399,967	1,390,816	5.85
	BMWOT 2022-A A3	8/25/2026	3,049,841	2,972,866	5.55
	BMWOT 2023-A A3	2/25/2028	779,862	782,675	5.38
	CARMX 2020-1 A3	12/16/2024	57,544	57,249	5.33
	CARMX 2020-2 A4	5/15/2025	1,076,819	1,035,744	5.24
	CARMX 2020-3 A3	3/17/2025	61,575	61,286	5.26
	CARMX 2020-3 B	3/16/2026	858,341	816,629	4.40
	CARMX 2020-4 A3	8/15/2025	154,161	151,264	5.55
	CARMX 2021-1 A3	12/15/2025	270,650	263,857	5.35
	CARMX 2021-2 A3	2/17/2026	750,446	728,172	5.57
	CARMX 2021-3 A3	6/15/2026	1,895,286	1,822,636	5.49
	CARMX 2022-2 A3	2/16/2027	1,929,706	1,881,847	5.67
	CARMX 2022-3 A3	4/15/2027	2,529,940	2,471,000	5.57
	CARMX 2022-4 A3	8/16/2027	7,453,252	7,422,273	5.65
	CARMX 2023-3 A3	5/15/2028	3,199,963	3,199,072	5.34
	CARMX 2032-2 A3	1/18/2028	6,029,359	5,987,971	5.41
	CITZN 231 A3	1/18/2028	2,299,620	2,298,643	5.93
	COMET 2021-3 A	11/16/2026	2,774,618	2,630,534	5.56

Orange County Transportation Authority
Portfolio Listing
As of August 31, 2023

NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	COMET 2022-1 A	3/17/2025	7,399,825	7,164,098	5.50
	COMET 2022-2 A	5/15/2025	5,254,160	5,094,985	5.41
	COPAR 2021-1 A3	9/15/2026	1,154,786	1,106,537	5.50
	COPAR 2022-1 A3	4/15/2027	1,469,679	1,421,696	5.50
	COPAR 2022-2 A3	5/17/2027	1,459,895	1,418,025	5.43
	CRVNA 2021-P1 A3	12/10/2025	761,606	752,894	5.59
	CRVNA 23P2 A3	4/10/2028	2,181,939	2,176,922	6.00
	DCENT 2021-1 A	9/16/2024	1,334,714	1,266,982	5.68
	DCENT 2022-2 A	5/17/2027	2,674,783	2,583,381	5.48
	DCENT 2022-3 A	7/15/2027	3,029,624	2,933,252	5.41
	DRIVE 2021-3 B	5/15/2026	693,190	687,616	5.78
	FCAT 231 A3	8/16/2027	1,599,884	1,580,800	5.78
	FCAT 233 A3	4/17/2028	799,951	798,720	5.57
	FITAT 2023-1 A3	8/15/2028	2,649,836	2,657,102	5.48
	FORDF 2019-4 A	9/15/2024	5,716,489	5,437,961	5.89
	FORDF 231 B	5/15/2028	568,621	566,737	5.95
	FORDO 2021-A A3	8/15/2025	786,503	769,974	5.17
	FORDO 2022-A A3	6/15/2026	746,465	721,739	5.49
	FORDO 2022-B A3	9/15/2026	844,954	828,007	5.54
	FORDO 2023-B A3	5/15/2028	1,434,981	1,434,498	5.30
	GALC 2021-2 A3	7/15/2025	3,199,590	3,085,856	7.68
	GALC 221 A3	9/15/2026	3,699,362	3,663,370	5.86
	GFORT 231 A1	6/15/2028	1,299,682	1,298,479	5.44
	GMALT 2022-1 A3	3/20/2025	3,088,582	3,044,750	6.99
	GMALT 2023-1 A3	4/20/2026	1,349,777	1,341,509	5.75
	GMCAR 2020-3 A3	4/16/2025	150,975	150,379	2.21
	GMCAR 2020-4 A3	8/18/2025	112,315	110,610	5.00
	GMCAR 2021-1 A3	10/16/2025	129,752	126,684	5.79
	GMCAR 2021-4 A3	9/16/2026	1,916,247	1,836,654	5.60
	GMCAR 2022-1 A3	11/16/2026	2,129,815	2,045,972	5.65
	GMCAR 2022-2 A3	2/16/2027	1,209,747	1,174,305	5.50
	GMCAR 2022-3 A3	4/16/2027	1,549,989	1,511,591	5.39
	GMCAR 2022-4 A3	8/16/2027	1,899,689	1,881,684	5.44
	GMCAR 2023-2 A3	2/16/2028	664,982	653,901	5.29
	GTE 231 A3	3/15/2028	2,199,815	2,168,842	6.10
	HALST 2022-A A3	1/15/2025	1,679,499	1,657,366	6.74
	HALST 21C A3	9/16/2024	807,289	800,435	6.13
	HAROT 2021-3 A3	11/18/2025	3,892,782	3,761,144	5.79
	HAROT 2021-4 A3	1/21/2026	2,586,825	2,489,904	5.89
	HAROT 2022-1 A3	5/15/2026	1,084,837	1,042,555	5.77
	HAROT 2022-2 A3	7/20/2026	1,614,904	1,576,046	5.59
	HART 2019-B C	6/15/2026	1,557,012	1,481,490	5.03
	HART 2021-A A3	9/15/2025	1,276,884	1,249,039	5.37
	HART 2021-B A3	1/15/2026	2,426,644	2,357,253	5.66
	HART 2021-C A3	5/15/2026	875,717	845,308	5.64
	HART 2022-A A3	10/15/2026	2,699,896	2,599,722	5.82
	HART 2022-B A3	11/16/2026	1,549,999	1,512,010	5.62
	HART 2022-C A3	6/15/2027	6,804,967	6,793,227	5.55
	HDMOT 2022-A A3	2/16/2027	2,534,578	2,478,470	5.54
	HDMOT 2023-A A3	12/15/2027	1,639,835	1,625,552	5.58
	JDOT 2021 A3	9/15/2025	1,219,175	1,188,320	5.55
	JDOT 2022 A3	9/15/2026	1,994,559	1,931,479	5.75
	JDOT 2022-C A3	6/15/2027	3,899,697	3,867,591	5.64
	KCOT 2021-1 A3	8/15/2025	660,786	641,906	6.13
	KCOT 2023-1 A3	6/15/2027	6,743,944	6,681,597	5.51
	KCOT 212 A3	11/17/2025	1,338,224	1,285,707	6.61
	KCOT 221 A2	4/15/2025	357,955	353,682	10.24
	KCOT 221 A3	10/15/2026	2,499,643	2,384,750	6.91
	KCOT 222 A3	12/15/2026	2,374,565	2,314,081	6.11
	KCOT 232 A3	1/18/2028	3,029,235	3,024,243	5.39
	MBALT 2021-B A3	11/15/2024	970,672	959,678	6.65
	MBART 2020-1 A3	2/18/2025	49,529	49,247	3.87
	MBART 2022-1 A3	8/16/2027	3,894,230	3,883,899	5.43
	MBART 2023-1 A3	11/15/2027	729,912	719,619	5.29
	MCCT 211 A	11/21/2025	4,741,016	4,814,700	5.83
	MMAF 22B A2	9/9/2025	3,354,830	3,339,225	6.47
	NAROT 2022-B A3	5/17/2027	1,504,689	1,480,679	5.45
	NAROT 2023-A A3	11/15/2027	3,299,417	3,271,653	5.37
	PFSFC 20E A	10/15/2025	1,309,578	1,292,148	5.91
	SDART 2021-4 B	6/15/2026	98,047	97,411	5.05
	SDART 2022-6 A3	11/16/2026	1,999,946	1,984,180	5.82
	SDART 2023-3 A3	10/15/2027	1,399,842	1,396,178	5.83
	SYNIT 2022-1 A	4/15/2025	580,311	574,490	5.65
	TAOT 2020-D A3	1/15/2025	261,784	259,926	5.15
	TAOT 2021-A A3	5/15/2025	1,184,048	1,161,672	5.53
	TAOT 2021-D A3	4/15/2026	1,166,368	1,121,277	5.94
	TAOT 2022-B A3	9/15/2026	1,399,967	1,357,202	5.71
	TAOT 2022-C A3	4/15/2027	3,025,132	3,012,132	5.41
	TAOT 2022-D A3	9/15/2027	4,799,526	4,795,872	5.40
	TAOT 2023-A A3	9/15/2027	775,000	764,948	5.36
	TAOT 2023-B A3	12/15/2027	1,894,894	1,876,296	5.19
	TLOT 2022-A A3	2/20/2025	1,217,383	1,231,163	6.27
	TLOT 2023-A A3	4/20/2026	2,599,547	2,573,376	5.71
	TLOT 21B A3	10/21/2024	322,225	319,816	6.08
	UART 211 A3	6/16/2025	8,679	8,700	2.87
	VALET 2021-1 A3	6/22/2026	1,213,557	1,169,721	6.03
	VWALT 2022-A A3	7/21/2025	739,941	728,241	5.94
	VZMT 2022-5 A1A	7/20/2027	1,824,920	1,809,780	5.94
	VZOT 2020-B A	2/20/2025	34,952	34,858	2.18

Orange County Transportation Authority
Portfolio Listing
As of August 31, 2023

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	WLAKE 2023-1 A3	1/18/2028	1,599,921	1,587,264	5.81
	WLAKE 223 A3	7/15/2026	4,799,655	4,777,152	6.06
	WLAKE 232 A3	2/16/2027	3,799,858	3,798,632	5.88
	WOART 2020-B A3	5/15/2025	148,399	147,209	4.84
	WOART 2021-D A3	10/15/2026	1,350,421	1,296,540	5.87
	<i>SUB-TOTAL</i>		<i>243,081,515</i>	<i>238,735,460</i>	
	<i>Municipal Debt</i>				
	ALABAMA FED AID HWY FIN AUTH SPL OBLIG REV	9/1/2027	1,349,172	1,334,228	4.69
	CALIFORNIA ST	4/1/2024	3,239,373	3,040,761	5.53
	CALIFORNIA ST DEPT WTR RES CENT VY PROJ REV	12/1/2023	230,000	227,224	5.30
	CALIFORNIA ST UNIV REV	11/1/2023	2,090,000	2,073,531	5.24
	CONNECTICUT ST	6/15/2024	1,668,696	1,615,966	5.37
	CORONA	5/1/2024	1,510,000	1,462,103	5.62
	EL CAJON CALIF	4/1/2024	540,000	524,588	5.98
	FLORIDA ST BRD ADMIN FIN CORP REV	7/1/2025	1,025,000	953,127	5.32
	GOLDEN ST TOB SECURITIZATION CORP CALIF TOB SETTLE	6/1/2025	2,120,000	1,973,211	5.61
	HAWAII ST ARPTS SYS CUSTOMER FAC CHARGE REV	7/1/2024	715,000	693,643	5.73
	LOS ALTOS CALIF SCH DIST	10/1/2024	1,826,514	1,716,804	5.45
	LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2025	1,600,000	1,454,976	5.44
	MASSACHUSETTS (COMMONWEALTH OF)	11/1/2026	431,068	430,156	4.88
	MASSACHUSETTS (COMMONWEALTH OF)	1/15/2025	2,345,000	2,292,026	5.39
	MASSACHUSETTS (COMMONWEALTH OF)	7/15/2024	4,240,000	4,173,390	5.50
	NEW JERSEY ST TPK AUTH TPK REV	1/1/2025	850,000	800,292	5.51
	NEW YORK ST	2/15/2024	3,000,000	2,952,870	5.54
	NEW YORK ST URBAN DEV CORP REV	3/15/2024	2,790,000	2,720,138	5.40
	NEW YORK STATE DORMITORY AUTHORITY	3/15/2025	2,690,000	2,519,427	5.23
	REDONDO BEACH CALIF CMNTY FING AUTH LEASE REV	5/1/2026	1,495,000	1,350,090	5.26
	RIVERSIDE CNTY CALIF INFRASTRUCTURE FING AUTH LEAS	11/1/2024	1,810,000	1,713,418	5.66
	SAN BERNARDINO CALIF CMNTY COLLEGE DIST	8/1/2024	890,000	854,658	5.44
	SAN DIEGO CNTY CALIF WTR AUTH WTR REV	5/1/2024	667,541	682,898	5.44
	SAN DIEGO CNTY CALIF WTR AUTH WTR REV	5/1/2024	1,400,000	1,355,662	5.50
	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/1/2027	3,118,213	3,035,793	4.91
	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/1/2026	1,240,000	1,218,089	5.08
	<i>SUB-TOTAL</i>		<i>44,880,577</i>	<i>43,169,070</i>	
	<i>Supranationals</i>				
	INTER-AMERICAN DEVELOPMENT BANK	9/23/2024	10,976,871	10,433,443	5.43
	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	3/19/2024	5,349,700	4,918,250	5.56
	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	11/24/2023	3,043,443	3,015,474	5.22
	<i>SUB-TOTAL</i>		<i>19,370,014</i>	<i>18,367,167</i>	
	SHORT-TERM PORTFOLIO - TOTAL		<i>\$ 1,986,575,926</i>	<i>\$ 1,939,319,979</i>	

BOND PROCEEDS PORTFOLIO

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	<i>2021 Bond Anticipation Notes (BANs) - US Bank</i>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	53,184	53,184	4.94
	<i>91 EXPRESS LANES 2023 BONDS (US Bank COI)</i>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	68,557	68,557	4.94
	BOND PROCEEDS PORTFOLIO-TOTAL		<i>\$ 121,742</i>	<i>\$ 121,742</i>	

DEBT SERVICE RESERVE FUNDS

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	<i>91 EXPRESS LANES 2013 BONDS (US Bank DSF/DSRF)</i>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	12,471	12,471	4.94
	<i>91 EXPRESS LANES 2023 BONDS (US Bank DSRF)</i>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	5,231,630	5,231,630	4.94
	<i>91 EXPRESS LANES 2023 BONDS - OPERATING & MAINTENANCE RESERVES</i>				
	BANK DEPOSITS	N/A	11,864	11,864	0.00
	BMO HARRIS BANK NCD	10/11/2023	5,000,000	4,999,950	5.42
	BMO HARRIS BANK NCD	1/11/2024	3,300,000	3,301,122	5.75
	DEBT SERVICE RESERVE FUNDS - TOTAL		<i>\$ 13,555,966</i>	<i>\$ 13,557,038</i>	

TOTAL PORTFOLIO			<i>Book Value</i>	<i>Market Value</i>
			<i>\$ 2,413,678,661</i>	<i>\$ 2,366,438,736</i>

NOTE: 1. Variable or floating rate securities.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Orange County Transportation Authority Investment and Debt Programs Report – September 2023

Finance and Administration Committee Meeting of October 25, 2023

Present: Directors Do, Goodell, Harper, Hennessey, Jones, and Sarmiento
Absent: Director Federico

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



October 25, 2023

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority Investment and Debt Programs Report – September 2023

Overview

The Orange County Transportation Authority has a comprehensive investment and debt program to fund its immediate and long-term cash flow demands. Each month, the Treasurer submits a report detailing investment allocation, performance, compliance, outstanding debt balances, and credit ratings for the Orange County Transportation Authority's debt program. This report is for the month ending September 30, 2023.

Recommendation

Receive and file as an information item.

Discussion

As of September 30, 2023, the Orange County Transportation Authority's (OCTA) outstanding investments totaled \$2.5 billion. The portfolio is divided into three managed portfolios: the liquid portfolio for immediate cash needs, the short-term portfolio for future budgeted expenditures, and the bond proceeds portfolio to meet Measure M2 (M2) transportation program needs. In addition to these portfolios, OCTA has funds invested in debt service reserve funds for the 91 Express Lanes Program.

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

The weighted average book yield for the OCTA portfolio is 3.3 percent. The book yield measures the exact income, or interest, on a bond without regard to market

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

OCTA's month-end balance in the Local Agency Investment Fund was \$6,683,889, with an average monthly effective yield of 3.53 percent. OCTA's month-end balance in the Orange County Investment Pool (OCIP) was \$636,719. For the month of August, the monthly gross yield for the OCIP was 3.89 percent. The yield for the month of September will be received in October.

During the month of September, no securities held within OCTA's investment portfolio were downgraded or placed on negative credit watch.

OCTA's debt program is separate from its investment program and is comprised of M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, and 2021 Transportation Infrastructure Finance and Innovation Act Loan. The debt program currently has an outstanding principal balance of \$1.3 billion as of September 30, 2023. Approximately 47.2 percent of the outstanding balance is comprised of M2 debt, 3.8 percent is associated with the 91 Express Lanes Program, and 49 percent is associated with the 405 Express Lanes.

Summary

The Treasurer is submitting a copy of the Orange County Transportation Authority Investment and Debt Programs report to the Finance and Administration Committee. The report is for the month ending September 30, 2023.

Attachments

- A. Orange County Transportation Authority Investment and Debt Programs
– For the Period Ending September 30, 2023
- B. Orange County Transportation Authority Portfolio Listing as of
September 30, 2023

Prepared by:



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

Approved by:



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

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

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



**Presented to the
Finance and Administration Committee**

**For The Period Ending
September 30, 2023**

INVESTMENT PROGRAM

OCTA Investment Dashboard

9/30/2023

Safety of Principal

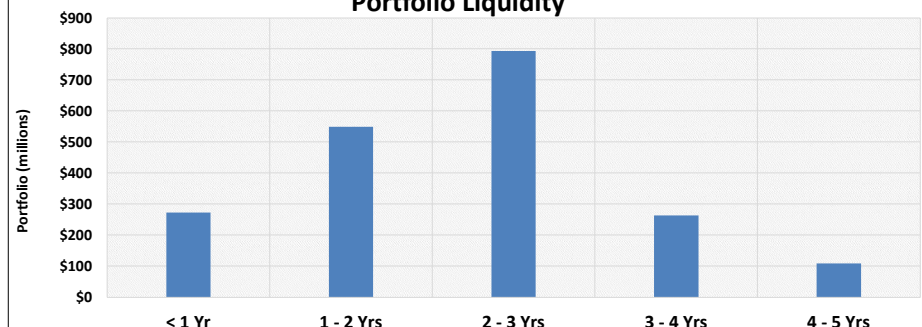
Securities that fell below OCTA's minimum credit quality requirements during the month of September 2023:
Not applicable.

Securities currently held within OCTA's portfolio that fell below OCTA's minimum credit quality requirements during prior reporting periods:
Not applicable.

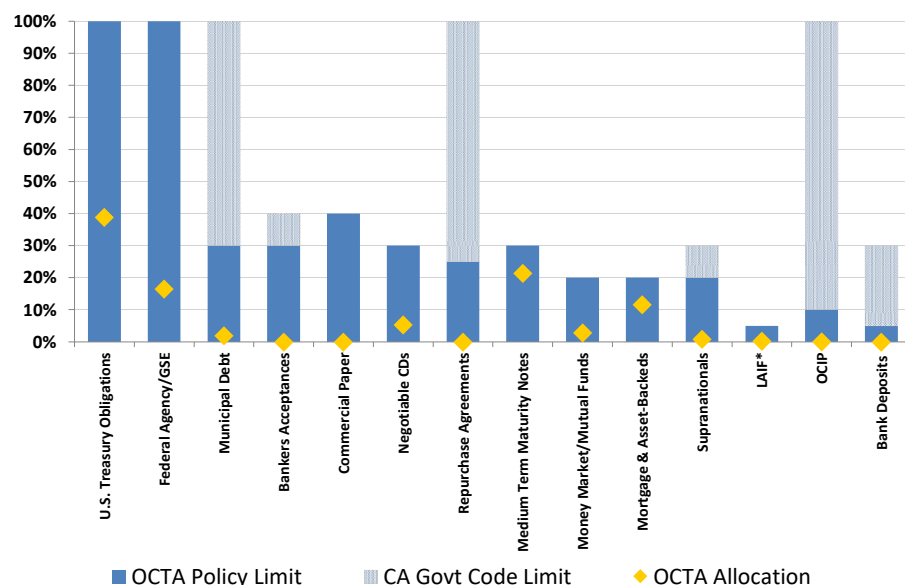
Securities downgraded or placed on Negative Credit Watch during the month of September 2023, but remain in compliance with OCTA's Investment Policy:
Not applicable.

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

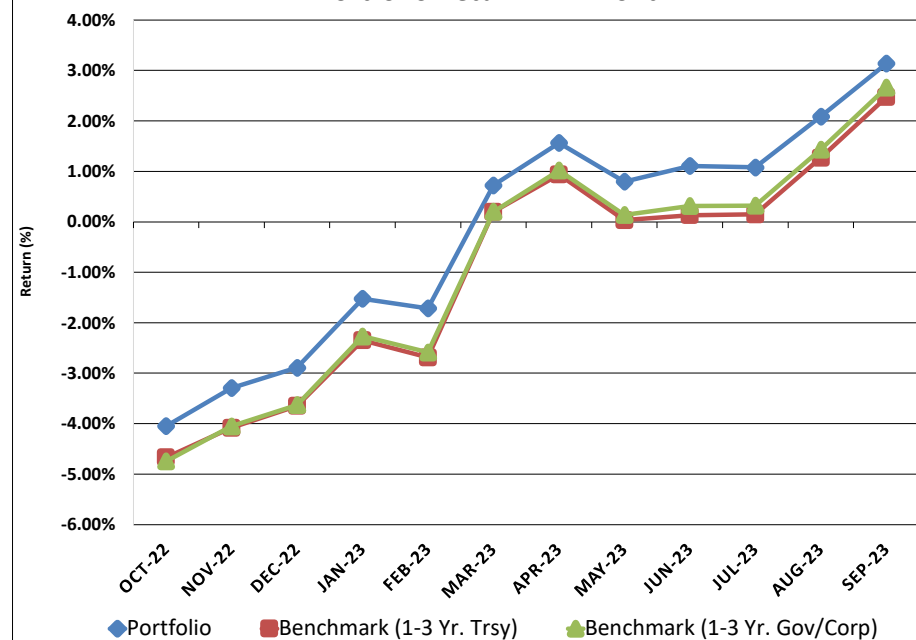
Portfolio Liquidity



Portfolio Diversification



Portfolio Return - 12 Month



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

** Per OCTA's Investment Policy the limit is 30% for variable and floating rate securities. As of September 30, 2023, 7.2% of the portfolio was invested in variable & floating rate securities.

Investment Compliance

9/30/2023

Portfolio Subject to Investment Policy			
	Dollar Amount	Percent Of	Investment Policy
Short-Term/Liquid Portfolio ¹	Invested	Portfolio	Max. Percentages
U.S. Treasury Obligations	\$ 834,725,521	38.9%	100%
Federal Agency/GSE	354,383,581	16.5%	100%
Municipal Debt	\$ 41,860,577	2.0%	30%
Commercial Paper	-	0.0%	40%
Negotiable Certificates of Deposit	\$ 115,050,000	5.4%	30%
Repurchase Agreements	-	0.0%	25%
Medium Term Maturity Notes/Corporates	\$ 459,230,954	21.4%	30%
Money Market/Mutual Funds	62,323,975	2.9%	20%
Mortgage & Asset-Backed	\$ 250,905,240	11.7%	20%
Supranationals	19,370,014	0.9%	20%
Local Agency Investment Fund	\$ 6,683,889	0.3%	\$ 75 Million
Orange County Investment Pool	636,719	0.0%	10%
Bank Deposits	\$ 250,000	0.0%	5%
Total Short-Term/Liquid Portfolio²	\$ 2,145,420,469		

1. Excludes portion of Liquid Portfolio subject to Indenture

2. Includes variable & floating rate securities invested in the amount of \$154,784,835 (7.2% of total Short-Term/Liquid portfolio) and subject to 30% limit per OCTA's Investment Policy.

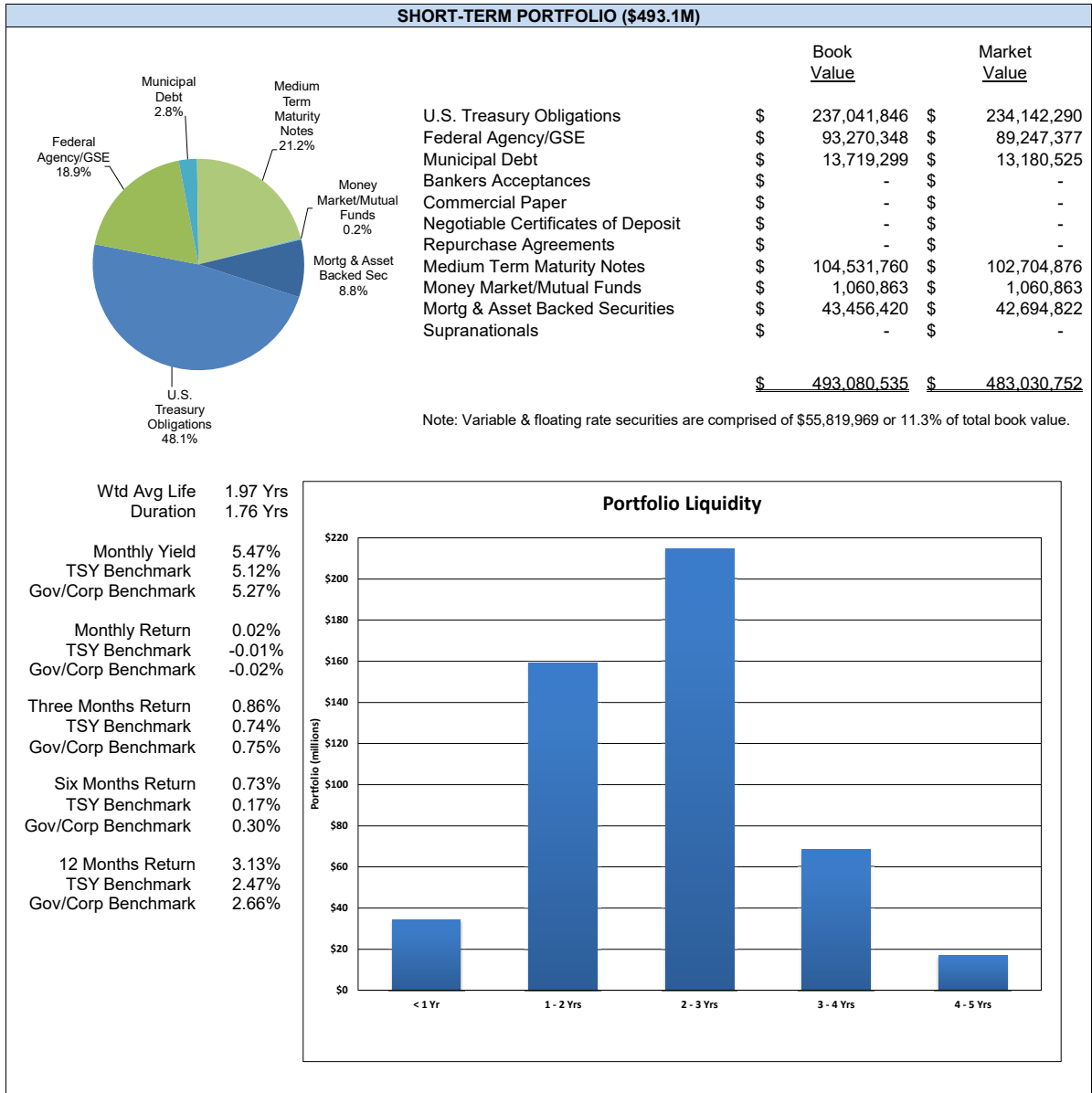
Portfolio Subject to Indenture					
Portfolio	Dollar Amount Invested	OCTA		Indenture Requirements	
		Credit Quality	Term	Min. Credit Quality	Max. Term
Liquid Portfolio*					
Government Obligations MMKT Fund	275,712,303	"AAA"	N/A	AAA Category	N/A
Government Obligations MMKT Fund	29,017,651	"AAA"/"Aa"	N/A	AAA Category	N/A
Total Liquid Portfolio	\$ 304,729,954				
Bond Proceeds Portfolio					
2021 Bond Anticipation Notes (BANs):					
Government Obligations MMKT Fund	53,184	"AAA"/ "Aa"/"Aa"	N/A	"AAA" or "AAA-G"	N/A
91 Express Lanes 2023 Bonds:					
Government Obligations MMKT Fund	4,319	"AAA"/ "Aa"/"Aa"	N/A	N/A	N/A
Total Bond Proceeds Portfolio	\$ 57,503				
Reserve Funds Portfolio					
Bank Deposit	\$ 11,864	N/A	N/A	N/A	N/A
Government Obligations MMKT Fund	5,260,692	"AAA"/ "Aa"/"Aa"	N/A	N/A	N/A
Negotiable Certificates of Deposit	5,000,000	"A-1"/"P-1"/"F1"	90 days	"A-1"/"P-1"/"F1"	270 days
Negotiable Certificates of Deposit	3,300,000	"A-1"/"P-1"/"F1"	180 days	"A-1"/"P-1"/"F1"	270 days
Government Obligations MMKT Fund**	5,544	"AAA"/ "Aa"/"Aa"	N/A	N/A	N/A
Total Reserve Funds Portfolio	\$ 13,578,100				
Total Portfolio Subject to Indenture	\$ 13,635,604				
Portfolio Total	\$ 2,463,786,026				

*Reflects portion of Liquid Portfolio subject to Indenture (OCTA Sales Tax Revenue)

**91 EL Debt Service Fund

Investment Manager Diversification and Maturity Schedules

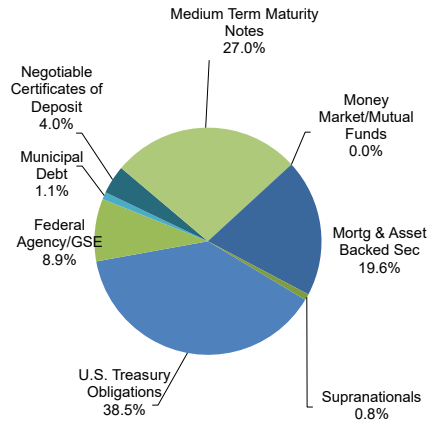
MetLife Investment Management
9/30/2023



Investment Manager Diversification and Maturity Schedules

PFM
9/30/2023

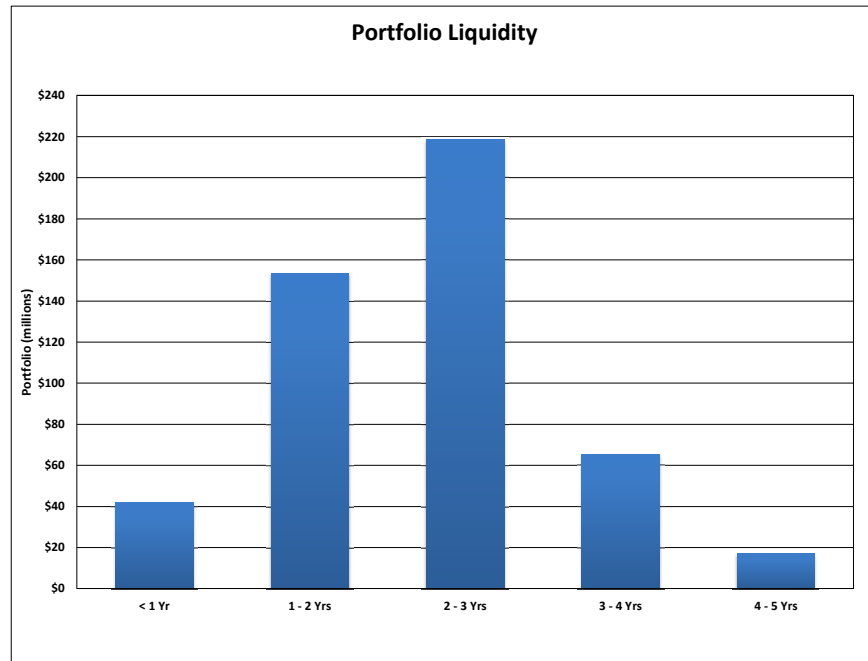
SHORT-TERM PORTFOLIO (\$496.3M)



	Book Value	Market Value
U.S. Treasury Obligations	\$ 191,293,321	\$ 186,591,945
Federal Agency/GSE	\$ 44,200,287	\$ 43,289,768
Municipal Debt	\$ 5,220,000	\$ 5,045,529
Bankers Acceptances	\$ -	\$ -
Commercial Paper	\$ -	\$ -
Negotiable Certificates of Deposit	\$ 20,050,000	\$ 19,996,074
Repurchase Agreements	\$ -	\$ -
Medium Term Maturity Notes	\$ 134,053,662	\$ 130,330,771
Money Market/Mutual Funds	\$ 25,455	\$ 25,455
Mortg & Asset Backed Securities	\$ 97,213,233	\$ 94,781,451
Supranationals	\$ 4,211,881	\$ 4,010,067
	\$ 496,267,839	\$ 484,071,061

Note: Variable & floating rate securities are comprised of \$32,075,290 or 6.5% of total book value.

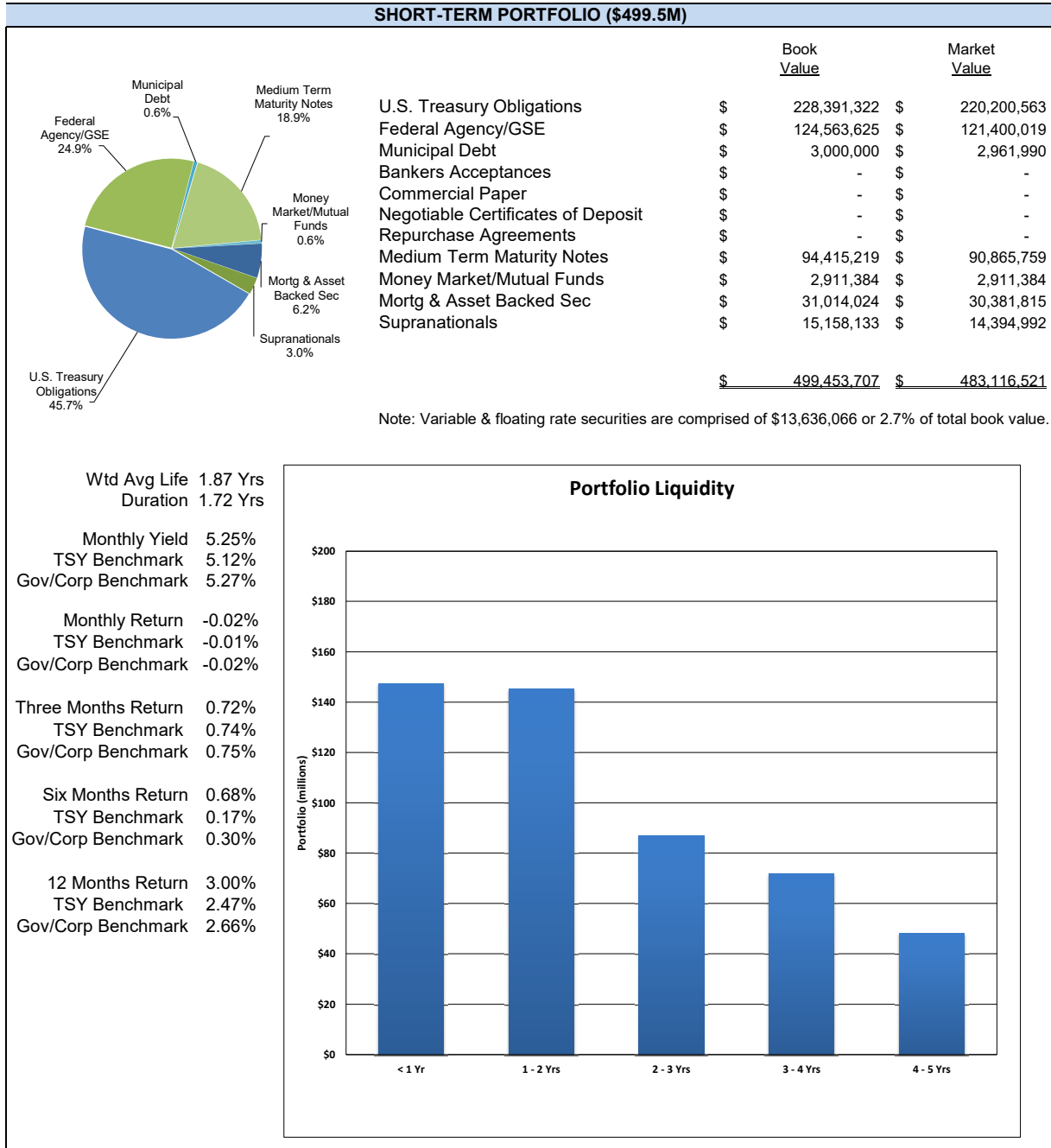
Wtd Avg Life	1.85 Yrs
Duration	1.67 Yrs
Monthly Yield	5.40%
TSY Benchmark	5.12%
Gov/Corp Benchmark	5.27%
Monthly Return	0.05%
TSY Benchmark	-0.01%
Gov/Corp Benchmark	-0.02%
Three Months Return	0.86%
TSY Benchmark	0.74%
Gov/Corp Benchmark	0.75%
Six Months Return	0.79%
TSY Benchmark	0.17%
Gov/Corp Benchmark	0.30%
12 Months Return	3.14%
TSY Benchmark	2.47%
Gov/Corp Benchmark	2.66%



Investment Manager Diversification and Maturity Schedules

Chandler Asset Management

9/30/2023

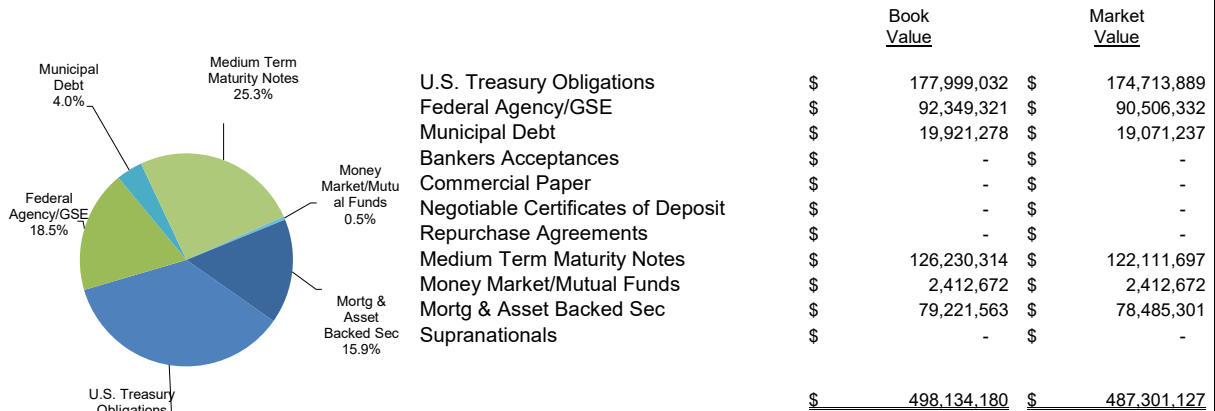


Investment Manager Diversification and Maturity Schedules

Payden & Rygel

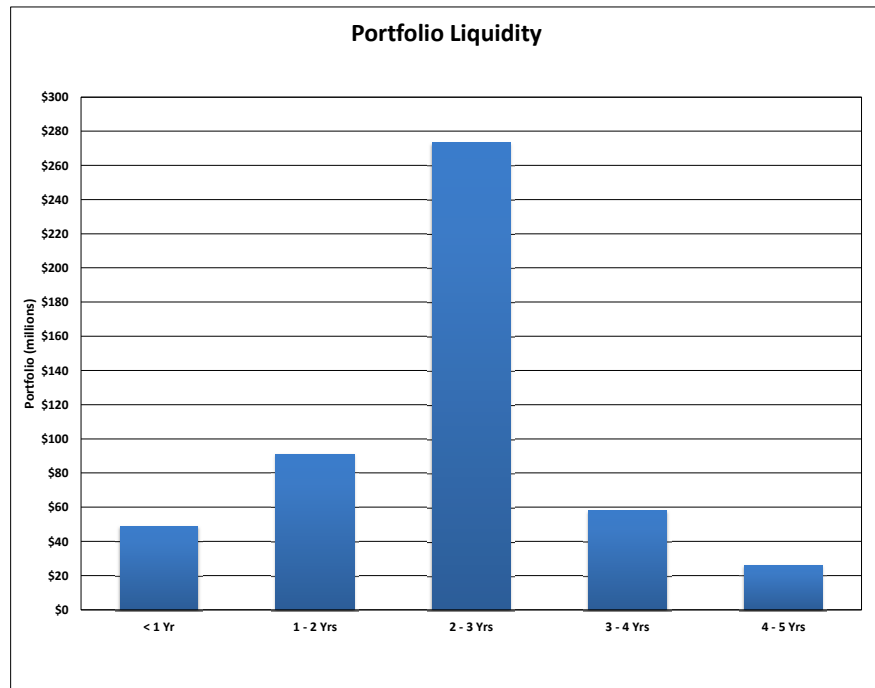
9/30/2023

SHORT-TERM PORTFOLIO (\$498.1M)



Note: Variable & floating rate securities are comprised of \$53,253,300 or 10.7% of total book value.

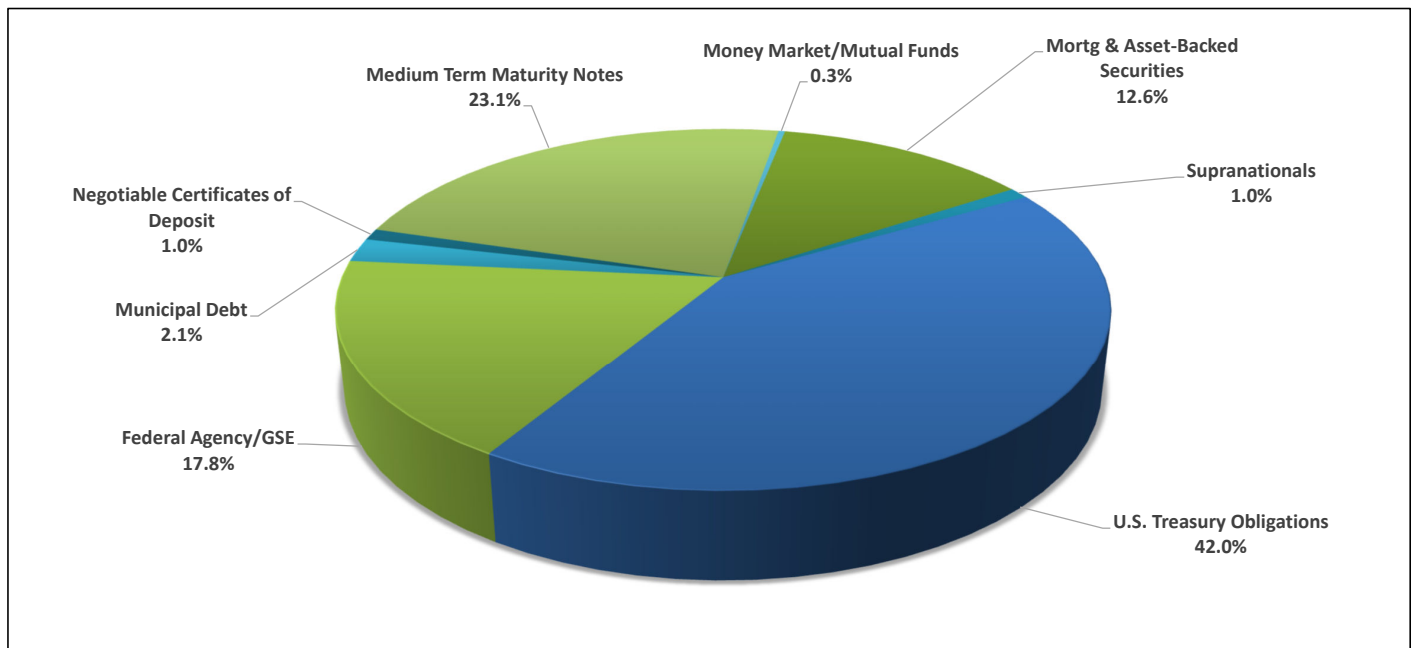
Wtd Avg Life	2.11 Yrs
Duration	1.76 Yrs
Monthly Yield	5.52%
TSY Benchmark	5.12%
Gov/Corp Benchmark	5.27%
Monthly Return	0.02%
TSY Benchmark	-0.01%
Gov/Corp Benchmark	-0.02%
Three Months Return	0.84%
TSY Benchmark	0.74%
Gov/Corp Benchmark	0.75%
Six Months Return	0.69%
TSY Benchmark	0.17%
Gov/Corp Benchmark	0.30%
12 Months Return	3.29%
TSY Benchmark	2.47%
Gov/Corp Benchmark	2.66%



Short-Term Portfolio

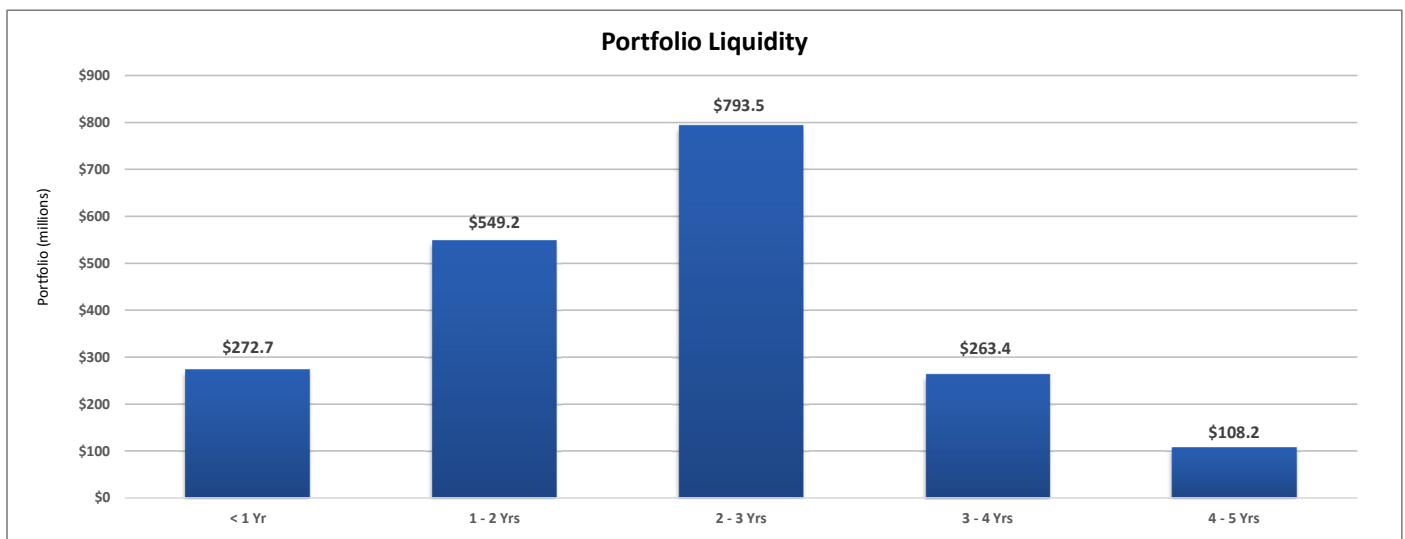
9/30/2023

Portfolio Composition



Note: Variable & floating rate securities are comprised of 7.8% of total book value.

Portfolio Liquidity



Rating Downgrades & Negative Credit Watch

9/30/2023

Investment Manager / Security

Par Amount

Maturity

S&P

Moody's

Fitch Ratings

Rating Downgrades:

N/A

Negative Credit Watch:

N/A

DEBT PROGRAM

(M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, 2021 TIFIA Loan (I-405))

Outstanding Debt¹

As of 9/30/2023

Orange County Local Transportation Authority (OCLTA-M2)

2010 Series A Taxable Build America Bonds - Sales Tax Revenue Bonds

Issued:	\$	293,540,000
Outstanding:		250,000,000
Debt Service FY 2024:		17,270,000
All in True Interest Cost:		4.33%
Pledged Revenue Source:	M2 Sales Tax Revenues	
Ratings (Fitch/ Moody's/ S&P):	AA+/Aa2/AA+	
Final Maturity:		2041

2019 M2 Sales Tax Bond

Issued:	\$	376,690,000
Outstanding:		340,235,000
Debt Service FY 2024:		37,601,900
All in True Interest Cost:		3.14%
Pledged Revenue Source:	M2 Sales Tax Revenues	
Ratings (Fitch/ S&P):	AA+/AA+	
Final Maturity:		2041

Sub-total M2 Outstanding Debt	\$	590,235,000
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91 Express Lanes

2023 OCTA 91 Express Lanes Refunding Bonds

Issued:	\$	47,545,000
Outstanding:		47,545,000
Debt Service FY 2024:		1,446,160
All in True Interest Cost:		2.80%
Pledged Revenue Source:	91 Toll Road Revenues	
Ratings (Fitch/ Moody's/ S&P):	AA-/Aa3/AA-	
Final Maturity:		2030

Sub-total 91 Express Lanes Outstanding Debt	\$	47,545,000
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405 Express Lanes

2021 TIFIA Loan

Amount Available	\$	628,930,000
Outstanding:		613,711,295
Accrued Interest:		-
Interest Rate:		1.95%
Pledged Revenue Source:	405 Toll Road Revenues	
Ratings (Moody's):	Baa2	
Final Maturity:		2058

Sub-total 405 Express Lanes Outstanding Debt	\$	613,711,295
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TOTAL OUTSTANDING DEBT:	\$	1,251,491,295
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1. Comprised of OCTA's debt obligations (M2 Sales Tax Revenue Bonds, 91 Toll Revenue Bonds, and 2021 TIFIA Loan (I-405) currently outstanding and irrespective of OCTA's investment program.

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2023

LIQUID PORTFOLIO					
NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	<u>CASH EQUIVALENTS</u>				
	BANK DEPOSITS	N/A	250,000	250,000	0.00
	FIDELITY MONEY MARKET GOVERNMENT PORTFOLIO	N/A	25,256,002	25,256,002	5.06
	BMO HARRIS BANK NCD	12/5/2023	20,000,000	20,000,000	5.67
	BMO HARRIS BANK NCD	11/1/2023	25,000,000	25,000,000	5.55
	BMO HARRIS BANK NCD	2/1/2024	25,000,000	25,000,000	5.78
	BMO HARRIS BANK NCD	5/1/2024	25,000,000	25,000,000	5.89
	MONEY MARKET DEMAND ACCOUNT	N/A	30,657,598	30,657,598	3.71
	FIDELITY TREASURY OBLIGATIONS FUND	N/A	275,712,303	275,712,303	5.24
	FEDERATED TREASURY OBLIGATIONS FUND	N/A	29,017,651	29,017,651	5.21
	SUB-TOTAL		455,893,554	455,893,554	
	<u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u>	N/A	6,683,889	6,683,889	3.53
	<u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u>	N/A	636,719	636,719	3.89
	LIQUID PORTFOLIO - TOTAL		\$ 463,214,162	\$ 463,214,162	
SHORT-TERM PORTFOLIO					
NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	<u>Money Market Funds</u>				
	FIRST AMER-GVT OBLG Z	9/30/2023	6,410,374	6,410,374	5.23
	SUB-TOTAL		6,410,374	6,410,374	
	<u>NEGOTIABLE CERTIFICATES OF DEPOSIT</u>				
	Credit Agricole Corporate And Investment Bank, New	8/16/2024	3,550,000	3,479,852	6.44
	Natixis, New York Branch	9/18/2026	3,575,000	3,595,342	5.61
	Nordea ABP - New York Branch	11/3/2025	4,750,000	4,746,723	5.56
	Rabobank Nederland - New York Branch	7/17/2026	3,450,000	3,446,654	5.11
	Toronto-Dominion Bank - New York Branch	10/27/2025	4,725,000	4,727,504	5.30
	SUB-TOTAL		20,050,000	19,996,074	
	<u>U.S. TREASURY OBLIGATIONS</u>				
	UNITED STATES TREASURY	8/31/2028	1,955,535	1,935,606	4.60
	UNITED STATES TREASURY	11/15/2027	3,778,750	3,637,800	4.69
	UNITED STATES TREASURY	9/30/2027	6,517,012	6,364,670	4.70
	UNITED STATES TREASURY	8/31/2027	7,737,813	7,550,320	4.71
	UNITED STATES TREASURY	7/31/2027	9,733,381	9,212,733	4.72
	UNITED STATES TREASURY	6/30/2027	17,424,887	16,817,124	4.71
	UNITED STATES TREASURY	4/30/2027	8,049,434	7,948,520	4.74
	UNITED STATES TREASURY	3/31/2027	6,686,992	6,734,308	4.73
	UNITED STATES TREASURY	2/15/2027	8,006,270	7,843,545	4.75
	UNITED STATES TREASURY	12/31/2026	12,017,576	11,985,536	4.75
	UNITED STATES TREASURY	11/15/2026	3,715,469	3,679,240	4.79
	UNITED STATES TREASURY	9/15/2026	2,447,520	2,442,921	4.81
	UNITED STATES TREASURY	8/15/2026	35,419,572	35,246,730	4.84
	UNITED STATES TREASURY	7/15/2026	16,526,289	16,402,363	4.85
	UNITED STATES TREASURY	6/15/2026	14,637,570	14,496,460	4.86
	UNITED STATES TREASURY	5/15/2026	45,018,283	44,148,590	4.88
	UNITED STATES TREASURY	4/15/2026	37,459,945	36,518,520	4.91
	UNITED STATES TREASURY	3/15/2026	6,268,629	6,087,397	4.93
	UNITED STATES TREASURY	2/28/2026	14,271,250	14,402,500	4.93
	UNITED STATES TREASURY	2/28/2026	31,820,822	32,127,562	4.92
	UNITED STATES TREASURY	2/28/2026	14,455,078	14,183,250	4.91
	UNITED STATES TREASURY	2/15/2026	72,132,869	71,165,807	4.95
	UNITED STATES TREASURY	1/15/2026	10,113,863	9,911,272	4.97
	UNITED STATES TREASURY	12/15/2025	26,800,059	26,217,545	5.00
	UNITED STATES TREASURY	12/15/2025	14,225,545	14,049,547	5.01
	UNITED STATES TREASURY	11/15/2025	14,569,102	14,172,600	5.01
	UNITED STATES TREASURY	11/15/2025	33,934,952	33,258,028	5.03
	UNITED STATES TREASURY	10/31/2025	8,032,813	7,681,840	5.03
	UNITED STATES TREASURY	9/30/2025	18,874,642	19,237,400	5.03
	UNITED STATES TREASURY	9/30/2025	9,515,918	9,131,495	5.06
	UNITED STATES TREASURY	9/30/2025	32,554,458	32,654,292	5.04
	UNITED STATES TREASURY	8/15/2025	1,247,105	1,215,560	4.89
	UNITED STATES TREASURY	8/15/2025	5,979,811	5,836,617	5.12
	UNITED STATES TREASURY	7/31/2025	14,709,063	14,192,265	5.12
	UNITED STATES TREASURY	7/15/2025	3,993,281	3,854,680	5.14
	UNITED STATES TREASURY	6/30/2025	6,811,055	6,433,420	5.14
	UNITED STATES TREASURY	6/15/2025	4,793,813	4,621,104	5.18
	UNITED STATES TREASURY	5/31/2025	7,357,324	6,915,825	5.18
	UNITED STATES TREASURY	5/31/2025	2,476,074	2,462,900	5.19
	UNITED STATES TREASURY	5/15/2025	16,908,293	16,472,844	5.23
	UNITED STATES TREASURY	5/15/2025	8,474,102	8,176,915	5.21
	UNITED STATES TREASURY	5/15/2025	6,230,727	6,167,179	5.21
	UNITED STATES TREASURY	4/30/2025	2,441,619	2,363,001	5.23
	UNITED STATES TREASURY	4/30/2025	7,440,527	6,953,025	5.22
	UNITED STATES TREASURY	3/31/2025	10,137,754	10,017,656	5.28
	UNITED STATES TREASURY	3/31/2025	24,239,802	23,640,781	5.28
	UNITED STATES TREASURY	2/15/2025	5,349,375	5,129,568	5.32
	UNITED STATES TREASURY	1/31/2025	8,313,750	7,596,240	5.34
	UNITED STATES TREASURY	12/31/2024	5,274,535	5,228,556	5.37
	UNITED STATES TREASURY	12/31/2024	21,781,674	20,092,800	5.36
	UNITED STATES TREASURY	12/31/2024	2,496,885	2,300,533	5.38
	UNITED STATES TREASURY	12/15/2024	16,601,615	15,762,862	5.36

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2023

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	UNITED STATES TREASURY	11/30/2024	8,498,842	7,845,432	5.36
	UNITED STATES TREASURY	11/15/2024	17,620,260	16,764,676	5.39
	UNITED STATES TREASURY	10/31/2024	11,800,523	10,933,284	5.43
	UNITED STATES TREASURY	10/15/2024	447,785	428,310	5.44
	UNITED STATES TREASURY	9/15/2024	7,484,473	7,146,975	5.47
	UNITED STATES TREASURY	8/15/2024	7,914,375	7,653,760	5.49
	UNITED STATES TREASURY	7/15/2024	7,502,051	7,207,650	5.46
	UNITED STATES TREASURY	6/15/2024	3,282,952	3,339,935	5.50
	UNITED STATES TREASURY	6/15/2024	10,975,938	10,605,100	5.47
	UNITED STATES TREASURY	5/15/2024	3,489,746	3,388,315	5.49
	UNITED STATES TREASURY	4/15/2024	8,013,438	7,785,280	5.45
	UNITED STATES TREASURY	12/15/2023	7,978,438	7,916,240	5.15
	UNITED STATES TREASURY	11/9/2023	3,949,037	3,977,640	5.02
	UNITED STATES TREASURY	10/31/2023	8,007,188	7,976,240	5.02
	SUB-TOTAL		834,725,521	815,648,686	
	<u>FEDERAL AGENCY/GSE</u>				
	FEDERAL FARM CREDIT BANKS FUNDING CORP	9/1/2026	3,994,800	3,981,280	4.92
	FEDERAL FARM CREDIT BANKS FUNDING CORP	8/14/2026	14,828,188	14,727,738	4.87
	FEDERAL FARM CREDIT BANKS FUNDING CORP	7/17/2026	4,003,400	3,962,720	4.98
	FEDERAL FARM CREDIT BANKS FUNDING CORP	6/23/2026	3,995,240	3,947,520	4.89
	FEDERAL FARM CREDIT BANKS FUNDING CORP	2/25/2025	4,956,270	4,762,550	5.30
	FEDERAL FARM CREDIT BANKS FUNDING CORP	10/2/2023	4,994,600	5,000,000	0.20
	FEDERAL HOME LOAN BANKS	9/8/2028	3,979,600	3,942,280	4.70
	FEDERAL HOME LOAN BANKS	6/30/2028	3,965,360	3,883,200	4.69
	FEDERAL HOME LOAN BANKS	6/9/2028	1,996,120	1,942,360	4.69
	FEDERAL HOME LOAN BANKS	3/10/2028	5,108,250	4,973,100	4.64
	FEDERAL HOME LOAN BANKS	12/10/2027	5,105,600	4,912,650	4.71
	FEDERAL HOME LOAN BANKS	3/25/2027	4,830,700	4,764,136	5.12
	FEDERAL HOME LOAN BANKS	9/11/2026	3,977,160	3,968,160	4.91
	FEDERAL HOME LOAN BANKS	8/26/2026	1,783,600	1,774,754	5.12
	FEDERAL HOME LOAN BANKS	6/12/2026	3,992,680	3,979,720	4.95
	FEDERAL HOME LOAN BANKS	2/12/2026	4,147,095	3,724,874	5.25
	FEDERAL HOME LOAN BANKS	2/28/2025	850,000	812,706	5.47
	FEDERAL HOME LOAN BANKS	2/28/2025	4,095,000	3,910,520	5.56
	FEDERAL HOME LOAN BANKS	2/28/2025	4,254,377	4,238,700	5.37
	FEDERAL HOME LOAN BANKS	12/20/2024	7,643,648	7,253,654	5.43
	FEDERAL HOME LOAN BANKS	12/6/2024	3,710,000	3,687,109	5.84
	FEDERAL HOME LOAN BANKS	10/3/2024	7,092,261	7,022,113	5.63
	FEDERAL HOME LOAN BANKS	7/8/2024	6,427,506	6,318,735	5.51
	FEDERAL HOME LOAN BANKS	3/8/2024	5,201,750	4,920,200	5.57
	FEDERAL HOME LOAN BANKS	12/8/2023	6,686,160	6,454,890	5.87
	FEDERAL HOME LOAN MORTGAGE CORP	8/23/2027	6,000,000	5,999,280	5.85
	FEDERAL HOME LOAN MORTGAGE CORP	8/16/2027	6,000,000	5,946,480	6.26
	FEDERAL HOME LOAN MORTGAGE CORP	5/1/2026	2,800,000	2,772,364	5.91
	FEDERAL HOME LOAN MORTGAGE CORP	2/24/2026	2,268,865	2,245,529	5.89
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2026	2,380,000	2,352,606	5.83
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2026	5,000,000	4,952,735	5.74
	FEDERAL HOME LOAN MORTGAGE CORP	10/20/2025	3,149,742	3,158,247	5.19
	FEDERAL HOME LOAN MORTGAGE CORP	9/30/2025	3,260,000	3,208,199	5.60
	FEDERAL HOME LOAN MORTGAGE CORP	8/28/2025	3,060,000	2,990,110	5.32
	FEDERAL HOME LOAN MORTGAGE CORP	8/28/2025	3,060,000	2,990,110	5.47
	FEDERAL HOME LOAN MORTGAGE CORP	8/28/2025	2,940,000	2,935,377	5.40
	FEDERAL HOME LOAN MORTGAGE CORP	8/12/2025	4,095,490	3,764,813	5.25
	FEDERAL HOME LOAN MORTGAGE CORP	7/21/2025	4,785,000	4,672,371	5.43
	FEDERAL HOME LOAN MORTGAGE CORP	5/28/2025	2,980,000	2,962,567	5.99
	FEDERAL HOME LOAN MORTGAGE CORP	2/28/2025	3,030,000	2,964,491	5.61
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2025	324,935	322,832	5.65
	FEDERAL HOME LOAN MORTGAGE CORP	1/27/2025	6,899,698	6,858,048	5.60
	FEDERAL HOME LOAN MORTGAGE CORP	1/24/2025	3,920,000	3,884,681	5.86
	FEDERAL HOME LOAN MORTGAGE CORP	12/30/2024	2,685,000	2,635,497	5.54
	FEDERAL HOME LOAN MORTGAGE CORP	11/25/2024	2,250,000	2,122,943	5.56
	FEDERAL HOME LOAN MORTGAGE CORP	12/4/2023	5,959,095	5,912,150	5.20
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/1/2028	975,938	965,270	5.21
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/24/2026	5,226,860	5,207,356	5.17
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	6/1/2026	354,258	346,232	7.66
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2/17/2026	2,610,000	2,575,574	5.80
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	8/25/2025	7,771,280	7,317,520	5.13
	FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/30/2025	3,614,768	3,615,812	5.26
	FHMS K-040 A2	9/25/2024	4,783,225	4,729,164	5.75
	FHMS K-045 A2	1/25/2025	4,658,707	4,557,472	5.64
	FHMS K-046 A1	1/25/2025	92,729	87,959	5.93
	FHMS K-046 A2	3/25/2025	2,679,855	2,608,092	5.61
	FHMS K-047 A2	5/25/2025	3,597,902	3,452,878	5.56
(1)	FHMS K-048 A2	6/25/2025	180,617	159,156	5.55
	FHMS K-049 A2	7/25/2025	7,081,363	6,926,572	5.52
	FHMS K-050 A1	1/25/2025	1,127,206	1,047,457	6.00
	FHMS K-051 A2	9/25/2025	12,057,972	11,036,375	5.49
	FHMS K-052 A2	11/25/2025	1,219,955	1,087,058	5.34
	FHMS K-053 A2	12/25/2025	3,360,820	3,235,814	5.41
	FHMS K-054 A2	1/25/2026	11,003,391	10,887,668	5.39
	FHMS K-057 A2	7/25/2026	4,025,143	3,995,287	5.22
	FHMS K-058 A2	8/25/2026	2,290,781	2,233,320	5.26
(1)	FHMS K-061 A2	11/25/2026	1,667,056	1,622,837	5.38
	FHMS K-062 A2	12/25/2026	492,458	464,481	5.24
(1)	FHMS K-063 A2	1/25/2027	8,615,836	8,246,307	5.25

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2023

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	FHMS K-065 A2	4/25/2027	1,162,125	1,125,936	5.17
	FHMS K-066 A2	6/25/2027	521,186	488,581	5.23
	FHMS K-067 A2	7/25/2027	3,858,125	3,728,680	5.18
	FHMS K-068 A2	8/25/2027	2,912,461	2,805,960	5.09
(1)	FHMS K-069 A2	9/25/2027	3,812,813	3,716,240	5.21
	FHMS K-073 A2	1/25/2028	6,511,410	6,302,444	5.19
	FHMS K-726 A2	4/25/2024	3,611,988	3,567,609	5.73
	FHMS K-727 A2	7/25/2024	3,807,940	3,462,786	5.78
	FHMS K-728 A2	8/25/2024	4,550,709	4,447,872	5.78
(1)	FHMS K-730 AM	1/25/2025	3,800,660	3,350,709	5.73
(1)	FHMS K-733 A2	8/25/2025	1,855,276	1,854,387	5.53
	FHMS K-734 A2	2/25/2026	1,933,125	1,908,460	5.44
	FHMS K-BX1 A1	9/25/2024	602,888	589,182	5.72
	FHMS K-BX1 A2	1/25/2026	744,258	719,160	5.56
	FHMS K-IR1 A2	3/25/2026	634,528	621,522	5.33
	FHMS K-PLB A	5/25/2025	5,316,560	4,817,434	5.51
	FHMS K-S07 A2	9/25/2025	489,922	474,520	5.41
	FHMS K-S08 A2	3/25/2027	1,350,764	1,303,386	5.47
(1)	FHMS Q-015 A	8/26/2024	107,627	107,592	6.05
	FHR 3778 L	12/15/2025	180,676	174,849	3.59
	FHR 3806 L	2/15/2026	848,766	815,556	6.02
	FHR 4285 BA	12/15/2023	43,055	41,901	6.63
	FN AM8730	7/1/2025	1,659,879	1,477,887	6.74
	FN AN0429	1/1/2025	937,429	835,809	6.74
	FN AN0439	12/1/2025	869,027.34	851,004.00	6.53
	FN AN0571	1/1/2026	582,703.13	570,084.00	6.29
	FN AN0992	2/1/2026	938,750.27	899,070.76	6.84
	FN AN6001	7/1/2027	514,223.74	502,585.11	7.67
	FN BL5365	2/1/2027	297,992.63	293,969.07	5.34
(1)	FNA 2012-M14 AL	9/25/2027	3,661,159.58	3,576,649.02	7.62
(1)	FNA 2014-M8 A2	6/25/2024	892,582.86	812,208.22	7.26
(1)	FNA 2015-M15 A2	10/25/2025	1,300,730.78	1,283,087.27	6.77
	FNA 2016-M03 A2	2/25/2026	3,583,658.24	3,520,580.17	6.30
(1)	FNA 2017-M2 A2	2/25/2027	1,307,901.84	1,280,109.40	6.37
(1)	FNA 2018-M1 UY	12/25/2027	704,512.01	686,919.21	6.04
	FNR 2011-74 UY	3/25/2026	520,862.50	506,011.89	6.94
SUB-TOTAL			354,383,581	344,443,496	
<u>MEDIUM TERM NOTES</u>					
	AMAZON.COM INC	4/13/2025	2,136,597	2,067,561	5.32
	AMAZON.COM INC	5/12/2024	3,265,226	3,168,663	5.61
(1)	AMERICAN EXPRESS CO	7/28/2027	2,445,000	2,410,770	5.47
(1)	AMERICAN EXPRESS CO	11/4/2026	860,000	852,234	6.28
	AMERICAN EXPRESS CO	8/1/2025	7,278,816	7,158,538	5.84
	AMERICAN EXPRESS CO	3/4/2025	1,087,483	1,035,805	5.93
	AMERICAN EXPRESS CO	7/30/2024	2,304,655	2,163,902	5.91
	AMERICAN HONDA FINANCE CORP	7/7/2026	1,243,469	1,237,306	5.49
	AMERICAN HONDA FINANCE CORP	1/13/2025	1,224,032	1,162,011	5.69
	AMERICAN HONDA FINANCE CORP	8/9/2024	1,138,631	1,101,286	5.87
	AMERICAN HONDA FINANCE CORP	1/12/2024	1,585,215	1,490,265	5.81
	APPLE INC	5/8/2026	235,000	231,249	5.08
	APPLE INC	2/23/2026	3,855,100	3,822,200	5.24
	ASTRAZENECA FINANCE LLC	5/28/2024	1,924,827	1,862,572	5.75
	AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD	12/8/2025	2,025,000	2,005,256	5.56
	BAKER HUGHES HOLDINGS LLC	12/15/2023	520,000	514,847	5.96
(1)	BANK OF AMERICA CORP	1/20/2027	1,425,000	1,392,866	6.14
(1)	BANK OF AMERICA CORP	10/24/2026	7,233,077	7,229,799	6.20
(1)	BANK OF AMERICA CORP	7/22/2026	195,000	190,104	6.31
(1)	BANK OF AMERICA CORP	4/2/2026	550,000	526,405	6.41
(1)	BANK OF AMERICA CORP	12/6/2025	2,930,000	2,766,623	6.27
(1)	BANK OF AMERICA CORP	10/22/2025	2,185,494	1,992,706	6.37
(1)	BANK OF AMERICA CORP	4/22/2025	2,595,000	2,514,166	6.28
(1)	BANK OF AMERICA CORP	2/4/2025	1,800,000	1,770,498	6.20
(1)	BANK OF AMERICA CORP	10/24/2024	2,155,000	2,146,725	6.12
(1)	BANK OF NEW YORK MELLON	5/22/2026	4,845,000	4,799,505	5.75
	BANK OF NEW YORK MELLON CORP	1/26/2027	3,695,080	3,574,440	5.60
(1)	BANK OF NEW YORK MELLON CORP	7/24/2026	3,510,000	3,410,562	6.08
	BANK OF NEW YORK MELLON CORP	4/25/2025	1,229,828	1,185,991	5.76
	BANK OF NEW YORK MELLON CORP	4/24/2025	1,279,625	1,171,500	5.85
	BANK OF NEW YORK MELLON CORP	10/25/2024	2,926,102	2,784,258	5.86
	BMW US CAPITAL LLC	8/11/2025	2,404,856	2,392,254	5.60
	BMW US CAPITAL LLC	4/1/2025	1,068,994	1,035,653	5.50
	BMW US CAPITAL LLC	8/12/2024	874,921	837,900	5.82
	BRIGHTHOUSE FINANCIAL GLOBAL FUNDING	1/13/2025	2,172,216	2,051,090	6.42
	BURLINGTON NORTHERN SANTA FE LLC	4/1/2025	753,641	676,515	5.35
(1)	CAPITAL ONE FINANCIAL CORP	12/6/2024	470,000	464,322	6.36
	CATERPILLAR FINANCIAL SERVICES CORP	5/15/2026	1,369,356	1,339,271	5.27
	CATERPILLAR FINANCIAL SERVICES CORP	1/6/2026	3,559,110	3,520,555	5.32
	CATERPILLAR FINANCIAL SERVICES CORP	9/13/2024	1,642,763	1,568,952	5.84
	CATERPILLAR FINANCIAL SERVICES CORP	5/17/2024	7,265,252	7,047,365	5.55
	CHARLES SCHWAB CORP	3/18/2024	7,374,035	7,193,710	5.99
	CHUBB INA HOLDINGS INC	5/3/2026	1,651,406	1,640,922	5.51
	CINTAS NO 2 CORP	5/1/2025	1,184,739	1,144,651	5.72
	CITIBANK NA	9/29/2025	5,455,000	5,460,346	5.81
	CITIGROUP GLOBAL MARKETS HOLDINGS INC	6/7/2024	2,000,000	1,925,340	6.37
(1)	CITIGROUP INC	1/25/2026	1,435,000	1,355,071	6.30
(1)	CITIGROUP INC	11/3/2025	420,221	396,673	6.28
(1)	CITIGROUP INC	5/1/2025	5,169,353	5,003,578	6.26

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NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
(1)	CITIGROUP INC	10/30/2024	4,565,000	4,543,681	6.06
(1)	CITIZENS BANK NA	10/24/2025	1,855,000	1,789,778	8.23
(1)	CITIZENS BANK NA	5/23/2025	625,000	604,250	7.87
	CNO GLOBAL FUNDING	1/6/2025	694,555	650,979	6.95
	COLGATE-PALMOLIVE CO	3/2/2026	1,243,556	1,239,173	5.01
	COLGATE-PALMOLIVE CO	8/15/2025	769,292	740,971	5.23
	COMCAST CORP	11/7/2025	1,239,665	1,234,346	5.48
	COMCAST CORP	10/15/2025	4,042,257	3,507,454	5.51
	COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	3/13/2026	2,350,000	2,340,882	5.49
	COMMONWEALTH BANK OF AUSTRALIA (NEW YORK BRANCH)	1/10/2025	3,290,000	3,269,832	5.58
	COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	1/10/2025	2,043,727	1,939,546	5.80
	COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	8/22/2024	1,684,225	1,656,136	5.86
	ELEVANCE HEALTH INC	2/8/2026	958,992	941,664	5.78
	ENTERGY LOUISIANA LLC	10/1/2024	1,203,193	1,148,799	5.79
	ENTERGY LOUISIANA LLC	11/17/2023	633,304	628,930	5.47
	EQUITABLE FINANCIAL LIFE GLOBAL FUNDING	8/12/2024	2,504,775	2,393,327	6.14
	EXXON MOBIL CORP	3/1/2026	3,559,696	3,508,673	5.35
	F&G GLOBAL FUNDING	9/20/2024	4,454,142	4,211,578	6.91
(1)	FIFTH THIRD BANK NA (OHIO)	10/27/2025	950,000	934,582	7.05
	FLORIDA POWER & LIGHT CO	5/15/2028	3,935,680	3,857,000	5.28
	GA GLOBAL FUNDING TRUST	9/13/2024	1,551,563	1,468,029	6.95
	GA GLOBAL FUNDING TRUST	4/8/2024	2,886,990	2,910,420	6.89
(1)	GOLDMAN SACHS GROUP INC	8/10/2026	2,775,000	2,753,771	6.23
(1)	GOLDMAN SACHS GROUP INC	2/12/2026	6,058,338	6,116,352	6.30
(1)	GOLDMAN SACHS GROUP INC	1/24/2025	2,575,000	2,534,186	6.27
	GOLDMAN SACHS GROUP INC	3/3/2024	440,856	396,584	6.03
	HOME DEPOT INC	9/15/2025	2,204,206	2,151,727	5.31
	HOME DEPOT INC	4/15/2025	369,353	355,363	5.40
	HONEYWELL INTERNATIONAL INC	11/1/2024	399,932	397,272	5.50
	HORMEL FOODS CORP	6/3/2024	1,173,957	1,173,945	5.80
	HSBC USA INC	5/24/2024	3,544,858	3,486,401	6.37
(1)	HUNTINGTON NATIONAL BANK	11/18/2025	2,415,000	2,360,445	7.25
(1)	HUNTINGTON NATIONAL BANK	5/16/2025	3,410,000	3,323,966	7.21
	INTEL CORP	7/29/2025	1,713,075	1,693,825	5.56
	INTERCONTINENTAL EXCHANGE INC	5/23/2025	3,351,310	3,253,186	5.60
	INTERNATIONAL BUSINESS MACHINES CORP	7/27/2025	2,600,000	2,531,594	5.53
	INTERNATIONAL BUSINESS MACHINES CORP	2/12/2024	1,027,846	927,333	5.87
	JACKSON NATIONAL LIFE GLOBAL FUNDING	1/9/2026	1,601,549	1,568,390	6.59
	JACKSON NATIONAL LIFE GLOBAL FUNDING	1/12/2025	2,329,604	2,187,707	6.79
	JOHN DEERE CAPITAL CORP	6/8/2026	1,948,869	1,923,812	5.29
	JOHN DEERE CAPITAL CORP	1/9/2026	1,714,194	1,695,072	5.35
	JOHN DEERE CAPITAL CORP	6/6/2025	639,853	618,918	5.47
	JOHN DEERE CAPITAL CORP	3/7/2025	259,888	247,684	5.60
	JOHN DEERE CAPITAL CORP	1/10/2025	1,789,159	1,696,204	5.54
	JOHN DEERE CAPITAL CORP	9/10/2024	534,652	510,690	5.62
	JOHN DEERE CAPITAL CORP	1/17/2024	3,512,504	3,461,256	5.63
(1)	JPMORGAN CHASE & CO	4/26/2026	1,000,000	970,470	6.07
(1)	JPMORGAN CHASE & CO	2/24/2026	2,570,000	2,446,717	6.22
(1)	JPMORGAN CHASE & CO	12/10/2025	3,295,542	3,416,464	6.20
(1)	JPMORGAN CHASE & CO	8/9/2025	1,100,000	1,047,728	6.17
(1)	JPMORGAN CHASE & CO	6/1/2025	6,445,597	6,199,466	6.23
(1)	JPMORGAN CHASE & CO	2/16/2025	815,000	796,777	6.06
	KENVUE INC	3/22/2025	904,665	902,846	5.67
	KEYBANK NA	1/26/2026	354,705	336,625	7.15
	KEYBANK NA	8/8/2025	1,319,630	1,243,057	7.57
(1)	KEYBANK NA	6/14/2024	2,045,000	2,012,198	7.92
(1)	KEYCORP	5/23/2025	240,400	231,358	4.02
	LINDE INC	12/5/2025	3,516,198	3,478,499	5.28
	LOCKHEED MARTIN CORP	10/15/2025	782,763	779,010	5.35
	MANUFACTURERS AND TRADERS TRUST CO	1/27/2026	2,430,763	2,320,750	6.86
	MASSMUTUAL GLOBAL FUNDING II	8/26/2025	1,208,754	1,177,064	5.67
	MERCEDES-BENZ FINANCE NORTH AMERICA LLC	8/3/2026	1,340,348	1,336,365	5.59
	MET TOWER GLOBAL FUNDING	6/13/2025	1,973,065	1,902,498	5.99
	METROPOLITAN LIFE GLOBAL FUNDING I	1/6/2026	2,380,000	2,351,702	5.56
	METROPOLITAN LIFE GLOBAL FUNDING I	3/21/2025	579,484	555,414	5.84
	METROPOLITAN LIFE GLOBAL FUNDING I	9/27/2024	5,137,921	4,903,496	5.92
(1)	MORGAN STANLEY	1/28/2027	754,985	740,074	5.97
(1)	MORGAN STANLEY	10/16/2026	1,165,000	1,166,107	6.09
(1)	MORGAN STANLEY	4/28/2026	4,360,979	4,354,073	6.27
(1)	MORGAN STANLEY	2/18/2026	2,970,000	2,826,935	6.31
(1)	MORGAN STANLEY	10/21/2025	615,000	579,422	6.36
(1)	MORGAN STANLEY	1/22/2025	3,032,519	2,986,049	6.17
(1)	MORGAN STANLEY	1/25/2024	1,085,000	1,084,772	5.71
	MORGAN STANLEY BANK NA	4/21/2026	3,720,000	3,636,114	5.71
	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1/12/2026	2,960,000	2,924,865	5.52
	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	6/9/2025	2,280,000	2,203,734	5.59
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	3/13/2026	2,488,648	2,437,041	5.47
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	10/30/2025	758,982	759,050	5.51
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	6/15/2025	3,164,145	3,045,300	5.80
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/7/2025	2,254,932	2,141,957	5.77
	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	2/8/2024	809,441	794,764	5.70
	NATIONAL SECURITIES CLEARING CORP	11/21/2024	3,254,251	3,225,412	5.88
	NESTLE HOLDINGS INC	3/13/2026	819,729	818,024	5.36
	NESTLE HOLDINGS INC	9/12/2025	1,034,658	1,011,744	5.22
	NESTLE HOLDINGS INC	9/14/2024	3,120,000	2,975,731	5.63
	NEW YORK LIFE GLOBAL FUNDING	9/18/2026	1,384,737	1,381,454	5.54
	NEW YORK LIFE GLOBAL FUNDING	1/14/2025	5,948,569	5,642,898	5.72

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	NEW YORK LIFE GLOBAL FUNDING	10/29/2024	2,162,186	2,051,316	5.98
	NEW YORK LIFE GLOBAL FUNDING	8/27/2024	2,171,977	2,076,125	5.79
	NEW YORK LIFE GLOBAL FUNDING	6/6/2024	2,448,016	2,404,161	5.97
(1)	NEXTERA ENERGY CAPITAL HOLDINGS INC	9/1/2025	1,149,770	1,151,985	5.65
(1)	NEXTERA ENERGY CAPITAL HOLDINGS INC	3/1/2025	2,175,425	2,178,220	5.77
(1)	NEXTERA ENERGY CAPITAL HOLDINGS INC	9/1/2024	300,762	295,155	6.08
	NIKE INC	3/27/2025	44,939	43,043	5.47
	NORTHERN TRUST CORP	5/10/2027	3,930,215	3,783,720	5.67
	NORTHWESTERN MUTUAL GLOBAL FUNDING	4/6/2026	6,038,862	5,912,188	5.58
	NORTHWESTERN MUTUAL GLOBAL FUNDING	7/1/2025	5,003,298	4,859,505	5.76
	PACCAR FINANCIAL CORP	8/10/2026	3,593,203	3,577,672	5.23
	PACCAR FINANCIAL CORP	4/7/2025	10,162,357	9,759,823	5.62
	PACCAR FINANCIAL CORP	11/8/2024	1,544,907	1,465,154	5.78
	PACCAR FINANCIAL CORP	8/9/2024	959,482	918,797	5.68
	PACCAR FINANCIAL CORP	2/2/2024	1,618,121	1,590,953	5.70
	PACIFIC LIFE GLOBAL FUNDING II	8/28/2026	794,722	790,802	5.70
	PAYPAL HOLDINGS INC	10/1/2024	1,759,687	1,645,974	5.70
	PEPSICO INC	2/13/2026	1,579,084	1,563,141	5.03
	PEPSICO INC	7/17/2025	1,649,663	1,647,011	5.34
	PNC BANK NA	4/10/2025	4,562,820	4,340,070	6.35
(1)	PNC FINANCIAL SERVICES GROUP INC	1/26/2027	1,630,000	1,584,507	6.06
(1)	PNC FINANCIAL SERVICES GROUP INC	10/28/2025	1,570,000	1,557,880	5.72
	PRICOA GLOBAL FUNDING I	8/28/2026	809,182	810,065	5.55
	PRICOA GLOBAL FUNDING I	8/28/2025	504,692	490,870	5.76
	PRICOA GLOBAL FUNDING I	12/6/2024	4,565,293	4,324,271	5.91
	PRINCIPAL LIFE GLOBAL FUNDING II	1/10/2025	922,003	873,265	5.98
	PRINCIPAL LIFE GLOBAL FUNDING II	8/23/2024	1,124,303	1,072,226	6.19
	PUBLIC SERVICE ELECTRIC AND GAS CO	5/1/2028	1,929,762	1,899,225	5.29
	ROCHE HOLDINGS INC	3/10/2025	6,220,000	5,933,071	5.49
	ROYAL BANK OF CANADA	4/14/2025	2,524,066	2,436,095	5.79
	ROYAL BANK OF CANADA	11/1/2024	4,205,160	3,845,200	5.97
	SALESFORCE INC	7/15/2024	1,064,457	1,023,582	5.70
	SECURITY BENEFIT GLOBAL FUNDING	5/17/2024	3,128,811	3,020,732	6.98
	SOUTHERN CALIFORNIA GAS CO	9/15/2024	3,704,883	3,635,300	5.93
(1)	STATE STREET CORP	11/4/2026	685,000	682,596	5.93
	STATE STREET CORP	8/3/2026	4,335,000	4,294,294	5.63
(1)	STATE STREET CORP	5/18/2026	1,225,000	1,209,516	5.92
(1)	STATE STREET CORP	3/30/2026	2,045,440	1,907,860	6.16
(1)	STATE STREET CORP	2/6/2026	3,765,000	3,552,842	5.99
(1)	STATE STREET CORP	1/26/2026	345,000	339,221	6.09
	TARGET CORP	7/1/2024	1,487,696	1,376,774	5.77
	TEXAS INSTRUMENTS INC	11/18/2024	379,829	375,980	5.67
	TORONTO-DOMINION BANK	6/12/2024	3,171,900	2,931,360	6.02
	TOYOTA MOTOR CREDIT CORP	5/18/2026	2,053,808	2,009,379	5.36
	TOYOTA MOTOR CREDIT CORP	1/13/2025	973,694	925,733	5.57
	TOYOTA MOTOR CREDIT CORP	6/18/2024	3,086,323	2,979,378	5.65
	TOYOTA MOTOR CREDIT CORP	1/11/2024	899,946	886,950	5.64
(1)	TRUIST FINANCIAL CORP	10/28/2026	1,650,000	1,631,784	6.47
(1)	TRUIST FINANCIAL CORP	7/28/2026	3,065,000	2,950,706	6.45
	TRUIST FINANCIAL CORP	8/1/2024	6,114,362	5,913,462	6.29
	UNILEVER CAPITAL CORP	8/12/2024	705,000	674,925	5.73
	UNITEDHEALTH GROUP INC	10/15/2025	539,951.40	538,407.00	5.30
	UNITEDHEALTH GROUP INC	5/15/2024	3,691,746.80	3,588,255.45	5.73
	US BANCORP	7/30/2024	2,662,075.00	2,428,375.00	5.96
	US BANCORP	2/5/2024	2,107,940.00	1,980,900.00	6.13
	USAA CAPITAL CORP	5/1/2025	1,903,754.30	1,840,495.10	5.80
	WALMART INC	4/15/2026	2,628,842.80	2,560,673.20	5.12
	WALMART INC	9/9/2025	3,122,812.50	3,046,218.75	5.28
(1)	WELLS FARGO & CO	8/15/2026	1,360,000.00	1,320,913.60	6.18
(1)	WELLS FARGO & CO	4/25/2026	1,850,000.00	1,782,567.50	6.38
	WELLS FARGO & CO	4/22/2026	2,046,240.00	2,025,990.75	5.92
(1)	WELLS FARGO & CO	10/30/2025	6,660,523.30	6,597,964.35	6.44
(1)	WELLS FARGO & CO	5/19/2025	455,000.00	438,792.90	6.15
	WELLS FARGO BANK NA	8/7/2026	1,659,867.20	1,648,894.60	5.70
	WELLS FARGO BANK NA	8/1/2025	3,512,469.20	3,503,435.65	5.74
	WISCONSIN PUBLIC SERVICE CORP	11/10/2025	684,849.30	682,842.25	5.51
		SUB-TOTAL	459,230,954	446,013,103	
<u>MORTGAGE AND ASSET-BACK SECURITIES</u>					
	ACAR 221 B	9/14/2026	429,157	427,922	2.27
	ALLYA 2022-1 A3	11/16/2026	2,659,485	2,599,246	5.63
	ALLYA 2022-2 A3	5/17/2027	2,374,971	2,344,553	5.70
	ALLYA 2023-1 A3	5/15/2028	1,619,724	1,616,468	5.62
	AMCAR 2021-3 A3	8/18/2026	703,953	682,967	6.51
	AMCAR 2023-2 A3	5/18/2028	4,599,241	4,594,250	5.94
	AMXCA 2022-2 A	5/17/2027	11,233,105	10,866,688	5.71
	AMXCA 2023-1 A	5/15/2028	1,339,881	1,323,277	5.44
	BAAT 231 A3	2/15/2028	1,079,959	1,079,222	5.53
	BACCT 2023-1 A	5/15/2028	914,793	901,787	5.44
	BMWLT 2021-2 A3	12/26/2024	246,671	245,295	5.63
	BMWLT 2022-1 A3	3/25/2025	857,213	847,284	6.76
	BMWLT 2023-1 A3	11/25/2025	1,399,967	1,388,170	6.12
	BMWOT 2022-A A3	8/25/2026	3,049,841	2,975,428	5.66
	BMWOT 2023-A A3	2/25/2028	779,862	777,949	5.65
	CARMX 2020-1 A3	12/16/2024	15,902	15,833	5.45
	CARMX 2020-3 A3	3/17/2025	34,105	34,005	5.03
	CARMX 2020-3 B	3/16/2026	858,341	814,819	4.84
	CARMX 2020-4 A3	8/15/2025	133,888	131,629	5.54

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2023

NOTE	DESCRIPTION	MATURITY DATE	BOOK VALUE	MARKET VALUE	YIELD
	CARMX 2021-1 A3	12/15/2025	244,067	237,990	5.69
	CARMX 2021-2 A3	2/17/2026	688,844	670,156	5.41
	CARMX 2021-3 A3	6/15/2026	1,776,543	1,705,460	5.93
	CARMX 2022-2 A3	2/16/2027	1,929,706	1,880,303	5.91
	CARMX 2022-3 A3	4/15/2027	2,529,940	2,469,052	5.72
	CARMX 2022-4 A3	8/16/2027	7,453,252	7,385,743	5.97
	CARMX 2023-3 A3	5/15/2028	3,199,963	3,175,488	5.66
	CARMX 2032-2 A3	1/18/2028	6,029,359	5,962,524	5.63
	CHAIT 2023-1 A	9/15/2028	11,146,566	11,123,913	5.18
	CITZN 231 A3	1/18/2028	2,299,620	2,295,354	6.00
	COMET 2021-3 A	11/16/2026	2,774,618	2,632,310	5.83
	COMET 2022-1 A	3/15/2027	7,399,825	7,152,093	5.77
	COMET 2022-2 A	5/17/2027	5,254,160	5,076,750	5.74
	COPAR 2021-1 A3	9/15/2026	1,088,506	1,044,093	5.56
	COPAR 2022-1 A3	4/15/2027	1,469,679	1,419,711	5.74
	COPAR 2022-2 A3	5/17/2027	1,459,895	1,416,901	5.57
	CRVNA 23P2 A3	4/10/2028	2,181,939	2,174,898	5.48
	DCENT 2021-1 A	9/15/2026	1,334,714	1,269,185	5.93
	DCENT 2022-2 A	5/17/2027	2,674,783	2,577,229	5.74
	DCENT 2022-3 A	7/15/2027	3,029,624	2,924,677	5.67
	DRIVE 2021-3 B	5/15/2026	516,067	512,877	5.64
	FCAT 231 A3	8/16/2027	1,599,884	1,576,896	5.98
	FCAT 233 A3	4/17/2028	799,951	795,208	5.79
	FITAT 2023-1 A3	8/15/2028	2,649,836	2,642,342	5.71
	FORDF 2019-4 A	9/15/2026	5,716,489	5,438,299	6.17
	FORDF 231 B	5/15/2028	568,621	564,282	6.16
	FORDO 2021-A A3	8/15/2025	700,006	686,492	5.15
	FORDO 2022-A A3	6/15/2026	698,694	677,548	5.27
	FORDO 2022-B A3	9/15/2026	844,954	827,044	5.79
	FORDO 2023-B A3	5/15/2028	1,434,981	1,424,395	5.61
	GALC 2021-2 A3	7/15/2025	3,108,003	3,010,890	7.25
	GALC 221 A3	9/15/2026	3,699,362	3,652,825	6.14
	GFORT 231 A1	6/15/2028	1,299,682	1,288,443	5.76
	GMALT 2022-1 A3	3/20/2025	2,745,150	2,710,118	7.06
	GMALT 2023-1 A3	4/20/2026	1,349,777	1,337,729	6.06
	GMCAR 2020-3 A3	4/16/2025	121,394	120,994	2.22
	GMCAR 2020-4 A3	8/18/2025	96,020	94,431	6.08
	GMCAR 2021-1 A3	10/16/2025	115,287	112,916	5.51
	GMCAR 2021-4 A3	9/16/2026	1,806,378	1,733,047	5.66
	GMCAR 2022-1 A3	11/16/2026	2,110,352	2,039,410	5.31
	GMCAR 2022-2 A3	2/16/2027	1,209,747	1,176,205	5.52
	GMCAR 2022-3 A3	4/16/2027	1,549,989	1,511,374	5.50
	GMCAR 2022-4 A3	8/16/2027	1,899,689	1,874,578	5.72
	GMCAR 2023-2 A3	2/16/2028	664,982	650,131	5.60
	GTE 231 A3	3/15/2028	2,199,815	2,158,134	7.39
	HALST 2022-A A3	1/15/2025	1,452,764	1,436,816	6.40
	HALST 21C A3	9/16/2024	610,262	606,546	5.62
	HAROT 2021-3 A3	11/18/2025	3,596,964	3,483,314	5.67
	HAROT 2021-4 A3	1/21/2026	2,420,908	2,327,007	6.28
	HAROT 2022-1 A3	5/15/2026	1,084,837	1,046,775	5.66
	HAROT 2022-2 A3	7/20/2026	1,614,904	1,572,622	5.88
	HART 2021-A A3	9/15/2025	1,142,473	1,119,410	5.38
	HART 2021-B A3	1/15/2026	2,227,527	2,165,188	5.85
	HART 2021-C A3	5/15/2026	818,126	790,821	5.66
	HART 2022-A A3	10/15/2026	2,699,896	2,612,682	5.60
	HART 2022-B A3	11/16/2026	1,549,999	1,513,079	5.68
	HART 2022-C A3	6/15/2027	6,804,967	6,774,446	5.73
	HDMOT 2022-A A3	2/16/2027	2,534,578	2,477,658	5.82
	HDMOT 2023-A A3	12/15/2027	1,639,835	1,618,860	5.85
	JDOT 2021 A3	9/15/2025	1,103,855	1,077,866	5.52
	JDOT 2022 A3	9/15/2026	1,994,559	1,931,459	6.07
	JDOT 2022-C A3	6/15/2027	3,899,697	3,858,348	5.83
	KCOT 2021-1 A3	8/15/2025	603,525	587,332	6.17
	KCOT 2023-1 A3	6/15/2027	6,743,944	6,638,766	5.10
	KCOT 212 A3	11/17/2025	1,246,178	1,199,342	6.67
	KCOT 221 A2	4/15/2025	303,086	299,971	11.32
	KCOT 221 A3	10/15/2026	2,499,643	2,386,025	7.18
	KCOT 222 A3	12/15/2026	2,374,565	2,310,186	6.37
	KCOT 232 A3	1/18/2028	3,029,235	3,001,154	5.33
	MBALT 2021-B A3	11/15/2024	779,624	773,040	6.17
	MBART 2020-1 A3	2/18/2025	31,819	31,694	3.49
	MBART 2022-1 A3	8/16/2027	3,894,230	3,869,254	5.67
	MBART 2023-1 A3	11/15/2027	729,912	715,823	5.62
	MCCT 211 A	11/21/2025	4,741,016	4,830,550	5.98
	MMAF 22B A2	9/9/2025	2,970,259	2,957,156	5.60
	NAROT 2022-B A3	5/17/2027	1,504,689	1,476,405	5.67
	NAROT 2023-A A3	11/15/2027	3,299,417	3,259,311	5.57
	NAVMT 231 A	8/25/2028	2,784,604	2,785,000	6.18
	SDART 2021-4 B	6/15/2026	70,066	69,777	4.38
	SDART 2022-6 A3	11/16/2026	1,999,946	1,985,040	5.99
	SDART 2023-3 A3	10/15/2027	1,399,842	1,392,692	6.01
	SYNIT 2022-1 A	4/17/2028	580,311	572,979	5.96
	TAOT 2020-D A3	1/15/2025	181,565	180,600	5.18
	TAOT 2021-A A3	5/15/2025	1,034,979	1,017,304	5.50
	TAOT 2021-D A3	4/15/2026	1,094,160	1,052,582	6.06
	TAOT 2022-B A3	9/15/2026	1,399,967	1,362,928	5.51
	TAOT 2022-C A3	4/15/2027	3,025,132	2,996,620	5.84

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2023

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	TAOT 2022-D A3	9/15/2027	4,799,526	4,768,896	5.72
	TAOT 2023-A A3	9/15/2027	775,000	761,755	5.62
	TAOT 2023-B A3	2/15/2028	1,894,894	1,857,441	5.67
	TLOT 2023-A A3	4/20/2026	2,599,547	2,567,500	5.94
	TLOT 21B A3	10/21/2024	225,894	224,612	5.98
	VALET 2021-1 A3	6/22/2026	1,134,983	1,095,120	6.10
	VWALT 2022-A A3	7/21/2025	739,941	728,870	6.13
	VZMT 2022-5 A1A	7/20/2027	1,824,920	1,813,393	5.88
	VZOT 2020-B A	2/20/2025	5,412	5,402	3.99
	WLAKE 2023-1 A3	1/18/2028	1,599,921	1,584,608	5.97
	WLAKE 223 A3	7/15/2026	4,799,655	4,768,848	6.33
	WLAKE 232 A3	2/16/2027	3,799,858	3,786,472	6.13
	WOART 2020-B A3	5/15/2025	115,147	114,367	4.99
	WOART 2021-D A3	10/15/2026	1,271,908	1,224,442	5.72
	SUB-TOTAL		250,905,240	246,343,389	
	<u>Municipal Debt</u>				
	ALABAMA FED AID HWY FIN AUTH SPL OBLIG REV	9/1/2027	1,349,172	1,327,455	4.89
	CALIFORNIA ST	4/1/2024	3,239,373	3,045,944	5.57
	CALIFORNIA ST UNIV REV	11/1/2023	2,090,000	2,081,724	4.94
	CONNECTICUT ST	6/15/2024	1,668,696	1,614,662	5.61
	CORONA	5/1/2024	1,510,000	1,467,252	5.66
	EL CAJON CALIF	4/1/2024	540,000	526,516	6.02
	FLORIDA ST BRD ADMIN FIN CORP REV	7/1/2025	1,025,000	951,528	5.60
	GOLDEN ST TOB SECURITIZATION CORP CALIF TOB SETTLE	6/1/2025	2,120,000	1,981,967	5.53
	HAWAII ST ARPTS SYS CUSTOMER FAC CHARGE REV	7/1/2024	715,000	695,094	5.82
	LOS ALTOS CALIF SCH DIST	10/1/2024	1,826,514	1,721,340	5.53
	LOS ANGELES CALIF MUN IMPT CORP LEASE REV	11/1/2025	1,600,000	1,454,128	5.63
	MASSACHUSETTS (COMMONWEALTH OF)	11/1/2026	431,068	427,673	5.18
	MASSACHUSETTS (COMMONWEALTH OF)	1/15/2025	2,345,000	2,293,598	5.43
	MASSACHUSETTS (COMMONWEALTH OF)	7/15/2024	4,240,000	4,179,707	5.49
	NEW JERSEY ST TPK AUTH TPK REV	1/1/2025	850,000	804,364	5.38
	NEW YORK ST	2/15/2024	3,000,000	2,961,990	5.42
	NEW YORK STATE DORMITORY AUTHORITY	3/15/2025	2,690,000	2,521,122	5.41
	REDONDO BEACH CALIF CMNTY FING AUTH LEASE REV	5/1/2026	1,495,000	1,346,517	5.49
	RIVERSIDE CNTY CALIF INFRASTRUCTURE FING AUTH LEAS	11/1/2024	1,810,000	1,720,604	5.61
	SAN BERNARDINO CALIF CMNTY COLLEGE DIST	8/1/2024	890,000	857,248	5.49
	SAN DIEGO CNTY CALIF WTR AUTH WTR REV	5/1/2024	667,541	685,274	5.49
	SAN DIEGO CNTY CALIF WTR AUTH WTR REV	5/1/2024	1,400,000	1,360,380	5.54
	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/1/2027	3,118,213	3,018,739	5.09
	WISCONSIN ST GEN FD ANNUAL APPROPRIATION REV	5/1/2026	1,240,000	1,214,456	5.22
	SUB-TOTAL		41,860,577	40,259,281	
	<u>Supranationals</u>				
	INTER-AMERICAN DEVELOPMENT BANK	9/23/2024	10,976,871	10,450,909	5.65
	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	3/19/2024	5,349,700	4,928,000	5.63
	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	11/24/2023	3,043,443	3,026,149	5.41
	SUB-TOTAL		19,370,014	18,405,058	
	SHORT-TERM PORTFOLIO - TOTAL		\$ 1,986,936,261	\$ 1,937,519,461	

BOND PROCEEDS PORTFOLIO

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	<u>2021 Bond Anticipation Notes (BANs) - US Bank</u>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	53,184	53,184	4.96
	<u>91 EXPRESS LANES 2023 BONDS (US Bank COI)</u>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	4,319	4,319	4.96
	BOND PROCEEDS PORTFOLIO-TOTAL		\$ 57,503	\$ 57,503	

DEBT SERVICE RESERVE FUNDS

<u>NOTE</u>	<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
	<u>91 EXPRESS LANES 2013 BONDS (US Bank DSF/DSRF)</u>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	12,471	12,471	4.96
	<u>91 EXPRESS LANES 2023 BONDS (US Bank DSF/DSRF)</u>				
	FIRST AMERICAN GOVERNMENT OBLIGATIONS FUND	N/A	5,253,765	5,253,765	4.96
	<u>91 EXPRESS LANES 2023 BONDS - OPERATING & MAINTENANCE RESERVES</u>				
	BANK DEPOSITS	N/A	11,864	11,864	0.00
	BMO HARRIS BANK NCD	10/11/2023	5,000,000	5,000,000	5.42
	BMO HARRIS BANK NCD	1/11/2024	3,300,000	3,300,000	5.75
	DEBT SERVICE RESERVE FUNDS - TOTAL		\$ 13,578,100	\$ 13,578,100	

			<u>Book Value</u>	<u>Market Value</u>
TOTAL PORTFOLIO			\$ 2,463,786,026	\$ 2,414,369,227

NOTE: 1. Variable or floating rate securities.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Property Insurance Policy Renewal

Finance and Administration Committee Meeting of October 25, 2023

Present: Directors Do, Goodell, Harper, Hennessey, Jones, and Sarmiento

Absent: Director Federico

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A55552, in an amount not to exceed \$495,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the renewal of the coverage for the period of December 1, 2023 to June 30, 2024.



October 25, 2023

To: Finance and Administration Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Property Insurance Policy Renewal

Overview

The Orange County Transportation Authority holds a property insurance policy with Zurich Insurance Company. This policy is scheduled to expire on December 1, 2023, and a renewal is necessary to maintain coverage.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A55552, in an amount not to exceed \$495,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the renewal of the coverage for the period of December 1, 2023 to June 30, 2024.

Discussion

The Orange County Transportation Authority (OCTA) purchases insurance to protect OCTA property, including buildings, contents, and buses from accidental loss. OCTA is currently insured with Zurich Insurance Company (Zurich) for an annual premium in the amount of \$724,879, net of commission, which is based on property values of \$610,524,592, and includes all OCTA-owned property except the 91 Express Lanes, which are insured under a separate policy.

Historically, OCTA has renewed its insurance policies at various times throughout the year as the policies expire. As previously approved by the Board in February 2023, effective this calendar year (2023) and moving forward, staff is recommending a new approach to achieve efficiency and consistency. Rather than procure insurance policies at various times throughout the year, staff is recommending moving all policy renewals to a fiscal year renewal basis. There are several advantages to OCTA with this approach including the following:

- Ties insurance premium budgeting to the fiscal year budget planning cycle.
- Enables OCTA to review and procure all its policies at one time with a July 1 effective date for the following fiscal year.
- Ties any claims made to the fiscal year in which it occurred.

The Board of Directors (Board) adopted the implementation of this approach with the renewal of the 91 Express Lanes Property policies on February 27, 2023.

In order to realign the renewal date on a fiscal year basis, staff recommends that the incumbent, Zurich, renew the current policy for seven months, from December 1, 2023, to June 30, 2024. Staff will then return to the Board in spring 2024 to renew the subsequent OCTA Property Insurance policy for the 12-month period from July 1, 2024, to June 30, 2025, placing this policy on a fiscal year renewal basis.

Insurance companies determine property insurance quotes based upon current insurance market conditions affecting rates per \$100 in property values. The current policy runs December 1, 2022 to December 1, 2023. The renewal of this policy will be based on updated property values of \$637,670,242, which includes real and business personal property, information system equipment, and directly operated revenue and non-revenue vehicles. Due to the large number of insured buses included in this policy, there is a special insurance condition that OCTA buses are only insured while parked at the bus base. Included in the current policy, OCTA is also insured for active shooter and malicious attack coverage, which covers damage to property and additional post-event expenses not provided for in a traditional property insurance policy.

Currently, a \$50,000 deductible is applied per occurrence for fire loss or damage to OCTA's bus fleet in this policy. Revenue vehicles are self-insured for property damage while in operation. OCTA's paratransit vehicles are not included in OCTA's insurable values since these vehicles are insured by Transdev, as required by Agreement No. C-0-2150, approved by the Board on September 13, 2021. In addition, fixed-route buses operated and insured by Keolis, as required by Agreement No. C-2-2578 and approved by the Board on March 13, 2023, are also not included in OCTA's insurable values.

The property insurance policy limit is currently \$235,000,000, which provides catastrophic protection equivalent to a total loss just above the current insurable values at OCTA's single largest property value location, the Santa Ana Bus Base. The insurance provides protection for real and business personal property, improvements and betterments, rolling stock, and extra expense incurred after a loss. Other coverage includes fire, flood, terrorism, civil authority, ingress/egress, leaks to fire sprinkler pipes caused by earthquakes, valuable papers, and boiler and machinery. Policy deductibles for this policy vary by

category of coverage. The policy has a \$50,000 deductible that applies to all losses except:

- \$100,000 deductible for flood, except Flood Zone A
- \$500,000 deductible for flood in Flood Zone A

Flood protection is also provided in the current property insurance policy. Flood is defined in the policy as “surface water, underground water, waves, tides, tidal waves, tsunamis, overflow of any body of water or their spray, all whether driven by wind or not.” As with many properties in Orange County, OCTA has buildings that are in areas susceptible to flooding. Flood zones are identified by the National Flood Insurance Program and classified as a special flood hazard area if the area is within a 100-year flood boundary. A “100-year flood” does not refer to a flood that occurs once every 100 years but to a flood level with a one percent or less chance of being equaled or exceeded in any given year. OCTA has flood protection included in the current policy with a limit of \$10,000,000. “High hazard flood zone areas” with increased risk of flooding carries a \$500,000 deductible. OCTA’s Garden Grove Maintenance, Operations, General Services Warehouse, and Annex buildings are in “high hazard flood zone area”. Each of OCTA’s other locations have been identified as moderate flood areas.

Earthquake coverage is also provided in the current property insurance policy. The policy provides a \$15,000,000 limit subject to a five percent deductible of the insurable value per location, with a minimum of \$250,000 damage.

With direction from the Board, OCTA’s Broker of Record, Marsh Risk and Insurance Services, Inc. (Marsh), will purchase the property insurance coverage on behalf of OCTA for this renewal. Marsh is paid an annual flat fee of \$110,000 for marketing and placing all property and casualty insurance per Agreement No. C-2-2257 approved by the Board on June 13, 2022. By agreement, Marsh does not earn any additional compensation or commission for its services. The contract further requires that any commissions offered by insurers will offset OCTA’s premiums. In addition, Marsh has been instructed not to disclose broker compensation to prospective insurers to avoid having them net the broker’s commission against their quoted premiums.

Marsh has reported an increasing premium market trend of five to 17 percent for property insurance policies renewing this year. Although OCTA has a very favorable loss history, premium rate increases are expected as insurers are experiencing significant losses due to unprecedented fires and an active weather season.

Fiscal Impact

This expenditure was approved in OCTA's Fiscal Year 2023-24 Budget, People and Community Engagement Division, Risk Management Department, Account No. 0040-7563-A0017-DTS, and is funded through the Internal Service Fund. While the FY 2023-24 budget is \$850,000, the premium will be approximately \$495,000 due to the policy period being seven months instead of 12 months. Total fiscal impact is an amount not to exceed \$495,000.

Summary

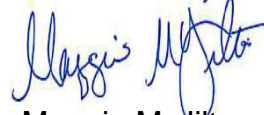
Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A55552 in an amount not to exceed \$495,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the policy period of December 1, 2023 to June 30, 2024.

Attachment

None.

Prepared by:

Greg Bych
Risk Manager,
Risk Management
714-560-5840

Approved by:

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



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



November 13, 2023

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2023 Board of Directors and Chief Executive Officer Initiatives and Action Plan – Third Quarter Progress Report

On January 23, 2023, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the 2023 Board and Chief Executive Officer (CEO) Initiatives (Attachment A) and Action Plan (Attachment B). The Action Plan consists of three Board initiatives and nine CEO initiatives to be monitored through 98 milestones throughout the calendar year. Reports detailing the progress on these milestones are provided on a quarterly basis for Board review. This report provides a summary of progress on third quarter (Q3) milestones from July 1, 2023, through September 30, 2023. At the conclusion of Q3, 43 of the 98 milestones have been completed. Highlights of these accomplishments are provided below.

Q3 Progress Report

By the end of Q3, OCTA completed 44 percent of the total milestones scheduled for completion. There are 48 milestones remaining that OCTA anticipates achieving before the end of calendar year 2023, for an approximate 93 percent completion rate overall. Some of the highlights accomplished in Q3 include:

- Substantially completed and fully opened the last of the remaining bridge replacements for the Interstate 405 Project;
- Completed construction and installation of equipment and received all inspection approvals for the 405 Express Lanes customer service center;
- Retained a consultant to implement a modernized enterprise human resources and payroll management system;
- Awarded a contract for the management and operation of the Same-Day Taxi service, which helps supplement OC ACCESS;
- Developed and entered into a new five-year agreement with Santiago Canyon College extending the school's participation in the College Pass Program;
- Created and implemented a plan for the Safety Education and Public Awareness Campaign to educate the general public on the upcoming OC Streetcar operations;

- Completed a call for projects with Board-approved Measure M2 funding awards, totaling \$3,374,083, in Tier 1 Environmental Cleanup Program funding for ten projects to mitigate transportation-generated pollution;
- Addressed all four findings from the M2 Triennial Performance Assessment, covering the period July 1, 2018, through June 30, 2021, with action items to enhance the agency's delivery of Measure M2.

While 17 total milestones were accomplished during the quarter, some of which are noted above, delivery timeframes for seven milestones were extended and are now anticipated to occur in the fourth quarter. Additionally, the following six other milestones originally planned for completion in 2023 will be carried over beyond the year-end: completion of the operations and maintenance agreements for the OC Streetcar project, receipt of the first OC Streetcar vehicles, initiating procurement of ten zero-emission paratransit vehicles to replace ten existing gasoline OC ACCESS buses, installation of the tolling equipment on the 91 Express Lanes entrance readers, presentation of progress on the zero-emission bus (ZEB) pilots, and evaluation of the charging infrastructure needs for the ZEB rollout plan. Schedule adjustments were largely attributed to manufacturer production delays, increased focus on the 405 Express Lanes completion, and delay by utilities to provide the service needed to power the ZEB charging infrastructure. OCTA will continue these milestones in 2024. For more details, please refer to Attachment B.

The Q3 progress report is complete and included for your review. As we enter the last quarter of the year, OCTA remains committed to accomplishing our goals and advancing the 2023 Board and CEO Initiatives, while addressing the immediate needs of the public, customers, and agency employees to keep Orange County moving. Please contact me at (714) 560-5343 with any questions or suggestions.

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Attachments



2023 BOARD & CEO INITIATIVES



Equitable, Reliable, and Balanced Transportation

- Provide Effective and Accessible Transportation Modes
- Advance Measure M2 Improvements
- Engage with Local Stakeholders in All Communities



Financial and Environmental Sustainability and Resilience

- Champion Fiscal Responsibility and Prudently Administer Public Funds
- Anticipate and Plan for Future Conditions
- Demonstrate Environmental Stewardship and Sustainability



Organizational Excellence, Leadership, and Accountability

- Enhance Regional Partnerships and Relationships with Stakeholders
- Strengthen Inclusivity and Diversity in the Work Environment
- Promote Employee Development and a Safe and Modern Workplace

GENE HERNANDEZ
CHAIRMAN

DARRELL E. JOHNSON
CHIEF EXECUTIVE OFFICER



2023 BOARD & CEO INITIATIVES



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GENE HERNANDEZ
CHAIRMAN

DARRELL E. JOHNSON
CHIEF EXECUTIVE OFFICER

2023 Board Initiatives

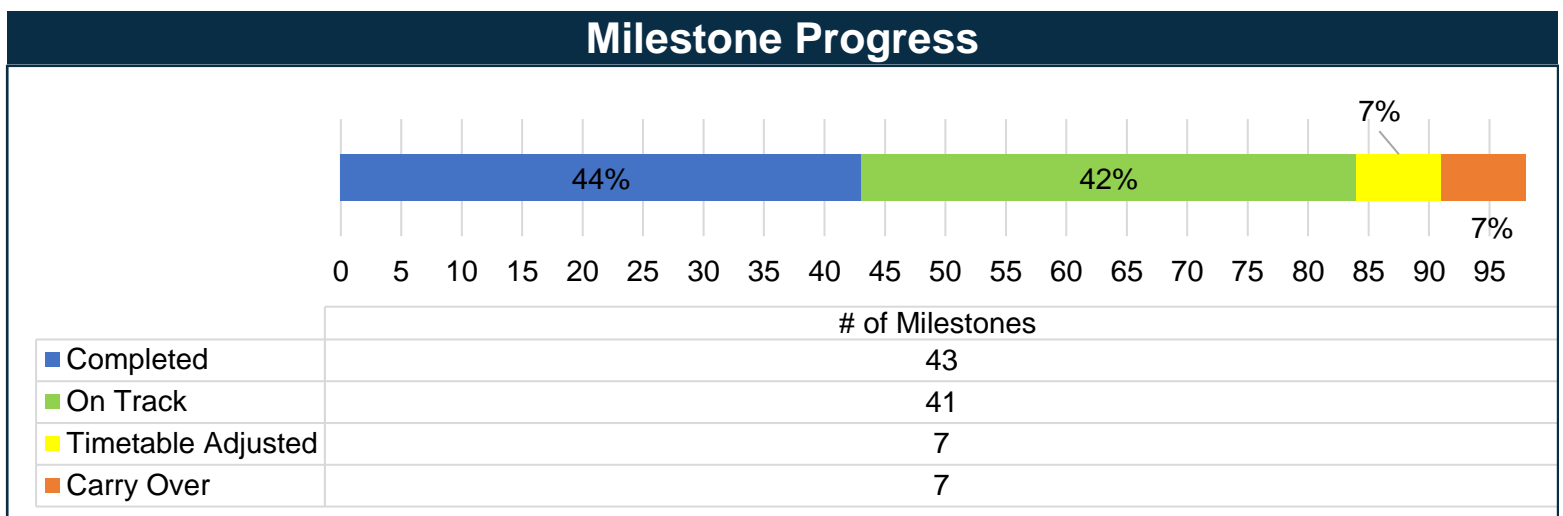
1. Equitable, Reliable, and Balanced Transportation
2. Financial and Environmental Sustainability and Resilience
3. Organizational Excellence, Leadership, and Accountability

2023 CEO Initiatives

1. Provide Effective and Accessible Transportation Modes
2. Advance Measure M2 Improvements
3. Engage with Local Stakeholders in All Communities
4. Champion Fiscal Responsibility and Prudently Administer Public Funds
5. Anticipate and Plan for Future Conditions
6. Demonstrate Environmental Stewardship and Sustainability
7. Enhance Regional Partnerships and Relationships with Stakeholders
8. Strengthen Inclusivity and Diversity in the Work Environment
9. Promote Employee Development and a Safe and Modern Workplace

2023 CEO Milestone Summary

Number of Milestones by Quarter	
Quarter Due	Number
First Quarter	13
Second Quarter	12
Third Quarter	25
Fourth Quarter	48
TOTAL	98



FIRST QUARTER (Q1)

12 of 13 Completed - 92%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	I-405 Project*	Continue to Advance Construction	Complete and fully open bridge at Goldenwest Street - Q1	Due to weather and underground utility challenges, the completion and opening of the Goldenwest Street bridge was delayed. June 2023 - completed and fully opened bridge.				
2.	I-5, El Toro Road Interchange	Assess Potential Additional Build Alternatives	Restart the environmental phase incorporating new alternatives - Q1	January 2023 - restarted environmental phase.				
3.	San Juan Creek Bridge Replacement*	Ensure Asset Preservation	Complete ROW activities and coordinate with Metrolink to advertise for construction - Q1	January 26, 2023 - completed ROW certification. July 24, 2023 - Metrolink advertised for construction.				
4.	Transit Security and Operations Center (TSOC)*	Ensure Transit Service Continuity	Complete design phase - Q1	Due to ongoing plan checks by the City of Anaheim and Division of the State Architect (authorities having jurisdiction), completion of the design phase has been delayed; October 2023 - anticipated to complete design phase.				
5.	Comprehensive Business Plan (CBP)*	Develop OCTA's Business Plan	Present CBP to Board for adoption - Q1	February 27, 2023 - presented CBP to Board.				
6.	Bus Fleet Management	Maintain Fleet in a State of Good Repair	Finalize agreement to acquire replacement CNG buses - Q1	February 16, 2023 - finalized agreement.				
7.	Contracted Fixed-Route	Award New Agreement for Contracted Fixed-Route Service Provision	Present to Board for approval to award contract - Q1	March 13, 2023 - presented to and approved by the Board.				

*2022 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q1 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
8.	OC Streetcar*	Prepare for OC Streetcar Operations	Issue NTP to Herzog for operations and maintenance services - Q1	To be consistent with the timing of the update on the overall OC Streetcar project schedule, issuance of the NTP was delayed; June 2023 - issued NTP to Herzog.				
9.	Zero-Emission Battery-Electric Buses*	Reduce Emissions in Orange County	Receive delivery of last remaining plug-in battery-electric bus and put all into service - Q1	January 25, 2023 - received last battery-electric bus; February 28, 2023 - all five BRAVO! branded and regular battery-electric buses have been deployed into service.				
10.	Core Competency Integration	Provide Clear Growth and Development Pathways for Staff and Bridge Gaps Between Performance and Opportunity by Articulating which Competencies are Needed for Various Positions	Continue development of a "road map" for core competency implementation and roll-out plan to implement core competencies into the job descriptions of all divisions at OCTA. Present roll-out plan to ESC - Q1	March 27, 2023 - presented roll-out plan to division leads, in lieu of ESC.				
11.	Public Transportation Agency Safety Plan (PTASP)	Reinforce the Value of Safety and Organizational Commitment to Reduce Safety Incidents	Present annual PTASP to Board for approval - Q1	March 13, 2023 - presented to Board for approval.				
12.	Long-Range Transportation Plan (LRTP)*	Develop the LRTP	Release draft LRTP for public review - Q1	January 6, 2023 - released draft LRTP.				
13.	Rail Coastal Protection	Assess Vulnerability of the Railroad ROW in South Orange County to Address the Impacts of Sea Level Rise, Erosion, Etc.	Develop scope of work and seek grant funding - Q1	February 10, 2023 - submitted grant application, which includes scope of work; March 13, 2023 - presented scope of work to Board for approval to release RFP for short- and mid-term solutions.				

*2022 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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SECOND QUARTER (Q2)

10 of 12 Completed -

83%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	Anaheim Canyon Metrolink Station Improvement*	Close Out Construction and Commission New Platform	Complete construction and provide update to Board - Q2	January 30, 2023 - completed construction; May 8, 2023 - provided update to Board as part of Capital Action Plan quarterly progress report.				
2.	I-5, SR-73 to El Toro Road Project	Continue to Advance Construction on All Segments	Provide construction update to Board - Q2	May 8, 2023 - provided update to Board as part of Capital Action Plan quarterly progress report.				
3.	TSOC	Ensure Transit Service Continuity	Advertise for construction - Q2	Due to the prolonged completion of the design phase, construction project advertisement has also been delayed; November 2023 - anticipated to advertise for construction.				
4.	OCTA's Operating and Capital Budget	Develop a FY 2023-24 Balanced Budget	Present a comprehensive balanced OCTA FY 2023-24 Budget for adoption to Board - Q2	June 12, 2023 - presented to Board.				
5.	Procurement	Ensure Transparency and Organizational Excellence	Conduct a procurement workshop with the Board - Q2	March 27, 2023 - conducted Board workshop.	Early Complete			
6.	Metrolink Service	Plan, Fund, and Administer Sustainable Metrolink Service	Continue to work with Metrolink to develop a sustainable service plan consistent with market demand - Q2	May 8, 2023 - Metrolink presented its draft FY 24 budget, including service assumptions, to Board.				
7.	Paratransit Vehicles	Replace Cutaway Buses with a Mix of Cutaways and Vans	Initiate procurement of replacement paratransit vehicles - Q2	June 26, 2023 - presented to Board for approval to release RFP.				
8.	Personnel and Salary Resolution	Attract and Retain Top Talent	Present recommendations to Board as part of the OCTA FY 2023-24 budget - Q2	June 12, 2023 - presented to Board.				
9.	L RTP	Finalize the L RTP	Incorporate public feedback and present draft final L RTP to Board - Q2	May 8, 2023 - presented final draft to Board, which incorporated public feedback.				

*2022 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
10.	Signal Synchronization	Improve Roadway Efficiency	Provide update to Board on signal synchronization projects (Project P) - Q2	June 26, 2023 - provided update to Board.				
11.	Transit Chokepoint Study	Identify Bus Operation Impediments that Lead to Reduced Speed and Reliability Challenges	Award contract - Q2	OCTA needs to implement the Making Better Connections Study over a 24-month period, which began in February 2023. To accurately assess transit “chokepoints” for the OC Bus service area, it is necessary to implement a majority of the Making Better Connections Study service plan to determine where additional improvements may be warranted. As a result, contract award has been delayed. This will be carried over to Q2 of 2024.				
12.	Transit Vision Update (Connections Plan Follow-Up Study)	Ensure Appeal of Transit as a Long-Term Multimodal Transportation Option	Present to Board for approval to award contract - Q2	April 24, 2023 - presented to Board for contract award approval.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

THIRD QUARTER (Q3)

17 of 25 Completed -

68%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	I-405 Project	Continue to Advance Construction	Complete and fully open remaining bridge replacements at Brookhurst Street, Bolsa Avenue, Warner Avenue, Newland Street, and Springdale Street - Q3	June 2023 - completed and opened Bolsa Avenue and Warner Avenue bridges; July 2023 - completed and opened Brookhurst Street bridge; September 2023 - completed and opened Newland Street and Springdale Street bridges.				
2.	I-5, Avenida Pico to San Diego County Line	Advance Environmental Phase	Release Draft EIR and provide update to Board - Q3	Due to developments and changes in the VMT analysis and VMT mitigation strategies for this project, circulation of the draft EIR has been delayed; November/December 2023 - anticipated to provide update to Board.				
3.	SR-55, I-405 to I-5 Project	Continue to Advance Construction	Provide construction update to Board - Q3	August 14, 2023 - provided update to Board.				
4.	405 Express Lanes Customer Service Center (CSC)	Open 405 Express Lanes CSC for Service	Complete construction, install equipment, and provide furniture in the 405 Express Lanes CSC - Q3	July 2023 - completed construction, including receiving all inspection approvals.				
5.	91 Express Lanes	Potentially Re-finance Outstanding Debt	Evaluate whether to move forward on refinancing outstanding debt - Q3	June 12, 2023 - presented evaluation to Board.		Early Complete		
6.	Credit Ratings	Maintain OCTA's Positive Credit Rating	Conduct annual rating agency meeting - Q3	July 26-28, 2023 - conducted credit rating agency meetings.				
7.	Cybersecurity	Protect OCTA's Information Systems	Require completion of annual cybersecurity training for all employees - Q3	September 2023 - sent out required training through Halogen.				

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
8.	Cybersecurity (TSA Security Directive)	Fulfill TSA Security Directive	Complete initial cybersecurity assessment and incident response plan - Q3	To allow additional time to include the EAM software (anticipated to go into production in November 2023) as part of the assessment, completion of the initial cybersecurity assessment has been delayed to Q4.				
9.	Headquarters Building	Implement Long-Term Strategy for the OCTA Headquarters	Present a design agreement to Board - Q3	Due to design changes to the site plan requested by OCTA, this has been delayed. November 13, 2023 - anticipated to present to Board.				
10.	Human Resources Information System (HRIS)	Implement a Modernized HRIS	Present to Board for approval to award contract - Q3	August 28, 2023 - presented to Board for approval.				
11.	Rider Validation System	Continue Modernization of OCTA's Fare System	Present vendor selection to Board - Q3	Due to the larger than anticipated number of RFP submittals received, the RFP review period needed to be extended. As a result, this has been delayed. October 23, 2023 - anticipated to present vendor selection to Board.				
12.	Bus Fleet Management	Maintain Fleet in a State of Good Repair	Receive delivery of initial order of CNG buses - Q3	Thus far, 140 out of the 165 buses ordered have been received. Due to manufacturer recalls and defect repairs prior to acceptance, delivery has been delayed; December 2023 - anticipated to receive delivery of remaining buses.				

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
13.	OC Streetcar	Complete Vehicle Production	Begin receiving delivery of streetcar vehicles - Q3	Due to delays with the manufacturer's production schedule, receipt of streetcar vehicles has been delayed and will commence consistent with the completion of the maintenance and storage facility. This will be carried over to 2024.				
14.	OC Streetcar	Prepare for OC Streetcar Operations	Complete operations and maintenance agreements with the cities of Garden Grove and Santa Ana - Q3	To be consistent with the timing of the update on the overall OC Streetcar project schedule, completion of the operations and maintenance agreements has been delayed. This will be carried over to 2024.				
15.	Same-Day Taxi	Deliver Enhanced ACCESS Service	Award service contract - Q3	September 25, 2023 - presented to Board for contract award approval.				
16.	Zero-Emission Paratransit Buses	Replace Ten Gasoline OC ACCESS Buses with Ten Battery-Electric Vehicles	Initiate procurement - Q3	Due to a lack of electric bus availability, procurement of the ten battery-electric vehicles has been delayed. This will be carried over to Q1 of 2024.				
17.	College Pass Program	Extend College Pass Program Beyond Initial Pilot Term	Develop a new agreement with Santiago Canyon College - Q3	August 2023 - developed a new five-year agreement, which was approved by the Santiago Canyon College Board of Trustees.				
18.	Diversity, Equity, Inclusion, and Belonging - Affirmative Action Plan/Equal Employment Opportunity (AAP/EEO)	Provide Updates on Progress of AAP/EEO Development and Implementation and Adhere to Federal Requirements	Present biannual updates to ESC - Q1 and Q3	February 13 and August 30, 2023 - presented biannual updates to ESC.				
19.	Employee Health Insurance Renewal Programs	Secure Competitive Health Benefits	Present health insurance recommendations to Board - Q3	August 28, 2023 - presented recommendations to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
20.	Management Development Academy (MDA)	Provide Management Professional Development	Launch fifth cohort of MDA - Q3	June 21, 2023 - hosted kickoff for fifth cohort.		Early Complete		
21.	OC Streetcar Operations Safety Education and Public Awareness	Provide Safety Education to Affected Audiences and General Public	Create and implement a safety education campaign to raise public awareness once testing begins on tracks - Q3	A comprehensive plan for the Safety Education and Public Awareness Campaign has been completed. August 2023 - conducted soft launch with school and community outreach and a dedicated web page.				
22.	PTASP	Adopt OC Streetcar PTASP as Required by the FTA and the CPUC's State Safety Oversight Program	Submit draft OC Streetcar PTASP to the CPUC for review and comment for revenue service preparation and/or requirements - Q3	September 29, 2023 - submitted draft to CPUC.				
23.	South Orange County Rail Station Feasibility Study	Assess Feasibility of a New Rail Station South of Existing Laguna Niguel Metrolink Station	Complete study and present to Board - Q3	September 25, 2023 - presented study as part of an update on transportation projects in south Orange County to Board.				
24.	SR-91 Implementation Plan	Collaborate with RCTC to Update the Plan in Support of Regional SR-91 Corridor Transportation Improvements	Present Plan to Board - Q3	August 14, 2023 - presented to Board.				
25.	Streets and Roads Grants	Fund Streets and Roads Improvements	Present recommendations for RCP (Project O) and RTSSP (Project P) projects grant awards to Board - Q3	April 10, 2023 - presented recommendations to Board with \$33.5 million for seven RCP projects and \$3.7 million for three RTSSP projects.		Early Complete		

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4)

4 of 48 Completed -

8%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	I-405 Project	Open All I-405 Improvements to Traffic	Achieve substantial completion of construction (all lanes open) and opening of the 405 Express Lanes - Q4					
2.	OC Streetcar	Continue to Advance Construction	Report on status of construction and updates to target service startup date Q1-Q4	January 23, April 24, and August 14, 2023 - presented updates to Board. October 2023 - anticipated to present update to Board.				
3.	Serra Siding Extension	Advance Environmental Phase	Release Draft EIR and provide update to Board - Q4					
4.	SR-91, SR-55 to Lakeview Avenue	Advance Project to Construction Phase	Complete the construction bid package for Caltrans' advertisement for bids - Q4	November 2023 - anticipated to complete construction bid package.				
5.	241/91 Express Lanes Connector (ELC)*	Provide 241/91 ELC Project Progress	Provide update to Board on the status of the project with a discussion on next steps - Q4	Due to a lack of progress on some key milestones, no additional update will be presented before Q4. December 2023 - anticipated to present update to Board.				
6.	405 Express Lanes	Commence Operations on the 405 Express Lanes	Begin processing transaction and collecting revenues on the 405 Express Lanes - Q4	December 2023 - anticipated to commence operations.				
7.	91 Express Lanes*	Install Toll Entrance Readers to Register Vehicles Entering the 91 Express Lanes	Complete installation of infrastructure gantries, cameras, and readers at the three entrances of the 91 Express Lanes - Q4	Kapsch TrafficCom is responsible for installing the tolling equipment on the 91 Express Lanes entrance readers. However, OCTA has instructed Kapsch to focus 100% of their efforts on the 405 Express Lanes. As a result, this has been delayed and will be carried over to Q3 of 2024.				
8.	Crisis Communications	Ensure Agency and Staff Preparedness	Conduct a tabletop exercise for the Crisis Communications team and revise Crisis Communications Plan as appropriate - Q4	November/ December 2023 - anticipated to conduct tabletop exercise.				

*2022 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
9.	Diversity, Equity, Inclusion, and Belonging	Review OCTA Organizational Policies, Practices and Programs Related to Diversity, Equity and Inclusion, and Develop Recommendations to Enhance Efforts in this Area and Help Guide Future Agency Decisions	Review and implement appropriate recommendations from the third-party organizational diversity, equity, and inclusion study - Q4					
10.	Rail Coastal Protection	Support State Efforts to Develop Long-Term Solutions for Coastal Rail Infrastructure	Work with external stakeholders and provide periodic updates to Board - Q2 and Q4	February 27, 2023 - provided update to Board.				
11.	Annual Comprehensive Financial Report	Ensure Accountability and Transparency	Obtain an unmodified opinion from the external auditors and provide the annual financial statements to Board - Q4					
12.	Enterprise Asset Management (EAM)	Implement New EAM System	Transition Infor EAM System from test into full production - Q4	November 6, 2023 - anticipated to complete EAM transition to full production.				
13.	Renewable Energy Assessment	Assess Feasibility of Using Renewable Energy at OCTA Facilities	Evaluate OCTA's ability to implement renewable energy options and provide update to Board - Q4					
14.	Federal Triennial Review	Provide a Well-Coordinated Response, Evidenced by Documentation, During FTA's Triennial Review to Convey the Agency's Outstanding Performance as a Federal Grantee	Complete the necessary steps and actions as part of the FTA Triennial Review process - Q4	October 2023 - anticipated to receive final report from FTA; November 2023 - anticipated to present final report to Board.				
15.	Legislative Forums	Communicate Transportation Needs and Challenges and OCTA's Ongoing Plans, Programs, and Projects	Conduct forums with local delegation representatives and report to management team - Q1-Q4	March 29, 2023 - conducted first round of forums.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
16.	Legislative Platforms	Set Legislative Priorities	Present final 2024 state and federal legislative platforms to Board for approval - Q4	October 2023 - anticipated to present initial draft to Board; November 2023 - anticipated to present final draft and End-of-Year Report to Board.				
17.	Legislative Priorities	Provide End of Session Report	Discuss outcomes of legislative priorities with L&C - Q4					
18.	Local Government Forums	Conduct Mayors Forums by District	Conduct forums with local delegation representatives and report to management team - Q1-Q4	All five local government forums anticipated to be conducted in Q3.				
19.	Zero-Emission Bus (ZEB) Pilots*	Evaluate ZEBs for Operational Effectiveness	Provide progress report to Board on ZEB pilots, including the hydrogen fuel-cell electric buses and plug-in battery-electric buses - Q4	The hydrogen fuel-cell electric buses continue to operate in service; deployment of the battery-electric buses will be limited until the bus chargers are installed. However, due to the timing of the deployment, providing a progress report to Board has been delayed. This will be carried over to Q1 of 2024. January 9, 2023 - provided ZEB pilot update to Board.				
20.	Coach Operator Workforce	Implement Programs to Support Increase in Recruitment and Retention	Review current efforts on coach operator recruitment and retention and include coach operator headcount in the quarterly bus operations report to Board - Q4	November 13, 2023 - anticipated to provide update in quarterly bus operations report to Board.				

*2022 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
21.	Core Competency Integration	Provide Clear Growth and Development Pathways for Staff and Bridge Gaps Between Performance and Opportunity by Articulating which Competencies are Needed for Various Positions	Implement core competencies into all job descriptions at OCTA - Q4	November 2023 - anticipated to complete implementation.				
22.	Diversity, Equity, Inclusion, and Belonging	Provide Microaggression Training to Ensure Coach Operators Understand OCTA's Commitment to Diversity, Equity, Inclusion, and Belonging	Conduct microaggressions training for all coach operators during annual required training - Q4	December 2023 - anticipated to conduct last annual required training session.				
23.	Diversity, Equity, Inclusion, and Belonging	Identify and Develop Enhancements to Support Employees' Voices Throughout the Organization	Implement one additional Employee Resource Group - Q4	November 1, 2023 - anticipated to kick off Working Parent Employee Resource Group.				
24.	Diversity, Equity, Inclusion, and Belonging - Diverse Community Leaders Group (DCLG)	Maximize Relationships with Key Stakeholders and Leaders that Represent Diverse Communities to Gain Feedback	Enhance engagement opportunities with OCTA's DCLG as part of transportation programs, projects, and plans with update to L&C - Q4	October 19, 2023 - anticipated to present update to L&C.				
25.	Diversity, Equity, Inclusion, and Belonging - Outreach Update	Conduct Diversity Outreach Programs to Support Capital Projects, Planning Studies, and Transit Marketing	Develop proactive diversity outreach and inclusion strategies using traditional and digital tactics to engage with diverse and underrepresented communities on OCTA initiatives and activities with update to L&C - Q4	October 19, 2023 - anticipated to present update to L&C.				
26.	Early Career Academy (ECA)	Provide Early Career Development to Grow New Professionals	Launch fourth cohort of ECA - Q4	December 14, 2023 - anticipated to host kick-off.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
27.	Market Research	Obtain Public Input and Preferences for OCTA's Various Programs and Services	Conduct qualitative and quantitative surveys to support marketing programs, LRTP/M2 Ten-Year Review, and other planning studies - Q4	August 8 - September 18, 2023 - conducted OC Transportation Demand Management study survey. February 2024 - anticipated to conduct Ten-Year Review quantitative survey.				
28.	Marketing Activities	Promote and Educate Public on OCTA Services	Develop campaigns and programs to promote the Making Better Connections Bus Service Plan and other activities - Q4	January 2023 - continued customer communications program and marketing campaign in preparation of first phase of changes (implemented in February 2023); November 2023 - anticipated to continue distributing pertinent information to educate the public on future rollout of improvements in response to changes in demand and resource availability.				
29.	Marketing Activities*	Promote and Educate Public on OCTA Services	Present biannual updates on ongoing campaigns promoting bus, rail, OC Flex, rideshare, and vanpool services to L&C - Q2 and Q4	February 16, 2023 - presented update to L&C as carryover from November 2022. July 20, 2023 - presented first biannual update to L&C. November 16, 2023 - anticipated to present second biannual update to L&C.				

*2022 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
30.	Outreach Activities	Conduct Outreach to Support Capital Projects	Provide quarterly I-405 and OC Streetcar outreach updates, as well as I-5 south and SR-55, and other projects to Board - Q1-Q4	January 23 and August 14, 2023 - presented OC Streetcar updates to Board; February 13, June 12, and September 25, 2023 - presented I-405 Project updates to Board; May 22, 2023 - presented I-5 (SR-73 to El Toro Road) Project update to Board; August 14, 2023 - presented SR-55 (I-405 to I-5) update to Board. October 23, November 13, and December 11, 2023 - anticipated to present I-405 Project updates to Board.				
31.	Outreach Activities	Conduct Outreach to Support Planning Studies	Provide outreach updates for planning studies, including the LRTP, South Orange County Rail Station Feasibility Study, and others as appropriate to Board - Q1-Q4	February 13, 2023 - presented LRTP update to Board; May 8, 2023 - presented final LRTP staff report to Board; September 25, 2023 - presented South Orange County Rail Station Feasibility Study as part of an update on transportation projects in south Orange County to Board.			Early Complete	
32.	2023 Congestion Management Program (CMP) Report	Report on the CMP Status and Local Jurisdiction Compliance	Adopt CMP report and submit to SCAG - Q4					
33.	2024 State Transportation Improvement Program (STIP)	Maximize State Funding Opportunities	Present the 2024 STIP proposal to Board for approval - Q4	October 9, 2023 - anticipated to present to Board.				
34.	Active Transportation Initiatives	Implement Programs in Support of Non-Motorized Transportation	Provide biannual updates on active transportation initiatives to Board - Q2 and Q4	June 26, 2023 - presented first biannual update to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
35.	Bus Base Charge Ready Infrastructure Plan	Evaluate Charging Infrastructure Needs and Facilities for ZEB Rollout Plan	Present update to ESC - Q4	Due to unforeseen scheduling challenges and setbacks with the battery-electric bus infrastructure, this has been delayed and will be carried over to Q2 of 2024.				
36.	Climate Adaptation and Sustainability Plan (CASP)	Advance Agency Sustainability Practices and Resiliency Efforts to Adapt to Climate Change Impacts	Present update on final CASP development to ESC - Q4					
37.	Community Circulators and Shuttles (Project V)	Fund Development of Local Bus Transit Services	Solicit letters of interest for a Project V call for projects - Q4	April 11, 2023 - sent solicitation to local agencies; 17 responses were received.		Early Complete		
38.	Complete Streets Funding Program	Develop Funding Approach for Bicycle and Pedestrian Projects that Reduce Traffic Congestion and Improve Air Quality	Update guidelines and present to ESC - Q4					
39.	E-Bicycles (E-Bike) Safety Plan	Define Approach for E-Bike Use and Safety	Coordinate with local partners to develop best practices for consideration in the development of local E-bike policies - Q4					
40.	M2 Environmental Cleanup Program	Fund Water Quality Improvements	Present programming recommendations for Tier 1 water quality projects (Project X) grant awards to Board - Q4	August 14, 2023 - presented programming recommendations to Board.			Early Complete	
41.	M2 Environmental Mitigation Programs	Ensure Comprehensive Freeway Program Mitigation	Present biannual progress reports to Board - Q2 and Q4	June 12, 2023 - presented first biannual update to Board.				
42.	M2 Quarterly Reports	Provide Updates on Progress of M2 Implementation and Fulfill the Requirements of the M2 Ordinance No. 3	Present quarterly reports to Board - Q1-Q4	March 13, 2023 - presented FY 2022-23 Q2 report to Board; June 12, 2023 - presented FY 2022-23 Q3 report to Board; and September 25, 2023 - presented FY 2022-23 Q4 report to Board. November 13, 2023 - anticipated to present FY 2023-24 Q1 report to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
43.	M2 Triennial Performance Assessment	Evaluate the Efficiency, Effectiveness, Economy, and Results of the Agency's Delivery of M2	Present closeout of the 2018-2021 M2 Triennial Performance Assessment Report Recommendations to Board - Q4	July 10, 2023 - presented to Board.			Early Complete	
44.	Making Better Connections Program	Continue to Improve the Quality of Public Transportation	Complete implementation plan and schedule and provide updates to ESC - Q2 and Q4	May 22, 2023 - provided update to ESC.				
45.	Next 10 Delivery Plan	Ensure M2 Delivery Commitment	Review and present status of the Next 10 Delivery Plan deliverables to Board - Q4	November 13, 2023 - anticipated to present status of the Next 10 Delivery Plan deliverables to Board.				
46.	OC Streetcar Bus-Rail Interface Study and Fleet Management Plan	Update OC Streetcar Interface and Fleet Management Plans to Ensure Seamless Connection Between OC Streetcar and OC Bus Operations	Present update to ESC - Q4					
47.	On-Board Bus Survey	Determine the Origin and Destination of Transit Trips	Initiate procurement of consultant contract - Q4					
48.	Regional Planning Activities	Highlight Transportation Planning Activities	Present biannual reports on activities underway that impact OCTA and the Southern California region to Board - Q2 and Q4	May 8, 2023 - presented first biannual update to Board. October 9, 2023 - anticipated to present second biannual update to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER


Acronyms

AAP/EEO - Affirmative Action Plan/Equal Employment Opportunity	L&C - Legislative and Communications Committee
Board - Board of Directors	LRTP - Long-Range Transportation Plan
Caltrans - California Department of Transportation	M2 - Measure M2
CASP - Climate Adaptation and Sustainability Plan	MDA - Management Development Academy
CBP - Comprehensive Business Plan	NTP - Notice to Proceed
CEO - Chief Executive Officer	OCTA - Orange County Transportation Authority
CMP - Congestion Management Program	PTASP - Public Transportation Agency Safety Plan
CNG - Compressed Natural Gas	RCTC - Riverside County Transportation Commission
CPUC - California Public Utilities Commission	RCP - Regional Capacity Program
CSC - Customer Service Center	RFP - Request for Proposals
DCLG - Diverse Community Leaders Group	ROW - Right-of-Way
E-Bike - E-Bicycles	RTSSP - Regional Transportation Signal Synchronization Program
EAM - Enterprise Asset Management	SCAG - Southern California Association of Governments
ECA - Early Career Academy	SR-55 - State Route 55
EIR - Environmental Impact Report	SR-73 - State Route 73
ELC - Express Lanes Connector	SR-91 - State Route 91
ESC - Executive Steering Committee	STIP - State Transportation Improvement Program
FTA - Federal Transit Administration	TSA - Transportation Security Administration
FY - Fiscal Year	TSOC - Transit Security and Operations Center
HRIS - Human Resources Information System	VMT - Vehicle Miles Traveled
I-5 - Interstate 5	ZEB - Zero-Emission Bus
I-405 - Interstate 405	



November 13, 2023

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Approval to Release Request for Proposals for the Next Safe Travels Education Program Project

Overview

The Orange County Transportation Authority has developed a request for proposals to initiate a competitive procurement process to retain consultant services for the Next Safe Travels Education Program project. In collaboration with the Orange County Health Care Agency, the project aims to improve safe walking and biking by hosting education and encouragement activities and conducting infrastructure evaluation at 25 public elementary schools serving disadvantaged communities within Orange County.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 3-2896 for selection of a consultant to deliver the Next Safe Travels Education Program project.
- B. Approve the release of Request for Proposals 3-2896 for consultant services to deliver the Next Safe Travels Education Program project.

Discussion

Safe Routes to School is an international movement that uses education programming and infrastructure to improve safety and encourage students to walk and bike to school. In 2019, the Orange County Transportation Authority (OCTA), in partnership with the Orange County Health Care Agency (OCHCA), began work on the Safe Travels Education Program (STEP) Campaign (Campaign). Over the following two and a half years, the Campaign recruited 25 schools (Attachment A) serving disadvantaged communities and delivered a wide range of walking and biking education and encouragement activities to these schools. Examples of key achievements include:

-
- During Clara Barton Elementary's Parent Open House in fall 2023, the Orange County (OC) STEP team engaged with parents/caregivers about the benefits of walking and bicycling to school.
 - Students at Centralia Elementary School participated in a "walking school bus" with help from OC STEP and the local police department.
 - A pedestrian resource fair at Monte Vista Elementary School invited students to learn about safe walking through playing games and practicing walking-to-school skills.
 - A bicycle rodeo at Schmitt Elementary School educated students about safe bicycling practices such as what street signs mean, correct hand signals, and where they can ride their bicycles.
 - In spring 2023, OC STEP hosted a Walk and Roll Festival at Estancia High School for all students in Costa Mesa.

Based on the successes of the original STEP Campaign, feedback received from participating schools, and input from community stakeholders, OCTA has pursued multiple grants to fund the Next STEP project. This project will build on the successes of the education and encouragement efforts of the original STEP Campaign by recruiting a new group of schools and with the added element of providing infrastructure evaluation for the areas immediately surrounding the new slate of selected schools. With the combined efforts of the non-infrastructure programming and infrastructure evaluation, the Next STEP project will continue to support a balanced and safe transportation network for schools throughout Orange County.

OCTA will partner with OCHCA to administer the Next STEP project at an additional 25 public elementary schools serving disadvantaged communities within Orange County. To begin establishing safe travel patterns, staff with subject matter expertise will provide instruction to youth at participating schools. A range of Next STEP activities will be offered based on local interest and time availability. These activities may include providing walking and bicycling safety presentations to student assemblies, walk/bike to school-day events, training directed at both students (during and after school) and/or families (on nights or weekends). To address infrastructure needs at participating schools, roadway safety audits will be conducted in coordination with participating schools, the surrounding communities, and local city staff. This process will identify potential infrastructure improvements, draft concepts, and develop cost estimates for use by cities to implement infrastructure improvements.

Funding was secured to implement the \$2.1 million project through the following grants:

- \$850,000 through a California Transportation Commission Active Transportation Program (ATP)

- \$1.25 million from Southern California Association of Governments Regional Early Action Planning (REAP) 2.0 grant.

No matching funds were required.

Procurement Approach

OCTA's Board of Directors (Board)-approved procurement policies and procedures require that the Board approve all request for proposals (RFP) over \$1,000,000, as well as approve the evaluation criteria and weightings, which will be used to evaluate proposals received in response to the RFP.

The proposed evaluation criteria and weightings are as follows:

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

Several factors were considered in developing the evaluation criteria and weightings. The qualifications of the firm is weighted at 20 percent as the firm's experience in performing relevant work of similar scope, size, and complexity are important to the success of the project. Staffing and project organization is weighted at 25 percent as the qualifications of the project manager and other key task leaders, as well as resource allocation, are critical to understanding the project requirements and successful performance of the work. Work plan is weighted highest at 30 percent to evaluate the technical approach to ensure the project requirements are met and timely delivery of the project. Cost and price is weighted at 25 percent to ensure that OCTA receives value for the services provided.

The contract term for this procurement will be a two-year term. The total cost is anticipated to be approximately \$2.1 million.

This RFP will be released upon Board approval of these recommendations.

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2023-24 Budget, Planning Division, account nos. 1531-7519-A4530-CMK and 1530-7519-A4530-CMQ and will be funded using the state portion of the State of California's ATP and the state-funded REAP 2.0 Program.

Summary

Board of Directors' approval is requested to release Request for Proposals 3-2896 for consultant services to deliver the Next STEP project, as well as approval of the proposed evaluation criteria and weightings.

Attachment

- A. OC STEP Campaign Participating Schools
- B. Draft Request for Proposals (RFP) 3-2896, Next Safe Travels Education Program

Prepared by:

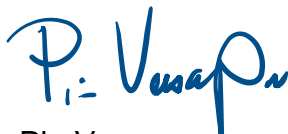


Peter Sotherland
Project Manager, Strategic Planning
(714) 560-5735

Approved by:



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



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

OC STEP Campaign Participating Schools

School	City
Barton (Clara) Elementary	Anaheim
C. C. Violette Elementary	Garden Grove
Carver Elementary School	Santa Ana
Centralia Elementary	Anaheim
Fryberger Elementary	Westminster
Heroes Elementary	Santa Ana
Lampson Elementary	Garden Grove
Linton T. Simmons Elementary	Garden Grove
Mabel L. Pendleton Elementary	Buena Park
Madison Elementary	Anaheim
Martin Luther King Jr. Elementary	Santa Ana
McFadden Institute of Technology	Santa Ana
Meairs Elementary	Garden Grove
Melrose Elementary	Placentia
Monte Vista Elementary	Santa Ana
Murdy Elementary School	Garden Grove
Newhope Elementary	Santa Ana
Pio Pico Elementary	Santa Ana
Pomona Elementary	Costa Mesa
Prospect Elementary	Orange
Ruby Drive Elementary	Placentia
Schmitt Elementary	Westminster
Sonora Elementary	Costa Mesa
Whittier Elementary	Costa Mesa
Wilson Elementary	Costa Mesa

STEP - Safe Travels Education Program

DRAFT REQUEST FOR PROPOSALS (RFP) 3-2896

NEXT SAFE TRAVELS EDUCATION PROGRAM



**ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282**

Key RFP Dates

Issue Date:	November 13, 2023
Pre-Proposal Conference Date:	November 28, 2023
Question Submittal Date:	December 1, 2023
Proposal Submittal Date:	December 18, 2023
Interview Date:	January 25, 2024

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November 13, 2023

NOTICE OF REQUEST FOR PROPOSALS (RFP)

RFP 3-2896: "NEXT SAFE TRAVELS EDUCATION PROGRAM"

TO: ALL OFFERORS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (Authority) invites proposals from qualified consultants to deliver the Next Safe Travels Education Program (STEP) project. The budget for this effort is \$2,100,000 for a two-year term.

Please note that by submitting a Proposal, Offeror certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Proposal. In submitting a Proposal, all Offerors agree to comply with all economic sanctions imposed by the State or U.S. Government.

Proposals must be submitted, electronically, through the following URL link: <http://www.octa.net/Proposal Upload Link>, at or before the deadline of 2:00 p.m. on December 18, 2023. The link has an upload file size limit of 80MB. Authority will not accept hard copy proposals for this RFP.

Offerors are instructed to click the upload link, select "**RFP 3-2896**" from the drop-down menu, and follow the instructions as prompted to upload the proposal. The upload link will expire at the submittal deadline and will not allow proposals to be uploaded.

Should Offerors encounter technical issues with uploading the proposals via the link provided, Offerors are required to contact the Contract Administrator prior to the submission deadline. Proposals and supplemental information to proposals received after the date and time specified above will be rejected.

Firms interested in obtaining a copy of this RFP may do so by downloading the RFP from CAMM NET at <https://cammnet.octa.net>.

All firms interested in doing business with the Authority are required to register their business on-line at CAMM NET. The website can be found at <https://cammnet.octa.net>.

To receive all further information regarding this RFP 3-2896, firms and subconsultants must be registered on CAMM NET with at least one of the following commodity codes for this solicitation selected as part of the vendor's on-line registration profile:

Category:

Professional Consulting

Commodity:

Consultant Services - General
Consultant Services - Transit
Planning
Consultant Services -
Transportation Planning
Traffic Planning Consulting

A pre-proposal conference will be held both on-site/in-person and via teleconference on November 28, 2023, at 10:00 a.m.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Office, 550 South Main Street, Orange, California, in Conference Room 08.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- [Click here to join the meeting](#)
- OR Call-in Number: 916-550-9867
- Conference ID: 511 721 125#

All prospective Offerors are encouraged to attend the pre-proposal conference.

The Authority has established January 25, 2024, as the date to conduct interviews. All prospective Offerors will be asked to keep this date available.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of federal, state, and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

SECTION I: INSTRUCTIONS TO OFFERORS

SECTION I. INSTRUCTIONS TO OFFERORS

A. PRE-PROPOSAL CONFERENCE

A pre-proposal conference will be held both on-site/in-person and via teleconference on November 28, 2023, at 10:00 a.m.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Office, 550 South Main Street, Orange, California, in Conference Room 08.

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- [Click here to join the meeting](#)
- OR Call-in Number: 916-550-9867
- Conference ID: 511 721 125#

All prospective Offerors are encouraged to attend the pre-proposal conference.

B. EXAMINATION OF PROPOSAL DOCUMENTS

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the Authority's objectives.

C. ADDENDA

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

D. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Iris Deneau, Senior Contract Administrator
Contracts Administration and Materials Management Department
600 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Phone: 714.560. 5786, Fax: 888.404.6282
Email: ideneau@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no offeror, subcontractor, lobbyist, or agent hired by the offeror shall have any contact or communications regarding this RFP with any Authority's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP. Contact includes face-to-face, telephone, electronic mail (email), or formal written communication. Any offeror, subcontractor, lobbyist or agent hired by the offeror that engages in such prohibited communications may result in disqualification of the offeror at the sole discretion of the Authority.

E. CLARIFICATIONS

1. Examination of Documents

Should an Offeror require clarifications of this RFP, the Offeror shall notify the Authority in writing in accordance with Section E.2. below. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be sent to all firms registered on CAMM NET under the commodity codes specified in this RFP.

2. Submitting Requests

- a. All questions, including questions that could not be specifically answered at the pre-proposal conference, must be put in writing and received via email at ideneau@octa.net no later than 5:00 p.m., on December 1, 2023.
- b. Requests for clarifications, questions, and comments must be clearly labeled, "Written Questions RFP 3-2896" in the subject line of the email. The Authority is not responsible for failure to respond to a request that has not been labeled as such.

3. Authority Responses

Responses from the Authority will be posted on CAMM NET no later than December 7, 2023. Offerors may download responses from CAMM NET at <https://cammnet.octa.net>, or request responses be sent via email.

To receive email notification of Authority responses when they are posted on CAMM NET, firms and subconsultants must be registered on CAMM NET with at least one of the following commodity codes for this solicitation selected as part of the vendor's on-line registration profile:

Category:

Professional Consulting

Commodity:

Consultant Services - General
Consultant Services - Transit
Planning
Consultant Services -
Transportation Planning
Traffic Planning Consulting

Inquiries received after 5:00 p.m. on December 1, 2023 will not be responded to.

F. SUBMISSION OF PROPOSALS

1. Date and Time

Proposals must be submitted, electronically, through the following URL link: <http://www.octa.net/Proposal Upload Link>, at or before the deadline of **2:00 p.m. on December 18, 2023. The link has an upload file size limit of 80MB. Authority will not accept hard copy proposals for this RFP.**

Offerors are instructed to click the upload link, select "**RFP 3-2896**" from the drop-down menu, and follow the instructions as prompted to upload the proposal. The upload link will expire at the submittal deadline and will not allow proposals to be uploaded.

Should Offerors encounter technical issues with uploading the proposals via the link provided, Offerors are required to contact the Contract Administrator prior to the submission deadline. Proposals and supplemental information to proposals received after the date and time specified above will be rejected.

2. Acceptance of Proposals

- a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.

- b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.
- c. The Authority reserves the right to issue a new RFP for the project.
- d. The Authority reserves the right to postpone proposal openings for its own convenience.
- e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.
- f. The Authority reserves the right to investigate the qualifications of any Offeror, and/or require additional evidence of qualifications to perform the work.
- g. Submitted proposals are not to be copyrighted.

G. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

- 1. Preparing its proposal in response to this RFP;
- 2. Submitting that proposal to the Authority;
- 3. Negotiating with the Authority any matter related to this proposal; or
- 4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

H. JOINT OFFERS

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

I. TAXES

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes.

Offeror is responsible for payment of all taxes for any goods, services, processes, and operations incidental to or involved in the contract.

J. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

K. CONTRACT TYPE

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be a firm-fixed price contract specifying firm-fixed prices for individual tasks specified in the Scope of Work, included in this RFP as Exhibit A. The Agreement will have a two-year term.

L. CONFLICT OF INTEREST

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable, to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby Authority staff or the Board of Directors on their behalf.

Offerors hired to perform services for the Authority are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the Authority, either as a prime or subcontractor.

M. CODE OF CONDUCT

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

N. OWNERSHIP OF RECORDS/PUBLIC RECORDS ACT

All proposals and documents submitted in response to this RFP shall become the property of the Authority and a matter of public record pursuant to the California

Public Records Act, Government Code sections 6250 et seq. (the "Act"). Offerors should familiarize themselves with the provisions of the Act requiring disclosure of public information. Offerors are discouraged from marking their proposal documents as "confidential" or "proprietary."

If a Proposal does include "confidential" or "proprietary" markings and the Authority receives a request pursuant to the Act, the Authority will endeavor (but cannot guarantee) to notify the Offeror of such a request. In order to protect any information submitted within a Proposal, the Offeror must pursue, at its sole cost and expense, any and all appropriate legal action necessary to maintain the confidentiality of such information. The Authority generally does not consider pricing information, subcontractor lists, or key personnel, including resumes, as being exempt from disclosure under the Act. In no event shall the Authority or any of its officers, directors, employees, agents, representatives, or consultants be liable to a Offeror for the disclosure of any materials or information submitted in response to the RFP or by failing to notify a Offeror of a request seeking its Proposal. The Authority reserves the right to make an independent decision to disclose records and material.

Notwithstanding the above, all information regarding proposal responses will be held as confidential until such time as the evaluation has been completed; an award has been made by the Board of Directors or Authority Staff, as appropriate; and the contract has been fully negotiated.

O. STATEMENT OF ECONOMIC INTERESTS

The awarded Offeror (including designated employees and subconsultants) may be required to file Statements of Economic Interests (Form 700) in accordance with the Political Reform Act (Government Code section 81000 et seq.). This applies to individuals who make, participate in making, or act in a staff capacity for making governmental decisions. The Authority determines which individuals are required to file a Form 700, and if such determination is made, the individuals must file Form 700s with the Authority Clerk of the Board no later than 30 days after the execution of the Agreement, annually thereafter for the duration of the Agreement, and within 30 days of termination of the Agreement.

SECTION II: PROPOSAL CONTENT

SECTION II. PROPOSAL CONTENT

A. PROPOSAL FORMAT AND CONTENT

1. Format

Proposals should be typed with a standard 12-point font, double-spaced. Proposals should not include any unnecessarily elaborate or promotional materials. Proposals should not exceed fifty (50) pages in length, excluding any appendices, cover letters, resumes, or forms.

2. Letter of Transmittal

The Letter of Transmittal shall be addressed to Iris Deneau, Senior Contract Administrator, and must, at a minimum, contain the following:

- a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address, and telephone number of the contact person identified during period of proposal evaluation.
- b. Identification of all proposed subcontractors including legal name of company, contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.
- c. Acknowledgement of receipt of all RFP addenda, if any.
- d. A statement to the effect that the proposal shall remain valid for a period of not less than 120 days from the date of submittal.
- e. Signature of a person authorized to bind Offeror to the terms of the proposal.
- f. Signed statement attesting that all information submitted with the proposal is true and correct.

3. Technical Proposal

a. Qualifications, Related Experience, and References of Offeror

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature; demonstrated competence in the services to be provided; strength and stability of the firm; staffing

capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to:

- (1) Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size, and location of offices; and number of employees.
- (2) Provide a general description of the firm's financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror's ability to complete the project.
- (3) Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, and highlight the participation in such work by the key personnel proposed for assignment to this project.
- (4) Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.
- (5) Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number, and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.
- (6) Provide as a minimum three (3) references for the projects cited as related experience, and furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed. Offeror may also supply references from other work not cited in this section as related experience.

b. Proposed Staffing and Project Organization

This section of the proposal should establish the method, which will be used by the Offeror to manage the project, as well as identify key personnel assigned.

Offeror to:

- (1) Identify key personnel proposed to perform the work in the specified tasks and include major areas of subcontract work. Include the person's name, current location, proposed position for this project, current assignment, level of commitment to that assignment, availability for this assignment, and how long each person has been with the firm.
- (2) Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel that includes education, experience, and applicable professional credentials.
- (3) Indicate adequacy of labor resources utilizing a table that, at a minimum, identifies the following information: a) the individual project tasks; b) specify who would perform them; and c) the number of hours anticipated for each member of the project staff.
- (4) Include a project organization chart, which clearly delineates communication/reporting relationships among the project staff.
- (5) Include a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

c. Work Plan

Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror's understanding of Authority's needs and requirements.

Offeror to:

- (1) Describe the approach to completing the tasks specified in the Scope of Work. The approach to the work plan shall be of such detail to demonstrate the Offeror's ability to accomplish the project objectives and overall schedule.
- (2) Outline sequentially the activities that would be undertaken in completing the tasks and specify who would perform them.
- (3) Furnish a project schedule for completing the tasks in terms of elapsed weeks.

- (4) Identify methods that Offeror will use to ensure quality control, as well as budget and schedule control for the project.
- (5) Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.
- (6) Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

d. Exceptions/Deviations

State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form (Exhibit G) must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form (Exhibit G) or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and deviations that receive a "fail" status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a "fail" status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a "fail" status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

4. Cost and Price Proposal

As part of the cost and price proposal, the Offeror shall submit proposed pricing to provide the services for each work task described in Exhibit A, Scope of Work.

The Offeror shall complete the "Price Summary Sheet" form included with this RFP (Exhibit B), and furnish any narrative required to explain the prices quoted in the schedules. It is anticipated that the Authority will issue a firm-fixed price contract specifying firm-fixed prices for individual tasks.

5. Appendices

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

B. FORMS

1. Campaign Contribution Disclosure Form

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form **must** be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to report any campaign contributions made by the prime contractor, subconsultants, lobbyists, and agents after the proposal submittal date, and up to the anticipated Board of Directors selection. Offeror shall use the Campaign Contributions Disclosure Form for any additional reporting. The form must be submitted at least fifteen (15) calendar days prior to the Board Committee date on April 1, 2024 and sent via email to the Senior Contract Administrator.

2. Status of Past and Present Contracts Form

Offeror shall complete and sign the form entitled "Status of Past and Present Contracts" provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate.

3. Proposal Exceptions and/or Deviations Form

Offerors shall complete the form entitled "Proposal Exceptions and/or Deviations" provided in this RFP and submit it as part of the original proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

SECTION III: EVALUATION AND AWARD

SECTION III. EVALUATION AND AWARD

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

- 1. Qualifications of the Firm 20%**

 Technical experience in performing work of a closely similar nature; strength and stability of the firm; strength, stability, experience, and technical competence of subcontractors; assessment by client references.
- 2. Staffing and Project Organization 25%**

 Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing related work cited in "Qualifications of the Firm" section; logic of project organization; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.
- 3. Work Plan 30%**

 Depth of Offeror's understanding of Authority's requirements and overall quality of work plan; logic, clarity, and specificity of work plan; appropriateness of resource allocation among the tasks; reasonableness of proposed schedule; utility of suggested technical or procedural innovations.
- 4. Cost and Price 25%**

 Reasonableness of the total price, as well as the individual tasks; competitiveness with other offers received; adequacy of data in support of figures quoted.

B. EVALUATION PROCEDURE

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of Authority staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top-ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established January 25, 2024, as the date to conduct interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion.

The interview may consist of a short presentation by the Offeror after which the evaluation committee will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, the evaluation committee will score the proposals to develop a competitive range. Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues, and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the Regional Transportation Planning Committee, the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Board Committee will review the evaluation committee's recommendation and forward its recommendation to the Board of Directors for final action.

C. AWARD

The Authority's Board of Directors will consider the selection of the firm(s) recommended by the Board Committee.

The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the Authority.

Offeror acknowledges that the Authority's Board of Directors reserves the right to award this contract in its sole and absolute discretion to any Offeror to this RFP regardless of the evaluation committee's recommendation or recommendation of a Board Committee.

The Authority reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

The selected Offeror will be required to submit to the Authority's Accounting department a current IRS W-9 form prior to commencing work.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified via CAMM NET of the contract award. Such notification shall be made within three (3) business days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

EXHIBIT A: SCOPE OF WORK

SCOPE OF WORK

Next Safe Travels Education Program (Next STEP)

INTRODUCTION:

The Orange County Transportation Authority (OCTA) will partner with the Orange County Health Care Agency (OCHCA) to administer the Next Safe Travels Education Program (Next STEP) at twenty-five (25) public elementary schools serving disadvantaged communities within Orange County. The Next STEP will engage with local city staff and police departments to successfully promote and leverage the education and encouragement activities for walking and biking in addition to evaluating infrastructure needs at the twenty-five (25) participating schools. Next STEP will serve schools where growth in Safe Routes to Schools (SRTS) activities is desired. A range of Next STEP activities will be offered based on local interest and time availability for assemblies, walk/bike to school day events, training activities directed at both students (during and after school) and families (on nights or weekends).

RESPONSIBLE PARTIES:

With the assistance of a consulting firm, OCTA will deliver the Next STEP project. OCTA will manage the procurement of the project and finances for the project (such as Consultant invoicing and progress reporting). OCTA will identify a Project Manager to work collaboratively with a peer from OCHCA.

The project is envisioned as a partnership with OCHCA, and OCHA provides a “SRTS Project Coordinator” to participate in the project. OCHCA will be more than a stakeholder for this project, and the OCTA and OCHCA staff will work collectively to provide direction to the selected Consultant. OCHCA will participate in the project with in-kind staff contributions, but not participate in the financial aspects of administering the grant.

OVERALL PROJECT OBJECTIVES:

- Engage twenty-five (25) public elementary schools countywide
- Provide a range of walking and biking encouragement activities to participating schools
- Provide educational opportunities to the students and family members of participating schools
- Strengthen partnerships with transportation, health, and public safety officials
- Empower school champions to continue SRTS efforts following the project
- Identify potential roadways safety concerns, develop concepts addressing concerns, and improve safety performance overall of roadways surrounding participating schools
- Identify strategies that reduce traffic deaths and serious injuries by encouraging SRTS

TASKS:

TASK 1: Project Initiation and Management

Task 1.1: Project Kick-off Meeting with Consultant

OCTA will hold an initiation meeting with Consultant staff to discuss the project background, goals, schedule, potential Stakeholder Committee members, and coordination with the Southern California Association of Governments (SCAG).

OCTA and the Consultant staff will discuss administrative items such as communication protocol, meeting frequency, progress reporting, scheduling and invoicing, and other relevant project information. The Consultant shall also develop the initial stakeholder list for discussion at this meeting (See Task 2.1).

The project initiation meeting could include a short-duration administrative meeting with a smaller number of attendees and a subsequent longer-duration initial meeting (likely on the same day) to discuss the project goals and vision in more detail. The Consultant staff will summarize the meeting(s) with key action items identified. SCAG staff will be invited to attend.

Task 1.2: Project Coordination and Team Meetings

OCTA staff will host virtual monthly conference call meetings with the Project Team, consisting of the OCTA Project Manager, OCHCA Project Coordinator, and Consultant Project Manager to ensure effective communication on upcoming tasks and verify the project is proceeding on schedule and within budget.

The Consultant shall develop topics for discussion and provide an online tracking sheet with meeting notes and key actions for viewing by the Project Team. The duration of this project is assumed to be eighteen (18) months.

Task 1.3: REAP 2.0 Performance Metrics

The Consultant Team will work with OCTA staff to develop a methodology to report how the project works towards Regional Early Action Planning (REAP) 2.0 program goals. The Consultant Team will report outcomes for the project based on performance metrics developed.

Task	Deliverable
1.1	<i>Project Initiation Meeting Agenda and Minutes</i>
1.2	<i>Monthly Project Manager Meeting Notes and Action Items</i>
1.3	<i>Report metric outcomes and develop methodology, incorporated into final report</i>

TASK 2: Stakeholder Engagement and Safe Routes School Activities

Task 2.1: Stakeholder Steering Committee Development and Meetings

Next STEP will leverage existing and grow new partnerships among countywide stakeholders to build momentum and sustain efforts to implement SRTS throughout Orange County. A diverse Stakeholder Committee shall guide technical analysis, engage schools and school districts, and help facilitate walk audits and walk-to-school events at schools.

Based on the draft list of stakeholders developed in Task 1.3, the Project Team will establish a Stakeholder Steering Committee to guide implementation of the project. Anticipated involvement in the project by the Stakeholder Committee involve the following:

1. **Advise** the Project Team on effective education, encouragement, and enforcement activities to respond to local schools' interests and abilities to participate in Next STEP.
2. **Identify** opportunities to cross-leverage Next STEP activities with local/regional agency, advocate, and enforcement activities and programs. For example, linking education in schools with law enforcement grants pursued separately for distribution of bike helmets to youth.
3. **Engage** directly with local school champions during the program's implementation aimed at building greater sustainability and continuity after the Next STEP funding is completed.
4. **Provide Feedback** to the program as administration occurs to ensure effective use of grant funds and develop a summary with actionable next STEP identified.

Based on the kick-off meeting discussion of potential stakeholders, the Project Team will assess organizations or representatives for invitation to the Stakeholder Committee. The initial stakeholder list shall include representatives from different agencies within Orange County, potential program implementers, related business, and youth engagement programs. The Consultant Team shall speak with local advocacy groups focused on transportation and related topics to determine interest in participation in the Stakeholder Committee.

In some cases, understanding the stakeholder's potential level of involvement may require a brief interview. The Consultant shall conduct interviews via phone and shall document the results in an Excel database of contacts for future engagement. Stakeholders shall be analyzed by what resources are available, audience reach, and desired role in SRTS implementation.

After assessing potential stakeholders, the Project Team will establish a Stakeholder Committee including those individuals who can best support the project in the four (4) ways outlined above. The Stakeholder Steering Committee shall meet up to six (6) times during the project. The meetings shall be organized and promoted by the Project Team. The Consultant shall prepare content and lead discussions with the Stakeholder Steering Committee covering project initiation, project analysis, prioritization, evaluation of roles and responsibilities, and development of the report action items. The Consultant shall develop a summary of meeting notes shared with OCTA, OCHCA and the Stakeholder Steering Committee.

Task 2.2: School Screening and Selection

The project aims to serve schools in Tier 1 and Tier 2 need category as identified by the OCTA SRTS Action Plan (AP), as well as expressing a desire to participate in Next STEP. The Project Team will seek to ensure that the Next STEP resources are spread throughout Orange County and avoid expending the resources within a concentrated group of communities. The final selection of schools will be determined by utilizing the following criteria to determine participation in the Next STEP program:

1. Identification as a Tier 1 or 2 school in the SRTS AP
2. Local interest from the school with an identified local school champion (faculty members, parents, etc.)
3. Lack of sustained prior SRTS activities at school

Consultant staff will facilitate initial correspondence with schools through an online survey to find willing participating schools for the Next STEP program. The survey will promote the project opportunity and ask questions to address the school selection criteria.

The Consultant shall make use of existing relationships developed by OCTA, OCHCA, advocates, local city staff, and the SRTS Stakeholder Committee to engage with school representatives to determine interest in participation, as well as any existing roadway improvements or projects around potential schools. Methodology used to arrive at the final participating schools roster will be documented and included in the final report.

Task 2.3: Student Travel Tallies and Parent Surveys

The Consultant shall conduct before and after surveys about travel to the school via walking or biking to gather information from students and parents. The survey will collect local perspectives on travel to school to better measure mode split, safety concerns, and identification of interest in education and encouragement activities. The after-surveys would provide a method to identify the activities most enjoyed and document if changes in behaviors and perspectives were observed.

The project will also collect information using the nationally standardized Student Travel Tally and Parent Survey questionnaire. The national tally survey will be collected as typically completed in SRTS projects, and a before and after implementation Next STEP-specific survey will be conducted to evaluate the program's effectiveness.

Task 2.4: City SRTS Committee meetings

The Consultant shall assist in the formation and/or facilitation of city-level SRTS Committees for each city with participating school(s). In some instances, the SRTS Committee may be a new group; in other instances, the SRTS Committee may already be established. Meetings will take place tri-annually during the project in each city with participating schools. These Committees will serve as an advisory group for identifying activities for implementation at each school. The Consultant shall present the range of efforts that can be implemented to determine the level of local interest and capacity to participate. While some schools may be focused on school

assemblies, others may be interested in hosting Walk to School Day (WTSD) events and other projects provided SRTS activities. All these activities will be done in coordination with city staff such that they are aware of any activities that extend beyond the purview of the schools.

An outline of committed activities will be defined at each school, and the Consultant shall work to ensure there is an adequate budget within the project to address the participating schools' needs.

Task	Deliverable
2.1	<i>Stakeholder Steering Committee Meetings (Committee Roster, 6 Meetings, and Meetings Notes)</i>
2.2	<i>School Selection (List of Participating Schools)</i>
2.3	<i>School Surveys (Student Travel Tallies and Parent Surveys)</i>
2.4	<i>City SRTS Committee Meetings (Tri-annually at each city with participating schools), agendas and minutes for each meeting</i>

TASK 3: Deliver Safe Routes to School Activities

Task 3.1: Establish Partnerships

As noted in the tasks above, schools will be identified for participation based on the SRTS AP school tiers and local interest. However, the range of activities delivered to each of the twenty-five (25) project schools will vary based on school interest and capacity of the schools, staff, and parents. The Consultant shall implement education and encouragement activities at schools in conjunction with local agency staff, advocacy groups, and other relevant stakeholders.

The participation by third-party groups will also vary based on local resources and interest. For example, some advocacy groups have designated communities where they focus their staff resources and may not be able to engage in new communities. Based on the outline of committed activities for each school, the Consultant shall work to identify partners that can collaboratively participate and support the Next STEP activities. The Stakeholder Committee will provide input on groups that the Consultant can engage directly and determine the ability to provide effective leveraging of resources. The Consultant shall document the process of partner identification and a final partner roster for inclusion in the final report.

Task 3.2: Collateral Materials

The Consultant shall expand on the existing SRTS materials housed on the OCTA or OCHCA website with useful “how-to” materials and information, guidance, and tips for implementing SRTS activities by local school champions. Where possible, the Consultant shall utilize published materials from previous programs and other programs nationwide that provide guidance and “how-to” tips to implementing education and encouragement activities for youth at schools. The

materials will be collected and provided in a library on the website and relevant items will be provided in hard copy format as appropriate to schools and/or local champions.

Items to be collected include fact sheets, guides, manuals, brochures, etc. on relevant topics that would be an effective resource for the audience of Local SRTS Committee members. For example, the California Active Transportation Resource Center (ATRC) has identified a standards-aligned Bicycle & Pedestrian Safety Curriculum that could be posted to the data clearinghouse website.

The Consultant shall revise some of the materials as needed to ensure applicability for Orange County needs. The Project Team will work with the Stakeholder Committee to identify if new content needs to be developed. Revisions or updated content may be needed to reflect language needs, or issues that are school- or area-specific. Collateral materials will be provided in digital format on the website and distributed as needed to the Local SRTS Committee members. Creation of new materials will be consistent with OCTA design and content standards.

Task 3.3: Promotional Materials

The Consultant shall supply items that will be used for education and encouragement activities to promote walking and bicycling. Items may include, but not be limited to, bookmarks, pencils, stickers, coloring books, water bottles, reflective safety items, bike lights, etc. Funding of materials utilized for Next STEP will be based on limitations and allowances identified in the following document:

- *Active Transportation Program: Non-Infrastructure Program Expenditure and Cost Guidance (Effective Date: March 16, 2022)*

As noted in the non-infrastructure program expenditure guide, minor incentives are limited to SRTS K-8 projects and should be used as rewards for program participation, not given to the entire student body/community whether they participate in a non-infrastructure activity or not.

Task 3.4: Education Activities

The Consultant shall be expected to deliver a range of educational activities based on local interests and resources. The goal of the education activities is to deliver safe travel guidance and instruction to an audience of students and parents at the partnering schools. The Consultant shall coordinate education activities with applicable programs led by OCTA or OCHCA.

The following is a draft list with estimated quantities of education activities for delivery to participating schools. The final quantities listed below are estimated and will be revised based on the scale of involvement and capacity at each school:

- Safe walking and bicycling instruction in classrooms or physical education classes at schools. (Estimated quantity: 25 events)
- Safe walking and bicycling assemblies at schools. (Estimated quantity: 25 events)
- Safe walking and bicycling instruction in afterschool programs at schools. (Estimated quantity: 17 events)

- Bike rodeo events at schools. (Estimated quantity: 15 rodeos)
- Family-oriented bike party/rodeo events at schools or local parks. To be coordinated with schools and cities. (Estimated quantity: 7 family rodeos)
- Safety Village (Mock City) safety skills events addressing walking and bicycling behavior at schools with ability to cater to families. (Estimated quantity: 7 events)
- Family workshops for parents and youth to evaluate trip planning and educate safe travel behaviors. (Estimated quantity: 7 events)
- Lesson plans linked by grade for teachers to instruct students about safe walking and bicycling patterns. (Estimated quantity: 10 grade-specific lesson plans)
- Train the Trainer programs for local champions to continue administering SRTS activities after completion of Next STEP. (Estimated quantity: 25 trainings)

The Consultant shall track participation in the various educational activities identified above to evaluate the program's effectiveness. While OCTA and OCHCA will have a role in guiding implementation of the project, the tasks identified will be led by the Consultant with attendance by OCTA and OCHCA where time allows.

Materials utilized for the education activities will be provided in English and translated to one (1) additional language as needed depending on the local school demographics. The Consultant shall provide translation services for in-person meetings, trainings, and events with parents.

Where appropriate, educational activities will be promoted on the project website (primarily the data clearinghouse) on a master calendar of events used to promote Next STEP.

Based on the partnerships with local law enforcement, the Consultant shall look for opportunities to involve public safety representatives in the delivery of the Next STEP education activities. This scope of work does not assume the REAP 2.0 grant will fund the salary of local law enforcement staff, and participation by public safety representatives is subject to local resources.

Task 3.5: Encouragement Activities

The Consultant shall be expected to deliver a range of encouragement activities based on local interests and resources. The encouragement activities' goal is to show how to facilitate the events and build skills with local champions to facilitate subsequent events once the Next STEP is completed. The audience for encouragement activities includes both students and parents at the partnering schools. The Consultant shall coordinate encouragement activities with key initiatives and activities led nationally or locally, such as International Walk to School Day, or May Bike Month promotions.

The following is a draft list with estimated quantities of encouragement activities for delivery to participating schools. The final quantities listed below are estimated and will be revised based on the scale of involvement and capacity at each school:

- Schools participating in a walking school bus program aimed at students and family members. (Estimated quantity: 25 schools, with estimated 75 events)
- Schools participating in a bicycle train program aimed at family members. (Estimated quantity: 18 schools, with estimated 34 events)
- Designated walk/bike to school encouragement days at schools for participation by youth and families. (Estimated quantity: 25 sessions)
- Training sessions for local champions to host and implement encouragement activities. (Estimated quantity: 35 sessions)
- Poster contests, essay competitions, and other similar activities by students at schools. (Estimated quantity: 17 contests)
- Activity tracking by students traveling to school. (Estimated quantity: 12 tracking programs)

The Consultant shall track completion and participation of the various encouragement activities identified above and discuss with OCTA and OCHCA at monthly meetings to evaluate the program's effectiveness. While OCTA and OCHCA will have a role in guiding implementation of the project, the tasks identified will be led by the Consultant with attendance by OCTA and OCHCA where time allows.

Materials utilized for the encouragement activities will be provided in English and translated to one (1) additional language as needed depending on the local school demographics. The Consultant shall provide translation services for in-person meetings, trainings, and events with parents.

Where appropriate, encouragement activities will be promoted on the project website (primarily the data clearinghouse) on a master calendar of events used to promote Next STEP.

Based on the partnerships with local law enforcement, the Consultant shall look for opportunities to involve public safety representatives in delivery of the STEP encouragement activities.

Task	Deliverable
3.1	<i>Establish Partnerships (List of Partners by School)</i>
3.2	<i>Collateral Materials (Online Clearinghouse of Materials, Printed Materials for Distribution)</i>
3.3	<i>Promotional Materials (Materials for Distribution to Youth/Families)</i>
3.4	<i>Education Activities (Program of Trainings, Assemblies, Workshops)</i>

3.5	<i>Encouragement Activities (Program of Events, Encouragement Days, Contests)</i>
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TASK 4: Roadway Safety Audits

Task 4.1: Style Guide

The Consultant shall develop a style guide establishing the color scheme and project logo. The style guide will develop a prototype of key deliverables such as presentations, reports, conceptual plans, and cost estimates for consideration to ensure the final deliverables will have a consistent theme and appearance. A key item to verify is which agency logos will be shown on deliverables such as SCAG, OCTA, and local agencies.

Task 4.2: Scoping Meetings

The Consultant shall convene a stakeholder group consisting of the project team, school, city, California Department of Transportation (Caltrans) (if needed), and any other direct jurisdictional stakeholders to scope the Roadway Safety Audit for each school. Meetings will focus on areas of primary concern around the school, planned or underway improvements, primary walking routes, and any other issues close to the school, and establish a study area for the Roadway Safety Audit.

Task 4.3: Bicycle and Pedestrian Collision Analysis

The Consultant shall gather collision data for bicycles and pedestrians from the previous five (5) years for roadways and intersections within each of the study areas. The Consultant shall evaluate collisions utilizing statewide published collision data affecting people walking, and biking at the project study locations. The collision analysis should evaluate day/night conditions, collision severity, and consider primary collision factors to identify any relevant trends.

Task 4.4: Traffic Counts

The Consultant shall gather vehicle count data for all roadways and intersections within the study areas.

The Consultant shall conduct bicycle and pedestrian counts within the study area to supplement vehicle count data. The bicycle and pedestrian counts shall occur at each intersection and ramp within the study area for one (1) week while schools are in session.

Task 4.5: Prepare Base Maps

The Consultant shall coordinate with OCTA, Caltrans, and partner jurisdictions to identify and map existing infrastructure within the study area. Infrastructure identified should include roadway geometry, signals, active transportation infrastructure, etc. Consultant shall provide draft for comments and final version.

Task 4.6: Existing Conditions Memo for Schools

The Consultant shall create an Existing Conditions Memorandum for each school location synthesizing the above sections: crash analysis, traffic volumes, base maps consisting of existing infrastructure collected. Consultant shall provide draft for comments and final version.

Task 4.7: School Walks Audits

The Consultant shall conduct walk audits with the project team and local stakeholders study locations. Staff will visit the site during peak times to evaluate the transportation system and how it is used while students are on the system. The intent of the walk audit is to confirm the findings of the existing conditions assessment as well as discuss, in person, any issues identified with stakeholders in order to strengthen the draft recommendations.

Task 4.8: Conceptual Recommendations

Based on the existing conditions memo, public input, agency staff input, and the audit findings, the Consultant shall develop conceptual infrastructure recommendations for each study area. The recommendations will be prepared using aerial images and linework to illustrate the proposed infrastructure changes and how they will overcome key concerns for students walking and biking within the study areas. The recommendations will be provided to better support future efforts by local agency staff interested in advancing concepts.

The conceptual recommendations will be accompanied by rough cost estimates customized for local market rates for distribution and review by the project team and agency staff. Discussions with the project team and applicable agency staff will help refine the concepts and ensure the countermeasure selection is appropriate for the local jurisdiction.

Based on jurisdictional staff meetings, the draft recommendations and cost estimates will be revised and compiled for inclusion in the summary report.

The cut sheet should be prepared for before and after conditions showing how improvements are implemented to better illustrate conceptually the final outcome into a master cut sheet for each study location. Meetings with agency staff directly to discuss applicable study locations will occur to help with refinement of the recommendations and accounting for local preferences of countermeasure selection.

Based on jurisdictional staff meetings, the draft recommendations and cost estimates will be revised and compiled into a master document for consideration by the consultant team, Caltrans, and OCTA.

Task 4.9 Identify Potential Funding Sources

The Consultant shall review and revise as needed the OCTA master list of funding sources included in documents such as OC Active. Funding recommendations will be provided that highlight the most applicable funding programs such as the Highway Safety Improvement Program, Active Transportation Program, Bicycle Corridor Improvement Program, and other

funding programs. The Funding Opportunities memorandum will highlight ways local jurisdictions can strengthen their funding efforts through collaboration or linkage with other efforts.

The Consultant shall identify the key Next STEP for advancing the recommendations to final design and implementation. The list of actions will outline the priority Next STEP, with approximate cost, funding opportunities, lead implementer, partner agencies, and timeline.

The metrics for the action items should be realistic and implementable accounting for local funding and staff resources. The Next STEP should follow the SMART criteria representing Specific, Measurable, Achievable, Relevant, and Timebound.

Task	Deliverable
4.1	<i>Style Guide</i>
4.2-4.5	<i>Draft sections for each of the following: existing plans, crash analysis, traffic volumes, base maps</i>
4.6	<i>Twenty five (25) Existing Conditions Memos</i>
4.7	<i>Walk audits at each of the twenty five (25) schools encompassing drop-off and pick-up times</i>
4.8	<i>Conceptual recommendations for each study area</i>
4.9	<i>Funding Strategy for Each School's Recommendation</i>

TASK 5: Final Report

Task 5.1: Draft Report

Consultant shall compile a Draft Report documenting all components of Next STEP. The report shall be focused on evaluating success of the program and documenting the reach of the activities implemented. The report shall serve as the blueprint for recommended future efforts to implement education and encouragement activities in partnership with local law enforcement throughout Orange County. The report shall summarize lessons learned through the process and recommendations for Next STEP. Consultant shall outline how each stakeholder can participate in continuing the program. The Draft Report shall be a complete summary of the project and shall include:

- Highlights from project meetings and progress reports
- Summary of review of key policies and documents
- Outline of project goals and objectives
- Brief overview of Stakeholder Committee members/member agencies
- Summary of participating schools, and youth/families engaged, and photos from completed education and encouragement activities
- Program evaluation overview and results

- Responsibilities and Next STEP to continue program implementation
- Conclusions and lessons learned.

Draft Report shall be reviewed by OCTA and OCHCA prior to the Stakeholder Committee's review and feedback.

Task 5.2 Final Report

The Draft Report shall be revised based on feedback from the Stakeholder Committee and finalized for distribution to project partners, stakeholders, local jurisdictions, school districts, and others as desired.

Task	Deliverable
5.1	<i>Draft Report Document</i>
5.2	<i>Final Report Document</i>

EXHIBIT B: COST AND PRICE FORMS

PRICE SUMMARY SHEET

REQUEST FOR PROPOSALS (RFP) 3-2896

Enter below the proposed price for each of the work phases described in the Scope of Work, Exhibit A. Prices shall include direct costs, indirect costs, and profits. The Authority's intention is to award a firm-fixed price contract.

<u>Description</u>	<u>Firm-Fixed Price</u>
Task 1: Project Initiation and Management	\$ _____
Task 2: Stakeholder Engagement and Safe Routes to School Activities	\$ _____
Task 3: Deliver Safe Routes to School Activities	\$ _____
Task 4: Roadway Safety Audits	\$ _____
Task 5: Final Report	\$ _____
Total Firm-Fixed Price	\$ _____

1. I acknowledge receipt of RFP 3-2896 and Addenda No.(s) _____

2. This offer shall remain firm for _____ days from the date of proposal
(Minimum 120)

COMPANY NAME _____

ADDRESS _____

TELEPHONE _____

FACSIMILE # _____

EMAIL ADDRESS _____

SIGNATURE OF PERSON
AUTHORIZED TO BIND OFFEROR _____

NAME AND TITLE OF PERSON
AUTHORIZED TO BIND OFFEROR _____

DATE SIGNED _____

EXHIBIT C: PROPOSED AGREEMENT

PROPOSED AGREEMENT NO. C-3-2896

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

THIS AGREEMENT is effective this ____ day of _____, 2024 ("Effective Date"), by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, California 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY"), and , , , (hereinafter referred to as "CONSULTANT").

WITNESSETH:

WHEREAS, AUTHORITY requires assistance from CONSULTANT to deliver the Next Safe Travels Education Program (STEP); and

WHEREAS, said work cannot be performed by the regular employees of AUTHORITY; and

WHEREAS, CONSULTANT has represented that it has the requisite personnel and experience, and is capable of performing such services; and

WHEREAS, CONSULTANT wishes to perform these services.

NOW, THEREFORE, it is mutually understood and agreed by AUTHORITY and CONSULTANT as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between AUTHORITY and CONSULTANT and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or conditions.

B. AUTHORITY's failure to insist in any one or more instances upon CONSULTANT's performance of any terms or conditions of this Agreement shall not be construed as a waiver or

EXHIBIT C

1 relinquishment of AUTHORITY's right to such performance or to future performance of such terms or
2 conditions and CONSULTANT's obligation in respect thereto shall continue in full force and effect.
3 Changes to any portion of this Agreement shall not be binding upon AUTHORITY except when
4 specifically confirmed in writing by an authorized representative of AUTHORITY by way of a written
5 amendment to this Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. AUTHORITY DESIGNEE

7 The Chief Executive Officer of AUTHORITY, or designee, shall have the authority to act for and
8 exercise any of the rights of AUTHORITY as set forth in this Agreement.

ARTICLE 3. SCOPE OF WORK

10 A. CONSULTANT shall perform the work necessary to complete in a manner satisfactory to
11 AUTHORITY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by this
12 reference, incorporated in and made a part of this Agreement. All services shall be provided at the times
13 and places designated by AUTHORITY.

14 B. CONSULTANT shall provide the personnel listed below to perform the above-specified
15 services, which persons are hereby designated as key personnel under this Agreement.

Names**Functions**

17
18
19
20
21 C. No person named in paragraph B of this Article, or his/her/their successor approved by
22 AUTHORITY, shall be removed or replaced by CONSULTANT, nor shall his/her/their agreed-upon
23 function or level of commitment hereunder be changed, without the prior written consent of AUTHORITY.
24 Should the services of any key person become no longer available to CONSULTANT, the resume and
25 qualifications of the proposed replacement shall be submitted to AUTHORITY for approval as soon as
26 possible, but in no event later than seven (7) calendar days prior to the departure of the incumbent key

EXHIBIT C

person, unless CONSULTANT is not provided with such notice by the departing employee. AUTHORITY shall respond to CONSULTANT within seven (7) calendar days following receipt of these qualifications concerning acceptance of the candidate for replacement.

ARTICLE 4. TERM OF AGREEMENT

This Agreement shall commence upon execution by both parties, and shall continue in full force and effect through _____, unless earlier terminated or extended as provided in this Agreement.

ARTICLE 5. PAYMENT

A. For CONSULTANT's full and complete performance of its obligations under this Agreement and subject to the maximum cumulative payment obligation provisions set forth in Article 6, AUTHORITY shall pay CONSULTANT on a firm-fixed price basis in accordance with the following provisions.

B. The following schedule shall establish the firm-fixed payment to CONSULTANT by AUTHORITY for each work task set forth in the Scope of Work. The schedule shall not include any CONSULTANT expenses not approved by AUTHORITY, including, but not limited to reimbursement for local meals.

<u>Tasks</u>	<u>Description</u>	<u>Firm-Fixed Price</u>
1	Project Initiation and Management	\$.00
2	Stakeholder Engagement and Safe Routes to School Activities	\$.00
3	Deliver Safe Routes to School Activities	\$.00
4	Roadway Safety Audits	\$.00
5	Final Report	<u>\$.00</u>
TOTAL FIRM-FIXED PRICE PAYMENT		<u>\$.00</u>

C. CONSULTANT shall invoice AUTHORITY on a monthly basis for payments corresponding to the work actually completed by CONSULTANT. Percentage of work completed shall be documented in a monthly progress report prepared by CONSULTANT, which shall accompany each invoice submitted by CONSULTANT. CONSULTANT shall also furnish such other information as may be requested by AUTHORITY to substantiate the validity of an invoice. At its sole discretion, AUTHORITY may decline to

EXHIBIT C

1 make full payment for any task listed in paragraph B of this Article until such time as CONSULTANT has
2 documented to AUTHORITY's satisfaction, that CONSULTANT has fully completed all work required
3 under the task. AUTHORITY's payment in full for any task completed shall not constitute AUTHORITY's
4 final acceptance of CONSULTANT's work under such task; final acceptance shall occur only when
5 AUTHORITY's release of the retention described in paragraph D.

6 D. As partial security against CONSULTANT's failure to satisfactorily fulfill all of its obligations
7 under this Agreement, AUTHORITY shall retain ten percent (10%) of the amount of each invoice
8 submitted for payment by CONSULTANT. All retained funds shall be released by AUTHORITY and shall
9 be paid to CONSULTANT within sixty (60) calendar days of payment of final invoice, unless AUTHORITY
10 elects to audit CONSULTANT's records in accordance with Article 16 of this Agreement. If AUTHORITY
11 elects to audit, retained funds shall be paid to CONSULTANT within thirty (30) calendar days of
12 completion of such audit in an amount reflecting any adjustment required by such audit. During the term
13 of the Agreement, at its sole discretion, AUTHORITY reserves the right to release all or a portion of the
14 retained amount based on CONSULTANT's satisfactory completion of certain milestones.
15 CONSULTANT shall invoice AUTHORITY for the release of the retention in accordance with Article 5.

16 E. Invoices shall be submitted by CONSULTANT on a monthly basis and shall be submitted in
17 duplicate to AUTHORITY's Accounts Payable office. CONSULTANT may also submit invoices
18 electronically to AUTHORITY's Accounts Payable Department at vendorinvoices@octa.net. Each invoice
19 shall be accompanied by the monthly progress report specified in paragraph C of this Article.
20 AUTHORITY shall remit payment within thirty (30) calendar days of the receipt and approval of each
21 invoice. Each invoice shall include the following information:

- 22 1. Agreement No. C-3-2896;
- 23 2. Specify the task number for which payment is being requested;
- 24 3. The time period covered by the invoice;
- 25 4. Total monthly invoice (including project-to-date cumulative invoice amount); and
26 retention;

EXHIBIT C

5. Monthly Progress Report;

6. Certification signed by the CONSULTANT or his/her designated alternate that a) The invoice is a true, complete and correct statement of reimbursable costs and progress; b) The backup information included with the invoice is true, complete and correct in all material respects; c) All payments due and owing to subcontractors and suppliers have been made; d) Timely payments will be made to subcontractors and suppliers from the proceeds of the payments covered by the certification and; e) The invoice does not include any amount which CONSULTANT intends to withhold or retain from a subcontractor or supplier unless so identified on the invoice.

7. Any other information as agreed or requested by AUTHORITY to substantiate the validity of an invoice.

ARTICLE 6. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and CONSULTANT mutually agree that AUTHORITY's maximum cumulative payment obligation (including obligation for CONSULTANT's profit) shall be _____ Dollars (\$_____.00) which shall include all amounts payable to CONSULTANT for its subcontracts, leases, materials and costs arising from, or due to termination of, this Agreement.

ARTICLE 7. NOTICES

All notices hereunder and communications regarding the interpretation of the terms of this Agreement, or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and addressed as follows:

/

/

/

/

/

EXHIBIT C

To CONSULTANT:

To AUTHORITY:

Orange County Transportation Authority

550 South Main Street

P.O. Box 14184

Orange, CA 92863-1584

ATTENTION:

ATTENTION: Iris Deneau

Title:

Title: Senior Contract Administrator

Phone:

Phone: (714) 560 - 5786

Email:

Email: ideneau@octa.net

ARTICLE 8. INDEPENDENT CONTRACTOR

A. CONSULTANT's relationship to AUTHORITY in the performance of this Agreement is that of an independent contractor. CONSULTANT's personnel performing services under this Agreement shall at all times be under CONSULTANT's exclusive direction and control and shall be employees of CONSULTANT and not employees of AUTHORITY. CONSULTANT shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, such as social security, income tax withholding, unemployment compensation, workers' compensation and similar matters.

B. Should CONSULTANT's personnel or a state or federal agency allege claims against AUTHORITY involving the status of AUTHORITY as employer, joint or otherwise, of said personnel, or allegations involving any other independent contractor misclassification issues, CONSULTANT shall defend and indemnify AUTHORITY in relation to any allegations made.

ARTICLE 9. INSURANCE

A. CONSULTANT shall procure and maintain insurance coverage in full force and effect during the entire term of the Agreement. Coverage shall be full coverage and not subject to self-insurance provisions. CONSULTANT shall provide the following insurance coverage:

1. Commercial General Liability, to include Products/Completed Operations,

EXHIBIT C

1 Independent Contractors', Contractual Liability, and Personal Injury Liability, and Property Damage with
2 a minimum limit of \$1,000,000 per occurrence, \$2,000,000 general aggregate and \$2,000,000
3 Products/Completed Operations aggregate;

4 2. Automobile Liability Insurance to include owned, hired and non-owned autos with
5 a combined single limit of \$1,000,000 for each accident;

6 3. Workers' Compensation with limits as required by the State of California including
7 a Waiver of Subrogation in favor of AUTHORITY, its officers, directors and employees; and

8 4. Employers' Liability with minimum limits of \$1,000,000 per accident, \$1,000,000
9 policy limit-disease, and \$1,000,000 policy limit employee-disease.

10 5. Professional Liability with minimum limits of \$1,000,000 only if CONSULTANT is
11 required by contract or law to be licensed or specially certified and AUTHORITY is relying on performance
12 based on that specialty license or certification.

13 B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy
14 blanket additional insured endorsement, designating AUTHORITY, its officers, directors and employees
15 as additional insureds on general liability and automobile liability, as required by Agreement. Proof of
16 insurance coverage must be received by AUTHORITY within ten (10) calendar days from the effective
17 date of the Agreement and prior to commencement of any work. Such insurance shall be primary and
18 non-contributive to any insurance or self-insurance maintained by AUTHORITY. Furthermore,
19 AUTHORITY reserves the right to request certified copies or review all related insurance policies, in
20 response to a related loss.

21 C. CONSULTANT shall include on the face of the certificate of insurance the
22 Agreement No. C-3-2896 and, the Senior Contract Administrator's Name, Iris Deneau.

23 D. CONSULTANT shall also include in each subcontract, the stipulation that subconsultants shall
24 maintain insurance coverage in the amounts required of CONSULTANT as provided in the Agreement.
25 Subconsultants will be required to include AUTHORITY as additional insureds on the Commercial
26 General Liability, and Auto Liability insurance policies.

1 E. Insurer must provide AUTHORITY with at least thirty (30) days' prior notice of cancellation or
2 material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

3 **ARTICLE 10. ORDER OF PRECEDENCE**

4 Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence:
5 (1) the provisions of this Agreement, including all exhibits; (2) the provisions of RFP 3-2986;
6 (3) CONSULTANT's proposal dated _____; (4) all other documents, if any, cited herein or
7 incorporated by reference.

8 **ARTICLE 11. CHANGES**

9 By written notice or order, AUTHORITY may, from time to time, order work suspension and/or
10 make changes in the general scope of this Agreement, including, but not limited to, the services furnished
11 to AUTHORITY by CONSULTANT as described in the Scope of Work. If any such work suspension or
12 change causes an increase or decrease in the price of this Agreement, or in the time required for its
13 performance, CONSULTANT shall promptly notify AUTHORITY thereof and assert its claim for
14 adjustment within ten (10) calendar days after the change or work suspension is ordered, and an
15 equitable adjustment shall be negotiated. However, nothing in this clause shall excuse CONSULTANT
16 from proceeding immediately with the Agreement as changed.

17 **ARTICLE 12. DISPUTES**

18 A. Except as otherwise provided in this Agreement, when a dispute arises between
19 CONSULTANT and AUTHORITY, the project managers shall meet to resolve the issue. If project
20 managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of Contracts
21 Administration and Materials Management (CAMM), who shall reduce the decision to writing and mail or
22 otherwise furnish a copy thereof to CONSULTANT. The decision of the Director, CAMM, shall be the
23 final and conclusive administrative decision.

24 B. Pending final decision of a dispute hereunder, CONSULTANT shall proceed diligently with
25 the performance of this Agreement and in accordance with the decision of AUTHORITY's Director,
26 CAMM. Nothing in this Agreement, however, shall be construed as making final the decision of any

1 AUTHORITY official or representative on a question of law, which questions shall be settled in
2 accordance with the laws of the State of California.

3 **ARTICLE 13. TERMINATION**

4 A. AUTHORITY may terminate this Agreement for its convenience at any time, in whole or part,
5 by giving CONSULTANT written notice thereof. Upon said notice, AUTHORITY shall pay CONSULTANT
6 its allowable costs incurred to date of termination and those allowable costs determined by AUTHORITY
7 to be reasonably necessary to effect such termination. Thereafter, CONSULTANT shall have no further
8 claims against AUTHORITY under this Agreement.

9 B. In the event either Party defaults in the performance of any of their obligations under this
10 Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the
11 option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party. Upon
12 receipt of such notice, CONSULTANT shall immediately cease work, unless the notice from AUTHORITY
13 provides otherwise. Upon receipt of the notice from AUTHORITY, CONSULTANT shall submit an invoice
14 for work and/or services performed prior to the date of termination. AUTHORITY shall pay
15 CONSULTANT for work and/or services satisfactorily provided to the date of termination in compliance
16 with this Agreement. Thereafter, CONSULTANT shall have no further claims against AUTHORITY under
17 this Agreement. AUTHORITY shall not be liable for any claim of lost profits or damages for such
18 termination.

19 **ARTICLE 14. INDEMNIFICATION**

20 CONSULTANT shall indemnify, defend and hold harmless AUTHORITY, its officers, directors,
21 employees and agents (indemnities) from and against any and all claims (including attorneys' fees and
22 reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death,
23 damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by
24 CONSULTANT, its officers, directors, employees, agents, subconsultants or suppliers in connection with
25 or arising out of the performance of this Agreement.
26

ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS

A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by CONSULTANT either voluntarily or by operation of law, nor may all or any part of this Agreement be subcontracted by CONSULTANT, without the prior written consent of AUTHORITY. Consent by AUTHORITY shall not be deemed to relieve CONSULTANT of its obligations to comply fully with all terms and conditions of this Agreement.

B. AUTHORITY hereby consents to CONSULTANT's subcontracting portions of the Scope of Work to the parties identified below for the functions described in CONSULTANT's proposal. CONSULTANT shall include in the subcontract agreement the stipulation that CONSULTANT, not AUTHORITY, is solely responsible for payment to the subcontractor for the amounts owing and that the subcontractor shall have no claim, and shall take no action, against AUTHORITY, its officers, directors, employees or sureties for nonpayment by CONSULTANT.

Subcontractor Name/Addresses**Subcontractor Amounts**

\$.00

\$.00

ARTICLE 16. AUDIT AND INSPECTION OF RECORDS

CONSULTANT shall provide AUTHORITY, or other agents of AUTHORITY, such access to CONSULTANT's accounting books, records, payroll documents and facilities, as AUTHORITY deems necessary. CONSULTANT shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONSULTANT's performance hereunder and for a period of four (4) years from the date of final payment by AUTHORITY. AUTHORITY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15 of this Agreement. CONSULTANT shall permit any of the foregoing parties to reproduce documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

ARTICLE 17. CONFLICT OF INTEREST

A. CONSULTANT agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, CONSULTANT is unable, or potentially unable, to render impartial assistance or advice to AUTHORITY; CONSULTANT's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or CONSULTANT has an unfair competitive advantage. CONSULTANT is obligated to fully disclose to AUTHORITY in writing Conflict of Interest issues as soon as they are known to CONSULTANT. All disclosures must be submitted in writing to AUTHORITY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

B. If AUTHORITY determines that CONSULTANT, its employees, or subconsultants are subject to disclosure requirements under the Political Reform Act (Government Code section 81000 et seq.), CONSULTANT and its required employees and subconsultants shall complete and file Statements of Economic Interest (Form 700) with AUTHORITY's Clerk of the Board disclosing all required financial interests.

ARTICLE 18. CODE OF CONDUCT

CONSULTANT agrees to comply with AUTHORITY's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. CONSULTANT agrees to include these requirements in all of its subcontracts.

ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES

CONSULTANT and all subconsultants performing work under this Agreement, shall be prohibited from concurrently representing or lobbying for any other party competing for a contract with AUTHORITY, either as a prime consultant or subconsultant. Failure to refrain from such representation may result in termination of this Agreement.

ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS

CONSULTANT warrants that in the performance of this Agreement, it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and

1 regulations promulgated thereunder.

2 **ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY**

3 In connection with its performance under this Agreement, CONSULTANT shall not discriminate
4 against any employee or applicant for employment because of race, religion, color, sex, age or national
5 origin. CONSULTANT shall take affirmative action to ensure that applicants are employed, and that
6 employees are treated during their employment, without regard to their race, religion, color, sex, age or
7 national origin. Such actions shall include, but not be limited to, the following: employment, upgrading,
8 demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other
9 forms of compensation; and selection for training, including apprenticeship.

10 **ARTICLE 22. PROHIBITED INTERESTS**

11 CONSULTANT covenants that, for the term of this Agreement, no director, member, officer or
12 employee of AUTHORITY during his/her tenure in office or for one (1) year thereafter shall have any
13 interest, direct or indirect, in this Agreement or the proceeds thereof.

14 **ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS**

15 A. The originals of all letters, documents, reports and other products and data produced under
16 this Agreement shall be delivered to, and become the property of AUTHORITY. Copies may be made
17 for CONSULTANT's records but shall not be furnished to others without written authorization from
18 AUTHORITY. Such deliverables shall be deemed works made for hire and all rights in copyright therein
19 shall be retained by AUTHORITY.

20 B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings,
21 descriptions, and all other written information submitted to CONSULTANT in connection with the
22 performance of this Agreement shall not, without prior written approval of AUTHORITY, be used for any
23 purposes other than the performance under this Agreement, nor be disclosed to an entity not connected
24 with the performance of the project. CONSULTANT shall comply with AUTHORITY's policies regarding
25 such material. Nothing furnished to CONSULTANT, which is otherwise known to CONSULTANT or is or
26 becomes generally known to the related industry shall be deemed confidential. CONSULTANT shall not

1 use AUTHORITY's name, photographs of the project, or any other publicity pertaining to the project in
2 any professional publication, magazine, trade paper, newspaper, seminar or other medium without the
3 express written consent of AUTHORITY.

4 C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be
5 released by CONSULTANT to any other person or agency except after prior written approval by
6 AUTHORITY, except as necessary for the performance of services under this Agreement. All press
7 releases, including graphic display information to be published in newspapers, magazines, etc., are to be
8 handled only by AUTHORITY unless otherwise agreed to by CONSULTANT and AUTHORITY.

9 **ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT**

10 A. In lieu of any other warranty by AUTHORITY or CONSULTANT against patent or copyright
11 infringement, statutory or otherwise, it is agreed that CONSULTANT shall defend at its expense any claim
12 or suit against AUTHORITY on account of any allegation that any item furnished under this Agreement
13 or the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any
14 presently existing U.S. letters patent or copyright and CONSULTANT shall pay all costs and damages
15 finally awarded in any such suit or claim, provided that CONSULTANT is promptly notified in writing of
16 the suit or claim and given authority, information and assistance at CONSULTANT's expense for the
17 defense of same. However, CONSULTANT will not indemnify AUTHORITY if the suit or claim results
18 from: (1) AUTHORITY's alteration of a deliverable, such that said deliverable in its altered form infringes
19 upon any presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination
20 with other material not provided by CONSULTANT when such use in combination infringes upon an
21 existing U.S. letters patent or copyright.

22 B. CONSULTANT shall have sole control of the defense of any such claim or suit and all
23 negotiations for settlement thereof. CONSULTANT shall not be obligated to indemnify AUTHORITY
24 under any settlement made without CONSULTANT's consent or in the event AUTHORITY fails to
25 cooperate fully in the defense of any suit or claim, provided, however, that said defense shall be at
26 CONSULTANT's expense. If the use or sale of said item is enjoined as a result of such suit or claim,

CONSULTANT, at no expense to AUTHORITY, shall obtain for AUTHORITY the right to use and sell said item, or shall substitute an equivalent item acceptable to AUTHORITY and extend this patent and copyright indemnity thereto.

ARTICLE 25. FINISHED AND PRELIMINARY DATA

A. All of CONSULTANT's finished technical data, including but not limited to illustrations, photographs, tapes, software, software design documents, including without limitation source code, binary code, all media, technical documentation and user documentation, photoprints and other graphic information required to be furnished under this Agreement, shall be AUTHORITY's property upon payment and shall be furnished with unlimited rights and, as such, shall be free from proprietary restriction except as elsewhere authorized in this Agreement. CONSULTANT further agrees that it shall have no interest or claim to such finished, AUTHORITY-owned, technical data; furthermore, said data is subject to the provisions of the Freedom of Information Act, 5 USC 552.

B. It is expressly understood that any title to preliminary technical data is not passed to AUTHORITY but is retained by CONSULTANT. Preliminary data includes roughs, visualizations, software design documents, layouts and comprehensives prepared by CONSULTANT solely for the purpose of demonstrating an idea or message for AUTHORITY's acceptance before approval is given for preparation of finished artwork. Preliminary data title and right thereto shall be made available to AUTHORITY if CONSULTANT causes AUTHORITY to exercise Article 13, and a price shall be negotiated for all preliminary data.

ARTICLE 26. HEALTH AND SAFETY REQUIREMENT

CONSULTANT shall comply with all the requirements set forth in Exhibit __, Level 1 Safety Specifications.

ARTICLE 27. LIMITATION ON GOVERNMENTAL DECISIONS

CONSULTANT shall not make, participate in making, or use its position to influence any governmental decisions as defined by the Political Reform Act, Government Code section 8100 et seq., and the implementing regulations in Title 2 of the California Code of Regulations section 18110 et seq.

EXHIBIT C

CONSULTANT's personnel performing services under this Agreement shall not authorize or direct any actions, votes, appoint any person, obligate, or commit AUTHORITY to any course of action or enter into any contractual agreement on behalf of AUTHORITY. In addition, CONSULTANT's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by AUTHORITY personnel, counsel, and management.

ARTICLE 28. FORCE MAJEURE

Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

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ORANGE COUNTY TRANSPORTATION AUTHORITY

By: _____

APPROVED AS TO FORM:

James M. Donich
General Counsel

By: _____

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EXHIBIT D: STATUS OF PAST AND PRESENT CONTRACTS FORM

STATUS OF PAST AND PRESENT CONTRACTS FORM

On the form provided below, Offeror/Bidder shall list the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract.

A separate form must be completed for each contract. Offeror/Bidder shall provide an accurate contact name and telephone number for each contract and indicate the term of the contract and the original contract value. Offeror/Bidder shall also provide a brief summary and the current status of the litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations. If the contract was terminated, list the reason for termination.

Offeror/Bidder shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of the bid. Each form must be signed by an officer of the Offeror/Bidder confirming that the information provided is true and accurate.

Project city/agency/other:	
Contact Name:	Phone:
Project Award Date:	Original Contract Value:
Term of Contract:	
(1) Litigation, claims, settlements, arbitrations, or investigations associated with contract:	
(2) Summary and Status of contract:	
(3) Summary and Status of action identified in (1):	
(4) Reason for termination, if applicable:	

By signing this Form entitled "Status of Past and Present Contracts," I am affirming that all of the information provided is true and accurate.

Name

Signature

Title

Date

EXHIBIT E: CAMPAIGN CONTRIBUTION DISCLOSURE FORM

CAMPAIGN CONTRIBUTION DISCLOSURE FORM

Information Sheet

ORANGE COUNTY TRANSPORTATION AUTHORITY

The attached Campaign Contribution Disclosure Form must be completed by applicants for, or persons who are the subject of, any proceeding involving a license, permit, or other entitlement for use pending before the Board of Directors of the OCTA or any of its affiliated agencies. (Please see next page for definitions of these terms.)

IMPORTANT NOTICE

Basic Provisions of Government Code Section 84308

- A. If you are an applicant for, or the subject of, any proceeding involving a license, permit, or other entitlement for use, you are prohibited from making a campaign contribution of more than \$250 to any board member or his or her alternate. This prohibition begins on the date your application is filed or the proceeding is otherwise initiated, and the prohibition ends three months after a final decision is rendered by the Board of Directors. In addition, no board member or alternate may solicit or accept a campaign contribution of more than \$250 from you during this period.
- B. These prohibitions also apply to your agents, and, if you are a closely held corporation, to your majority shareholder as well. These prohibitions also apply to your subcontractor(s), joint venturer(s), and partner(s) in this proceeding. Also included are parent companies and subsidiary companies directed and controlled by you, and political action committees directed and controlled by you.
- C. You must file the attached disclosure form and disclose whether you or your agent(s) have in the aggregate contributed more than \$250 to any board member or his or her alternate during the 12-month period preceding the filing of the application or the initiation of the proceeding.
- D. If you or your agent have in the aggregate contributed more than \$250 to any individual board member or his/or her alternate during the 12 months preceding the decision on the application or proceeding, that board member or alternate must disqualify himself or herself from the decision. However, disqualification is not required if the board member or alternate returns the campaign contribution within 30 days from the time the director knows, or should have known, about both the contribution and the fact that you are a party in the proceeding. The Campaign Contribution Disclosure Form should be completed and filed with your proposal, or with the first written document you file or submit after the proceeding commences.

1. A proceeding involving "a license, permit, or other entitlement for use" includes all business, professional, trade and land use licenses and permits, and all other entitlements for use, including all entitlements for land use, all contracts (other than competitively bid, labor or personal employment contracts), and all franchises.
2. Your "agent" is someone who represents you in connection with a proceeding involving a license, permit or other entitlement for use. If an individual acting as an agent is also acting in his or her capacity as an employee or member of a law, architectural, engineering, consulting firm, or similar business entity, both the business entity and the individual are "agents."
3. To determine whether a campaign contribution of more than \$250 has been made by you, campaign contributions made by you within the preceding 12 months must be aggregated with those made by your agent within the preceding 12 months or the period of the agency, whichever is shorter. Contributions made by your majority shareholder (if a closely held corporation), your subcontractor(s), your joint venturer(s), and your partner(s) in this proceeding must also be included as part of the aggregation. Campaign contributions made to different directors or their alternates are not aggregated.
4. A list of the members and alternates of the Board of Directors is attached.

This notice summarizes the major requirements of Government Code Section 84308 of the Political Reform Act and California Code of Regulations, Title 2 Sections 18438-18438.8.

ORANGE COUNTY TRANSPORTATION AUTHORITY
CAMPAIGN CONTRIBUTION DISCLOSURE FORM

RFP Number: _____ RFP Title: _____

Was a campaign contribution made to any OCTA Board Member within the preceding 12 months, regardless of dollar amount of the contribution by either the proposing firm, proposed subconsultants and/or agent/lobbyist? Yes _____ No _____

If no, please sign and date below.

If yes, please provide the following information:

Prime Contractor Firm Name: _____

Contributor or Contributor Firm's Name: _____

Contributor or Contributor Firm's Address: _____

Is Contributor:

- | | | |
|---|-----------|----------|
| <input type="radio"/> The Prime Contractor | Yes _____ | No _____ |
| <input type="radio"/> Subconsultant | Yes _____ | No _____ |
| <input type="radio"/> Agent/Lobbyist hired by Prime
to represent the Prime in this RFP | Yes _____ | No _____ |

Note: Under the State of California Government Code section 84308 and California Code of Regulations, Title 2, Section 18438, campaign contributions made by the Prime Contractor and the Prime Contractor's agent/lobbyist who is representing the Prime Contractor in this RFP must be aggregated together to determine the total campaign contribution made by the Prime Contractor.

Identify the Board Member(s) to whom you, your subconsultants, and/or agent/lobbyist made campaign contributions, the name of the contributor, the dates of contribution(s) in the preceding 12 months and dollar amount of the contribution. Each date must include the exact month, day, and year of the contribution.

Name of Board Member: _____

Name of Contributor: _____

Date(s) of Contribution(s): _____

Amount(s): _____

Name of Board Member: _____

Name of Contributor: _____

Date(s) of Contribution(s): _____

Amount(s): _____

Date: _____

Signature of Contributor

Print Firm Name

Print Name of Contributor

**ORANGE COUNTY TRANSPORTATION AUTHORITY
AND AFFILIATED AGENCIES**

Board of Directors

Gene Hernandez, Chairman
Tam Nguyen, Vice Chairman
Doug Chaffee, Director
Jose Diaz, Director
Andrew Do, Director
Jon Dumitru, Director
Jamey Federico, Director
Katrina Foley, Director
Brian Goodell, Director
Patrick Harper, Director
Michael Hennessey, Director
Steve Jones, Director
Fred Jung, Director
Farrah N. Khan, Director
Jessie Lopez, Director
Vicente Sarmiento, Director
Donald P. Wagner, Director

EXHIBIT F: SAFETY SPECIFICATIONS

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

- A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC) requirements of this safety specification, project site requirements, bus yard safety rules, as well as all federal, state, and local regulations pertaining to scope of work, contracts or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.
- B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be cause for termination of scope or agreements with the Authority, at the sole discretion of the Authority.
- C. The health, safety, and environmental requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be planned and performed, and safe conditions shall be maintained during this work scope.
- D. The Authority Project Manager shall be responsible to ensure a safety orientation is conducted of known potential hazards and emergency procedures for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to commencement of the project.
- E. The Contractor shall ensure that all Contractor vehicles, including those of its subcontractors, suppliers, vendors and employees are parked in designated parking areas, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots.
- F. California Code of Regulations (CCR) Title 8 Standards are minimum requirements; each Contractor is encouraged to exceed minimum requirements. When the Contractor's safety requirements exceed statutory standards, the more stringent requirements shall be applied for the safeguard of public and employees.

1.2 REGULATORY

- A. Injury/Illness Prevention Program
The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier

contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

B. Substance Abuse Prevention Program

Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

C. Heat Illness Prevention Program

Contractor shall comply with CCR Title 8, Section, Section 3395, Heat Illness Prevention. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

D. Hazard Communication Program

Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable chemical products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

- a. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

E. Storm Water Pollution Prevention Plan

The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:

1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);
2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;
3. Incidents impacting the environment, i.e. spills or releases on Authority projects or property.
4. Outside Agency Inspections; agencies such as Cal/OSHA, DTSC, SCAQMD, State Water Resources Control Board, FTA, CPUC, EPA, USACE and similar agencies.

B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of

the public that arise from the performance of Authority contract work. An immediate verbal notice followed by an initial written incident investigation report shall be submitted to the Authority's Project Manager within 24 hours of the incident.

- C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Photos of the existing conditions and area of the injury/incident, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.
- D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.
 - 1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.
 - 2. Serious Incident: includes but not limited to property damage of \$500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.
 - 3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.
 - 4. Significant Near Miss Incident: includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

1.4 DESIGNATED HEALTH AND SAFETY REPRESENTATIVE

- A. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.
- B. This person shall be a competent or qualified individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards (Cal/OSHA) and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

1.5 PERSONAL PROTECTIVE EQUIPMENT

- A. The Contractor, its subcontractors, suppliers, and employees are required to comply with applicable personal protective equipment (PPE) requirements while performing work at any Authority project or property. Generally minimum PPE requirements include eye protection; hearing protection, head protection, class 2 or 3 safety reflective vests, and appropriate footwear.
- B. The Contractor, its subcontractors, suppliers, and employees are required to provide their own PPE, including eye, head, foot, and hand protection, safety vests, or other PPE required to perform their work safely on Authority projects or property. The Authority requires eye protection on construction projects and work areas that meet ANSI Z-87.1 Standards.

1.6 REFERENCES

- A. CCR Title 8 Standards (Cal/OSHA)
- B. FCR Including 1910 and 1926 Standards
- C. NFPA, NEC, ANSI, NIOSH Standards
- D. Construction Industry Institute (CII)
- E. OCTA Yard Safety Rules

END OF SECTION

EXHIBIT G: PROPOSAL EXCEPTIONS AND/OR DEVIATIONS

PROPOSAL EXCEPTIONS AND/OR DEVIATIONS

The following form shall be completed for each technical and/or contractual exception or deviation that is submitted by Offeror for review and consideration by Authority. The exception and/or deviation must be clearly stated along with the rationale for requesting the exception and/or deviation. If no technical or contractual exceptions or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted Authority’s technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit this form or any contractual exceptions and/or deviation after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

Offeror:_____

RFP No.:_____ RFP Title: _____

Deviation or Exception No. : _____

Check one:

- Scope of Work (Technical) _____
- Proposed Agreement (Contractual) _____

Reference Section/Exhibit: _____ Page/Article No. _____

Complete Description of Deviation or Exception:

Rationale for Requesting Deviation or Exception:

Area Below Reserved for Authority Use Only:



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Bus Operations Performance Measurements Report for the Fourth Quarter of Fiscal Year 2022 23

Transit Committee Meeting of November 9, 2023

Present: Directors Jones, Jung, Lopez, Nguyen, and Sarmiento
Absent: Director Do

Committee Vote

This item was passed by the Members present.

Director Lopez was not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



November 9, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Bus Operations Performance Measurements Report for the Fourth Quarter of Fiscal Year 2022-2023

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established performance measures for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the performance of these services through the fourth quarter of fiscal year 2022-23.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) operates a countywide network of over 50 routes, including local, community, rail connector, and express bus routes serving over 5,000 bus stops. Fixed-route bus (OC Bus) service operates in a 798 square-mile area, serving more than three million residents in 34 cities and unincorporated areas, with connections to transit services in Los Angeles, Orange, and Riverside counties. OCTA provides these services through directly operated fixed-route (DOFR) and contracted fixed-route (CFR) services. OCTA also provides OC ACCESS, a federally mandated paratransit service, a shared-ride program available for people unable to use the OC Bus service because of functional limitations. Performance measures for OC Bus, OC ACCESS, and OC Flex services are summarized and reported quarterly (Attachment A).

Discussion

This report presents current trends and compares the performance of OC Bus and OC ACCESS services to OCTA-established standards for transit safety, courtesy, and reliability. OCTA measures safety through preventable vehicle accidents and courtesy through customer complaints. Service reliability is measured by on-time performance (OTP) and miles between road calls (MBRC). During the fourth quarter (Q4) of fiscal year (FY) 2022-23, the OC Bus CFR contract with First Transit/Transdev concluded, and a new contract began with Keolis. Consistent with the start of the new contract, OCTA aligned the standards for CFR customer comments and MBRC to be consistent with DOFR; this is reflected in the report.

This report includes performance through Q4 of FY 2022-23. OC ACCESS performance was negatively impacted by operator shortages due to a strike in May; this resulted in delays and an increase in complaints. OC Bus failed to meet the MBRC standard due to the age of the fleet; however, this is expected to improve as OCTA receives replacement buses through December 2023 and completes mid-life engine replacements.

- Safety – DOFR had one preventable incident per 108,780 miles traveled, surpassing the safety standard. In contrast, CFR failed to meet the standard through Q4 of FY 2022-23. The primary cause of preventable accidents for CFR is fixed-object strikes. Since transitioning to the current CFR provider, Keolis, the ratio of accidents to miles has improved. Staff will continue to work with the contractor to enhance performance through thorough accident reviews, trend analysis, and hot spot training. Similarly, in FY 2022-23, OC ACCESS had one preventable incident per 66,429 miles traveled, falling below the safety standard. During Q4, First Transit/Transdev implemented a safety campaign to reduce preventable accidents caused by fixed-object strikes. Although the campaign was successful in Q4, the results did not improve performance for FY 2022-23 in total.
- Customer Service – Customer service is evaluated by comparing the number of valid customer complaints received to the number of boardings. DOFR and the First Transit/Transdev CFR exceeded OCTA's courtesy standards. Keolis CFR, during the first two weeks of the new contract, did not meet the standard, with one complaint per 13,607 boardings. OC ACCESS failed to meet the courtesy standard, averaging one complaint per 447 boardings, mostly due to service delays caused by operator shortages throughout FY 2022-23. The OC ACCESS driver strike, which impacted service in May, also had a significant effect on

complaint metrics. First Transit/Transdev is actively recruiting employees and expanding the use of subcontractors to increase reliability for OC ACCESS.

- Reliability – Systemwide fixed-route OTP was 81 percent; OTP for DOFR was 82.5 percent, indicating a strong record of reliability. Meanwhile, CFR recorded an OTP of 78 percent. Additionally, OC ACCESS was below standard, with an OTP of 88.7 percent though improvement was noted in Q4 compared to previous quarters. First Transit/Transdev is actively recruiting operator resources to balance the existing operator shortage with increasing demand.
- MBRC – DOFR and CFR fell short of meeting the performance standard. Currently, OCTA has completed 73 percent of the fixed-route bus replacement campaign, leading to expected improvements in vehicle reliability. OC ACCESS exceeded the MBRC standard by operating for 37,069 miles without any mechanical issues.

The report also includes the following:

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

Summary

Through Q4 of FY 2022-23, DOFR met performance standards for safety, courtesy, and OTP. CFR OC Bus services met the courtesy standard for the year, but struggled to meet safety, OTP, and MBRC standards. The new OC Bus CFR contractor, Keolis, has made efforts to improve performance since the start of the contract. DOFR and CFR did not meet MBRC standards due to mechanical failures resulting from the age of the fleet, which OCTA is addressing with replacement buses. OC ACCESS did exceed the performance standard for MBRC, but fell short on courtesy, OTP, and safety. The contractor is focusing on providing more operator resources to improve reliability as ridership increases, while OCTA staff is working to improve safety and reliability, track key performance indicators, manage service agreements, and identify ways to enhance overall system performance.

Attachment

- A. Bus Operations Performance Measurements Report, Fiscal Year 2022-23, Fourth Quarter

Prepared by:



Kim Tucker
Department Manager
Scheduling and Bus Operations Support
(714) 560-5883

Approved by:



Damon Blythe
Director of Bus Operations, Operations
(714) 560-5688

Approved by:



Johnny Dunning, Jr.
Chief Operating Officer, Operations
(714) 560-5715

Fiscal Year 2022-23 Fourth Quarter



Bus Operations Performance Measurements Report

About This Report

The Orange County Transportation Authority (OCTA) operates a countywide network of over 50 OC Bus routes, including local, community, rail connector, and express bus routes serving over 5,000 bus stops. OCTA also operates OC ACCESS paratransit service, a shared-ride program available for people unable to use the standard OC Bus service due to functional limitations. OCTA provides OC Bus service through direct operations, referred to as directly operated fixed-route (DOFR), and contracted operations, referred to as contracted fixed-route (CFR) service. During the fourth quarter (Q4) of fiscal year (FY) 2022-23, the OC Bus CFR contract with First Transit/Transdev concluded, and a new contract began with Keolis. Consistent with the start of the new contract, OCTA aligned the standards for CFR customer comments and MBRC to be consistent with DOFR; this is reflected in the report. OC ACCESS service is a contract-operated demand-responsive service required by the Americans with Disabilities Act (ADA) that is complementary to the fixed-route service and predominately accounts for the overall paratransit services operated by OCTA. These services make up the bus transit system and are evaluated by the performance measurements summarized in this report.

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

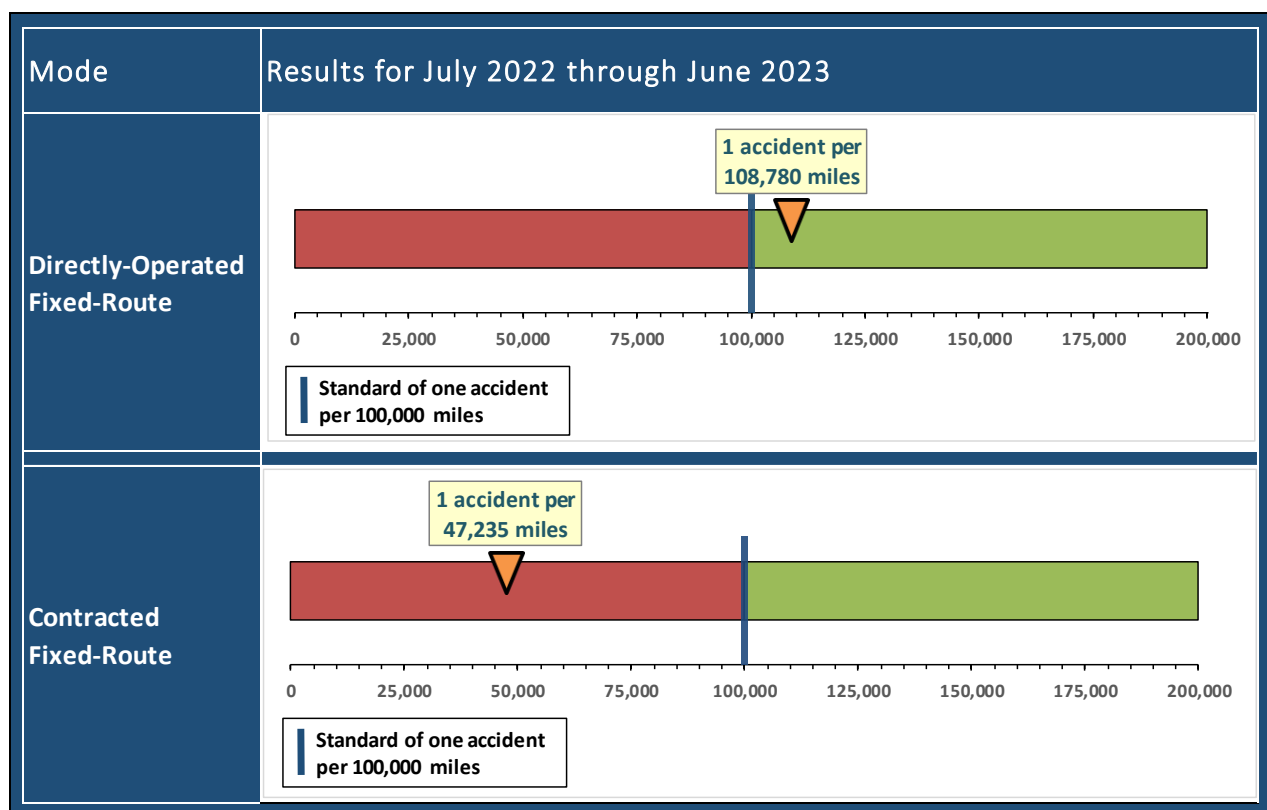
FY2022-23 Q4 SUMMARY

- **Safety:**
 - DOFR - ▲
 - CFR - ▼
 - OC ACCESS - ▼
- **Courtesy:**
 - DOFR - ▲
 - CFR (First Transit/Transdev) - ▲
 - CFR (Keolis) - ▼
 - OC ACCESS - ▼
- **OTP:**
 - DOFR - ▲
 - CFR - ▼
 - OC ACCESS - ▼
- **MBRC:**
 - DOFR - ▼
 - CFR (First Transit/Transdev) - ▼
 - CFR (Keolis) - ▼
 - OC ACCESS - ▲

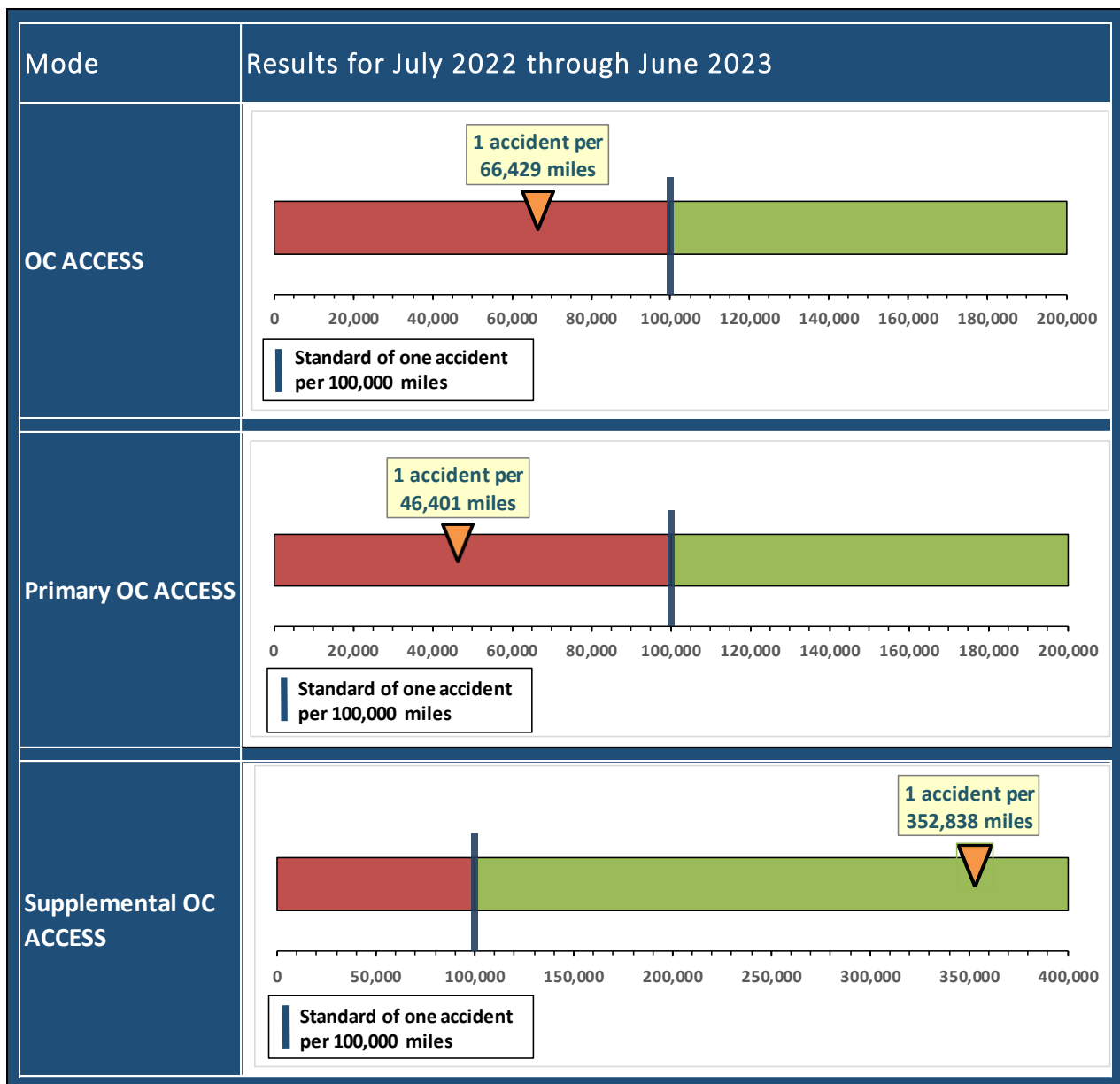
Safety: Preventable Vehicle Accidents

OCTA is committed to delivering safe OC Bus service. The safety standard for DOFR, CFR, and OC ACCESS services is one vehicle accident per 100,000 miles or less. Preventable vehicle accidents are defined as incidents when physical contact occurs between vehicles used for public transit and other vehicles, objects, or pedestrians and where a coach operator failed to reasonably prevent the accident. On-board passenger falls on fixed-route service determined to be preventable are also included in this metric.

DOFR recorded just one preventable accident for every 108,780 miles traveled. On the other hand, CFR did not meet the set standard during FY 2022-23, with one preventable accident every 47,235 miles. In FY 2022-23 Q4, nearly 73 percent of the preventable accidents in CFR were due to impact with fixed objects. Since transition to the current CFR provider, Keolis, the ratio of accidents to miles has improved. Staff continues to work with the contractor to enhance performance through thorough accident reviews, trend analysis, and hot spot training. These measures are aimed at mitigating risks and ensuring the safety of all stakeholders involved.



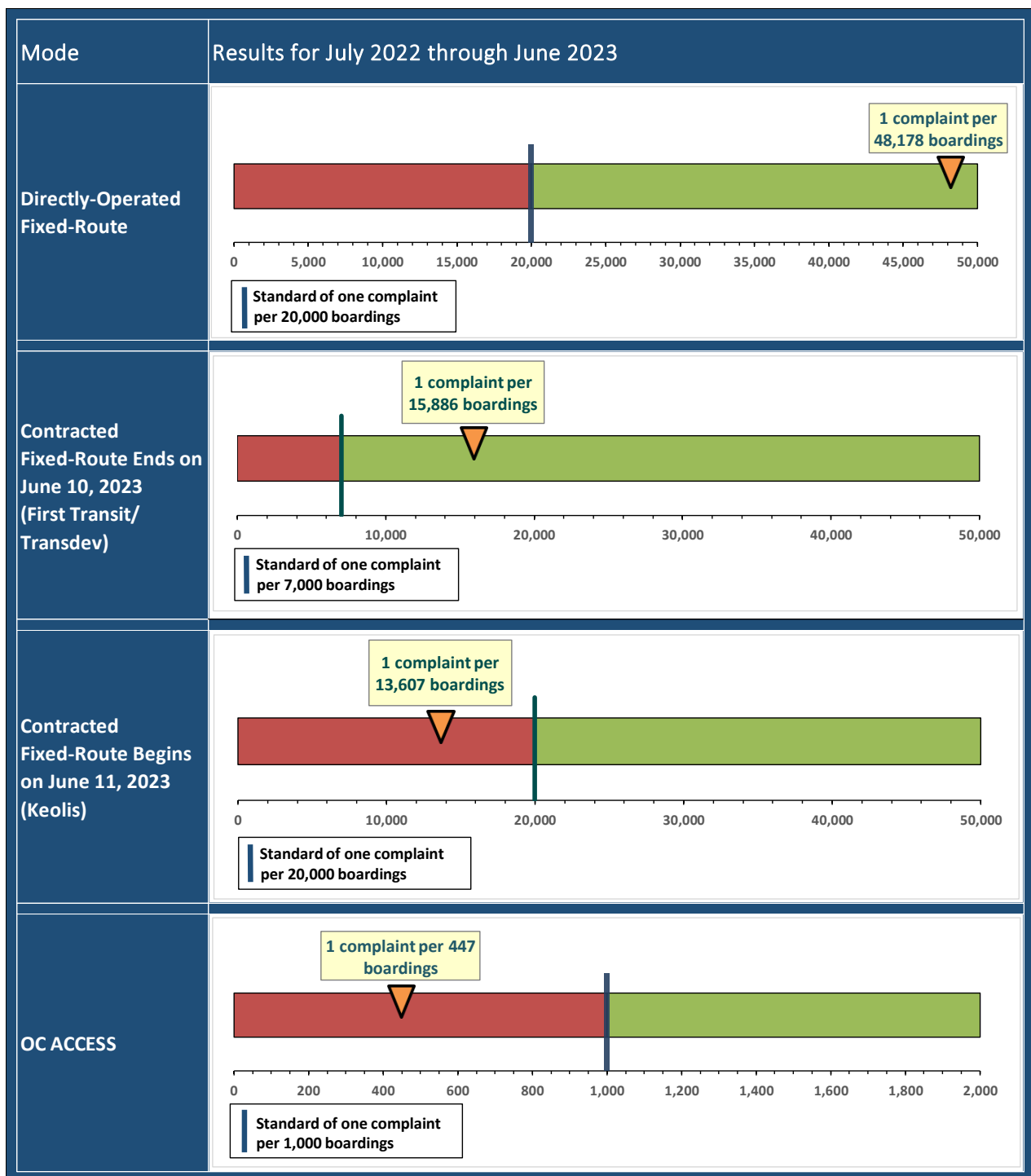
OC ACCESS consolidates data from primary OC ACCESS operated by First Transit/Transdev and supplemental OC ACCESS (operated by First Transit/Transdev's subcontractors). During Q4 of FY 2022-23, First Transit/Transdev implemented a safety campaign to reduce preventable accidents caused by fixed-object strikes. Although the campaign was successful in Q4, the results did not improve performance for FY 2022-23 in total. FY 2022-23 ended where OC ACCESS as a whole performed below standard with one accident per 66,429 miles traveled. Supplemental OC ACCESS exceeded the standard, while the primary OC ACCESS fell short of the target.



Courtesy: Customer Complaints

OCTA strives to achieve high customer satisfaction in the delivery of OC Bus and OC ACCESS services. The performance standard for customer satisfaction is courtesy, measured by the number of valid complaints received. Customer complaints are incidents when a rider reports dissatisfaction with service. The standard adopted by OCTA for DOFR OC Bus is no more than one valid customer complaint per 20,000 boardings. Under the CFR OC Bus contract with First Transit/Transdev, which ran through June 10, 2023, the standard was no more than one valid complaint per 7,000 boardings. With the current CFR OC Bus contract with Keolis that began June 11, 2023, the standard is no more than one complaint per 20,000 boardings, in alignment with the DOFR standard. The contractual standard for OC ACCESS is no more than one valid complaint per 1,000 boardings.

DOFR and the First Transit/Transdev CFR services exceeded OCTA's courtesy standards, with DOFR receiving one valid complaint per 48,178 boardings and First Transit/Transdev CFR recording one complaint per 15,886 boardings in FY 2022-23. The Keolis CFR services during the first two weeks of the new contract did not meet the standard, with one complaint per 13,607 boardings. OC ACCESS failed to meet the courtesy standard, averaging one complaint per 447 boardings, mostly due to service delays caused by operator shortages throughout FY 2022-23. The OC ACCESS driver's strike, which impacted service between May 3, and May 21, 2023, also had a significant effect on complaint metrics. First Transit/Transdev is actively recruiting employees and expanding the use of subcontractors to increase capacity and minimize service delays for OC ACCESS.



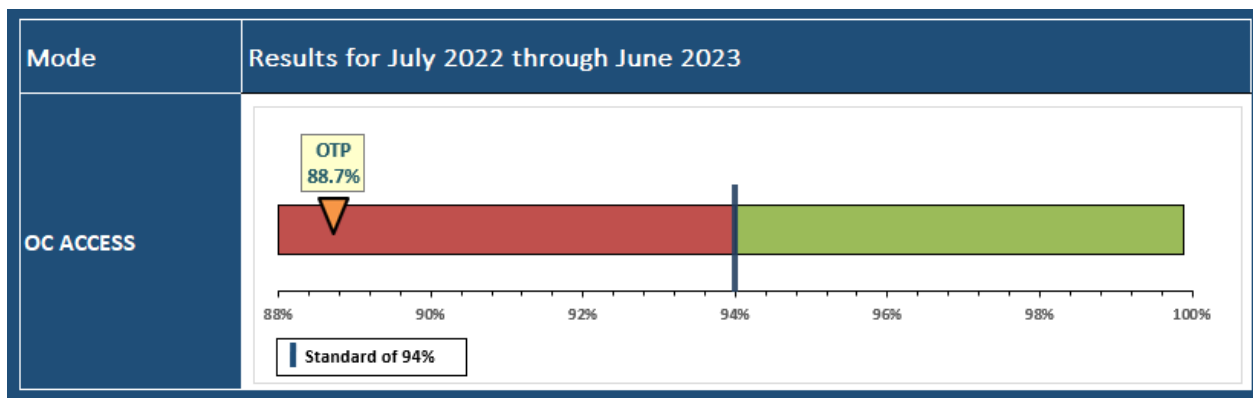
Reliability: On-Time Performance (OTP)

Reliability is an essential indicator of a successful transportation network. Reliability for OCTA is measured in part by OTP. OTP evaluates the schedule adherence of a vehicle operating in revenue service according to a published schedule. Schedule adherence is tracked by monitoring the departure of vehicles from timepoints, which are designated locations on a route used to control vehicle spacing, as shown in the published schedule. For OC Bus service, a trip is considered on time if it departs the scheduled time point from zero minutes before and up to no more than five minutes after the time as printed on the bus route schedule. OCTA's fixed-route system standard for OTP is 80 percent. For OC ACCESS service, OTP is a measure of performance evaluating a revenue vehicle's adherence to a scheduled pickup time for trip. A trip is considered on time if the vehicle arrives within the scheduled 30-minute window. The OC ACCESS OTP standard is 94 percent.

During FY 2022-23, the systemwide fixed-route OTP rate remained at 81 percent. However, DOFR OTP was higher than the standard at 82.5 percent, while OC Bus operated by CFR had an OTP rate of 78 percent, failing to meet the standard.



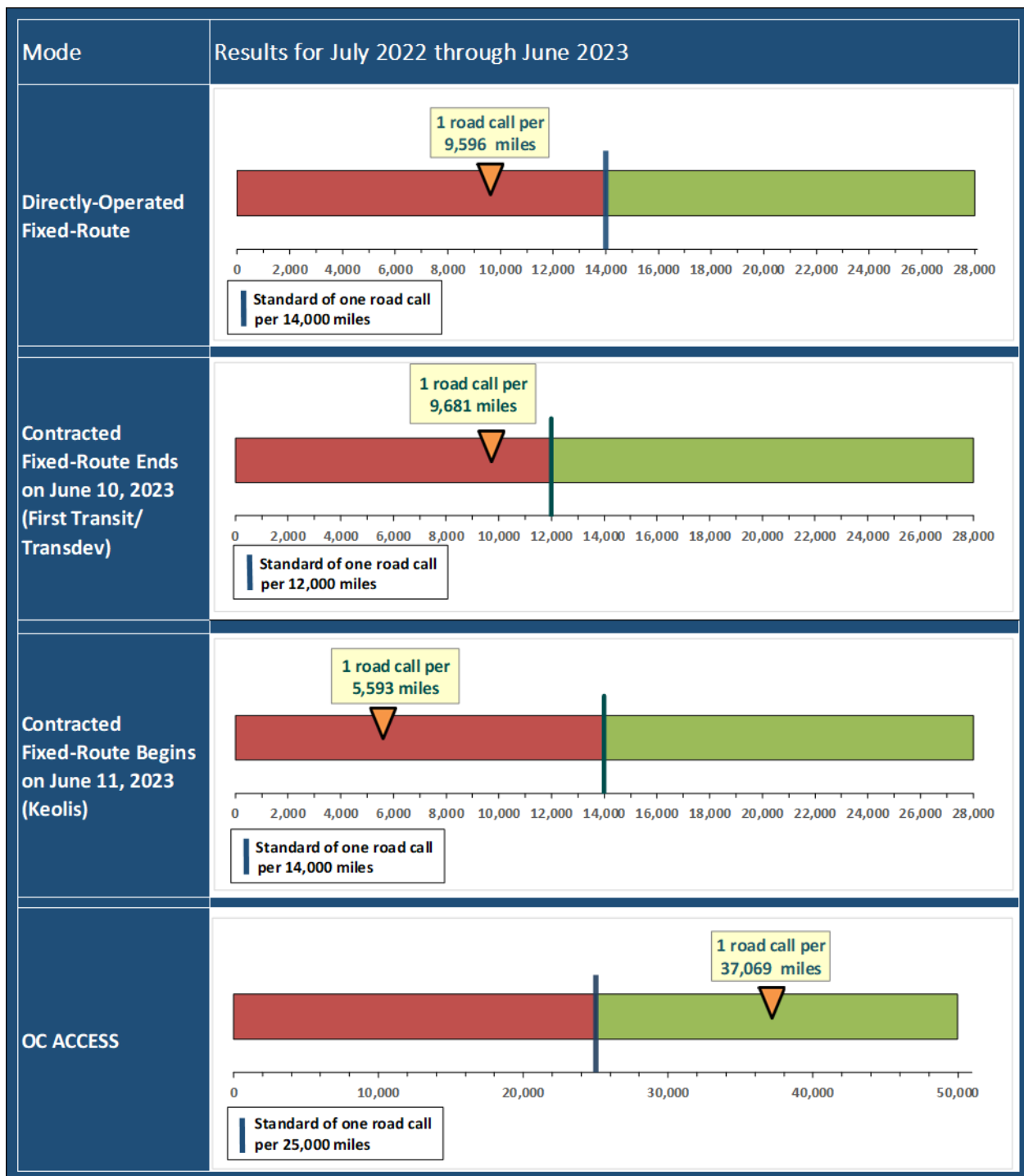
The OTP for OC ACCESS was 88.7 percent for FY 2022-23 in total, though improvement was noted in Q4 compared to previous quarters. First Transit/Transdev is actively recruiting operator resources to balance the existing operator shortage with increasing demand. OC ACCESS demand increases are attributed to the continued recovery of in-person services for seniors and individuals with disabilities throughout Orange County from coronavirus (COVID-19) pandemic impacts. Staff is actively working with the contractor to ensure appropriate operator resources are in place.



Reliability: Miles Between Road Calls (MBRC)

Reliability is also measured in terms of MBRC. This key performance indicator measures the average distance in miles that a vehicle travels before the failure of a vital component forces the removal of the vehicle from service. OCTA has adopted standards for the MBRC for DOFR, CFR, and OC ACCESS services. These standards vary to align with the specific type of service provided and to account for the variability inherent in each service type, including the vehicles assigned. The specific standards as adopted by OCTA are 14,000 MBRC for DOFR and the Keolis CFR OC Bus contract, and 12,000 MBRC for the First Transit/Transdev CFR OC Bus contract. The OC ACCESS standard is 25,000 MBRC.

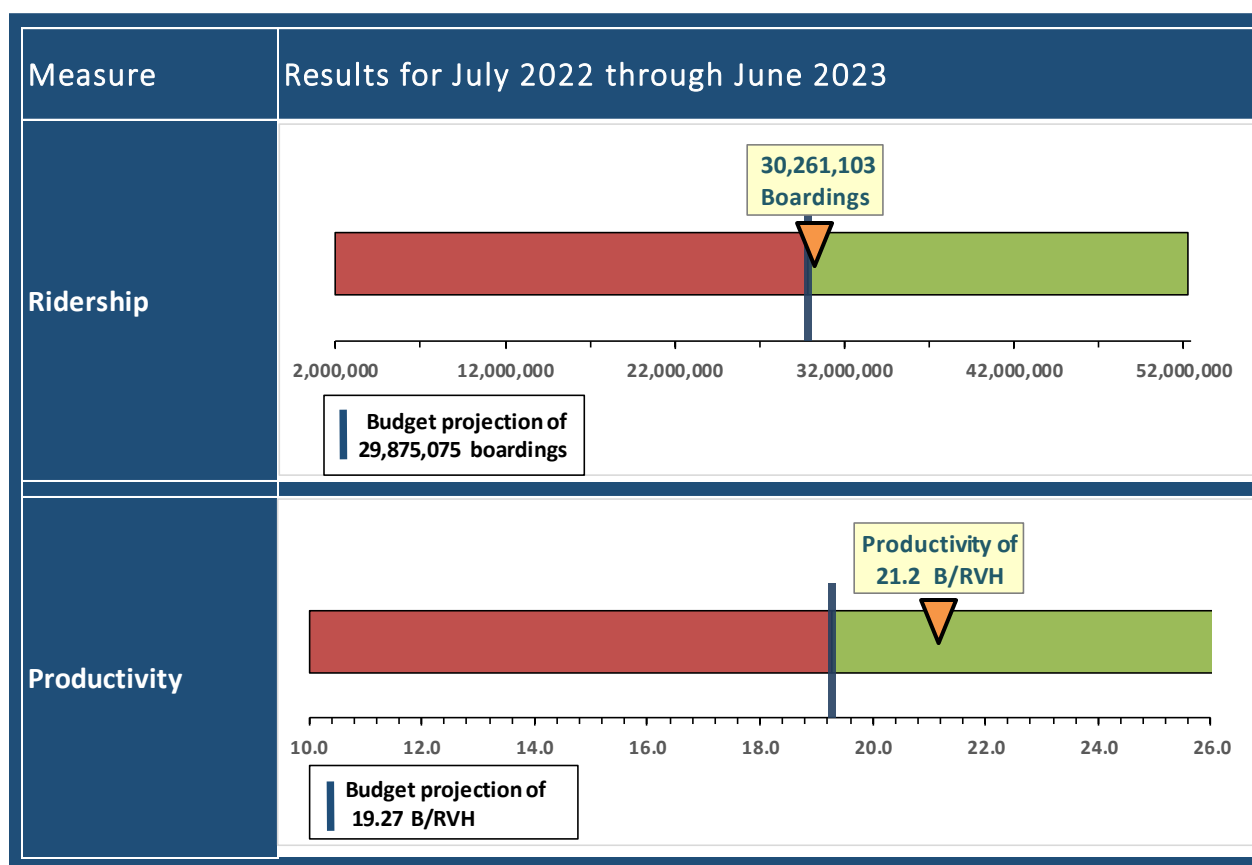
While OC ACCESS exceeded the standard by traveling 37,069 miles without any mechanical failures, DOFR and service provided under the Keolis CFR OC Bus contract failed to meet the performance standard of 14,000 miles. Service provided under the First Transit/Transdev CFR OC Bus contract failed to meet the performance standard of 12,000 miles. OCTA operates two primary fleets in fixed-route service: 2007/2008 New Flyer Compressed Natural Gas (CNG) Low Floor buses and 2016 New Flyer Xcelsior CNG buses. The 2007/2008 New Flyer CNG Low Floor buses are at the end of their useful life and are experiencing failures. OCTA has ordered 201 new Gillig buses to replace the 2007/2008 buses. These new buses are being delivered weekly; currently, 147 buses are on-site, and 116 buses are fully accepted and in revenue service. Bus deliveries will continue through December 2023.



Ridership and Productivity – OC Bus

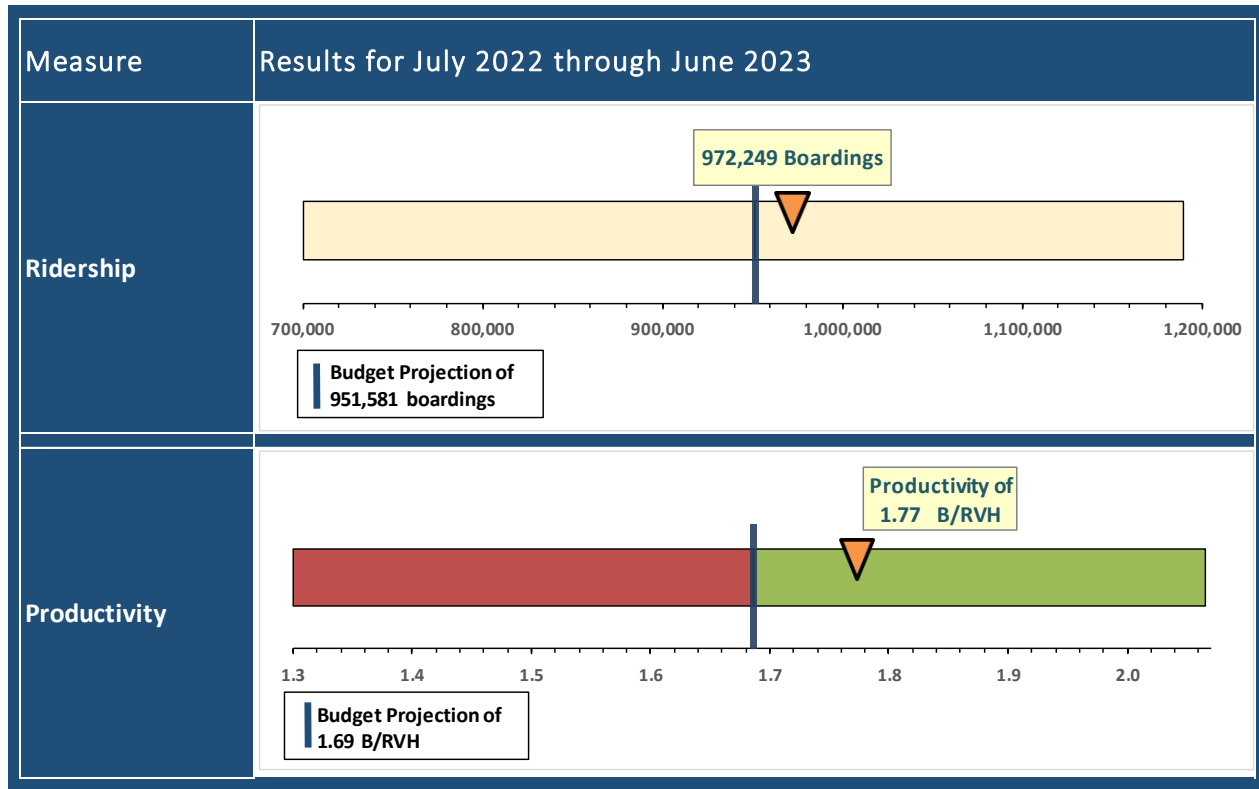
Ridership (or boardings) is the number of rides passengers take using public transit and is influenced by the level of service provided, weather, economy, and seasonal variations in demand. Productivity is an industry measure that counts the average number of boardings for each RVH that is operated.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

During Q4, there were approximately 94,000 weekday riders, which is about 82 percent of pre-pandemic demand. Even with the ridership decreases associated with schools beginning summer break, both ridership and productivity metrics exceeded the budgeted projection.



Ridership and Productivity – OC ACCESS

In FY 2022-23, OC ACCESS service exceeded budgeted projections with a ridership of 972,249 and productivity of 1.77 B/RVH. Increased demand for OC ACCESS service can be attributed to the expansion of capacity at facilities and adult day programs for seniors and individuals with disabilities, resulting in increased travel for in-person services.



Contractor Performance: Fixed Route

During Q4 of FY 2022-23, First Transit/Transdev incurred \$84,200 in penalties and \$30,200 in incentives. In total, a net penalty of \$54,900 was assessed for Q4. Over the last few years, transit providers nationwide have experienced significant operator shortages, leading to service reliability issues. This shortage impacted First Transit/Transdev, resulting in an extraordinary amount of missed service. OCTA staff issued a notice to cure and cooperatively developed an improvement plan to increase their operator roster to curb missed trips to an acceptable level, which proved successful. As a condition of the improvement plan, credits would be applied to subsequent invoices as reimbursement for previously assessed penalties for missed trips. Since the beginning of the second quarter, First Transit/Transdev reduced the amount of missed service to pre-pandemic levels and met the benchmarks of the improvement plan. This resulted in a penalty adjustment credit of \$3,157,000 for missed trips observed during both FY 2022-23 and FY 2021-22, and a net payment of \$2,736,100 for the FY. The First Transit/Transdev contract ended on June 10, 2023.

The Keolis OC Bus CFR contract began on June 11, 2023. During Q4 of FY 2022-23, Keolis incurred \$74,800 in penalties. The majority of the penalties were related to preventable accidents, unreported accidents, and late data probe.

First Transit/Transdev Performance

Table 1:	Performance Categories	FY23 Q1	FY23 Q2	FY23 Q3	FY23 Q4	FY 23
Penalties	On-Time Performance	\$ (3,000)	\$ (2,000)	\$ (1,000)	\$ -	\$ (6,000)
	Valid Complaints: Per 7,000 boardings	\$ -	\$ -	\$ -	\$ -	\$ -
	Unreported Accident	\$ (15,000)	\$ -	\$ -	\$ (15,000)	\$ (30,000)
	Accident Frequency Ratio	\$ -	\$ -	\$ -	\$ -	\$ -
	Key Positions	\$ -	\$ -	\$ -	\$ -	\$ -
	CHP Terminal Inspections	\$ -	\$ -	\$ -	\$ -	\$ -
	Reports	\$ -	\$ -	\$ -	\$ (700)	\$ (700)
	Preventive Maintenance	\$ -	\$ (1,000)	\$ -	\$ (100)	\$ (1,100)
	Road Calls	\$ (1,000)	\$ (3,700)	\$ (5,200)	\$ (2,400)	\$ (12,300)
	Vehicle Damage: Per vehicle per day	\$ -	\$ -	\$ -	\$ -	\$ -
	Missed Trips	\$ (371,000)	\$ (33,000)	\$ (28,000)	\$ (66,000)	\$ (498,000)
	Total	\$ (390,000)	\$ (39,700)	\$ (34,200)	\$ (84,200)	\$ (548,100)
Incentives	On-Time Performance	\$ -	\$ -	\$ -	\$ -	\$ -
	Valid Complaints: Per 7,000 boardings	\$ 13,400	\$ 15,600	\$ 18,200	\$ 15,200	\$ 62,400
	Accident Frequency Ratio	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 60,000
	Total	\$ 28,400	\$ 30,600	\$ 33,200	\$ 30,200	\$ 122,400
Adjustment	Unreported Accident (Prior Period)	\$ -	\$ -	\$ -	\$ -	\$ -
	Waived Penalties (On-Time Performance)	\$ -	\$ -	\$ -	\$ -	\$ -
	Waived Penalties (Key Position)	\$ -	\$ -	\$ -	\$ -	\$ -
	Waived Penalties (Late Report)	\$ 5,600	\$ -	\$ -	\$ -	\$ 5,600
	Waived Incentives	\$ -	\$ -	\$ -	\$ -	\$ -
	Missed Trips	\$ -	\$ 1,579,000	\$ 1,578,000	\$ -	\$ 3,157,000
	Road Calls	\$ -	\$ -	\$ -	\$ (900)	\$ (900)
	Complaints	\$ -	\$ -	\$ 100	\$ -	\$ 100
	Total	\$ 5,600	\$ 1,579,000	\$ 1,578,100	\$ (900)	\$ 3,161,800
All	Total	\$ (356,000)	\$ 1,569,900	\$ 1,577,100	\$ (54,900)	\$ 2,736,100

Keolis Performance

Table 2: Performance Categories		FY23 Q4	FY 23
Penalties	On-Time Performance	\$ -	\$ -
	Valid Complaints: Per 20,000 boardings	\$ (1,300)	\$ (1,300)
	Unreported Accident	\$ (10,000)	\$ (10,000)
	Accident Frequency Ratio	\$ (10,000)	\$ (10,000)
	Key Positions	\$ -	\$ -
	Maintenance Positions	\$ -	\$ -
	CHP Terminal Inspections	\$ -	\$ -
	Reports	\$ -	\$ -
	Preventive Maintenance	\$ -	\$ -
	Fluid Analysis	\$ -	\$ -
	Road Calls	\$ (8,800)	\$ (8,800)
	Vehicle Damage: Per vehicle per day	\$ -	\$ -
	Long Term Out of Service Vehicles	\$ -	\$ -
	Vehicle Appearance	\$ -	\$ -
	Unsatisfactory Vehicle Condition	\$ -	\$ -
	Removal of Disabled Vehicles	\$ -	\$ -
	Unauthorized Equipment Usage	\$ -	\$ -
	Data Probe	\$ (32,200)	\$ (32,200)
	Missed Trips	\$ (6,000)	\$ (6,000)
	Route Coverage	\$ (2,000)	\$ (2,000)
	Road Supervisor Coverage	\$ (4,500)	\$ (4,500)
	Drug and Alcohol Review	\$ -	\$ -
	Drug and Alcohol Review: Hours after agreed timeframe	\$ -	\$ -
	Total	\$ (74,800)	\$ (74,800)
Incentives	On-Time Performance	\$ -	\$ -
	Valid Complaints: Per 20,000 boardings	\$ -	\$ -
	Accident Frequency Ratio	\$ -	\$ -
	Total	\$ -	\$ -
All	Total	\$ (74,800)	\$ (74,800)

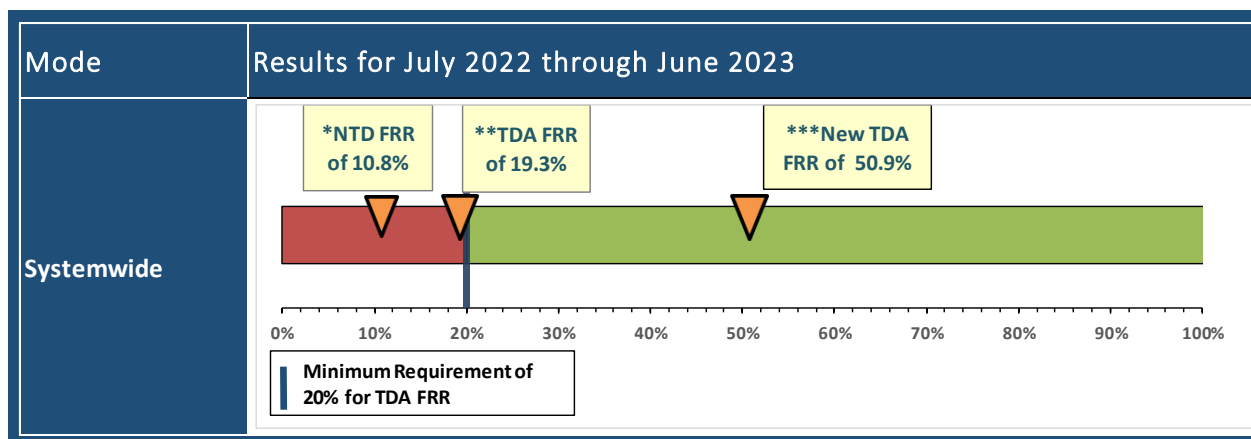
Contractor Performance: OC ACCESS

During Q4 of FY 2022-23, First Transit/Transdev experienced a total of \$277,200 in penalties. This figure is lower than the previous quarter, due to improvement in some performance areas, such as the preventable collision rate. Despite the ongoing challenges in operational performance indicators, staff continues to actively discuss performance with First Transit/Transdev and collaboratively strategize to meet the growing demand for OC ACCESS service.

Table 3:	Performance Categories	FY23 Q1	FY23 Q2	FY23 Q3	FY23 Q4	FY 23
Penalties	Pick-Up On-time Performance	\$ (70,000)	\$ (65,000)	\$ (40,000)	\$ (50,000)	\$ (225,000)
	Arrival On-Time Performance	\$ (87,000)	\$ (82,000)	\$ (78,000)	\$ (73,000)	\$ (320,000)
	Customer Complaints	\$ (27,900)	\$ (29,800)	\$ (20,000)	\$ -	\$ (77,700)
	Call Center Hold Times	\$ (2,000)	\$ (11,000)	\$ -	\$ (5,000)	\$ (18,000)
	Excessively Early Trips	\$ (5,000)	\$ (6,000)	\$ (11,000)	\$ (15,000)	\$ (37,000)
	Excessively Late Trips	\$ (30,000)	\$ (30,000)	\$ (30,000)	\$ (30,000)	\$ (120,000)
	Missed Trips	\$ (30,000)	\$ (30,000)	\$ (30,000)	\$ (30,000)	\$ (120,000)
	Accident/ Incident Notification	\$ (23,000)	\$ (27,000)	\$ (23,000)	\$ (18,000)	\$ (91,000)
	Preventable Accidents	\$ (2,000)	\$ (16,000)	\$ (16,000)	\$ (5,000)	\$ (39,000)
	Preventable Incidents	\$ -	\$ (1,000)	\$ -	\$ -	\$ (1,000)
	Trip Denial	\$ (1,000)	\$ -	\$ (500)	\$ -	\$ (1,500)
	Terminal Inspections	\$ -	\$ -	\$ -	\$ -	\$ -
	Preventive Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
	Road calls	\$ (700)	\$ -	\$ -	\$ -	\$ (700)
	Reports	\$ (39,100)	\$ (60,300)	\$ (30,400)	\$ (21,200)	\$ (151,000)
	Vehicle Damage	\$ -	\$ -	\$ -	\$ -	\$ -
	Excessive Travel Time	\$ -	\$ -	\$ -	\$ -	\$ -
	Routing Efficiency	\$ (24,000)	\$ (25,000)	\$ (23,000)	\$ (20,000)	\$ (92,000)
	Key Positions	\$ (208,599)	\$ (205,402)	\$ -	\$ -	\$ (414,001)
	Drug and Alcohol Audit	\$ -	\$ -	\$ -	\$ (5,000)	\$ (5,000)
	Fare Variance	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ (550,299)	\$ (588,502)	\$ (301,900)	\$ (272,200)	\$ (1,712,901)
Incentives	Arrival On-time Performance	\$ -	\$ -	\$ -	\$ -	\$ -
	Pick-Up On-time Performance	\$ -	\$ -	\$ -	\$ -	\$ -
	Excessively Early Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Excessively Late Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Missed Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -	\$ -
Adjustment	Accident/ Incident Notification	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
	Preventable Accidents	\$ -	\$ -	\$ -	\$ (5,000)	\$ (5,000)
	Routing Efficiency	\$ -	\$ (4,000)	\$ -	\$ -	\$ (4,000)
	Waived Penalties	\$ 12,706	\$ 4,000	\$ -	\$ -	\$ 16,706
	Waived Incentives	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 12,706	\$ 1,000	\$ -	\$ (5,000)	\$ 8,706
	Total	\$ (537,593)	\$ (587,502)	\$ (301,900)	\$ (277,200)	\$ (1,704,195)

Farebox Recovery Ratio

FRR is a measure of the proportion of operating costs recovered by passenger fares, calculated by dividing the farebox revenue by total operating expenses. A minimum FRR of 20 percent for all services is required by the Transportation Development Act (TDA) for transit agencies to receive the state sales tax available for public transit purposes. To normalize seasonal fluctuations, data shown below reflects actuals over the last 12 months from July 2022 through June 2023.



Based on the National Transit Database (NTD) definition in which only passenger fares are included under revenue, FRR (*NTD FRR) did not meet the 20 percent goal coming in at 10.8 percent. It is important to note this fact, as it is considered the true farebox recovery ratio without any exceptions.

However, as a result of the passage of SB 508 (Chapter 716, Statutes of 2015), OCTA was able to adjust the FRR to include local funds. SB 508 states, “If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” are any non-federal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.” This would include property tax revenue, advertising revenue, and Measure M fare stabilization. Once these additional revenues are included, the adjusted FRR (**TDA FRR) was 19.3 percent, a decrease of 0.1 percentage points from the same quarter as last year.

Furthermore, as a result of the COVID-19 pandemic and the statewide impacts it created on farebox revenues as a result of little to no passengers, the Governor signed AB 90 (Chapter 17, Statutes of 2020), which removed all financial penalties for failing to meet the 20 percent FRR requirement until January 1, 2022. In 2021, the Governor signed AB 149 (Chapter 81, Statutes of 2021), which includes an extension of this exemption through FY 2022-23. In addition, AB 149 (Chapter 81, statutes of 2021) provided additional exemptions from the definition of “operating cost” for purposes of calculating TDA FRR (***New TDA FRR). These exemptions include the:

- Costs of operating ADA paratransit service;
- Costs to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors;
- Costs of security services and public safety contracts;
- Any expense greater than the actuarially determined contribution associated with pensions and other post-employment benefits as required by Governmental Accounting Board Statement Numbers 68 and 75;
- Costs of funding or improving payment and ticketing systems and services; and
- Costs of planning for improvements in transit operations, integration with other operators and agencies, zero-emission transition, and compliance with state and federal mandates. For the purposes of calculating the TDA FRR, discount and fare free transit passes are allowed to be counted at their full retail value, and federal funds are allowed to be counted as “local funds”.

It is important to note that this is not a true reflection of OCTA’s true farebox recovery ratio but instead a method approved by the state under which with all exceptions allows OCTA to meet, in our case exceed, the 20 percent TDA goal requirement.

Operating Cost per Revenue Vehicle Hour

Cost per RVH is one of the industry standards used to measure the cost efficiency of transit service. It is derived by dividing actual operating expenses by RVH that is scheduled for the reporting period. To provide a more comparable illustration, all metrics below are calculated based on direct operating cost, which excludes capital, general administrative, and other overhead costs. DOFR cost includes labor costs for coach operator and maintenance employees. It also includes consumables such as replacement parts, fuel, and tires. CFR and OC ACCESS cost includes contracted costs (net of assessed penalties and incentives) and costs incurred by OCTA for maintenance, parts, and fuel for the contracted fleet.

Similar to the FRR, the statistics above depict actuals over the last 12 months. The difference in cost per RVH from the prior period was a 0.06 percent decrease in DOFR, a 15.46 percent increase in CFR, and a 14.81 percent decrease in OC ACCESS.

DOFR operated at a lower cost per RVH compared to the previous 12-month period. The decrease in costs is primarily due to the continued shortage of coach operator labor, which caused an increase in the average coach operator hours per Full Time Equivalents to accommodate the increase in service levels.

Similarly, the decrease in OC ACCESS cost per RVH resulted from the increase in service demand compared to the same quarter of last fiscal year. OC ACCESS contract operates on a tier-structure rate based on service demand. An increase in service from tier to tier would trigger a lower rate. The contracted rates for OC ACCESS are consistently within the tier 4 to tier 5 range, which tier 5 is equivalent to pre-pandemic rates. With the service demand moving toward higher tiers with lower trip rates, OC ACCESS cost per RVH decreased compared to the prior year.

On the other hand, CFR operated at a higher cost per RVH primarily due to the increase in the year-over-year contract rates. Another cost increase contributing factor was the start-up cost accruals for the new CFR contractor, Keolis, who successfully took over the CFR services on June 11, 2023. Additionally, a total of \$3.15 million in missed trip penalties reimbursement was paid to First Transit/Transdev during the FY as a result of the contractor successfully meeting the performance criteria of the improvement plan for a consecutive five-month period.



Performance Evaluation by Route

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

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

The tables on the following pages summarize route-level performance through Q4. The first two tables present the route-level performance sorted by routes with the highest net subsidy per boarding to routes with a lower net subsidy per boarding. The remaining two tables present the same information sorted by routes with the highest boardings to routes with lower boardings.

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

- **Routes 1 to 99:** Local routes include two sub-categories:
 - Major: These routes operate as frequently as every 15 minutes during peak times. Major routes operate seven days a week throughout the day. Together, the Major routes form a grid on arterial streets throughout the highest transit propensity portions of the OC Bus service area, primarily in the northern parts of the County.
 - Local: These routes operate on arterials within the grid created by the Major routes but at lower frequencies. Local routes also operate in parts of Orange County with lower transit demand. Most Local routes operate seven days per week; however, some operate on weekdays only.
- **Routes 100 to 199:** Community routes to connect pockets of transit demand with major destinations and offer local circulation. Routes tend to be less direct than Local routes, serving neighborhoods and destinations off the arterial grid. Approximately half of the Community routes operate seven days per week.
- **Routes 400 to 499:** Stationlink routes are rail feeder services designed to connect Metrolink stations to nearby employment destinations. These routes have relatively short alignments, with schedules tied to Metrolink arrivals and departures. They operate during weekday peak hours only, in the peak direction, from the station to destinations in the morning and the reverse in the evening.
- **Routes 500 to 599:** Bravo! routes are limited-stop services operated with branded vehicles.
- **Routes 600 to 699:** Seasonal or Temporary routes (not included on the following charts) such as the OC Fair Express. (**Did not operate during Q4 FY 2022-23**).



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Subsidy per Boarding)
Fiscal Year 2022-23

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
862	C	3.2%	\$ 25.01	\$ 14.59	\$ 9.53	\$ 0.89	\$ 0.79	73,063	\$ 187.31	\$ 112.85	\$ 21.94	7.52	9,717	2	-	-
085	S	4.1%	22.31	13.54	7.25	1.52	0.89	61,241	167.32	109.44	13.38	7.72	7,936	2	-	-
178	C	4.7%	20.07	11.46	7.48	1.13	0.94	82,600	182.28	110.37	14.59	9.17	9,004	3	-	-
087	S	5.8%	17.79	10.86	5.82	1.11	1.02	66,904	169.59	110.26	11.52	9.58	6,983	2	-	-
001	S	5.7%	15.80	9.23	5.96	0.61	0.93	413,794	193.43	119.70	12.02	12.00	34,493	6	-	-
086	C	6.5%	15.71	9.62	5.15	0.94	1.02	118,190	167.22	109.46	13.29	10.59	11,164	3	-	-
123	N	7.1%	15.45	8.44	5.10	1.91	1.03	204,240	178.27	111.56	12.96	12.24	16,685	4	-	-
153	N	6.5%	15.38	9.53	5.03	0.82	1.02	68,411	160.25	106.77	12.50	10.28	6,653	-	-	-
167	C	6.3%	15.26	8.74	5.70	0.82	0.97	180,830	180.47	109.21	15.04	11.72	15,434	4	-	-
177	S	7.1%	15.10	9.28	4.90	0.92	1.09	81,025	166.51	109.27	13.36	10.90	7,433	2	-	-
129	N	7.9%	13.58	8.45	4.46	0.67	1.11	167,182	166.55	108.82	14.16	11.88	14,068	3	-	-
076	C	7.5%	13.40	7.62	4.92	0.86	1.01	86,616	180.60	109.07	15.29	13.33	6,497	2	-	-
083	C	7.2%	13.39	7.70	4.98	0.71	0.98	482,236	193.19	118.93	10.83	14.14	34,100	8	-	-
143	N	7.1%	13.37	8.37	4.42	0.58	0.98	192,856	167.15	109.06	14.60	12.14	15,886	3	-	-
091	S	8.1%	13.30	8.16	4.37	0.77	1.11	350,546	168.08	109.56	12.38	12.32	28,449	7	-	-
082	S	8.0%	12.01	6.99	3.75	1.27	0.94	58,808	177.76	112.53	12.50	15.22	3,865	2	-	-
090	S	8.4%	11.84	7.32	3.92	0.60	1.04	264,799	167.62	109.54	11.36	13.64	19,409	5	-	-
079	C	9.4%	11.08	6.81	3.65	0.62	1.08	361,177	169.41	109.78	14.92	14.67	24,619	6	-	-
025	N	8.8%	10.96	6.82	3.66	0.48	1.01	312,976	167.37	109.18	14.54	14.56	21,496	4	-	-
059	C	10.0%	10.03	6.14	3.29	0.60	1.05	434,694	167.94	109.46	15.95	16.01	27,147	7	-	-
072	C	9.5%	9.99	5.80	3.74	0.45	1.00	431,283	180.74	110.10	14.61	17.15	25,145	6	-	-
529	C	8.8%	9.97	5.66	3.65	0.66	0.90	240,759	188.82	115.21	15.39	18.49	13,022	4	-	-
089	S	10.5%	9.93	6.12	3.28	0.53	1.11	264,849	169.88	110.33	13.34	16.16	16,391	4	-	-
026	N	9.9%	9.88	6.13	3.28	0.47	1.03	395,119	165.79	108.84	15.33	15.87	24,890	5	-	-
033	N	9.2%	9.80	6.03	3.23	0.54	0.94	277,911	165.31	108.81	13.69	16.20	17,160	4	-	-
150	C	9.9%	9.79	5.47	3.57	0.75	1.00	223,565	178.28	107.14	18.89	17.76	12,586	4	-	-
553	N	11.1%	9.51	5.40	3.48	0.63	1.11	266,142	193.16	108.80	20.56	19.34	13,764	6	-	-
056	N	9.5%	9.41	5.43	3.51	0.47	0.94	395,808	182.72	110.99	16.16	18.49	21,407	5	-	-
071	N	10.7%	8.95	5.57	2.98	0.40	1.02	470,017	166.39	109.02	13.79	17.39	27,026	5	-	-
050	N	9.6%	8.80	5.10	3.29	0.41	0.89	1,075,377	183.82	111.84	15.84	19.82	54,256	13	-	-
560	C	10.5%	8.52	4.81	3.11	0.60	0.93	448,113	184.68	111.82	16.19	20.86	21,486	5	-	-
070	C	11.5%	8.31	5.14	2.75	0.42	1.03	728,991	168.22	109.66	15.37	18.87	38,630	10	-	-
030	N	10.7%	8.29	5.12	2.74	0.43	0.94	411,317	167.31	109.00	13.72	19.01	21,639	5	-	-
054	N	11.3%	8.12	4.65	3.00	0.47	0.97	863,248	185.83	112.91	16.98	21.55	40,050	12	-	-
055	C	12.1%	8.00	4.64	3.00	0.36	1.05	1,084,139	183.56	111.32	17.17	21.13	51,314	10	-	-
035	N	11.1%	7.90	4.91	2.63	0.36	0.94	560,959	169.06	109.61	15.72	19.92	28,160	6	-	-
037	N	11.2%	7.79	4.53	2.92	0.34	0.94	774,011	186.29	112.84	16.52	22.21	34,850	7	-	-
046	N	11.8%	7.77	4.77	2.56	0.44	0.98	460,079	166.39	108.78	15.18	20.01	22,994	5	-	-
038	N	12.0%	7.57	4.61	2.47	0.49	0.97	850,022	168.58	109.44	13.82	20.97	40,536	12	-	-
029	N	12.2%	7.18	4.13	2.67	0.38	0.94	1,512,388	189.42	115.30	16.71	24.45	61,844	2	-	8
543	N	12.9%	6.89	3.94	2.54	0.41	0.96	619,180	179.42	108.71	17.67	24.10	25,691	6	-	-
053	C	13.3%	6.54	3.79	2.45	0.30	0.96	1,265,150	181.42	111.53	20.02	25.23	50,148	9	-	-
042	N	12.9%	6.52	3.99	2.14	0.39	0.91	1,155,598	170.55	109.98	15.43	24.25	47,661	14	-	-
047	C	14.4%	6.40	3.68	2.38	0.34	1.02	1,834,741	186.37	112.99	16.96	26.35	69,633	15	-	2
060	C	13.8%	6.12	3.57	2.30	0.25	0.94	1,613,660	186.23	113.46	15.90	27.36	58,989	13	-	-
043	N	15.0%	5.90	3.43	2.21	0.26	0.99	1,836,251	181.72	109.91	19.37	27.40	67,022	10	-	2
057	C	15.7%	5.69	3.24	2.09	0.36	0.99	2,459,448	187.55	113.95	18.22	29.67	82,887	-	-	18
064	C	16.5%	4.97	2.84	1.84	0.29	0.93	1,788,531	179.03	108.28	18.87	31.93	56,006	12	-	-
066	C	18.1%	4.81	2.77	1.79	0.25	1.01	1,795,263	185.20	112.40	18.45	33.21	54,059	13	-	-

(1) Total bus count (338) is based on PM weekday equipment requirements for active routes.

(2) Route 153 is discontinued.

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



OCTA Operating Statistics By Route for Stationlink Service (Sorted by Subsidy per Boarding)
Fiscal Year 2022-23

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
463	C	2.1%	\$ 58.83	\$ 24.07	\$ 20.02	\$ 14.74	\$ 0.96	8,207	\$ 208.32	\$ 116.12	\$ 19.31	4.62	1,775	-	-	-
453	N	2.7%	32.05	13.58	11.30	7.17	0.70	15,583	238.94	126.22	36.53	9.34	1,669	3	-	-
480	C	3.9%	31.32	13.24	11.01	7.07	0.98	13,162	223.95	122.92	16.76	8.88	1,483	4	-	-
472	C	5.5%	20.85	8.79	7.31	4.75	0.94	21,556	210.98	118.74	17.65	12.38	1,741	2	-	-
473	C	8.9%	13.40	5.73	4.77	2.90	1.02	38,488	228.42	122.39	21.94	19.83	1,941	3	-	-

- (1) Total bus count (338) is based on PM weekday equipment requirements for active routes.
 (2) Route 463 is discontinued.
 (3) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Boardings)
Fiscal Year 2022-23

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
057	C	15.7%	\$ 5.69	\$ 3.24	\$ 2.09	\$ 0.36	\$ 0.99	2,459,448	\$ 187.55	\$ 113.95	\$ 18.22	29.67	82,887	-	-	18
043	N	15.0%	5.90	3.43	2.21	0.26	0.99	1,836,251	181.72	109.91	19.37	27.40	67,022	10	-	2
047	C	14.4%	6.40	3.68	2.38	0.34	1.02	1,834,741	186.37	112.99	16.96	26.35	69,633	15	-	2
066	C	18.1%	4.81	2.77	1.79	0.25	1.01	1,795,263	185.20	112.40	18.45	33.21	54,059	13	-	-
064	C	16.5%	4.97	2.84	1.84	0.29	0.93	1,788,531	179.03	108.28	18.87	31.93	56,006	12	-	-
060	C	13.8%	6.12	3.57	2.30	0.25	0.94	1,613,660	186.23	113.46	15.90	27.36	58,989	13	-	-
029	N	12.2%	7.18	4.13	2.67	0.38	0.94	1,512,388	189.42	115.30	16.71	24.45	61,844	2	-	8
053	C	13.3%	6.54	3.79	2.45	0.30	0.96	1,265,150	181.42	111.53	20.02	25.23	50,148	9	-	-
042	N	12.9%	6.52	3.99	2.14	0.39	0.91	1,155,598	170.55	109.98	15.43	24.25	47,661	14	-	-
055	C	12.1%	8.00	4.64	3.00	0.36	1.05	1,084,139	183.56	111.32	17.17	21.13	51,314	10	-	-
050	N	9.6%	8.80	5.10	3.29	0.41	0.89	1,075,377	183.82	111.84	15.84	19.82	54,256	13	-	-
054	N	11.3%	8.12	4.65	3.00	0.47	0.97	863,248	185.83	112.91	16.98	21.55	40,050	12	-	-
038	N	12.0%	7.57	4.61	2.47	0.49	0.97	850,022	168.58	109.44	13.82	20.97	40,536	12	-	-
037	N	11.2%	7.79	4.53	2.92	0.34	0.94	774,011	186.29	112.84	16.52	22.21	34,850	7	-	-
070	C	11.5%	8.31	5.14	2.75	0.42	1.03	728,991	168.22	109.66	15.37	18.87	38,630	10	-	-
543	N	12.9%	6.89	3.94	2.54	0.41	0.96	619,180	179.42	108.71	17.67	24.10	25,691	6	-	-
035	N	11.1%	7.90	4.91	2.63	0.36	0.94	560,959	169.06	109.61	15.72	19.92	28,160	6	-	-
083	C	7.2%	13.39	7.70	4.98	0.71	0.98	482,236	193.19	118.93	10.83	14.14	34,100	8	-	-
071	N	10.7%	8.95	5.57	2.98	0.40	1.02	470,017	166.39	109.02	13.79	17.39	27,026	5	-	-
046	N	11.8%	7.77	4.77	2.56	0.44	0.98	460,079	166.39	108.78	15.18	20.01	22,994	5	-	-
560	C	10.5%	8.52	4.81	3.11	0.60	0.93	448,113	184.68	111.82	16.19	20.86	21,486	5	-	-
059	C	10.0%	10.03	6.14	3.29	0.60	1.05	434,694	167.94	109.46	15.95	16.01	27,147	7	-	-
072	C	9.5%	9.99	5.80	3.74	0.45	1.00	431,283	180.74	110.10	14.61	17.15	25,145	6	-	-
001	S	5.7%	15.80	9.23	5.96	0.61	0.93	413,794	193.43	119.70	12.02	12.00	34,493	6	-	-
030	N	10.7%	8.29	5.12	2.74	0.43	0.94	411,317	167.31	109.00	13.72	19.01	21,639	5	-	-
056	N	9.5%	9.41	5.43	3.51	0.47	0.94	395,808	182.72	110.99	16.16	18.49	21,407	5	-	-
026	N	9.9%	9.88	6.13	3.28	0.47	1.03	395,119	165.79	108.84	15.33	15.87	24,890	5	-	-
079	C	9.4%	11.08	6.81	3.65	0.62	1.08	361,177	169.41	109.78	14.92	14.67	24,619	6	-	-
091	S	8.1%	13.30	8.16	4.37	0.77	1.11	350,546	168.08	109.56	12.38	12.32	28,449	7	-	-
025	N	8.8%	10.96	6.82	3.66	0.48	1.01	312,976	167.37	109.18	14.54	14.56	21,496	4	-	-
033	N	9.2%	9.80	6.03	3.23	0.54	0.94	277,911	165.31	108.81	13.69	16.20	17,160	4	-	-
553	N	11.1%	9.51	5.40	3.48	0.63	1.11	266,142	193.16	108.80	20.56	19.34	13,764	6	-	-
089	S	10.5%	9.93	6.12	3.28	0.53	1.11	264,849	169.88	110.33	13.34	16.16	16,391	4	-	-
090	S	8.4%	11.84	7.32	3.92	0.60	1.04	264,799	167.62	109.54	11.36	13.64	19,409	5	-	-
529	C	8.8%	9.97	5.66	3.65	0.66	0.90	240,759	188.82	115.21	15.39	18.49	13,022	4	-	-
150	C	9.9%	9.79	5.47	3.57	0.75	1.00	223,565	178.28	107.14	18.89	17.76	12,586	4	-	-
123	N	7.1%	15.45	8.44	5.10	1.91	1.03	204,240	178.27	111.56	12.96	12.24	16,685	4	-	-
143	N	7.1%	13.37	8.37	4.42	0.58	0.98	192,856	167.15	109.06	14.60	12.14	15,886	3	-	-
167	C	6.3%	15.26	8.74	5.70	0.82	0.97	180,830	180.47	109.21	15.04	11.72	15,434	4	-	-
129	N	7.9%	13.58	8.45	4.46	0.67	1.11	167,182	166.55	108.82	14.16	11.88	14,068	3	-	-
086	C	6.5%	15.71	9.62	5.15	0.94	1.02	118,190	167.22	109.46	13.29	10.59	11,164	3	-	-
076	C	7.5%	13.40	7.62	4.92	0.86	1.01	86,616	180.60	109.07	15.29	13.33	6,497	2	-	-
178	C	4.7%	20.07	11.46	7.48	1.13	0.94	82,600	182.28	110.37	14.59	9.17	9,004	3	-	-
177	S	7.1%	15.10	9.28	4.90	0.92	1.09	81,025	166.51	109.27	13.36	10.90	7,433	2	-	-
862	C	3.2%	25.01	14.59	9.53	0.89	0.79	73,063	187.31	112.85	21.94	7.52	9,717	2	-	-
153	N	6.5%	15.38	9.53	5.03	0.82	1.02	68,411	160.25	106.77	12.50	10.28	6,653	-	-	-
087	S	5.8%	17.79	10.86	5.82	1.11	1.02	66,904	169.59	110.26	11.52	9.58	6,983	2	-	-
085	S	4.1%	22.31	13.54	7.25	1.52	0.89	61,241	167.32	109.44	13.38	7.72	7,936	2	-	-
082	S	8.0%	12.01	6.99	3.75	1.27	0.94	58,808	177.76	112.53	12.50	15.22	3,865	2	-	-

(1) Total bus count (338) is based on PM weekday equipment requirements for active routes.

(2) Route 153 is discontinued.

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



OCTA Operating Statistics By Route for Stationlink Service (Sorted by Boardings)
Fiscal Year 2022-23

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
473	C	8.9%	\$ 13.40	\$ 5.73	\$ 4.77	\$ 2.90	\$ 1.02	38,488	\$ 228.42	\$ 122.39	\$ 21.94	19.83	1,941	3	-	-
472	C	5.5%	20.85	8.79	7.31	4.75	0.94	21,556	210.98	118.74	17.65	12.38	1,741	2	-	-
453	N	2.7%	32.05	13.58	11.30	7.17	0.70	15,583	238.94	126.22	36.53	9.34	1,669	3	-	-
480	C	3.9%	31.32	13.24	11.01	7.07	0.98	13,162	223.95	122.92	16.76	8.88	1,483	4	-	-
463	C	2.1%	58.83	24.07	20.02	14.74	0.96	8,207	208.32	116.12	19.31	4.62	1,775	-	-	-

(1) Total bus count (338) is based on PM weekday equipment requirements for active routes.

(2) Route 463 is discontinued.

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



Orange County Transportation Authority Reference Table

Route	Route Description	Main Street	Route Category
1	Long Beach - San Clemente	via Pacific Coast Hwy	LOCAL
25	Fullerton - Huntington Beach	via Knott Ave/ Goldenwest St	LOCAL
26	Buena Park - Yorba Linda	via Commonwealth Ave/ Yorba Linda Blvd	LOCAL
29	La Habra - Huntington Beach	via Beach Blvd	LOCAL
30	Cerritos - Anaheim	via Orangethorpe Ave	LOCAL
33	Fullerton - Huntington Beach	via Magnolia St	LOCAL
35	Fullerton - Huntington Beach	via Brookhurst St	LOCAL
37	La Habra - Fountain Valley	via Euclid St	LOCAL
38	Lakewood - Anaheim Hills	via Del Amo Blvd/ La Palma Ave	LOCAL
42	Orange - Seal Beach	via Seal Beach Blvd/ Los Alamitos Blvd/ Lincoln Ave	LOCAL
43	Fullerton - Costa Mesa	via Harbor Blvd	LOCAL
46	Long Beach - Orange	via Ball Road/ Taft Ave	LOCAL
47	Fullerton - Newport Beach	via Anaheim Blvd/ Fairview St	LOCAL
50	Long Beach - Orange	via Katella Ave	LOCAL
53	Orange - Irvine	via Main St	LOCAL
54	Garden Grove - Orange	via Chapman Ave	LOCAL
55	Santa Ana - Newport Beach	via Standard Ave/ Bristol St/ Fairview St/ 17th St	LOCAL
56	Garden Grove - Orange	via Garden Grove Blvd	LOCAL
57	Brea - Newport Beach	via State College Blvd/ Bristol St	LOCAL
59	Anaheim - Irvine	via Kraemer Blvd/ Glassell St/ Grand Ave/ Von Karman Ave	LOCAL
60	Long Beach - Tustin	via Westminster Ave/ 17th St	LOCAL
64	Huntington Beach - Tustin	via Bolsa Ave/ 1st St	LOCAL
66	Huntington Beach - Irvine	via McFadden Ave/ Walnut Ave	LOCAL
70	Sunset Beach - Tustin	via Edinger Ave	LOCAL
71	Yorba Linda - Newport Beach	via Tustin Ave/ Red Hill Ave/ Newport Blvd	LOCAL
72	Sunset Beach - Tustin	via Warner Ave	LOCAL
76	Huntington Beach - Newport Beach	via Talbert Ave/ MacArthur Blvd	LOCAL
79	Tustin - Newport Beach	via Bryan Ave/ Culver Dr/ University Ave	LOCAL
82	Mission Viejo - Rancho Santa Margarita	via Portola Pkwy/ Santa Margarita Pkwy	LOCAL
83	Anaheim - Laguna Hills	via 5 Fwy/ Main St	LOCAL
85	Mission Viejo - Dana Point	via Marguerite Pkwy/ Crown Valley Pkwy	LOCAL
86	Costa Mesa - Mission Viejo	via Alton Pkwy/ Jeronimo Rd	LOCAL
87	Rancho Santa Margarita - Laguna Niguel	via Alicia Pkwy	LOCAL
89	Lake Forest - Laguna Beach	via El Toro Rd/ Laguna Canyon Rd	LOCAL
90	Tustin - Dana Point	via Irvine Center Dr/ Moulton Pkwy/ Golden Lantern St	LOCAL
91	Mission Viejo - Laguna Hills	via Paseo de Valencia/ Camino Capistrano/ Del Obispo St	LOCAL
123	Anaheim to Huntington Beach	via Malvern Ave/ Valley View/ Bolsa Chica	COMMUNITY
129	La Habra - Anaheim	via La Habra Blvd/ Brea Blvd/ Birch St/ Kraemer Blvd	COMMUNITY
143	La Habra - Brea	via Whittier Blvd/ Harbor Blvd/ Brea Blvd/ Birch St	COMMUNITY
150	Santa Ana to Costa Mesa	via Fairview St/ Flower St	COMMUNITY
167	Anaheim - Irvine	via Irvine Ave/ Hewes St/ Jeffrey Rd	COMMUNITY
177	Foothill Ranch - Laguna Hills	via Lake Forest Dr/ Muirlands Blvd/ Los Alisos Blvd	COMMUNITY
178	Huntington Beach - Irvine	via Adams Ave/ Birch St/ Campus Dr	COMMUNITY
453	Orange Metrolink Station - Orange	via Chapman Ave/ Main St/ La Veta Ave	STATIONLINK
472	Tustin Metrolink Station to Irvine	via Edinger Ave/ Red Hill Ave/ Campus Dr/ Jamboree Rd	STATIONLINK
473	Tustin Metrolink Station to UCI	via Edinger Ave/ Harvard Ave	STATIONLINK
480	Irvine Metrolink Station - Irvine Spectrum	via Alton Pkwy/ Bake Pkwy/ Lake Forest Dr	STATIONLINK
529	GWTC to FPNR - Bravo!	via Beach Blvd	BRAVO
543	Fullerton - Costa Mesa - Bravo!	via Harbor Blvd	BRAVO
553	Orange - Santa Ana	via Main St	BRAVO
560	Santa Ana to Long Beach - Bravo!	via 17th St / Westminster Ave	BRAVO
862	Downtown Santa Ana Shuttle	via Main St	COMMUNITY

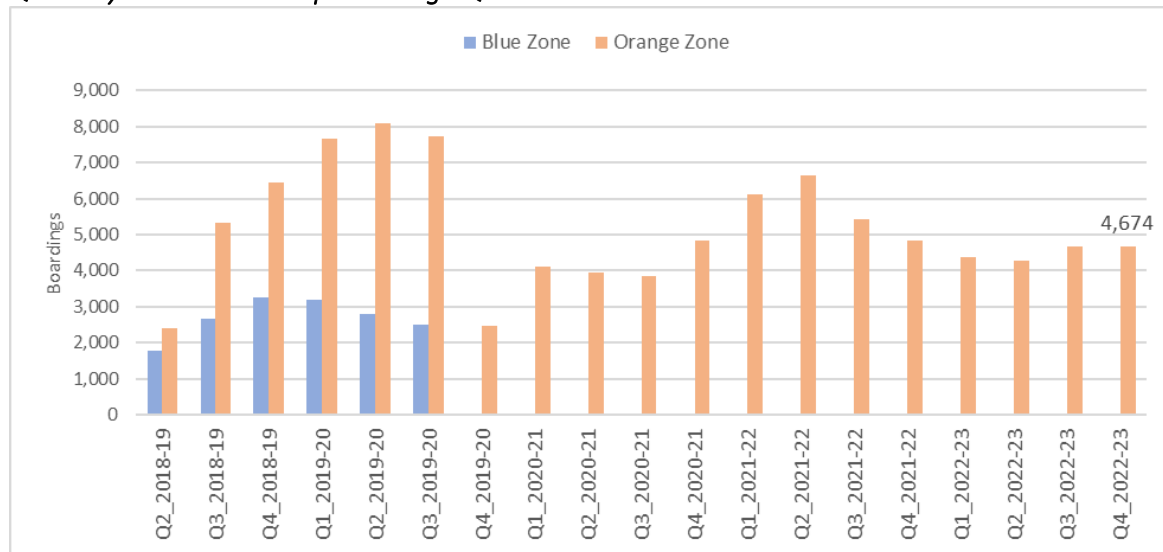
OC Flex

OC Flex Program

OC Flex service was launched in October 2018 under a pilot program in two zones. The Board of Directors approved five primary goals and performance metrics to evaluate the pilot program. Upon approval of the pilot program, the Board directed staff to provide updates on the performance metrics as part of a quarterly Bus Operations Performance Measurements Report.

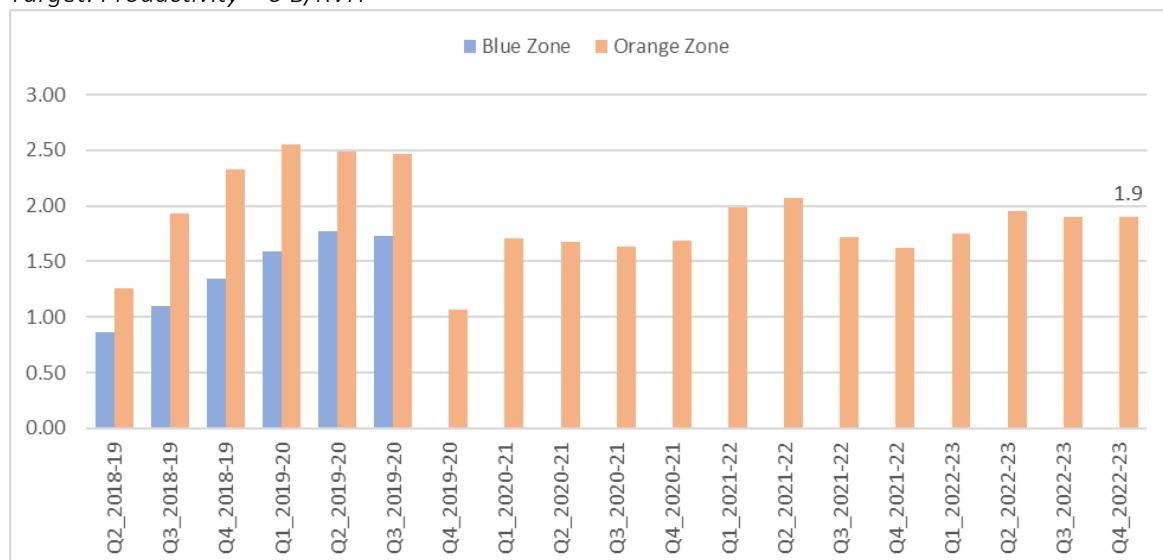
For Q4 of FY 2022-23, ridership in the Orange Zone was flat. Other metrics remained relatively stable, such as shared ride rate, productivity, and subsidy per boarding.

Quarterly OC Flex Ridership – Through Q4-FY 2022-23



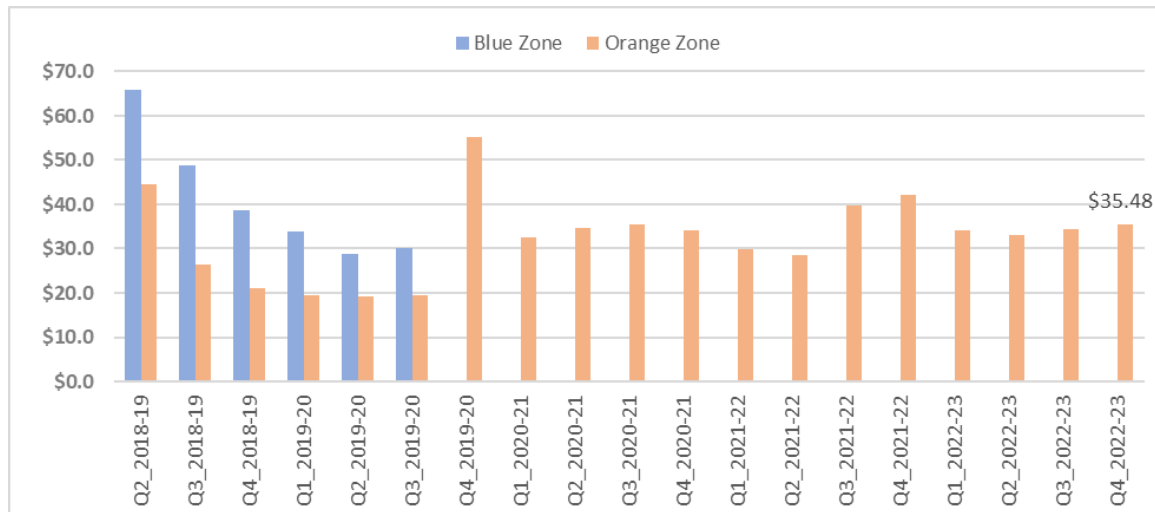
OC Flex Productivity (B/RVH) – Through Q4-FY 2022-23

Target: Productivity – 6 B/RVH



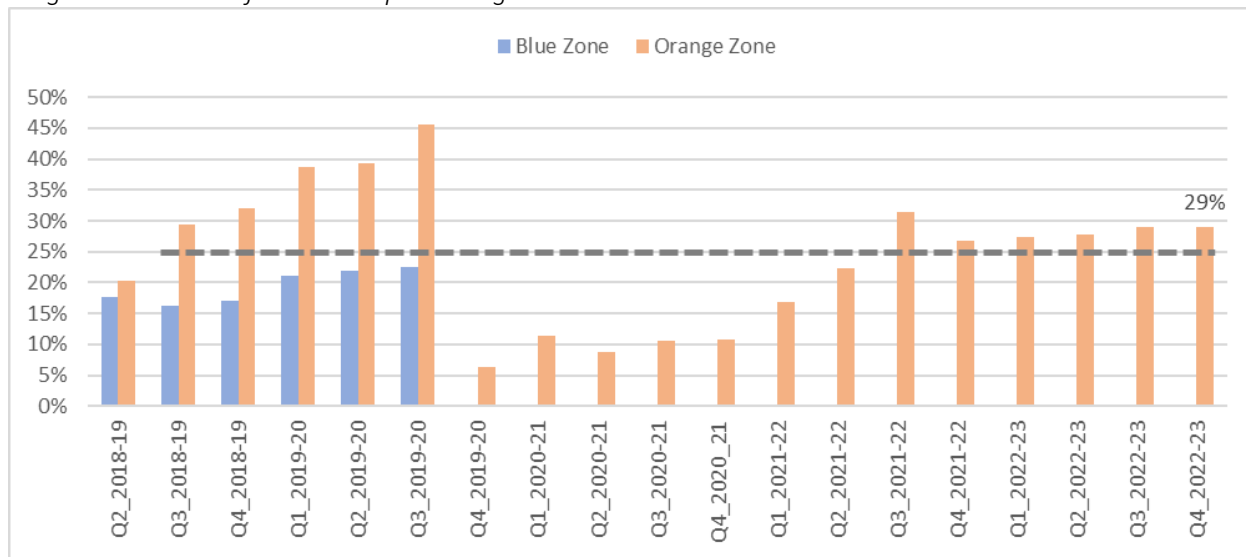
Quarterly OC Flex Direct Subsidy per Boarding – Through Q4-FY 2022-23

Target: Direct Subsidy per Boarding - \$9 per Boarding

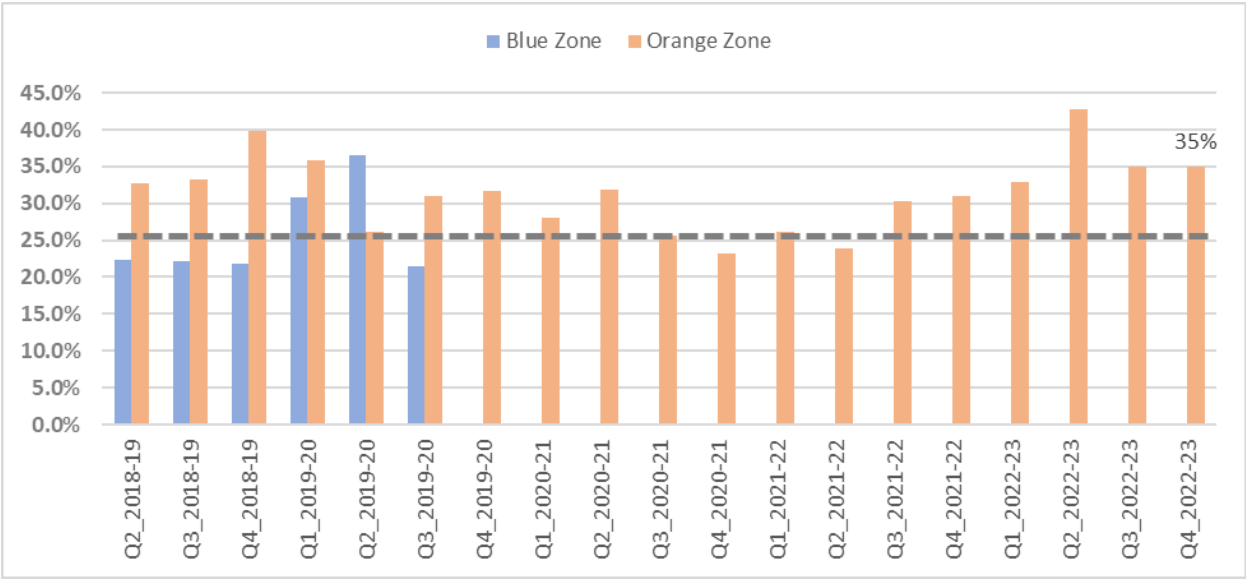


OC Flex Shared Trips – Through Q4-FY 2022-23

Target: 25 Percent of Booked Trips Sharing a Vehicle



OC Flex Connecting Trips (Transfers) – Through Q4-FY 2022-23
 Target: 25 Percent of Trips Transfer to OC Bus or Metrolink Service



College Pass Program

Ridership continues to grow with the College Pass Program during this reporting quarter with a total of 280,152 boardings, which represents a 105 percent increase compared with the same period in 2022. Santiago Canyon College Board of Trustees approved a new five-year agreement effective August 2023. Staff is working with Fullerton and Saddleback Colleges to extend their current agreements beyond summer 2023.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Cooperative Agreements with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and El Toro Road for Right-of-Way Capital and Support Services

Regional Transportation Planning Committee Meeting of November 6, 2023

Present: Directors Chaffee, Do, Dumitru, Federico, Foley, and Harper

Absent: Director Khan

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2902, between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$53,693,000, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This increases the right-of-way funding for this project segment by \$16,021,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2950 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$11,305,400, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between Oso Parkway and Alicia Parkway. This decreases the right-of-way funding for this project segment by \$1,679,600.



- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2951 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$28,788,000, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road. This increases the right-of-way funding for this project segment by \$1,746,000.
- D. Authorize the use of up to \$16,087,400 in additional Measure M2 funds for the right-of-way phase of the Interstate 5 Improvement Project between State Route 73 and El Toro Road.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.



November 6, 2023

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreements with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and El Toro Road for Right-of-Way Capital and Support Services

Overview

On October 12, 2015, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for right-of-way support services, right-of-way acquisition, and utility relocation for the Interstate 5 Improvement Project between State Route 73 and El Toro Road. Board of Directors' approval is requested, pursuant to the California Department of Transportation's current requirement and request that there be a separate agreement for each project segment, to negotiate and execute three new cooperative agreements to replace the original cooperative agreement, and to include additional funding for right-of-way support services, right-of-way acquisition, and utility relocation.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2902, between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$53,693,000, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This increases the right-of-way funding for this project segment by \$16,021,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2950 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$11,305,400, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5

Cooperative Agreements with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and El Toro Road for Right-of-Way Capital and Support Services **Page 2**

Improvement Project between Oso Parkway and Alicia Parkway. This decreases the right-of-way funding for this project segment by \$1,679,600.

- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2951 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$28,788,000, for right-of-way support services, right-of-way acquisition, and utility relocation costs for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road. This increases the right-of-way funding for this project segment by \$1,746,000.
- D. Authorize the use of up to \$16,087,400 in additional Measure M2 funds for the right-of-way phase of the Interstate 5 Improvement Project between State Route 73 and El Toro Road.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2022.

The Project will add one general purpose lane in each direction on I-5 between SR-73 and El Toro Road, extend the second high-occupancy vehicle lane between Alicia Parkway and El Toro Road, re-establish auxiliary lanes, and construct new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges and the Los Alisos Boulevard overcrossing, improve several existing on- and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Construction is underway in three segments with the following Project limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway

Cooperative Agreements with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and El Toro Road for Right-of-Way Capital and Support Services **Page 3**

- Segment 3 extends from south of Alicia Parkway to El Toro Road

On October 12, 2015, the Board authorized Cooperative Agreement No. C-5-3661 with Caltrans to provide right-of-way (ROW) support services, ROW acquisition, and utility relocation for the I-5 Improvement Project between SR-73 and El Toro Road.

Additional funding for ROW capital and support is required at this time due to various reasons, including delays in construction which requires the use of properties for additional durations of time, and additional costs associated with litigation, loss of business goodwill, and relocation of third-party utilities. Rather than amend the original cooperative agreement to include the additional funding, Caltrans requires that the existing agreement be segregated into three new cooperative agreements, one for each project segment. The following describes the specific reasons for the increased ROW costs and the need for additional funding:

- Segment 1 – Delays in construction necessitate Temporary Construction Easement (TCE) extensions. In addition, higher-than-anticipated acquisition costs for parcels have increased the capital costs.
- Segment 3 – The relocation of Southern California Edison utilities required to construct the freeway improvements have increased support costs.
- Negotiations, revisions, and extensions to TCEs and additional effort to develop multiple agreements and settlements with the aid of Caltrans legal staff have also led to increased ROW support costs.
- Since the original ROW cooperative agreement between OCTA and Caltrans was executed, utility relocation agreements between Caltrans and third-party utilities have been updated and finalized, resulting in an increase in costs to relocate utilities for the three segments. These increases are included in the higher amounts of the three cooperative agreements.

The total ROW funding previously approved by the Board for the I-5 Improvement Project was \$77,699,000, comprised of \$26,978,000 in Regional Surface Transportation Program (RSTP), and \$50,721,000 in local M2 funds. The two amounts are broken down as follows:

Cooperative Agreements with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and El Toro Road for Right-of-Way Capital and Support Services **Page 4**

- Segment 1 – The RSTP funds are \$13,415,000 and M2 funds are \$24,257,000, for a total of \$37,672,000. Recommendation A increases the M2 funds by \$16,021,000 up to \$40,278,000, for a revised total of \$53,693,000.
- Segment 2 – The RSTP funds are \$4,144,000 and M2 funds are \$8,841,000, for a total of \$12,985,000. Recommendation B decreases the M2 funds by \$1,679,600 down to \$7,161,400, for a revised total of \$11,305,400.
- Segment 3 – The RSTP funds are \$9,419,000 and M2 funds are \$17,623,000, for a total of \$27,042,000. Recommendation C increases the M2 funds by \$1,746,000 up to \$19,369,000, for a revised total of \$28,788,000.

The total estimated increase to the ROW support services, ROW acquisition, and utility relocation costs for all three segments is \$16,087,400, which is proposed to be funded by additional M2 funding (Recommendation D).

The following table summarizes the original ROW funding and the proposed funding changes:

	Original Funding	Increase/Decrease	Proposed Funding
Segment 1 – RSTP	\$13,415,000	0	\$13,415,000
Segment 1 – M2	\$24,257,000	+\$16,021,000	\$40,278,000
Segment 1 – Total	\$37,672,000	+\$16,021,000	\$53,693,000
Segment 2 – RSTP	\$ 4,144,000	0	\$ 4,144,000
Segment 2 – M2	\$ 8,841,000	[\$ 1,679,600]	\$ 7,161,400
Segment 2 – Total	\$12,985,000	[\$ 1,679,600]	\$11,305,400
Segment 3 – RSTP	\$ 9,419,000	0	\$ 9,419,000
Segment 3 – M2	\$17,623,000	+\$ 1,746,000	\$19,369,000
Segment 3 – Total	\$27,042,000	+\$ 1,746,000	\$28,788,000
Total RSTP	\$26,978,000	0	\$26,978,000
Total M2	\$50,721,000	+\$16,087,400	\$66,808,400
Total ROW Funding	\$77,699,000	+\$16,087,400	\$93,786,400

Cooperative Agreements with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and El Toro Road for Right-of-Way Capital and Support Services **Page 5**

The revised Capital Funding Program Report is consistent with Board approval of the actions outlined in this report (Attachment A). This report provides a summary of Board-approved funding for each of the OCTA highway projects.

Fiscal Impact

These new cooperative agreements will increase the total cooperative agreement value to \$93,786,400. Funding for the Caltrans services for ROW capital and support is included in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account Nos. 0017-7514-FC102-1O3 and 0017-9081-FC102-1O3 (Segment 1), 0017-7514-FC105-1O3 and 0017-9081-FC105-1O3 (Segment 2), and 0017-7514-FC106-1O3 and 0017-9081-FC106-1O3 (Segment 3) and is funded with federal RSTP and local M2 funds.

Summary

Board approval is requested for the Chief Executive Officer to negotiate and execute Cooperative Agreement Nos. C-3-2902, C-3-2950 and C-3-2951 between OCTA and Caltrans, to increase the funds in the amount of \$16,021,000 (Segment 1), decrease the funds in the amount of \$1,679,600 (Segment 2), and increase the funds in the amount of \$1,746,000 (Segment 3), for ROW capital and support services for the Project. This will increase the maximum obligation of the cooperative agreements to a total contract value of \$93,786,400, comprised of a capital share of \$77,039,000 and a support share of \$16,747,400. Staff is requesting authorization for the use of up to \$16,087,400 in additional M2 funds for the Project.

Attachment

A. Capital Funding Program Report

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



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



Capital Funding Program Report

ATTACHMENT A

Pending Approval by OCTA Board of Directors (Board) - November 13, 2023

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3) ¹	C	\$202,643	\$49,897		\$4,728		\$16,915			\$131,103	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2) ¹	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1) ¹	C	\$244,269	\$28,167		\$6,433	\$91,977		\$29,832		\$87,860	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	\$73,621	\$11,500		\$3,240					\$58,881	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$18,171	\$1,770							\$30	\$16,371
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$115,464	\$1,770		\$12,340		\$42,566			\$30	\$58,758
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$34,464	\$17,800							\$16,664	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$4,331,822	\$523,715		\$99,997	\$351,728	\$210,855	\$119,603		\$2,024,483	\$1,001,441
Federal Funding Total		\$623,712									
State Funding Total		\$682,186									
Local Funding Total		\$3,025,924									
Total Funding (000's)		\$4,331,822									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - November 13, 2023

State Highway Project Completed											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total	\$268,099										
State Funding Total	\$563,566										
Local Funding Total	\$211,619										
Total Funding (000's)	\$1,043,284										



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - November 13, 2023

Board Action:

1. Authorize the use of up to \$16,087,400 in Measure M2 funds for the right-of-way phase of the Interstate 5 Improvement Project between State Route 73 and El Toro Road.

Acronyms:

Aux - Auxilliary
CMAQ - Congestion Mitigation Air Quality Improvement Program
E/B - Eastbound
E/O - East of
FTA - Federal Transit Administration
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
I-5 - Interstate 5
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
RSTP - Regional Surface Transportation Program
S/B - Southbound
S/O - South of
SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Andrea West", is written over the printed name in the "From:" line.

Subject: Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Regional Transportation Planning Committee Meeting of November 6, 2023

Present: Directors Chaffee, Do, Dumitru, Federico, Foley, and Harper
Absent: Director Khan

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2073 between the Orange County Transportation Authority and T.Y. Lin International, in the amount of \$968,914, for additional design services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$11,713,168.



November 6, 2023

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Overview

On July 13, 2020, the Orange County Transportation Authority Board of Directors authorized an agreement with T.Y. Lin International, for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2073 between the Orange County Transportation Authority and T.Y. Lin International, in the amount of \$968,914, for additional design services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$11,713,168.

Discussion

State Route 91 (SR-91) improvements between Acacia Street and La Palma Avenue (Project) is part of Project I in the Measure M2 (M2) freeway program. This Project is being advanced through the updated Next 10 Delivery Plan that was approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2022.

The project improvements include westbound (WB) operational improvements between Acacia Street and La Palma Avenue, WB improvements at State College Boulevard, and reconstruction of the La Palma Avenue overcrossing bridge. The Project will also provide a new bypass ramp that allows northbound (NB) State Route 57 (SR-57) traffic to exit at Orangethorpe Avenue in advance of the SR-91/NB SR-57 connector merge. The WB SR-91/NB SR-57 connector will be adjusted to accommodate the bypass ramp. The existing

La Palma Avenue overcrossing bridge will be replaced with a new bridge that includes standard vertical clearance and four lanes with shoulders and sidewalks. The plans, specifications, and estimates (PS&E) for the Project are currently being prepared by T.Y. Lin International (TYLI).

Additional project scope has been identified, which requires further effort by TYLI to complete the design on schedule. An amendment to the project design agreement is recommended for the following additional services:

Roadway Design

- Additional design surveys are needed due to additional utility potholing required for the Project. These utility potholes are at various locations within the project limits and are necessary to verify the locations of existing utilities in order to avoid conflicts during construction of the project improvements.
- In accordance with updated California Department of Transportation (Caltrans) standards, short earth retaining concrete barriers can no longer be utilized as a standard plan for barrier and are required to be designed as retaining walls. Furthermore, to conform to the new Caltrans standards, planned retaining walls need to be redesigned and wall plan details need to be updated.
- Caltrans requested the replacement of the entire existing non-standard median barrier throughout the project limits to meet current safety standards. TYLI needs to modify the design plans to remove and replace the existing median barrier and include the associated work related to, and impacted by, the median concrete barrier replacement.
- The City of Anaheim (City) requested the replacement of the existing curb return at a local intersection to comply with the City's standards. Replacement of the curb return also requires replacement of an existing traffic signal. These improvements are needed to facilitate the La Palma Avenue bridge replacement and new roadway profile and alignment of La Palma Avenue as it joins the intersection with Blue Gum Street.

- The City requested additional traffic impact analyses at several intersections to support the proposed construction traffic detours on local city streets, due to the planned single-phase bridge construction of the La Palma Avenue overcrossing bridge.

Reports

Caltrans requested a supplemental project report be developed capturing all major design changes since the environmental phase. In addition, a supplemental design standard decision document is needed to record additional design exceptions due to the median barrier replacement, construction staging, and refined design of the WB SR-91/SR-57 connectors and the Orangethorpe Avenue bypass ramp.

Caltrans Multi-Asset Project

Within the SR-91 corridor, including the segment from Acacia Street to La Palma Avenue, Caltrans is developing the PS&E for a multi-asset project (MAP) which includes pavement rehabilitation, safety device upgrades, census stations, lighting and electrical conduit replacements, and striping. At the request of Caltrans, the MAP scope will be combined with the Project's scope of work, with all improvements included in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work. To accomplish this, TYLI would need to coordinate with Caltrans to ensure the compatibility of the two PS&E packages as part of the Project. The combining efforts would be shared by Caltrans' consultant and TYLI, and this amendment includes only additional efforts required by TYLI. Additional meetings and communication with Caltrans and their consultant are also needed to ensure the combined deliverables will be completed within the project schedule. The Caltrans MAP project scope is funded by Caltrans State Highway Operation and Protection Program funding for the construction phase.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. The original firm-fixed price agreement was issued on November 30, 2020, in the amount of \$8,709,608, for the preparation of the PS&E. This agreement has been previously amended as shown in Attachment A.

Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between Acacia Street and La Palma Avenue **Page 4**

It has become necessary to amend the existing agreement to include additional design services.

OCTA staff negotiated the required level of effort with TYLI to provide the additional design services as described above. OCTA found TYLI's price proposal, in the amount of \$968,914, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project manager. Proposed Amendment No. 3 to Agreement No. C-0-2073 will increase the total contract value to \$11,713,168.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 0017-7519-FI104-0U9, and will be funded through net excess 91 Express Lanes revenue.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2073 between the Orange County Transportation Authority and T.Y. Lin International, to increase funding, in the amount of \$968,914, for additional design services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Attachment

A. T.Y. Lin International, Agreement No. C-0-2073 Fact Sheet

Prepared by:



Jeannie Lee, P.E.
Senior Project Manager
(714) 560-5735

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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Pia Veasapen
Director, Contracts Administration and
Materials Management
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**T.Y. Lin International
Agreement No. C-0-2073 Fact Sheet**

1. July 13, 2020, Agreement No. C-0-2073, \$8,709,608, approved by the Board of Directors (Board).
 - The agreement was executed on November 30, 2020, for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
2. February 14, 2022, Amendment No. 1 to Agreement No. C-0-2073, \$1,964,639, approved by the Board.
 - Additional design and environmental clearance services for the new Orangethorpe Avenue bypass ramp bridge.
 - Electrical and lighting plans for the La Palma Avenue bridge.
 - Change in key personnel.
3. January 10, 2023, Amendment No. 2 to Agreement No. C-0-2073, \$70,007, approved by the Contracts Administration and Materials Management Department.
 - Additional design services for the bypass ramp for the northbound State Route 57.
4. November 13, 2023, Amendment No. 3 to Agreement No. C-0-2073, \$968,914, pending approval by the Board.
 - Additional design services for roadway design, supplemental reports, and additional efforts for combined deliverables that include the California Department of Transportation multi-asset project scope.

Total funds committed to T.Y. Lin International after approval of Amendment No. 3 to Agreement No. C-0-2073: \$11,713,168.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: First Quarter Fiscal Year 2023-24 Capital Action Plan
Performance Metrics

Executive Committee Meeting of November 6, 2023

Present: Directors Do, Goodell, Hernandez, Jones, and Nguyen

Absent: Director Hennessey

Committee Vote

No action was taken on this item.

Staff Recommendations

Receive and file as an information item.



November 6, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: First Quarter Fiscal Year 2023-24 Capital Action Plan Performance Metrics

Overview

Staff has prepared a quarterly progress report on capital project delivery covering the period of July 2023 through September 2023, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway and transit capital improvement projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) delivers highway and transit capital improvement projects from the beginning of the environmental approval phase through construction completion. Project delivery milestones are planned carefully with consideration of project scope, costs, schedule, and assessment of risks. The milestones reflected in the Capital Action Plan (CAP) are OCTA's planned and budgeted major project delivery commitments.

This report is a quarterly progress report on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budgeted fiscal year (FY).

Discussion

OCTA's objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments are captured in the CAP, which is regularly updated with project status and any new

projects (Attachment A). The CAP is categorized into key project groupings of freeway, grade separation, and transit improvement projects. Transit improvement projects include passenger rail, bus transit and maintenance, and OC Streetcar infrastructure projects. Project schedule milestones are used as performance indicators of progress in project delivery. The CAP performance metrics report provides a FY snapshot of the milestones targeted for delivery in the FY and provides transparency and performance measurement of capital project delivery.

The CAP project costs represent the total cost across all phases of project delivery, including support costs, right-of-way (ROW), and construction capital costs. Baseline costs, if established, are shown in comparison to either the actual or forecast cost. Baseline costs may be shown as to-be-determined (TBD) if project scoping studies and estimates have not been developed or approved and may be updated as delivery progresses, and milestones achieved. Projects identified in the Orange County local transportation sales tax Measure M2 (M2) are identified with the corresponding M2 project logo. The CAP status update is also included in the M2 Quarterly Progress Report.

The CAP summarizes the very complex critical path project delivery schedules into eight key milestones.

Begin Environmental	The date work on the environmental clearance, project report, or preliminary engineering phase begins.
Complete Environmental	The date environmental clearance and project approval is achieved.
Begin Design	The date final design work begins, or the date when a design-build contract begins.
Complete Design	The date when final design work is 100 percent complete and approved.
Construction Ready	The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared.
Advertise for Construction	The date a construction contract is advertised for construction bids.
Award Contract	The date the construction contract is awarded.

Construction Complete

The date all construction work is completed, and the project is open to public use.

These delivery milestones reflect progression across typical project delivery phases shown below.



Project schedules reflect planned baseline milestone dates in comparison to forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with a partnering agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. Project schedules are reviewed monthly, and milestone achievements and updated forecast dates are included to reflect project delivery status.

CAP milestones achieved in the first quarter FY 2023-24 include:

- The complete construction milestone for the emergency railroad track stabilization at Cyprus Shores in San Clemente was achieved. Closeout work on required ROW easements and resource agency emergency permitting continue, and cost updates will be provided to the Board of Directors (Board) when determined.

The following CAP milestone missed the planned delivery through the first quarter of FY 2023-24:

Highway Projects

- The complete design milestone was missed on the tolled State Route 241/ 91 Express Lanes Connector (ELC) which is being implemented by the Transportation Corridor Agencies (TCA). The final plans, specifications, and estimates still need to be approved by the California Department of Transportation. In addition, two required environmental revalidations, multiple interagency operating and cooperative agreements, and the California Transportation Commission public hearing approval have not been completed. Final delivery milestones to deliver this project cannot be determined until these activities are completed.

Recap of FY 2022-23 Performance Metrics Through the First Quarter

The performance metrics snapshot provided at the beginning of FY 2023-24 reflected two planned major project delivery milestones to be accomplished (Attachment B). One of the two planned milestones was delivered.

Notable CAP Milestone and Cost Updates

The forecast complete environmental milestone for the Interstate 5 (I-5) improvements to add carpool lanes between Avenida Pico and San Diego County was delayed until October 2024. This allows time to refine and gain agreement on vehicle miles traveled (VMT) modeling, determine appropriate VMT mitigations, and assure community input is appropriately received and addressed in the public comment phase.

The forecast complete design milestone for the ELC was moved to March 2024 based on TCA's reported progress.

The forecast construction complete milestone for the OC Streetcar project has been revised from November 2024 to August 2025, to reflect actual contractor progress and full use of schedule risk contingencies on remaining work.

The forecast final delivery milestones for the Transportation Security and Operations Center (TSOC) were added to the CAP.

FY 2023-24 Cost and Performance Metrics Risks

OC Streetcar project cost and construction schedule risks related to contractor performance and design deficiencies continue to challenge the project. Efforts to mediate the lawsuit filed by the contractor against OCTA are ongoing. Staff will continue making regular reports to the Board on the status of construction and cost.

Construction projects are under severe cost pressure due to continuing escalation of materials and labor pricing. This includes the three segments of I-5 improvements between State Route 73 and El Toro Road, and the State Route 55 (SR-55) improvements between Interstate 405 and I-5. Southern California Edison (SCE) electrical utility relocation delays are impacting the SR-55 construction by up to 18 months. SCE indicates their relocation schedules are burdened by resource availability, changes in priority, and city permitting requirements. Forward priced labor and materials related to contract changes and delays are affecting project costs, and delay claims submitted by contractors are being assessed for merit.

The TSOC final design package is still completing plan check with the City of Anaheim. The final engineer's estimate of cost to construct the project is projecting higher than budgeted. Staff will be assessing the cost estimate and bring any needed programing recommendations to the Board for consideration.

The Orange County Business Council (OCBC) updated OCTA's Infrastructure Cost Index in September 2023, and the update reflects an expected gradual decline in inflation over the next few years. Forecast construction cost escalation will begin to soften to two-to-six percent through 2024, and to one-to-two percent in 2025 and 2026. However, OCBC cautioned that there are many systematic and idiosyncratic risks that may impact this forecast and it should be reassessed in six months. Staff will continue to monitor market pricing trends and material availability along with the impacts on heavy civil construction in the region.

Summary

Capital project delivery continues to progress and is reflected in the CAP. The planned FY 2023-24 performance metrics created from forecast project schedules will be used as a general project delivery performance indicator throughout the FY. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments and report quarterly.

Attachments

- A. Capital Action Plan, Status Through September 2023
- B. Capital Programs Division, Fiscal Year 2022-23 Performance Metrics Through September 2023

Prepared by:
















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Capital Action Plan

Status Through September 2023















Updated: October 13, 2023

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
Freeway Projects:									
I-5, Pico to San Diego County	TBD	Feb-21	Apr-24	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Feb-21	Oct-24	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Dec-14	Aug-18
Project C	\$83.6	Jun-09	Oct-11	Jun-11	Oct-13	May-14	Sep-14	Dec-14	Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Mar-17
Project C	\$75.3	Jun-09	Oct-11	Jun-11	May-13	Aug-13	Feb-14	Jun-14	Jul-17
 I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Sep-16
Project C	\$74.3	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Dec-13	Jul-18
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
Project D	\$79.8	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Jan-16
 I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jan-14	Oct-14	Feb-15	Aug-15	Sep-15	Sep-16
 I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Mar-15	Jan-18	May-18	Aug-18	Dec-18	Apr-25
Project C & D	\$229.4	Oct-11	May-14	Mar-15	Aug-18	May-19	Aug-19	Dec-19	Nov-24
 I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Nov-23
Project C & D	\$228.3	Oct-11	May-14	Nov-14	Dec-17	Jun-18	Nov-18	Mar-19	Sep-24
 I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Mar-15	Jun-18	Dec-18	Jan-19	May-19	Oct-24
Project C	\$203.5	Oct-11	May-14	Mar-15	May-19	Apr-20	May-20	Sep-20	Nov-24
 I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project C	\$12.4	N/A	N/A	Mar-23	Dec-24	Apr-25	Jun-25	Sep-25	Mar-27
 I-5, I-5/El Toro Road Interchange	TBD	Apr-17	Apr-26	TBD	TBD	TBD	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	Apr-17	Apr-26	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to Yale Avenue	\$230.5	May-14	Aug-18	Oct-21	May-24	May-25	Dec-25	Feb-26	Sep-29
Project B	\$230.5	May-14	Jan-20	Oct-21	Sep-24	May-25	Dec-25	Feb-26	Sep-29
 I-5, Yale Avenue to SR-55	\$200.4	May-14	Aug-18	May-21	Feb-25	Aug-25	Nov-25	Mar-26	Sep-29
Project B Cost/Schedule Risk	\$200.4	May-14	Jan-20	May-21	Jul-24	Aug-25	Nov-25	Mar-26	Sep-29
 I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-13	Jun-15	Mar-17	Jul-17	Sep-17	Dec-17	Apr-21
Project A	\$38.9	Jun-11	Apr-15	Jun-15	Jun-17	Dec-17	Mar-18	Nov-18	Jan-21

Capital Action Plan

Status Through September 2023













Updated: October 13, 2023

	Capital Projects	Cost	Schedule							
		Baseline/Forecast	Plan/Forecast							
		(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	SR-55, I-405 to I-5	\$410.9	Feb-11	Nov-13	Sep-17	Apr-20	Dec-20	Apr-21	May-22	Feb-27
	Project F	\$505.7	May-11	Aug-17	Sep-17	Apr-20	Sep-21	Dec-21	May-22	Feb-27
	SR-55, I-5 to SR-91	\$131.3	Dec-16	Jan-20	Aug-22	Jul-25	Dec-25	Apr-26	Jul-26	Oct-29
	Project F	\$131.3	Dec-16	Mar-20	Aug-22	Jul-25	Dec-25	Apr-26	Jul-26	Oct-29
	SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	\$71.8	Apr-16	Dec-18	Mar-22	Jul-24	Feb-25	Jul-25	Nov-25	Jun-28
	Project G	\$71.8	Apr-16	Mar-19	Mar-22	Aug-24	Jan-25	Jun-25	Oct-25	May-28
	SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
	Project G	\$38.0	Apr-08	Nov-09	Aug-08	Dec-10	Apr-11	Jul-11	Oct-11	Apr-15
	SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Project G	N/A	N/A	N/A	May-09	Jul-10	Jun-17	Jul-17	Sep-17	Jun-18
	SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	May-14
	Project G	\$52.3	Aug-05	Dec-07	Feb-08	Jul-09	Dec-09	May-10	Oct-10	Nov-14
	SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	Sep-14
	Project G	\$54.1	Aug-05	Dec-07	Feb-08	Jul-09	Mar-10	May-10	Oct-10	May-14
	SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Project G	N/A	N/A	N/A	Oct-14	Aug-17	Dec-17	Jan-18	Feb-18	Apr-19
	SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	Project G	TBD	Sep-25	May-28	TBD	TBD	TBD	TBD	TBD	TBD
	SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Oct-09	Feb-12	Jul-12	Aug-12	Nov-12	Apr-16
	Project H	\$59.2	Jul-07	Jun-10	Mar-10	Apr-12	Aug-12	Oct-12	Jan-13	Jun-16
	SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Project H	N/A	N/A	N/A	Nov-14	Aug-16	Dec-16	Feb-17	Mar-17	Nov-17
	SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Jan-15	Oct-18	Mar-20	Jan-23	Aug-23	Oct-23	Feb-24	Sep-27
	Project I	\$126.3	Jan-15	Jun-20	Mar-20	Mar-23	Jan-24	Apr-24	Jul-24	Mar-28
	SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Jan-15	Oct-18	Jun-20	Jul-23	Feb-24	Mar-24	Jul-24	Mar-28
	Project I	\$208.4	Jan-15	Jun-20	Jun-20	Dec-24	Aug-25	Oct-25	Jan-26	Jan-30
	SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Jan-15	Oct-18	Nov-20	Apr-24	Nov-24	Jan-25	Apr-25	Sep-28
	Project I	\$116.2	Jan-15	Jun-20	Nov-20	Aug-24	May-25	Sep-25	Dec-25	Jun-29

Capital Action Plan

Status Through September 2023












Updated: October 13, 2023

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
 SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9 \$42.5	Jul-08 Jul-08	Jul-11 May-11	Jul-11 Jun-11	Mar-13 Feb-13	Jul-13 Apr-13	Aug-13 Jun-13	Oct-13 Oct-13	Jul-16 Jul-16
 SR-91, SR-55 to SR-241 Project J	\$128.4 \$79.7	Jul-07 Jul-07	Jul-09 Apr-09	Jun-09 Apr-09	Jan-11 Aug-10	Apr-11 Dec-10	Jun-11 Feb-11	Sep-11 May-11	Dec-12 Mar-13
 SR-91, SR-55 to SR-241 (Landscape) Project J	N/A N/A	N/A N/A	N/A N/A	N/A May-12	N/A Feb-13	N/A Apr-13	N/A Jul-13	N/A Oct-13	N/A Feb-15
 SR-91 Eastbound, SR-241 to SR-71 Project J	\$104.5 \$57.8	Mar-05 Mar-05	Dec-07 Dec-07	Jul-07 Jul-07	Dec-08 Dec-08	Mar-09 May-09	May-09 Jun-09	Jul-09 Aug-09	Nov-10 Jan-11
91 Express Lanes to SR-241 Toll Connector	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	TBD	Nov-13	Jan-20	Jun-16	Mar-24	May-24	May-24	Nov-24	Nov-27
 I-405, I-5 to SR-55 Project L	TBD TBD	Dec-14 Dec-14	Jul-18 Aug-18	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-405, SR-55 to I-605 (Design-Build) Project K	\$2,160.0 \$2,160.0	Mar-09 Mar-09	Mar-13 May-15	Mar-14 Mar-14	Nov-15 Nov-15	Feb-16 Feb-16	Mar-16 Mar-16	Nov-16 Nov-16	Feb-24 Feb-24
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Aug-10	Aug-14
	\$120.8	N/A	N/A	Sep-07	Jun-09	Sep-09	Feb-10	Jun-10	Mar-15
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$172.6	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Mar-15
I-405/SR-22/I-605 HOV Connector (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Jun-08	May-09	Feb-16	May-16	Jul-16	Feb-18
 I-605, I-605/Katella Avenue Interchange Project M	\$29.0 \$29.0	Aug-16 Aug-16	Nov-18 Oct-18	Dec-20 Dec-20	Mar-23 Jan-23	Jul-23 Apr-24	Nov-23 Aug-24	Feb-24 Nov-24	Nov-25 Jul-26
Grade Separation Projects:									
 Sand Canyon Avenue Railroad Grade Separation Project R	\$55.6 \$61.9	N/A N/A	Sep-03 Sep-03	Jan-04 Jan-04	Jul-10 Jul-10	Jul-10 Jul-10	Oct-10 Oct-10	Feb-11 Feb-11	May-14 Jan-16
 Raymond Avenue Railroad Grade Separation Project O	\$77.2 \$126.2	Feb-09 Feb-09	Nov-09 Nov-09	Mar-10 Mar-10	Aug-12 Dec-12	Nov-12 Jul-13	Feb-13 Oct-13	May-13 Feb-14	Aug-18 May-18
 State College Boulevard Railroad Grade Separation (Fullerton) Project O	\$73.6 \$99.6	Dec-08 Dec-08	Jan-11 Apr-11	Jul-06 Jul-06	Aug-12 Feb-13	Nov-12 May-13	Feb-13 Sep-13	May-13 Feb-14	May-18 Mar-18
 Placentia Avenue Railroad Grade Separation Project O	\$78.2 \$64.5	Jan-01 Jan-01	May-01 May-01	Jan-09 Jan-09	Mar-10 Jun-10	May-10 Jan-11	Mar-11 Mar-11	Jun-11 Jul-11	Nov-14 Dec-14
 Kraemer Boulevard Railroad Grade Separation Project O	\$70.4 \$63.8	Jan-01 Jan-01	Sep-09 Sep-09	Jan-09 Feb-09	Jul-10 Jul-10	Jul-10 Jan-11	Apr-11 Jun-11	Aug-11 Sep-11	Oct-14 Dec-14

Capital Action Plan

Status Through September 2023

Updated: October 13, 2023

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 Orangethorpe Avenue Railroad Grade Separation Project O	\$117.4 \$105.9	Jan-01 Jan-01	Sep-09 Sep-09	Feb-09 Feb-09	Dec-11 Oct-11	Dec-11 Apr-12	Feb-12 Sep-12	May-12 Jan-13	Sep-16 Oct-16
 Tustin Avenue/Rose Drive Railroad Grade Separation Project O	\$103.0 \$96.6	Jan-01 Jan-01	Sep-09 Sep-09	Feb-09 Feb-09	Dec-11 Jul-11	Mar-12 Jun-12	May-12 Oct-12	Aug-12 Feb-13	May-16 Oct-16
 Lakeview Avenue Railroad Grade Separation Project O	\$70.2 \$110.7	Jan-01 Jan-01	Sep-09 Sep-09	Feb-09 Feb-09	Oct-11 Jan-13	Oct-12 Apr-13	Feb-13 Sep-13	May-13 Nov-13	Mar-17 Jun-17
 17th Street Railroad Grade Separation Project R	TBD TBD	Oct-14 Oct-14	Jun-16 Nov-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
Transit Projects:									
 Rail-Highway Grade Crossing Safety Enhancement Project R	\$94.4 \$90.4	Jan-08 Jan-08	Oct-08 Oct-08	Jan-08 Jan-08	Sep-08 Sep-08	Sep-08 Sep-08	Sep-08 Sep-08	Aug-09 Aug-09	Dec-11 Dec-11
 San Clemente Beach Trail Safety Enhancements Project R	\$6.0 \$5.0	Sep-10 Sep-10	Jul-11 Jul-11	Feb-12 Feb-12	Apr-12 Jun-12	Apr-12 Jun-12	Jul-12 Oct-12	Oct-12 May-13	Jan-14 Mar-14
 Emergency Track Stabilization at Mile Post 206.8 Project R Cost/Schedule	N/A \$14.9	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A Sep-22	N/A Oct-22	N/A Aug-23
 OC Streetcar Project S Cost/Schedule Risk	\$25.3	Aug-11	Jan-13	Mar-15	May-16	May-16	Aug-16	Dec-16	Feb-21
	\$33.2	Aug-11	Mar-14	Mar-15	Aug-18	Aug-18	Aug-18	Mar-19	Nov-20
	\$595.8 \$595.8	Aug-09 Aug-09	Mar-12 Mar-15	Feb-16 Feb-16	Sep-17 Nov-17	Oct-17 Dec-17	Dec-17 Dec-17	Aug-18 Sep-18	Aug-25 Aug-25
Transit Security and Operation Center (TSOC) Cost/Schedule Risk	N/A	Jun-17	Jun-20	Jun-20	Oct-23	Nov-23	Jan-24	Sep-24	Sep-26
	\$77.8	Jun-17	Jun-20	Jun-20	Nov-23	Nov-23	Jan-24	Sep-24	Sep-26
 Placentia Metrolink Station and Parking Structure Project R Cost/Schedule Risk	\$34.8 \$40.1	Jan-03 Jan-03	May-07 May-07	Oct-08 Oct-08	Jan-11 Feb-11	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 Orange County Maintenance Facility - ON HOLD Project R	TBD TBD	Apr-20 Apr-20	Apr-22 Jan-24	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 Irvine Station Improvements - ON HOLD Project R	TBD TBD	Jan-22 Jan-22	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
Anaheim Canyon Station	\$27.9	Jan-16	Dec-16	Mar-19	May-19	May-19	Jul-19	Nov-19	Jan-23
	\$34.2	Jan-16	Jun-17	Mar-18	Oct-20	Oct-20	Oct-20	Mar-21	Jan-23

Capital Action Plan

Status Through September 2023

Updated: October 13, 2023

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Orange Station Parking Expansion	\$33.2	Dec-09	Dec-12	Nov-10	Apr-13	Jul-16	Jul-16	Nov-16	Feb-19
	\$30.9	Dec-09	May-16	Nov-10	Apr-16	Jul-16	Jul-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Mar-17
	\$4.2	N/A	N/A	Jan-12	Dec-13	Dec-13	Aug-14	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Jul-13	Aug-14	Aug-14	Sep-14	Jan-15	Apr-17
	\$5.2	Jul-13	Feb-14	Jul-13	Jul-15	Jul-15	Jul-15	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Dec-14

Note: Costs associated with landscape projects are included in respective freeway projects.

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

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins, or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-71 - Corona Expressway (State Route 71)

SR-22 - Garden Grove Freeway (State Route 22)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

I-605 - San Gabriel River Freeway (Interstate 605)

ADA - Americans with Disabilities Act

HOV - high-occupancy vehicle

Capital Programs Division

Fiscal Year 2023-24 Performance Metrics Through September 2023

Begin Environmental

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Environmental" milestones scheduled for FY 2023-24									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Environmental

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Orange County Maintenance Facility					X				
Total Forecast/Actual	0	0	0	0	1	0	0	0	1

Begin Design

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Design" milestones scheduled for FY 2023-24									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Design

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express lanes to SR-241 Toll Connector	X								
Total Forecast/Actual	1	0	0	0	0	0	0	0	1

Construction Ready

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express lanes to SR-241 Toll Connector			X						
SR-91, SR-55 to Lakeview Avenue (Segment 1)					X				
I-605, I-605/Katella Avenue Interchange							X		
Total Forecast/Actual	0	0	1	0	1	0	1	0	3

Advertise Construction

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express lanes to SR-241 Toll Connector			X						
SR-91, SR-55 to Lakeview Avenue (Segment 1)							X		
Total Forecast/Actual	0	0	1	0	0	0	1	0	2

Capital Programs Division

Fiscal Year 2023-24 Performance Metrics Through September 2023

Award Contract

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
91 Express lanes to SR-241 Toll Connector							X		
Total Forecast/Actual	0	0	0	0	0	0	1	0	1

Complete Construction

Project Description	FY 24 Qtr 1		FY 24 Qtr 2		FY 24 Qtr 3		FY 24 Qtr 4		FY 24 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Emergency Track Stabilization at Mile Post 206.8	X	✔							
I-405, SR-55 to I-605 (Design-Build)					X				
Total Forecast/Actual	1	1	0	0	1	0	0	0	2

Totals	2	1	2	0	3	0	3	0	10
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Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

FY - fiscal year

SR-55 - Costa Mesa Freeway (State Route 55)

SR-91 - Riverside Freeway (State Route 91)

I-605 - San Gabriel River Freeway (Interstate 605)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

X = milestone forecast in quarter

✔ = milestone accomplished in quarter



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Andrea West", is written over the printed name in the "From:" line.

Subject: Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Regional Transportation Planning Committee Meeting of November 6, 2023

Present: Directors Chaffee, Do, Dumitru, Federico, Foley, and Harper
Absent: Director Khan

Committee Vote

This item was passed by the Members present.

Committee Recommendations

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,180,336, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$16,488,884.



November 6, 2023

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Overview

On February 10, 2020, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc., for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,180,336, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$16,488,884.

Discussion

State Route 91 (SR-91) improvements between La Palma Avenue and State Route 55 (SR-55) (Project) is part of Project I in the Measure M2 (M2) freeway program. This Project is being advanced through the updated Next 10 Delivery Plan that was approved in November 2022 by the Orange County Transportation Authority (OCTA) Board of Directors (Board).

The Project includes the addition of a general purpose lane in the eastbound (EB) direction between La Palma Avenue and SR-55, and the reconstruction of the Glassell Street/Kraemer Boulevard and Tustin Avenue interchanges. The plans, specifications, and estimates (PS&E) for the Project are currently being prepared by WKE, Inc. (WKE).

Additional project scope has been identified, which requires further effort from WKE to complete the design on schedule. An amendment to this agreement is recommended for the following additional services:

Right-of-Way (ROW) Engineering Services

To expedite the ROW engineering and subsequent appraisal process, WKE needs to divide the Project's ROW map into multiple submittals based on degrees of parcel acquisition coordination. Parcels with limited agency coordination would be processed first over parcels with a higher level of agency coordination. The additional work includes separating the ROW map submittal into six packages and separating the Hazardous Material Disclosure Document into two documents to accommodate the six ROW maps. This process will require significant coordination and meetings with the California Department of Transportation (Caltrans), County of Orange, and City of Anaheim (City).

Median Barrier Replacement

The original scope of work included replacement of the median barrier only at locations where it was impacted by either bridge columns or overhead signs. Caltrans requested that the Project replace the entire existing non-standard median barrier within the project limits to meet current safety standards. WKE needs to modify the design plans to remove and replace the existing median barrier and to include the associated roadway work impacted by the median concrete barrier replacement. The median barrier replacement impacts several design plan sheets, specifications, and estimates for roadway, drainage, staging, electrical, and structures.

Utilities

Within the Santa Ana River there are two waterlines that are proposed to be protected in place. To ensure there are no conflicts during construction, WKE needs to conduct trenching in several areas to verify the exact locations of these waterlines with respect to the proposed bridge pier widening. The work includes obtaining an encroachment permit from the Orange County Water District, trenching to identify waterline locations, and surveying the waterline and trench locations.

New Masonry Block Wall

During the PS&E development, the City requested that a masonry block wall be installed, in-lieu of a barrier with a chain link fence, along the EB SR-91 in the vicinity of a recycling facility. This will provide better screening and comply with

an existing conditional use permit. This requires a new design with a masonry block wall on piles, numerous design refinements, and significant coordination.

Reports

Caltrans requested that a supplemental project report be developed and circulated for review and approval which captures all major design changes since the environmental project approval. In addition, a supplemental design standard decision document is needed to record additional design exceptions due to the median barrier replacement.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. The original firm-fixed price agreement was issued on June 17, 2020, in the amount of \$13,867,796, for the preparation of the PS&E. This agreement has been previously amended as shown in Attachment A. It is necessary to amend the existing agreement to include additional design services.

OCTA staff negotiated the required level of effort with WKE to provide the additional design services described above. OCTA found WKE's price proposal, in the amount of \$1,180,336, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project manager. Proposed Amendment No. 4 to Agreement No. C-9-1557 will increase the total contract value to \$16,488,884.

Fiscal Impact

The additional funding for the Project is included in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 0017-7519-F1105-NA6, and will be funded through net excess 91 Express Lanes revenue.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,180,336, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

Attachment

A. WKE, Inc., Agreement No. C-9-1557 Fact Sheet

Prepared by:



Jeannie Lee, P.E.
Senior Project Manager
(714) 560-5735

Approved by:



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



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

**WKE, Inc.
Agreement No. C-9-1557 Fact Sheet**

1. February 10, 2020, Agreement No. C-9-1557, \$13,867,796, approved by the Board of Directors (Board).
 - Agreement was executed on June 17, 2020, with WKE, Inc., to provide plans, specifications, and estimates for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.
2. November 17, 2020, Amendment No. 1 to Agreement No. C-9-1557, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Changed key personnel.
3. June 28, 2022, Amendment No. 2 to Agreement No. C-9-1557, \$247,054, approved by the CAMM Department.
 - Additional design services including field surveys, roadway plans, utility analysis and investigation, hazardous waste testing, right-of-way design support, and geotechnical tests.
4. April 10, 2023, Amendment No. 3 to Agreement No. C-9-1557, \$1,193,698, approved by the Board.
 - Additional design services for roadway design and environmental services.
5. November 13, 2023, Amendment No. 4 to Agreement No. C-9-1557, \$1,180,336, pending approval by the Board.
 - Additional design services related to right-of-way engineering services, median barrier replacement, utilities, a new masonry block wall, and final reports.

Total funds committed to WKE, Inc., after approval of Amendment No. 4: \$16,488,884.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Amendment to Agreement for Manufacturing and Delivery of Vehicles for the OC Streetcar Project

Transit Committee Meeting of November 9, 2023

Present: Directors Jones, Jung, Lopez, Nguyen, and Sarmiento
Absent: Director Do

Committee Vote

This item was passed by the Members present.

Director Lopez was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of \$1,725,750, to purchase additional spare parts, special tools and test equipment. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$54,558,983.



November 9, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Manufacturing and Delivery of Vehicles for the OC Streetcar Project

Overview

On March 26, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-6-1445 with Siemens Mobility, Inc. for manufacturing and delivery of eight streetcar vehicles, spare parts and tools, with an option to purchase up to ten additional streetcar vehicles and spare parts, for the OC Streetcar Project. An amendment to the agreement is necessary to purchase additional streetcar spare parts, special tools and test equipment not originally included in the base order and required due to specification requirements unique to the OC Streetcar design.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of \$1,725,750, to purchase additional spare parts, special tools, and test equipment. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$54,558,983.

Discussion

On July 24, 2018, the Orange County Transportation Authority (OCTA) entered into Agreement No. C-6-1445 with Siemens Mobility, Inc. (Siemens) for the manufacturing and delivery of eight streetcar vehicles needed to operate service for the OC Streetcar. The vehicles are now substantially complete, and delivery is pending completion of the OC Streetcar maintenance and storage facility.

During the procurement for these vehicles, the spare parts, special tools, and test equipment price lists were developed to uniformly and fairly evaluate price between the proposing firms, although the additional spare parts, special tools,

and test equipment for three unique yet to be designed subsystems, the emergency battery drive, energy absorbing bumper, and wheel lubrication system, were unknown until completion of final design. The final design of these three subsystems is complete, and the manufacturer has provided a proposal for the necessary spare parts, specialty tools, and test equipment necessary to operate and maintain the vehicles. Staff has reviewed and validated the proposal and is requesting authorization to purchase the spare parts, special tools, and test equipment as recommended by the manufacturer.

Maintaining a complete set of all spare vehicle parts supports operational efficiency and the maintenance of all eight vehicles necessary to operate the streetcar system and mitigates risks. These risks include repairs and/or replacement of critical system components that routinely experience lengthy lead times (up to 24 months), industry shortages, and/or inevitable price increases. Maintaining spare parts is a standard industry practice and is also utilized to maintain and operate OCTA's bus fleet.

Procurement Approach

This procurement was handled in accordance with Board of Directors' (Board)-approved procedures for goods and services, which conform to both federal and state laws. On March 26, 2018, the Board approved an agreement with Siemens, in the amount of \$51,527,520, to manufacture and deliver eight streetcar vehicles, spare parts and tools, with an option to purchase up to ten additional streetcar vehicles. This agreement has been previously amended six times (Attachment A).

Staff conducted a price review of the proposed change and deemed Siemens' price proposal to be fair and reasonable when compared to industry norms and the independent cost estimate prepared by the OCTA program management consulting team and staff. Proposed Amendment No. 7 to Agreement No. C-6-1445, in the amount of \$1,725,750, will bring the total contract value to \$54,558,983.

Fiscal Impact

Funding for this effort is included in the OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 0051-9026-TS010-Z77, and is funded with local Measure M2 funds, federal Congestion Mitigation and Air Quality funds, and Federal Transit Administration funds.

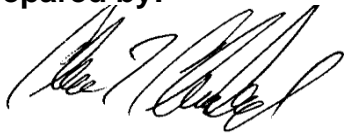
Summary

Staff requests the Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement C-6-1445 between the Orange County Transportation Authority and Siemens Mobility Inc., in the amount of \$1,725,750 to provide for additional spare parts, special tools and test equipment. This will increase the maximum obligation of the agreement to a total contract value of \$54,558,983.

Attachment

A. Siemens Mobility, Inc., Agreement No. C-6-1445 Fact Sheet

Prepared by:



Cleve Cleveland
Department Manager, Local Rail
714-560-5535

Approved by:



Johnny Dunning, Jr.
Chief Operating Officer, Operations
714-560-5710



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

ATTACHMENT A

Siemens Mobility, Inc. Agreement No. C-6-1445 Fact Sheet

1. March 26, 2018, Agreement No. C-6-1445, \$51,527,520 approved by the Board of Directors (Board).
 - The agreement was executed on July 24, 2018 for the contractor to manufacture and deliver eight streetcar vehicles for the OC Streetcar Project (Project).
2. June 2, 2021, Amendment No. 1 to Agreement No. C-6-1445, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Modify vehicle technical specifications to incorporate design modifications.
 - Modify key personnel.
3. June 20, 2022, Amendment No. 2 to Agreement No. C-6-1445, \$180,800, approved by the CAMM Department.
 - Provide extended spare parts, special tools, and test equipment (SPSTTE) storage.
 - Add vehicle storage protocol to the contract documents.
 - Exercise the vehicle storage option for short-term storage as a result of Project delay.
4. October 12, 2022, Amendment No. 3 to Agreement No. C-6-1445, \$179,600, approved by the CAMM Department.
 - Provide extended warranty on SPSTTE in storage at Siemens Mobility, Inc.
5. April 24, 2023, Amendment No. 4 to Agreement No. C-6-1445, \$509,013 approved by the Board.
 - Upgrade to Wi-Fi-dependent surveillance technology for compatibility with existing bus system.
6. June 22, 2023, Amendment No. 5 to Agreement No. C-6-1445, \$245,000, approved by the CAMM Department.
 - Extend storage for SPSTTE for an additional six months.
 - Extend warranty terms on SPSTTE for an additional six months.

7. November 1, 2023, Amendment No. 6 to Agreement No. C-6-1445, \$191,300, approved by the CAMM Department.
 - Extend storage and warranty terms on SPSTTE for an additional three months.
8. November 13, 2023, Amendment No. 7 to Agreement No. C-6-1445, \$1,725,750, pending Board Approval.
 - Purchase additional streetcar SPSTTE.

Total funds committed to Siemens Mobility, Inc. after approval of Amendment No. 7 to Agreement No. C-6-1445: \$ 54,558,983.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Agreement with Grand Jurors Association of Orange County for Recruitment Services for Measure M2 Taxpayer Oversight Committee

Executive Committee Meeting of November 6, 2023

Present: Directors Do, Goodell, Hernandez, Jones, and Nguyen
Absent: Director Hennessey

Committee Vote


This item was declared passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No.C-3-2908 between the Orange County Transportation Authority and the Grand Jurors Association of Orange County, in the amount of \$50,000, for managing the annual Taxpayer Oversight Committee recruitment process through June 30, 2028.



November 6, 2023

To: Executive Committee 
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement with Grand Jurors Association of Orange County for Recruitment Services for Measure M2 Taxpayer Oversight Committee

Overview

The Renewed Measure M Transportation Ordinance and Investment Plan Ordinance No. 3 calls for the establishment of a Taxpayer Oversight Committee for the purpose of determining whether the Orange County Local Transportation Authority is proceeding in accordance with what was promised to the voters. Eleven members serve staggered three-year terms, and each year the Grand Jurors Association of Orange County, as mandated by the ordinance, conducts a recruitment to replace outgoing members whose terms have expired. Board of Directors' approval is requested to execute a new five-year agreement with the Grand Jurors Association of Orange County for Taxpayer Oversight Committee recruitment services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-3-2908 between the Orange County Transportation Authority and the Grand Jurors Association of Orange County, in the amount of \$50,000, for managing the annual Taxpayer Oversight Committee recruitment process through June 30, 2028.

Discussion

The Taxpayer Oversight Committee (TOC) is required by Ordinance No. 3 – the Renewed Measure M Transportation Ordinance and Investment Plan (Measure M2). The TOC is an independent committee representing all five supervisorial districts in Orange County. Committee members serve three-year terms. The TOC is responsible for ensuring the transportation projects in Measure M2 are implemented according to the investment plan

approved by the voters in 2006. Currently, the TOC meets quarterly to review progress on the Measure M2 program.

To ensure an independent committee member selection process, the recruitment and selection of finalists must be conducted by a neutral body serving the interests of the citizens of Orange County. The Grand Jurors Association of Orange County (GJAOC) was originally selected in 1990 to screen and recommend potential candidates as required by the Measure M1 Ordinance based upon the following criteria:

- part of an independent organization without any political affiliation
- familiarity with evaluating government functions
- capable of understanding the function of an oversight committee
- not part of a local government agency

The Measure M2 Ordinance also mandates the GJAOC, as the contracted organization, to screen and recommend TOC candidates. An agreement was negotiated in 1990 with the GJAOC for an annual fee, which includes application processing, data compilation and organization, copying, initial screening, and meeting and mileage expenses. The GJAOC performed the recruitment function for the formation of the initial Measure M Oversight Committee (formerly the Citizens Oversight Committee) in 1990 and has since conducted the annual recruitment for new members each spring to fill vacancies on the TOC. A five-member GJAOC selection panel screens all applications, interviews qualified individuals, and recommends candidates for membership on the committee. A list of potential TOC member candidates is forwarded to the Orange County Transportation Authority (OCTA) Board of Directors (Board) for selection via a lottery process each June.

In 2018, the OCTA Board authorized the Chief Executive Officer to execute the current five-year agreement with the GJAOC to conduct five annual recruitments. This agreement is set to expire on June 30, 2023. Staff is requesting a new sole source agreement be executed for the next five years, through June 30, 2028.

As in previous years, the agreement stipulates an annual fee for managing the TOC application process and selecting the finalists. The GJAOC has requested an increase of the annual fee from \$6,000 to \$6,500 per the request of the GJAOC. The fee is paid to the GJAOC upon completion of services specified in the scope of work for each year. The fee was last increased in 2009 from \$4,000 to \$6,000 annually. In addition, selection panel members will be paid \$50 per meeting for review of applications and interviews and are reimbursed for actual mileage and any duplication or copying costs. These expenses are anticipated to be approximately \$3,500 per year. The total cost per year of the agreement,

including the annual fee and expenses, is \$10,000. The five-year total for the contract is \$50,000.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved policies and procedures for a sole source procurement.

The requirement was handled as a sole source procurement due to the unique circumstance in which OCTA is mandated to specifically contract with GJAOC to provide the services related to the formation of a TOC membership recommendation panel. The GJAOC has been providing this service to OCTA since 1990.

In accordance with OCTA's sole source procurement procedures, the Contracts Administration and Materials Management (CMM) Department conducted a price review of GJAOC's proposed rates. The total cost per year increased from \$9,500 to \$10,000 from the existing contract executed in 2019. This represents a five percent increase; however, the GJAOC has held the same rates since 2009. Additionally, the total cost per year is lower than the OCTA project manager's independent cost estimate. Therefore, CMM determined the proposed rates are deemed fair and reasonable.

Based on the above, it is recommended that the contract is awarded to GJAOC.

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2023-24 Budget, External Affairs, Public Communications, Account No. 0017-7629-M0201-JR8, and is funded through Measure M.

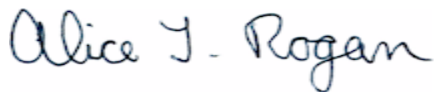
Summary

The annual recruitment to fill four positions on the Measure M2 Taxpayer Oversight Committee is beginning in January 2024. Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-3-2908 with the Grand Jurors Association of Orange County, as required by the Measure M2 Ordinance, to manage the annual TOC new member recruitment process, in the amount of \$50,000, through June 30, 2028.

Attachment

None.

Prepared by:



Alice T. Rogan
Director, Marketing and Public
Outreach
714-560-5577



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

Approved by:



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



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Agreement for Biological Preserve Monitoring Services

Regional Transportation Planning Committee Meeting of November 6, 2023

Present: Directors Chaffee, Do, Dumitru, Federico, Foley, and Harper

Absent: Director Khan

Committee Vote


This item was passed by the Members present.

Committee Recommendations

- A. Approve the selection of Glenn Lukos Associates, Inc., to provide biological preserve monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2700 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$500,000, to provide biological preserve monitoring services for a four-year term.



November 6, 2023

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Agreement for Biological Preserve Monitoring Services

Overview

Consultant services are needed to provide biological monitoring of the conservation lands acquired through the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Approval is requested to execute an agreement to provide these services.

Recommendations

- A. Approve the selection of Glenn Lukos Associates, Inc., to provide biological preserve monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2700 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$500,000, to provide biological preserve monitoring services for a four-year term.

Discussion

Measure M2 (M2) includes the Environmental Mitigation Program (EMP), intended to mitigate the biological resource impacts of the 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved by developing a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (Wildlife Agencies). As shown in Attachment A, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) consistent with the Conservation Plan.

The Wildlife Agencies approved the Conservation Plan and issued permits to OCTA in 2017. As required by the Conservation Plan, each Preserve has a completed Resource Management Plan (RMP) that defines the necessary management activities. OCTA maintains separate contracts to cover the security, maintenance, and biological monitoring needs of the Preserves. The OCTA project manager serves as the Preserve Manager and coordinates the activities of the different contractors.

OCTA requires the services of a consultant to serve as a resource to facilitate the successful completion of various tasks for all seven of the Preserves. This includes general biological monitoring, focused species surveys (plants and animals), United States Army Corps of Engineers required monitoring tasks, invasive species control, comprehensive vegetation mapping, and assistance with public outreach events and routine reporting. Approving the agreement for biological monitoring services on the Preserves will enable OCTA to meet its commitments pursuant to the Conservation Plan.

Procurement Approach

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

On July 12, 2023, Request for Proposals (RFP) 3-2700 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on July 12 and July 17, 2023. A pre-proposal conference was held on July 18, 2023, with 12 attendees representing nine firms. Three addenda were issued to provide a copy of the pre-proposal registration sheet and presentation, as well as respond to questions related to the RFP.

On August 8, 2023, four proposals were received. One firm retracted its proposal as its intent was to introduce its firm as a vendor to OCTA and not as a proposer to the RFP. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Project Development, and Transportation Modeling departments, as well as an external representative from Orange County Public Works, met to review all proposals received. The proposals were evaluated based on the following evaluation criteria and weightings:

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

Several factors were considered in developing the criteria weightings. The qualifications of the firm were weighted at 25 percent as the firms must demonstrate relevant experience monitoring similar biological resources. Staffing and project organization was weighted at 30 percent to ensure the proposed project team met the required skills and expertise needed to perform the work. The work plan was weighted at 20 percent as the firms had to demonstrate their understanding of the habitats and species in the Preserves and discuss their approach to monitoring the Preserves. Cost and price was weighted at 25 percent to ensure hourly rates remain competitive.

On August 15, 2023, the evaluation committee reviewed three proposals based on the evaluation criteria and short-listed the two most qualified firms. The two short-listed firms are listed below in alphabetical order:

Firm and Location

Chambers Group, Inc. (Chambers Group)
Costa Mesa, California

Glenn Lukos Associates, Inc. (GLA)
Santa Ana, California

On August 23, 2023, the evaluation committee interviewed the short-listed firms. The interviews consisted of a presentation by each firm to demonstrate their 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 asked relative to the firms' knowledge of stressors affecting conserved lands, proposed subcontractor experience, staff training, and certifications, as well as specific clarification questions related to each firm's proposal. At the conclusion of the interviews, a request for a best and final offer (BAFO) was sent to both firms to seek additional clarifications related to proposed key personnel and final pricing.

After considering responses to questions asked during the interviews, as well as information provided in the BAFO, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. However, GLA remained the higher-ranked firm with the higher overall score.

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

Qualifications of the Firm

GLA is located in the City of Santa Ana and has been providing environmental services since 1989. The firm employs 19 full-time environmental professionals, four part-time staff, and four administrative staff. The firm has extensive experience with preserve management, specifically within Orange County (OC). The firm has worked with several local public and private entities including biological and regulatory services for the City of Laguna Beach and rapid assessment monitoring for the Rancho Mission Viejo Land Trust. The firm also provided monitoring services for the Ranch at Laguna Beach Project with the City of Laguna Beach, which involved coordination with the United States Fish and Wildlife Services and the California Coastal Commission, demonstrating the firm's ability to coordinate with multiple agencies during a project. GLA currently provides biological preserve monitoring support at the OCTA Preserves and serves as a guide during OCTA public outreach events. Additionally, GLA's proposed subcontractor has worked on the same project for OCTA for the past eight years and has experience working with GLA for 26 years. GLA has also provided various biological monitoring and regulatory services for the Irvine Company and the Rancho Mission Viejo Company. Lastly, the work performed was consistent with the County of Orange Central and Coastal Natural Community Conservation Plan/Habitat Conservation Plan requirements. GLA received positive feedback from its references.

Founded in 1979, Chambers Group is headquartered in the City of Costa Mesa with an additional office in the City of San Diego. The firm has a total of 40 full-time employees. Chambers Group detailed its ability to comply with multiple regulatory agency requirements, such as adherence to the California Environmental Quality Act. Although the firm has experience providing monitoring of several species, the proposal did not demonstrate experience working with some species identified in the scope of work (SOW), such as large mammals. Additionally, the firm's proposal lacked details on experience with open space preserve monitoring services. Chambers Group proposed a subcontractor who is a master-certified arborist with extensive experience; however, the firm did not address experience working with the proposed subcontractor and provided limited information in response to questions regarding its past experience with the proposed subcontractor. Chambers Group received positive feedback from its references.

Staffing and Project Organization

GLA proposed a project team with extensive experience that includes individuals currently providing biological preserve monitoring services for the OCTA Preserves. The proposed project manager has 18 years of experience in managing teams of biologists, restoration ecologists, monitors, and Geographic Information System (GIS) specialists for projects throughout Southern California. The proposed lead biologist has over 26 years of experience, and the proposed restoration ecologist developed all the invasive species management plans for the OCTA Preserves. The proposed GIS Specialist met the minimum years of experience required in the SOW. The proposed team demonstrated knowledge in key areas such as sensitive wildlife, plant species, and vegetation communities in the foothills and coastline. The proposed team also has relevant experience with restoration projects, sensitive species surveys, vegetation mapping, plant surveys, and other environmental services throughout OC. Furthermore, the proposed team has experience with all covered species and habitats identified in the SOW. During the interview, the project team provided thorough responses to the evaluation committee's questions.

Chambers Group proposed a project team with restoration and monitoring project experience. The proposed project manager has over 15 years of experience in project management and as a restoration ecologist. The proposed lead biologist and certified arborist have 13 and 20 years of experience, respectively. In their proposal, the GIS Specialist lacked the minimum years of experience required in the SOW. The firm's staff demonstrated experience with biological monitoring in OC and the ability to be cross-trained and fill dual roles during project implementation. Additionally, staff experience with the specific covered species mentioned in the SOW was not clear. Clarifying questions related to these areas were asked during the interview; however, Chambers Group did not provide clear responses about their experience related to the OCTA-covered species and GIS relevant experience.

Work Plan

GLA presented a comprehensive work plan that addressed all elements of the SOW. The firm presented a clear approach to accomplish the necessary tasks and flexibility in scheduling based on needs. GLA demonstrated an understanding and background of the OCTA's Conservation Plan, RMPs, and goals of the M2 EMP. The firm demonstrated knowledge of current OCTA Preserve conditions and potential issues and threats, as well as documentation of covered species such as location data. Additionally, the firm provided detail on their ability to use photo monitoring and mapping for wildlife and vegetation communities, as well as invasive species on the OCTA Preserves which helps

to determine wildlife movement and monitoring over the health of different natural communities within the OCTA Preserves. Furthermore, the firm's approach emphasized the need to shift and be flexible depending on OCTA Preserve needs. During the interview, the project team's presentation expanded on their understanding of the project requirements.

Chambers Group demonstrated a good understanding of the SOW requirements. The firm discussed its approach to completing the requirements of the SOW and outlined the activities involved in doing so. The firm provided details on its quality assurance and quality control measures, as well as addressed timelines and schedules related to monitoring the OCTA Preserves. The firm had several deficiencies regarding its work plan, such as frequency of site visits needed at select OCTA Preserves and their approach geared toward monitoring mitigation sites as opposed to open space managed lands. In addition, there was no mention of potential issues facing OCTA Preserves. During the interview, Chambers Group provided general responses to questions and additional detail was not provided outside of what was already discussed in the proposal.

Cost and Price

Pricing scores were based on a formula that assigned the higher score to the firm with the lower weighted average hourly rate and scored the other proposal's weighted average hourly rate based on its relation to the lower weighted average hourly rate. Although GLA's weighted average hourly rate was not the lower of the short-listed firms, the rates are deemed fair and reasonable as they are competitive with contracts for similar services. Therefore, GLA's proposed hourly rates are deemed fair and reasonable.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications and the information obtained from the interviews and BAFO, the evaluation committee recommends the selection of GLA as the top-ranked firm to provide biological preserve monitoring services. GLA delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2023-24 Budget, Planning Division, Account No. 0017-7519-FX001-OYP, and is funded with local funds from M2 sales tax revenues.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2700 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$500,000, to provide biological preserve monitoring services for a four-year term.

Attachments

- A. OCTA Preserves
- B. Review of Proposals, RFP 3-2700 Biological Preserve Monitoring Services
- C. Proposal Evaluation Criteria Matrix (Short-listed Firms), RFP 3-2700 Biological Preserve Monitoring Services
- D. Contract History for the Past Two Years, RFP 3-2700 Biological Preserve Monitoring Services

Prepared by:



Lesley Hill
Project Manager, Environmental
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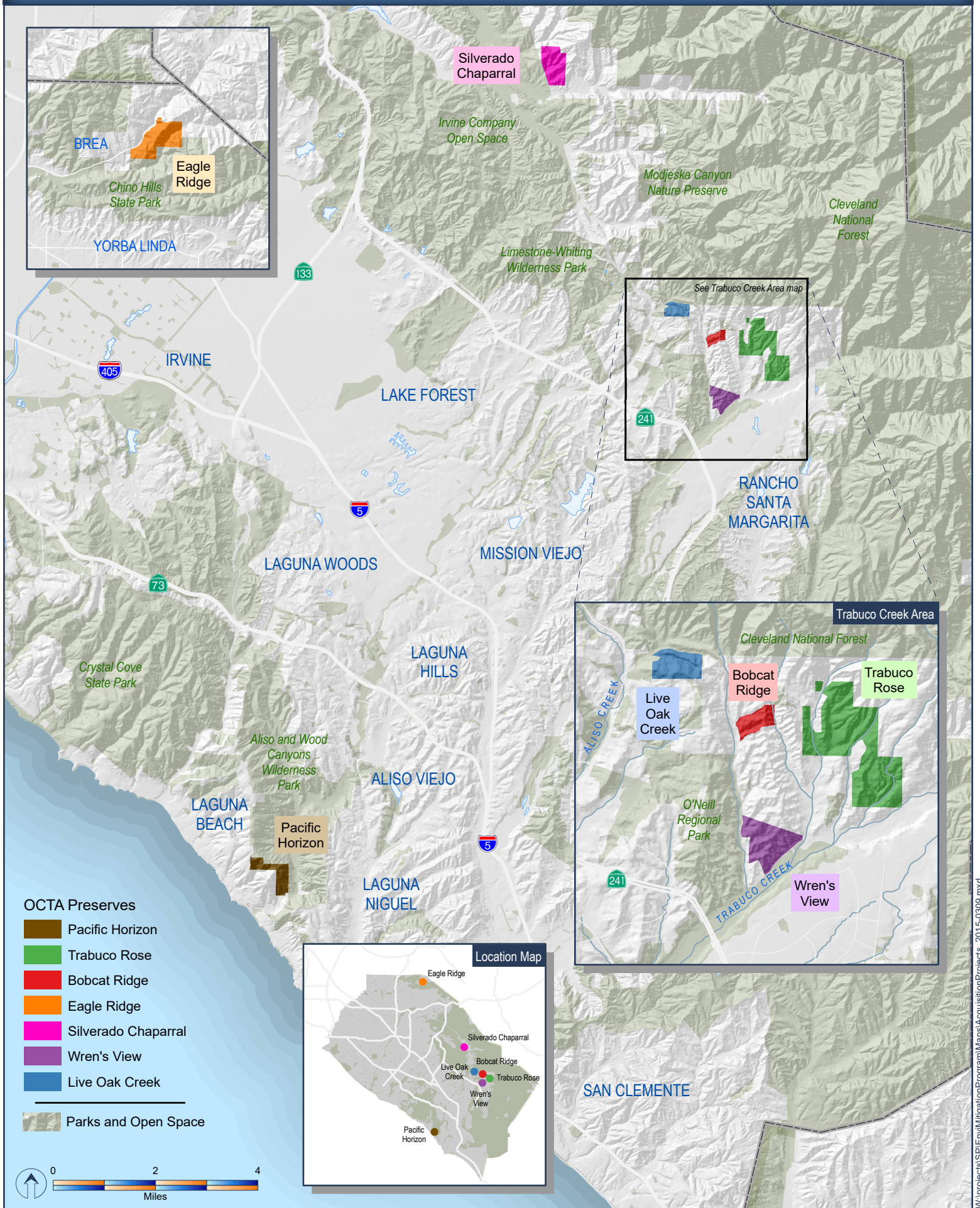
Approved by:



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Pia Veasapen
Director, Contracts Administration and
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Review of Proposals

RFP 3-2700 Biological Preserve Monitoring Services

Presented to the Regional Transportation Planning committee on November 6, 2023

Four proposals were received, two firms were interviewed, one firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Weighted Average Hourly Rate
1	85	Glenn Lukos Associates, Inc. Santa Ana, California	Dudek and Associates	Has been providing environmental services since 1989 with 19 full-time employees. Experience includes biological and regulatory services for the City of Laguna Beach and rapid assessment monitoring for Rancho Mission Viejo Land Trust. Currently provides biological preserve monitoring support to OCTA's seven conservation properties (Preserves). Work performance is consistent with County of Orange Central and Coastal Natural Community Conservation Plan/Habitat Conservation Plan requirements and regulatory requirements. Received positive comments from references. Proposed a qualified team with project manager having 18 years of experience. Lead Biologist has 26 years of experience performing similar work. Work plan addressed all elements of the scope of work including covered species. Firm provided thorough responses to the evaluation committee's questions.	\$189
2	79	Chambers Group, Inc. Costa Mesa, California	Tree Path	Founded in 1979 with 40 full-time employees. Firm has knowledge of multiple regulatory agency requirements such as the California Environmental Quality Act. Proposed project manager has 15 years of experience in project management and as a restoration ecologist. Several of the firm's staff are cross-trained and can fill dual roles. Firm's work plan demonstrated its understanding of the OCTA Preserves and project scope. Firm did not successfully demonstrate experience working with all covered species mentioned in the scope of work. Did not provide detail on past relevant work with proposed subcontractor. Firm provided general responses to interview questions and additional detail was not provided outside of what was already discussed in the proposal. Received positive comments from references. Proposed lower hourly rates.	\$149

Evaluation Panel:

Internal:
Contracts Administration and Materials Management (1)
Project Development (2)
Transportation Modeling (1)
External:
Orange County Public Works (1)

Proposal Criteria

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

Weight Factors

25%
30%
20%
25%

ATTACHMENT C**PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED FIRMS)**
RFP 3-2700 Biological Preserve Monitoring Services

Glenn Lukos Associates, Inc.						Weights	Overall Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	5	22.5
Staffing/Project Organization	4.0	4.5	4.0	4.0	4.5	6	25.2
Work Plan	4.5	4.0	4.5	4.5	4.5	4	17.6
Cost and Price	3.9	3.9	3.9	3.9	3.9	5	19.5
Overall Score	84.0	85.0	84.0	84.0	87.0		85
Chambers Group, Inc.						Weights	Overall Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.5	3.5	4.0	3.5	5	18.0
Staffing/Project Organization	3.5	3.5	4.0	3.5	3.5	6	21.6
Work Plan	3.5	3.5	3.5	3.5	3.5	4	14.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	77.5	77.5	80.5	80.0	77.5		79

Score for non-short-listed firm was 68.

Acronyms

RFP - Request for Proposal

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 3-2700 Biological Preserve Monitoring Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Glenn Lukos Associates, Inc.						
Contract Type: Time-and-Expense	C-0-2479	Biological Monitoring Support Services	December 1, 2020	May 31, 2024		\$395,000
Subconsultants:						
<i>Dudek and Associates</i>						
Contract Type: Time-and-Expense	C-0-2701	Regulatory Services Enviornmental Support	April 1, 2021	March 31, 2026		\$500,000
Subconsultants:						
<i>Dudek and Associates</i>						
			Sub Total			\$895,000
Chambers Group, Inc.						
Contract Type:	None					\$ -
Subconsultant:						
			Sub Total			\$0

Acronyms

No. - Number

RFP - Request for Proposal



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Agreements for Comprehensive Transportation Funding Programs Review Services

Regional Transportation Planning Committee Meeting of November 6, 2023

Present: Directors Chaffee, Do, Dumitru, Federico, Foley, and Harper
Absent: Director Khan

Committee Vote

This item was passed by the Members present.


Committee Recommendations

- A. Approve the selection of Transportation Engineering and Planning, Inc., and W.G. Zimmerman Engineering, Inc., as the firms to provide comprehensive transportation funding programs review services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2707 between the Orange County Transportation Authority and Transportation Engineering and Planning, Inc., in the amount of \$474,000, for a three-year initial term with two, one-year option terms, to provide comprehensive transportation funding programs review services.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2854 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$474,000, for a three-year initial term with two, one-year option terms, to provide comprehensive transportation funding programs review services.



November 6, 2023

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreements for Comprehensive Transportation Funding Programs Review Services

Overview

On July 5, 2023, the Orange County Transportation Authority released a request for proposals for comprehensive transportation funding programs review services on an as-needed basis. 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 agreements for these services.

Recommendations

- A. Approve the selection of Transportation Engineering and Planning, Inc., and W.G. Zimmerman Engineering, Inc., as the firms to provide comprehensive transportation funding programs review services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2707 between the Orange County Transportation Authority and Transportation Engineering and Planning, Inc., in the amount of \$474,000, for a three-year initial term with two, one-year option terms, to provide comprehensive transportation funding programs review services.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2854 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$474,000, for a three-year initial term with two, one-year option terms, to provide comprehensive transportation funding programs review services.

Discussion

The Measure M2 (M2) Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for streets and roads (Project O), signal synchronization (Project P), transit (projects V and W), and water quality (Project X) improvements. These programs allocate M2 funding to CTFP eligible local jurisdictions through various calls for projects, which are subject to guidelines approved by the OCTA Board of Directors (Board).

The CTFP guidelines were reviewed and updated, as appropriate, with the Board's first approval on March 22, 2010, and the most recent update and approval in August 2023. These guidelines identify procedures and requirements that local jurisdictions must satisfy to apply for M2 funding and also define how local jurisdictions can seek reimbursement once grant funds are awarded by OCTA.

Each payment request for each grant undergoes an administrative review by OCTA's Local Programs section for documentation completeness, content accuracy, and adherence with the CTFP guidelines and the original grant application. Once OCTA staff determine that the administrative documentation is correct, the final payment request for each grant undergoes a technical review by a registered professional engineer who certifies eligibility and reasonableness of project expenditures and scope completion. OCTA utilizes consultant resources to perform this review, which includes verification of cost estimates, final design components, contract expenses, project or phase scopes, and other necessary project components and back-up documentation. Upon confirmation that the project has been implemented or constructed as committed to by the local jurisdiction, OCTA management final approval is obtained, and the final payment for the eligible balance of the grant is released to the jurisdiction. The project construction closeout is considered complete.

The Local Programs Department is responsible for administering the M2 CTFP. As of July 2023, there are 235 active CTFP project phases that will require engineering technical review before M2 funding is released to the agencies. Currently, Local Programs contracts with one on-call consultant to complete the technical review for all CTFP project phases involving engineering design, right-of-way (ROW), and construction work.

Given the growing complexity of final report submissions and as more projects transition from preliminary engineering to implementation phase, additional external technical support services are required from multiple consulting firms. The additional help will assist staff to complete the technical reviews in a timely manner, correspond with jurisdictions on the status of technical reviews, and

perform in-depth analysis for each project. It also provides an opportunity for checks and balances to ensure, when questioned, that decisions are agreed to by multiple engineers using the same criteria. Over 100 technical reviews are anticipated for final project reports alone in the next year, hence the need to contract with multiple consultants to ensure projects continue to be systematically reviewed and M2 payments are issued in a timely manner. Alternatively, OCTA would need to extend the turnaround times to process payment requests, which is neither ideal nor efficient and therefore not recommended.

Procurement Approach

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

On July 5, 2023, Request for Proposals (RFP) 3-2707 was issued electronically on CAMM NET. The procurement was advertised in a newspaper of general circulation on July 5 and July 10, 2023. A pre-proposal conference was held on July 11, 2023, with two attendees representing two firms. Three addenda were issued to make available the pre-proposal conference registration sheets and presentation and address administrative matters.

On August 2, 2023, two proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Local Programs, Project Development, Highway Programs, and Facilities Engineering departments met to review all proposals received. The proposals were evaluated based on the following evaluation criteria and weightings:

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

Several factors were considered in developing the evaluation criteria weightings. The qualifications of the firm were weighted at 20 percent to ensure the firms have experience reviewing various types of projects, payment requests, and supporting documentation. Staffing and project organization was weighted at 30 percent as the expertise, availability, and commitment of the assigned team proposed to do the work will greatly impact the review time and the ability of the

firms to identify and report any concerns within the limited time period. The work plan was weighted at 25 percent to ensure a clear approach and timeline for performing reviews of different types of funding sources, scopes of work, OCTA procedures/guidelines, and ROW acquisitions. Cost and price was weighted at 25 percent to ensure OCTA receives the best value for the services.

On August 16, 2023, the evaluation committee reviewed the proposals from the two firms listed below in alphabetical order based on the evaluation criteria:

Firm and Location

Transportation Engineering and Planning, Inc. (TEP)
Irvine, California

W.G. Zimmerman Engineering, Inc. (WGZE)
Huntington Beach, California

On August 24, 2023, the evaluation committee conducted interviews with both firms. The interviews consisted of a presentation by each firm to demonstrate the firms' 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 firm's understanding of the scope of work, relevant experience, and potential challenges, as well as quality assurance and quality control measures.

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

Qualifications of the Firm

WGZE was established in 1995 and has over 28 years of experience in transportation, traffic, civil engineering services, as well as project management and staff augmentation services. The firm is located in the City of Huntington Beach and has ten employees. The firm demonstrated relevant prior experience related to engineering and funding management services to agencies in Southern California, including OCTA in support of Measure M1 and M2, the Western Riverside Council of Government (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) program, and the City of Signal Hill for on-call traffic engineering services. The firm currently provides OCTA with consultant services for comprehensive transportation funding programs review services. During the interview, WGZE was able to expand on its knowledge of

the scope of work and relevant experience. The firm's references provided positive feedback.

TEP was established in 1994 and provides on-call transportation planning and engineering services to local government agencies. The firm is located in the City of Irvine and has four employees. The firm demonstrated relevant prior experience related to engineering and funding management to agencies including WRCOG in support of traffic mitigation fee administrative assistance, the City of Yorba Linda in support of transportation engineering services, and the City of Colton in support of transportation planning and engineering services. During the interview, TEP was able to expand on its knowledge of the scope of work and relevant experience. The firm's reference provided positive feedback.

Staffing and Project Organization

WGZE's proposed key personnel have extensive experience in conducting final report reviews in local and state funding programs, as well as a strong understanding of the CTFP Procedural Guidelines. The proposed project manager has over 33 years of traffic and civil engineering experience and is a California registered civil and traffic engineer with experience in support of Measure M2, TUMF, and various federal and state funding programs. The proposed staff are the same as those currently working for OCTA on reviews of M2 CTFP projects. The project team presented their roles in delivering the traffic and revenue (M2 and local matching funds) analysis, which demonstrated an understanding of the project requirements, as well as consistency with the firm's written proposal. During the interview, the firm expanded on staff roles and responsibilities.

TEP proposed key personnel with strong transportation experience including coordinating regional funding programs, as well as cost and grant applications for circulation projects. The proposed project manager has more than 45 years of experience in the transportation field, specializing in traffic engineering, with work on WRCOG's TUMF programs and congestion management program compliance for the cities of Colton, Grand Terrace, and Moreno Valley. The proposed staff demonstrated experience in traffic design and project cost estimation. During their interview, the firm further emphasized the support staff's related experience which includes over 20 years of experience in traffic infrastructure design projects and cost estimation.

Work Plan

WGZE proposed a detailed work plan that demonstrated a comprehensive understanding of the scope of work, specifically the final report review for local and state programs, engineering reporting reviews, and ROW acquisitions. The

firm also demonstrated a clear approach for completing the reporting and technical support services identified in the scope of work. The firm provided a relevant scope of work innovation for individualized workshops for agencies to gain guidance and insight on project specific CTFP guidelines, which will lead to a more timely and efficient review of final reports and quicker reimbursement while utilizing less OCTA resources. During the interview, WGZE provided detailed responses to the evaluation committee's questions related to potential challenges for completing the reporting and reviews.

TEP provided a clear work plan that demonstrated an understanding of scope of work objectives including the CTFP guidelines, project programs, and ROW acquisitions. The firm demonstrated an understanding of technical support and reporting and was able to elaborate on these processes during their interview. TEP also provided detailed responses to the evaluation committee's questions related to potential challenges for completing the reporting and reviews. Additionally, the firm elaborated on its process for producing key deliverables and ensuring quality assurance and quality control.

Cost and Price

Pricing scores were based on a formula which assigned the higher score to the firm with the lower total weighted average hourly rate and scored the other proposal's total weighted average hourly rate on its relation to the lower total weighted average hourly rate. Both firms' rates are deemed fair and reasonable as they are competitive with contracts for similar services.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications and the information obtained from the interviews, the evaluation committee recommends the selection of TEP and WGZE to provide comprehensive transportation funding programs review services. TEP and WGZE delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The project is included in OCTA's Fiscal Year 2023-24 Budget, Engineering Technical Review and Support, Account No. 0017-7519-TW001-ORL and Engineering Support Services, Account No. 0017-7519-TW001-TDV. There are two separate account numbers for this procurement to track expenses for multiple consultant contracts. Future year funding will be included in each year's operating budget.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2707 between the Orange County Transportation Authority and Transportation Engineering and Planning, Inc., and Agreement No. C-3-2854 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc. in the amount of \$474,000 for each agreement, for a three-year initial term, with two, one-year option terms, to provide comprehensive transportation funding programs review services.

Attachments

- A. Review of Proposals, RFP 3-2707 Comprehensive Transportation Funding Programs Review Services
- B. Proposal Evaluation Criteria Matrix, RFP 3-2707 Comprehensive Transportation Funding Programs Review Services
- C. Contract History for the Past Two Years, RFP 3-2707 Comprehensive Transportation Funding Programs Review Services

Prepared by:



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Review of Proposals
RFP 3-2707 Comprehensive Transportation Funding Programs Review Services
Regional Transportation Planning Committee - November 6, 2023
Two proposals were received, two firms were interviewed, two firms are being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Weighted Average Hourly Rate
1	82	W.G. Zimmerman Engineering, Inc. Huntington Beach, California	None	Local firm, City of Huntington Beach, established in 1995 with ten full-time employees. Currently providing OCTA with consultant services for transportation funding programs review services. Experience providing relevant prior experience related to engineering and funding management services to agencies in Southern California. Proposed project manager has 33 years of traffic and civil engineering experience. Proposed same project team currently providing services for OCTA. Demonstrated an understanding of the project requirements. Detailed work plan that demonstrated complete understanding of the scope of work. Demonstrated knowledge of reporting and technical support for project tasks. Provided detailed answers to questions during the interview. Received positive responses from references.	\$280
2	80	Transportation Engineering and Planning, Inc. Irvine, California	None	Local firm, City of Irvine, established in 1994 with four full-time employees. Firm provides engineering and funding management services to Western Riverside Council of Governments and City of Yorba Linda. Proposed key personnel have strong transportation experience including coordinating funding programs and cost and grant applications for circulation projects. Proposed project manager has 45 years of traffic engineering experience. Proposed staff has strong experience in traffic design and project cost estimations. Demonstrated an understanding of scope of work objectives such as CTFP guidelines, project programs, and right-of-way acquisitions. Detailed work plan that demonstrated complete understanding of the scope of work. Demonstrated knowledge of reporting and technical support for project tasks. Provided detailed answers to questions during the interview. Received positive responses from references. Proposed lower hourly rates.	\$179

Evaluation Panel

Contracts Administration and Materials Management (1)
Local Programs (1)
Project Development (1)
Highway Programs (1)
Facilities Engineering (1)

Proposal Criteria

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

Weight Factors

20%
30%
25%
25%

Acronyms

CTFP - Comprehensive Transportation Funding Programs
OCTA - Orange County Transportation Authority
RFP - Request for Proposal

PROPOSAL EVALUATION CRITERIA MATRIX

RFP 3-2707 Comprehensive Transportation Funding Programs Review Services

W.G. Zimmerman Engineering, Inc.						Weights	Overall Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	5.0	5.0	4	18.8
Staffing/Project Organization	4.0	4.0	4.0	4.5	4.0	6	24.6
Work Plan	4.5	4.5	4.5	4.5	4.5	5	22.5
Cost and Price	3.2	3.2	3.2	3.2	3.2	5	16.0
Overall Score	80.5	80.5	80.5	85.5	82.5		82
Transportation Engineering and Planning, Inc.						Weights	Overall Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	3.5	3.5	4.0	3.5	3.5	6	21.6
Work Plan	3.5	3.5	3.5	3.5	3.5	5	17.5
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	79.5	79.5	82.5	79.5	79.5		80

Acronyms

RFP - Request for Proposals

CONTRACT HISTORY FOR THE PAST TWO YEARS**RFP 3-2707 Comprehensive Transportation Funding Programs Review Services**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
W.G. Zimmerman Engineering, Inc.						
Contract Type: Time-and-Expense	C-0-2608	Regional Modeling-Traffic Operations Support	April 5, 2021	February 28, 2025		\$800,000
Subconsultants:						
Land CM Corp						
Contract Type: Time-and-Expense	C-3-2670	Comprehensive Transportation Funding Review Services	July 27, 2023	January 31, 2024		\$49,610
Subconsultants:						
N/A						
Contract Type: Time-and-Expense	C-1-3385	Comprehensive Transportation Funding Review Services	June 17, 2021	August 31, 2024		\$271,400
Subconsultants:						
N/A						
			Sub Total			\$1,121,010
Transportation Planning and Engineering, Inc.						
Contract Type:	None					
Subconsultants:						
			Sub Total			\$0

Acronyms

No. - Number

RFP - Request for Proposals



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: 2024 Project V Community Based Transit/Circulators Program Guidelines and Call for Projects

Transit Committee Meeting of November 9, 2023

Present: Directors Jones, Jung, Lopez, Nguyen, and Sarmiento
Absent: Director Do

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines for the Project V Community Based Transit Circulators Program.
- B. Authorize staff to issue the 2024 Measure M2 Community Based Transit Circulators Program call for projects.



November 9, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects

Overview

The Measure M2 Community-Based Transit Circulators Program provides competitive funding to local jurisdictions for local transit services designed to complement regional transit services. Updated program guidelines for the 2024 call for projects are presented for review and approval. With Board of Directors approval, staff will issue the call for projects and return with project funding recommendations in spring 2024.

Recommendations

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines for the Project V Community-Based Transit Circulators Program.
- B. Authorize staff to issue the 2024 Measure M2 Community-Based Transit Circulators Program call for projects.

Background

The Measure M2 (M2) Community-Based Transit Circulators Program (Project V) is a competitive grant program, which provides funding to develop and implement local transit services. These service types include special event, local circulator, commuter rail feeder, seasonal, demand-responsive, and shared-ride hailing services that better suit local needs in areas not adequately served by regional transit and do not duplicate or compete with existing transit services.

Based on current forecasts, total revenues for Project V (through 2041) are estimated to be approximately \$290 million. The 18 existing projects that have been and are currently funded through the program, along with previously funded

cancelled services, are expected to use approximately \$41 million through fiscal year (FY) 2023-24. Accordingly, the Orange County Transportation Authority (OCTA) conducted a financial assessment of Project V and concluded that the program could accommodate a call for 2024. However, in order to continue providing successful services and consider new projects into the future, competitive project selection must prioritize the projects that best meet the M2 program goals.

To inform the guideline development, OCTA requested and received 18 letters of interest for 20 different services from local jurisdictions expressing interest in a future Project V call for projects. A report outlining the expressed interest was presented to the Board of Directors (Board) in August 2023. At that meeting, the Board directed staff to return with updated Comprehensive Transportation Funding Programs (CTFP) guidelines for a Project V 2024 call. OCTA also held a stakeholder workshop on October 11, 2023, to collect comments on proposed changes.

Discussion

The updated CTFP guidelines for Project V consider lessons learned from previous calls, and the requirements and program objectives of M2. Local jurisdiction comments were reviewed, considered, and incorporated as appropriate and as allowed by the M2 Ordinance.

Overall, the 2024 Project V guidelines support funding existing projects and programs first, then expansion of existing services, then entirely new Traditional services -- such as seasonal fixed route and event shuttles -- and lastly on-demand services that offer shared-ride options.

Key proposed CTFP Project V changes include the following.

- Categorized service types as “Traditional” or “on-demand (mobility)” due to distinctive project characteristics.
- Revised application scoring criteria to support 2024 call objectives.
- Clarified that local jurisdictions may be awarded for a period of up to seven years per project, with funding available starting in FY 2024-25 with all funding concluding in FY 2030-31.
- Updated the maximum allowable Project V annual funding award (from all eligible categories) based on service type and escalated on a FY basis.
 - Traditional: \$592,000 for FY 2024-25
 - On-Demand: \$296,000 for FY 2024-25

- Increased eligible funding cap for initial marketing costs to \$80,000 and annual cap for ongoing marketing efforts to \$25,000.
- Specified the minimum local match rate (from all eligible categories) as ten percent for Traditional service and capital expenses and 50 percent for on-demand service.
- Clarified the types of eligible capital, and operations and maintenance expenditures that would be allowed, and specified the criteria under which continuation/expansion of existing services would be considered.
- Specified a maximum subsidy rate of \$10.81 per boarding throughout the seven-year project programming period.
- Required scheduling information to be provided by jurisdictions in General Transit Feed Specification data format.
- Emphasized competitive procurements for service providers of all transit types and required re-procurements of providers for all continuing services upon expiration of the current contract term or by June 30, 2026, whichever is earlier.
- Planning for a new service will not be considered for the 2024 call.

Project V is highly competitive due to the interest in the program and limited funding. As such, staff is recommending the prioritization of continuing to fund previously awarded successful projects. Consistent with this recommendation, planning studies will not be supported for this call cycle. Also, annual maximums and match requirements have been updated so that OCTA's support of capital and operations and maintenance are aligned with expected costs and ridership for Traditional and on-demand Project V services. On-demand services typically do not have capital and maintenance costs compared to Traditional Project V services which require higher levels of funding but can also serve more passengers in one trip. Due to the lower funding need for the on-demand services, maximum funding recommended for the on-demand services is lower. This will help OCTA support more projects than it would have been able to otherwise.

For a more detailed summary of proposed changes, Attachment A provides a table of proposed changes, and Attachment B provides a marked-up version of all proposed CTFP guidelines changes (Project V).

Next Steps

Upon Board approval of the guidelines, OCTA will notify local jurisdictions of the call's initiation and any other pertinent information. As an added resource to the local jurisdictions, staff will be hosting an application workshop on December 5, 2023. Applications will be due by January 25, 2024. Projects will be prioritized for Board consideration in spring 2024. Funding would become available to local jurisdictions for services starting on July 1, 2024. Approved and active services will be monitored quarterly, and ridership reporting is typically provided to the Board on a semi-annual basis.

Summary

Based upon Board direction, Project V guidelines for the 2024 Project V call are presented for review and approval. The staff is also seeking approval to issue a 2024 call.

Attachments

- A. 2024 CTFP Guidelines Project V – Proposed Changes List
- B. Guidelines Excerpt, Draft Comprehensive Transportation Funding Programs, Chapter 6 – Community-Based Transit/Circulators Project V

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2024 CTFP Guidelines (Project V) – Proposed Changes List				
No.	Chapter	Section	Page No.	Proposed Change
1	NA	Table of Contents	ii	Update to 2024 Project V Call for Projects
2	6	Program Revisions	6-1	Delete Program Revisions as the information is outdated. Information is incorporated into the Project Requirements section.
3	6	Overview	6-1	Clarify that Project V services cannot duplicate or compete with existing OC Bus services or other existing services.
4	6	General Program Objectives	6-1 to 6-2	Minor updates to objectives to emphasize financial sustainability and reliable and viable transit services.
	6	Eligible Service Categories	6-2	Establish definitions by specifying traditional Project V transit services and on-demand (mobility) services. Include footnotes describing on-demand service design.
5	6	Call Objective Priorities	6-3	Update call year and order objective priorities. Many objectives have been carried out such as continue to fund existing services, support new services, and allow for on-demand. Add new priorities to support expansion of existing services. Other call priorities are administrative objectives and include: consolidate continuing services into one grant and require competitive procurement.
6	6	Call for Projects	6-3	Remove outdated minimum performance standards. Updated footnote on performance to a cost of less than twice the per boarding subsidy consistent with January 25, 2021, Board action.
7	6	Call for Projects	6-3	Remove approximate funding allocated for the call. Funding information provided in the staff report to the Board for call issuance with up-to-date sales tax forecasts.
8	6	Applications	6-4	Updated application submittal contact information to Adrian Salazar, lead contact, for the 2024 call.
9	6	Applications	6-3	Decrease required hardcopy submittal from three (3) to one (1)
10	6	Application Process	6-3 to 6-4	Simplify application process section as many details are included in scoring criteria below (e.g., remove details for proposed and/or ongoing service and operations plan).
11	6	Application Process	6-4	Clarification requirement to demonstrate support of proposed Project V service(s) with other existing services.
12	6	Application Process	6-4 to 6-5	Include request to merge existing and or new grants, include a multi-year corresponding financial plan by year that shows the total combined revenues, expenditures, and revenue vehicle service hours by year.

2024 CTFP Guidelines (Project V) – Proposed Changes List				
No.	Chapter	Section	Page No.	Proposed Change
13	6	Application Guidelines	6-5	Ensure that all the required information listed under “application process” is included. Key elements must be clearly and concisely presented to enable timely and accurate assessment of applications.
14	6	Application Guidelines	6-6	Include statement that financial details must also include user fare subsidy paid by the City and intended for reimbursement through Project V.
15	6	Scoring Criteria	6-6	Update scoring criteria to include estimated capital, initial marketing, and continuing O&M costs; projected daily boardings with projection methodology fully presented; community outreach supporting the proposed service; and agency experience deploying comparable services.
16	6	Scoring Criteria	6-6 to 6-7	Updated operations plan section to include geocoded service area, projected annual revenue vehicle hours, ride hailing or ride request process; and ADA accommodations or comparable alternative.
17	6	Other Application Materials/Council Resolution	6-7	Clarified resolutions must include the estimated amount of matching funds to be provided by the agency.
		Other Application Materials	6-7	For operations plan expanded on required technical data needed for application including draft timetables, begin/end dates, vehicle specifications, vehicle maintenance plan, projected annual revenue vehicle hours, etc.
18	6	Other Application Materials	6-8	Add statement that OCTA is available to provide guidance upon request.
19	6	Application Review and Program Adoption	6-8	Update call year and call schedule as follows: <ul style="list-style-type: none"> • Board authorization to issue call: November 13, 2023 • Application submittal deadline: January 25, 2024 at 5:00 PM PST • Final adopted resolution (or minute action) deadline: Thursday, February 15, 2024 • Transit Committee/Board approval: spring 2024
20	6	Funding Information	6-9	State that FY 25 annual max funding for traditional Project V services is \$592,000 and \$296,000 for on-demand services to increase annually in accordance with Table 6-1. Local match for traditional Project V services is 10% and 50% for on-demand services. Add footnote to state annual maximums determined by reported costs per RVH form FY 22-23.

2024 CTFP Guidelines (Project V) – Proposed Changes List				
No.	Chapter	Section	Page No.	Proposed Change
21	6	Project Participation Categories – Planning for New Service	6-10	Removed planning for new service as available option for 2024 call in order to prioritize funding continuation and expansion of existing Project V services. May consider planning studies in a future call, contingent upon future cash flow assumptions.
22	6	Project Participation Categories – Capital	6-10	Specify bus/vehicle leases/purchases apply to Traditional Project V transit or micro transit service. Include major revenue service vehicle maintenance and repairs and service vehicle wraps as eligible items.
23	6	Project Participation Categories – Initial/Start-up Marketing Costs	6-11	Include print copy, digital artwork and identity creation as eligible items. Increase funding cap from \$50k to \$80k. Specify that OCTA will provide M2 (OC Go) logos for all traditional Project V and micro transit services, as needed.
24	6	Project Participation Categories – Operations and Maintenance	6-11 to 6-12	Clarification of eligible items. Removal of existing OCTA-led services and other flexible and innovative transit services as eligible item due to updated allowance of on-demand services stated in Call Objective Priorities section above. Include ongoing vehicle maintenance as eligible item. Add clarification on parking leases to be reimbursed according to proportional facility usage for Project V services. Increase reimbursement for regular and ongoing marketing efforts from \$15K to \$25K. Reiterate agencies using contracted service provide are required to competitively procure.
23	6	Project Participation Categories – O&M	6-12 to 6-13	Include additional information for O&M and on-demand services. On-demand information includes parameters for service design. Reiterate agencies using contracted service provider are required to competitively procure.
26	6	Ineligible Categories	6-13	Update of ineligible categories including. Micro mobility services (e.g., shared bicycle, scooters) are ineligible. New expansion of existing fixed-route services is eligible for the 2024 call, thus statement removed from the ineligible category.
27	6	Project Requirements	6-14	Removed planning for new service as available option for 2024 call in order to prioritize funding continuation and expansion of existing Project V services. May consider planning studies in a future call, contingent upon future cash flow assumptions.
28	6	Project Requirements – O&M	6-14 to 6-15	Include updated cost per boarding and match rate percentages.
29	6	Project Requirements – O&M	6-15	Include minimum performance standard language.

2024 CTFP Guidelines (Project V) – Proposed Changes List				
No.	Chapter	Section	Page No.	Proposed Change
30	6	Project Requirements – O&M	6-16	Include statement that OCTA will work with agencies to establish appropriate OTP and CS performance requirements.
31	6	Project Requirements – O&M	6-16	Clarification that monthly O&M costs and performance data submitted quarterly is anticipated to be provided to the OCTA Transit Committee on a semi-annual basis.
32	6	Project Requirements – O&M	6-16	Remove outdated minimum performance standards. Updated performance to a cost of less than twice the per boarding subsidy consistent with January 25, 2021, Board action.
33	6	Project Requirements – O&M	6-16	Clarify that OC ACCESS will be provided for Project V services in OCTA paratransit services areas. For Project V services that are not within OC ACCESS service area and for on-demand and ride-hailing services, the local agency will be required to provide ADA comparable services and include cost for service or a funding plan as part of the project application.
34	6	Project Requirements – O&M	6-17	Agencies receiving Project V funds are required to provide scheduling information in required format for GTFS.
35	6	Project Requirements – O&M	6-17	Ongoing or continuing services must re-bid through competitive procurement as soon as the current term expires or by June 30, 2026, whichever is earlier.
36	6	Agency Match Requirements	6-17	Include requirement that a minimum match of 50 percent is required for new on-demand services. Include excess match incentives for O&M for traditional Project V and on-demand services in addition to excess capital match incentives.
37	6	Agency Match Requirements	6-17	Updated cost per boarding subsidy consistent with January 25, 2021, Board action.
38	6	Eligibility Requirements	6-18	Update requirement for including information on ADA service.
39	6	Eligibility Requirements	6-19	Include requirement that vehicle types must have appropriate specifications and safety equipment for service type and anticipated passenger loads.
40	6	Eligibility Requirements	6-19	Include statement that project must demonstrate competitive procurement as noted under O&M in the Project Requirements section.
41	6	Reimbursements	6-19	Clarify that invoice and accompanying expense reports to be uploaded to OC Fund tracker. Update cost per boarding subsidy. Include 50 percent match for on-demand services.
42	6	Calculation of Payment	6-19 to 6-20	Update calculation of payment example with revised subsidy rate.

2024 CTFP Guidelines (Project V) – Proposed Changes List				
No.	Chapter	Section	Page No.	Proposed Change
43	6	Project Cancellation	6-20	Clarify that projects deemed infeasible during the planning or implementation process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.
44	6	Project V Branding	6-20 to 6-21	Clarify that OC Go decals are used for fixed-route, community shuttles, seasonal services, and regular micro transit. Update M2 OC Go logo to incorporate OCTA logo. Clarify that OC Go logo is not intended to overpower local agency branding but to ensure transparency regarding local sales tax measure expenditures.
45	6	Table 6-2 Scoring Criteria	6-22	Added breakdown of scoring criteria for 2024 call, includes points possible and percentage distribution.
46	6	Exhibit 6-1 Point Breakdown & Application Checklist	6-25	Removed application breakdown and included a link to the OCTA Project V website where information will be posted. Currently being updated by staff and will be posted following call issuance.
47	6	Exhibit 6-2 Sample Resolution	6-27	Removed application breakdown and included a link to the OCTA Project V website where information will be posted. Currently being updated by staff and will be posted following call issuance.

Acronyms

ADA – Americans with Disabilities Act
 Board - Board of Directors
 CS - Customer Satisfaction
 CTFP - Comprehensive Transportation Funding Programs
 GTFS - General Transit Feed Specification
 M2 – Measure M2
 O&M - Operations and Maintenance
 OC – Orange County
 OCTA – Orange County Transportation Authority
 OTP - On Time Performance
 Project V - Community-Based Transit Circulators Program

Terms

Micro Transit
 Fixed Route
 Shared Ride-Hailing Service

GUIDELINES EXCERPT COMPREHENSIVE TRANSPORTATION FUNDING PROGRAMS GUIDELINES

2024 CALL FOR PROJECTS

Orange County Transportation Authority



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I. Overview

On November 6, 1990, Orange County voters approved Measure M, a 20-year half-cent local transportation sales tax. All major transportation improvement projects and programs included in the original Measure M have been completed or are currently underway.

Expected growth demands in Orange County over the next 30 years will require agencies to continue to invest in transportation infrastructure projects. A collaborative effort between County leaders and the Orange County Transportation Authority (OCTA) identified additional projects to fund through an extension of the Measure M program. Voters approved Measure M2 (M2) on November 7, 2006. Ordinance No. 3 (Ordinance) outlines all programs.

Background

A robust freeway network, high occupancy vehicle & toll lanes, a Master Plan of Arterial Highways (MPAH), extensive fixed route and demand response bus service, commuter rail, and bicycle/pedestrian facilities comprise Orange County's transportation system. Future planning efforts are considering high speed rail service as part of a statewide system. Separate agencies manage and maintain each transportation component with a common purpose: mobility.

OCTA is responsible for planning and coordination of county regional transportation components. Local agencies generally oversee construction and maintenance of roadway improvements using a combination of regional and local funding sources derived from grants and formula distributions.

The Comprehensive Transportation Funding Programs (CTFP) represents a collection of competitive grant programs offered to local agencies. OCTA administers a variety of additional funding sources including M2, state/federal gas taxes, and Transportation Development Act (TDA) revenues.

Guidelines Overview

This document provides guidelines and procedures necessary for Orange County agencies to apply for funding of transportation projects contained within the CTFP through a simplified and consistent process. Each program has a specific objective, funding source and set of selection criteria detailed in separate chapters contained within these guidelines.

Guidelines are updated on a periodic basis in coordination with local agencies working through the Technical Steering Committee (TSC) and Technical Advisory Committee (TAC). Modifications to the guidelines are discussed in detail with the local agency

representatives during the TSC and TAC meetings held to review and approve the updated guidelines.

Additionally, OCTA may add, modify, or delete non-M2 programs over time to reflect legislative action and funding availability.

II. Funding Sources

Renewed Measure M

M2 is a 30-year, multibillion-dollar program extension of the original Measure M (approved in 1990) with a new slate of planned projects and programs. These include improvements to the County freeway system, streets and roads network, expansion of the Metrolink system, more transit services for seniors and the disabled as well as funding for the cleanup of roadway storm water runoff.

OCTA shall select projects through a competitive process for the Regional Capacity Program (RCP) (Project O), the Regional Traffic Signal Synchronization Program (RTSSP) (Project P), the various transit programs (Projects S, T, V and W), and the Environmental Cleanup Program (ECP) (Project X). Each program has a specific focus and evaluation criteria as outlined in the guidelines.

OCTA shall distribute Local Fair Share (LFS) Program (Project Q) funds on a formula basis to eligible local agencies. The program receives 18 percent (18%) of Net Revenues. The formula is based upon three components:

- Fifty percent (50%) based upon population
- Twenty-five percent (25%) based upon centerline miles on the existing MPAH
- Twenty-five percent (25%) based upon local agency's share of countywide taxable sales

Projects that are wholly funded by M2 LFS revenues and/or local sources are not subject to a competitive process. However, program expenditures must maintain certain criteria as outlined in the Ordinance and M2 Eligibility Guidelines. Local agencies must conform to annual eligibility requirements in order to receive LFS funding and participate in the CTFP funding process. Key requirements include:

- Timely use of funds (expend within three years of receipt)
- Meet maintenance of effort requirements
- Use of funding on transportation activities consistent with Article XIX of the California Constitution (Article XIX)
- Include project in seven-year Capital Improvement Plan (CIP)
- Consistency with MPAH, Pavement Management Program, and Signal Synchronization Master Plan

As indicated above, M2 LFS revenues are subject to timely use of funds provisions (must be expended within three years of receipt). If an agency is unable to meet this provision, an extension of up to 24 months can be granted. Requests for extension on the timely use of M2 Fair Share revenues will be made as part of the Semi-Annual Review (SAR)

process. In addition to a written request, the agency will also submit an expenditure plan of how the funds will be expended.

State/Federal Programs

OCTA participates in state and federal transportation funding programs based on competitive and formula distributions. OCTA typically earmarks this funding for major regional transportation projects. From time to time, OCTA may set aside funding, where permitted, for use by local agencies through a competitive selection process.

Call for Projects

OCTA issues calls for projects annually or on an as needed basis. Secure revenue sources, such as M2, will provide funding opportunities on an annual basis. OCTA will update program guidelines and selection criteria periodically. OCTA may offer limited opportunity funding, such as a state-wide bond issuance or federal grants, consistent with funding source requirements. OCTA may conduct concurrent calls for projects when necessary. Detailed funding estimates, application submittal processes and due dates will be updated for each call for projects and will be included in section V of these guidelines.

III. Definitions

1. The term “agency,” “agencies,” “local agency” or any form thereof shall be described in Precept 2.
2. “Competitive funds” refers to funding grants received through the Comprehensive Transportation Funding Programs (CTFP).
3. The term “complete project” is inclusive of acquiring environmental documents, preliminary engineering, Right-of-Way (ROW) acquisition, construction, and construction engineering.
4. The term “cost overrun” in reference to projects awarded through the CTFP shall refer to any and all costs beyond the original estimate that are necessary to complete the approved project scope.
5. The term “encumbrance” or any variation thereof shall mean the execution of a contract or other action (e.g., city council award of a primary contract or issuance of a purchase order and Notice to Proceed (NTP)) to be funded by Net Revenues.
6. The term “escalation” or “escalate” is the inflationary adjustment, as determined by the Engineering News Record (ENR) Construction Cost Index (CCI) 20-city average, added to the application funding request (current year basis) for ROW and construction phases (see Precept 12).
7. The term “environmental mitigation” is referred to as environmental clean-up/preservation measures made as part of that project’s environmental clearance.
8. For the purpose of these guidelines, the terms “excess right-of-way” and “surplus right-of-way” shall interchangeably refer to ROW acquired for a specific transportation purpose that is not needed for that purpose. ROW designation shall be acknowledged by applicant to OCTA within sixty calendar days of designation. Furthermore, surplus property plan must also be provided to OCTA at time of designation.
9. The term “Fast Track” shall refer to projects that apply for both planning and implementation phase funding in a single competitive application/call for projects.
10. The term “Fully Burdened Labor Rates” include Work Force Labor Rate (WFLR) plus overhead (see Chapter 9).
11. The term “funding grant,” “grant,” “project funding,” “competitive funds,” “project programming” shall refer to the total amount of funds approved by the Board through the CTFP competitive process.
12. The term “Gap Closure” shall refer to the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling

- in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
13. The term “implementing agency” is the agency responsible for managing the scope, cost and schedule of the proposed project as defined in the grant application.
 14. The term “lead agency” shall refer to the agency responsible for the submission of the grant application.
 15. The term “Master Funding Agreements” or any form thereof shall refer to cooperative funding agreements described in Precept 4.
 16. The term “match rate”, “local match”, “local matching funds”, or any variation thereof, refers to the match funding that an agency is pledging through the competitive process and disposed of through procedures in Chapter 9.
 17. A “micro-purchase” is any purchase that does not exceed \$2,500. For the purposes of proof of payment, only an invoice is required.
 18. The term “obligate” or any variation thereof shall refer to the process of encumbering funds.
 19. “OCFundtracker” refers to the online grant application and payment system used by OCTA to administer the competitive programs awarded through the CTFP. Refer to <https://ocfundtracker.octa.net/>.
 20. “Primary Implementation (PI) Report” refers to the report required at the end of the PI phase. It is a technical report that documents the work completed during the PI phase, which contains the Before and After Study. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
 21. “Operations and Maintenance (O&M) Report” refers to the report required at the conclusion of O&M phase. It is a technical report that documents the work completed during O&M phase. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
 22. The term “project phase” or any form thereof shall refer to the three distinct project phases (engineering, right-of-way, and construction) OCTA funds through the CTFP. Additionally, the “engineering phase” shall include the preparation of environmental documents, preliminary engineering, and ROW engineering. The “ROW phase” shall include ROW acquisition, utility relocation and adjustment to private property as contained in the ROW agreements, private improvements taken, Temporary Construction Easements (TCE), severance damages, relocation costs that are the legal obligation of the agency, as well as loss of good will, fixtures and equipment including legal cost. The “construction phase” shall include

- construction and construction engineering. A fourth phase defined as “Operations & Maintenance” applies to select programs and is described more fully in the applicable program chapter.
23. Programming for RCP (Project O) follows a sequential process related to Planning and Implementation elements as described more fully in Chapter 2. The Planning step includes environmental evaluation, planning and engineering activities. The Implementation step includes ROW and construction activities.
 24. The term “project phase completion” refers to the date that the local agency has paid the final contractor/consultant invoice (including retention) for work performed and any pending litigation has been adjudicated for the engineering phase or for the ROW phase, and all liens/claims have been settled for the construction phase. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the M2 Ordinance, Attachment B, Section III.A.9.
 25. The term “Public-Private Partnerships” is defined as direct financial contributions, sponsorships or ROW dedications for eligible program activities.
 26. The term “reasonable” in reference to project phase costs shall refer to a cost that, in its nature and amount, does not exceed that which would normally be incurred under the circumstances prevailing at the time the decision was made to incur the cost. Factors that influence the reasonableness of costs: whether the cost is of a type generally recognized as ordinary and necessary for the completion of the work effort and market prices for comparable goods or services.
 27. The term “savings” or “project savings” in reference to projects awarded through the CTFP are any grant funds remaining on a particular project phase after all eligible items within the approved project scope have been reimbursed.
 28. “Sustainability”, as it applies to capacity enhancing infrastructure projects, refers to project elements that support environmental benefits such as use of renewable or recycled resources.
 29. The term “Work Force Labor Rates (WFLR)” include direct salaries plus direct fringe benefits.
 30. The term “offset intersection” or “offset signal” refers to traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. (Project P Only)

IV. Acronyms

AADT – Average Annual Daily Traffic

ACE – Arterial Capacity Enhancements

ADA – Americans with Disabilities Act of 1990

ADT – Average Daily Trips

A/E – Architectural/Engineering

APIRI – Applications Programming Interface with Referenced Implementations

ATC – Advanced Transportation Controller

ATMS – Advanced Transportation Management System

BMP – Best Management Practices

B/RVH – Boardings Divided by the Revenue Vehicle Hours

C2C – Center-to-Center Communication

CASQA – California Stormwater Quality Association

CAPPM – Cost Accounting Policies and Procedures Manual

CCI – Construction Cost Index

CCTV – Closed Circuit Television

CDS – Continuous Deflection Separator

CFS – Climate Forecast System

CE – Categorical Exclusion

CEQA – California Environmental Quality Act

CIP – Capital Improvement Program

CPI – Catchment Prioritization Index

CS – Customer Satisfaction

CSPI – Corridor System Performance Index

CTC – California Transportation Commission

CTFP – Comprehensive Transportation Funding Programs

ECAC – Environmental Cleanup Allocation Committee

ECP – Environmental Cleanup Program

EIR – Environmental Impact Report

ENR – Engineering News Record
EVP – Emergency Vehicle Preempt
FAST – Freeway Arterial/Streets Transition
FTA – Federal Transit Administration
FY – Fiscal Year
GIS – Geographic Information System
GTFS – General Transit Feed Specification
GSRD – Gross Solid Removal Device
HAWK – High-Intensity Activated Crosswalk Signaling Systems
HCM – Highway Capacity Manual
ICE – Intersection Capacity Enhancements
ICU – Intersection Capacity Utilization
ID – Identification
IRWMP – Integrated Regional Water Management Plan
ITS – Intelligent Transportation System
LFS – Local Fair Share
LID – Low-Impact Development
LOS – Level of Service
M2 – Measure M2
MG/yr – Megagrams per Year
MPAH – Master Plan of Arterial Highways
MUTCD – Manual on Uniform Traffic Control Devices
ND – Negative Declaration
NDS – National Data & Surveying Services
NEPA – National Environmental Policy Act
NTP – Notice to Proceed
O&M – Operations and Maintenance
OCTA – Orange County Transportation Authority
OCTAM – Orange County Transportation Analysis Model

OTP – On-Time Performance

PA/ED – Project Approvals/Environmental Documentation

PCI – Pavement Condition Index

PI – Primary Implementation

PSR – Project Study Report

PS&E – Plan, Specification and Estimate

PUC – Public Utilities Commission

RCP – Regional Capacity Program

RGSP – Regional Grade Separation Program

RTSSP – Regional Traffic Signal Synchronization Program

ROADS – Roadway Operations and Analysis Database System

ROW – Right-of-Way

RVH – Revenue Vehicle Hours

SAR – Semi-Annual Review

SBPAT – Structural BMP Prioritization Analysis Tool

SLPP – State-Local Partnership Program

TAC – Technical Advisory Committee

TCE – Temporary Construction Easement

TCIF – Trade Corridors Improvement Funds

TDA – Transportation Development Act

TMC – Traffic Management Center

TNC – Transportation Network Companies

TOC – Traffic Operations Center

TPC – Total Project Cost

TPI – Transportation Priority Index

TSC – Technical Steering Committee

TSP – Transit Signal Priority

UPS – Uninterruptible Power Supply

UTDF – Universal Traffic Data Format

v/c – Volume/Capacity

VMT – Vehicle Miles Traveled

WFLR – Work Force Labor Rates

WQLRI – Water Quality Load Reduction Index

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V. Precepts

The OCTA Board of Directors (Board) approved these guidelines on March 22, 2010. The guidelines subsequently have been amended and approved by the Board as needed. The purpose is to provide procedures that assist in the administration of the CTFP under M2 where other superseding documents lack specificity. OCTA, or an agent acting on the authority's behalf, shall enforce these guidelines.

1. All eligible Orange County cities and the County of Orange may participate in the M2 competitive programs and federal funding programs included in the CTFP. Other agencies (e.g., Department of Transportation or local jurisdiction) may participate on a project, however, one local agency shall be designated as the implementing agency, shall be responsible for all funding requirements associated with the project, and shall be the recipient of funds through the program.
2. To participate in the CTFP, OCTA must declare that an agency is eligible to receive M2 Net Revenues which include LFS distributions. Failure to meet minimum eligibility requirements after programming of funds will result in deferral or cancellation of funding.
3. The lead agency must execute a Master Funding Agreement with ~~the~~ OCTA. OCTA and lead agencies will periodically amend the agreement via letter to reflect funding changes through competitive calls for projects.
4. A separate cooperative funding agreement will be issued for Project V funded projects and any OCTA-led Project P (RTSSP) funded projects.
5. An agency must have a fully executed letter agreement prior to the obligation of funds. Local agencies may be granted pre-award authority for M2 funded projects. Local agencies, at their own risk, may use this pre-award authority to obligate funds for an M2 funded project prior to the programmed year. Expenditures prior to the Board approved programmed year will not be eligible for reimbursement (see Chapter 9).
6. For transit programs not covered by the letter agreement process (e.g., Projects S, V and W), pre-award authority is granted upon Board approval of the funding grant. See Precept 5 above for pre-award authority provisions.
7. Local agencies shall scope projects, prepare estimates, and conduct design in cooperation with and in accordance with the standards and procedures required by the local agencies involved with the project (e.g., Caltrans, County, state/federal resource agencies).
8. Local agencies should select consultants based upon established contract management and applicable public contracting practices, with qualification-based selection for architectural/engineering (A/E) services, and competitive bidding

environments for construction contracts in accordance with the Public Contracts Code. Agencies must meet procurement and contracting requirements of non-M2 funding sources which may exceed those identified in the CTFP.

9. Based upon funding availability, a "Call for Projects" shall be considered annually but may be issued less frequently.
10. In each call cycle, OCTA shall program projects for a three-year period, based upon an estimate of available funds.
11. OCTA will base funding grants on project cost estimates including up to 10 percent (10%) contingency for construction. During the programming process, OCTA adds an inflationary adjustment, as appropriate.
12. OCTA shall escalate project grants for years two and three for ROW and construction phases only. OCTA will base escalation rates on the ENR CCI 20-city average.
13. Match rate commitments identified by implementing agencies in the project grant application shall remain constant throughout the funded project phase. This includes projects where the programming has been escalated for future years. OCTA and implementing agencies shall not reduce match rate commitments or split the match rate by phase. Actual project contributions by the local agency or OCTA are dependent on final project costs and may not be equal to the match rate if a local agency overmatch exists. Local agency contributions may exceed the committed local match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures cannot be considered when calculating the local match rate.
14. Where a project experiences savings, the local match percentage must be maintained.
15. OCTA shall program funds by fiscal year for each phase of a project.
16. A grant for a specific project shall be cancelled if the funds are not encumbered within the fiscal year the funds are programmed, unless the OCTA Board has granted a delay.
17. Implementing agencies may request a one-time delay not exceeding a total of 24 months per project grant. Agencies shall justify this request, receive City Council/Board of Supervisor concurrence, and seek approval of OCTA staff, the TAC, and the Board as part of the SAR process. Extension requests must be received no less than ninety (90) calendar days prior to the encumbrance deadline and are not permitted for projects that seek "fast track" grants.
18. An administrative time extension may be granted for expiring M2 funds for a project that is clearly engaged in the procurement process (advertised but not yet awarded).

19. Funds that have been encumbered shall be used in a timely fashion. For project phases, excluding ROW, funds will expire after 36 months from encumbrance. For the ROW phase, funds will expire after 36 months from the date of the first offer letter and/or, if contract services are required, 36 months from the contract NTP. Extensions up to 24 months may be granted through the SAR process. Extension requests must be received no less than ninety (90) calendar days prior to the encumbrance deadline.
20. Preliminary Engineering allocations can be programmed in two different fiscal years depending on the project schedule and when certain engineering costs will need to occur during the project development and implementation phases. Local agencies can issue a separate NTP on a single contract to ensure compliance with the timely use of funds requirement. Local agencies may also issue separate contracts for the funds programmed in different fiscal years. Local agencies are required to obligate the funds within the same fiscal year of the programming or request a delay at least 90 days prior to the obligation deadline.
21. For all construction projects awarded CTFP funds in excess of \$500,000 and/or exceeding a 90-day construction period schedule, the local agency shall install and remove signage in accordance with OCTA specifications during the construction period. The implementing agency shall request OCTA furnished signage. OCTA signage specifications can be found on the [Call for Projects Website](https://www.octa.net/pdf/CTFP_PMO_M2_Awareness_Guidelines_Project_O.pdf) (https://www.octa.net/pdf/CTFP_PMO_M2_Awareness_Guidelines_Project_O.pdf). Agencies will be required to certify that these signage requirements have been met as part of the initial payment process (see Chapter 9).
22. OCTA shall reprogram funds derived from savings or project cancellation based upon final project status. An implementing agency may request to transfer 100 percent (100%) of savings of M2 funds between the phases within a project with approval from the TAC and Board. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a SAR. State-Local Partnership Program (SLPP) funds are not eligible for transfer of savings. Agencies may only use savings as an aid for unanticipated cost overruns within the approved scope of work.
23. Where the actual conditions of a roadway differ from the MPAH classification (e.g., number of through lanes), OCTA shall use the actual conditions for the purposes of competitive scoring. An agency may appeal to the TAC to request that the MPAH classification be adjusted/reconsidered.
24. For the purpose of calculated Level of Service (LOS), the capacity used in the volume over capacity calculation shall be 100 percent (100%) capacity, or LOS level "E". Intersection Capacity Utilization (ICU) calculations shall use 1,700 vehicles per hour per lane with a .05 clearance interval.

25. OCTA shall consider matching fund credit(s) for an implementing agency's proposed projects current and applicable environmental clearance expenditures. OCTA will review and consider these expenditures on a case-by-case basis at the time of funding approval.
26. An approved CTFP project may be determined ineligible for funding at any time if it is found that M2 funding has replaced all or a portion of funds or commitments that were to be provided by other sources such as: development conditions of approval, development deposits, fee programs, redevelopment programs or other dedicated local funding sources (i.e., assessment districts, community facilities districts, bonds, certificates of participation, etc.). Appeals may be made in accordance with Precept 39.
27. OCTA may fund environmental mitigation, up to 25 percent (25%) of the total eligible project cost by phase, as required for the proposed project contained in the environmental document. Participating environmental mitigation expenditures are eligible for funding under certain programs, but not all.
28. Construction Engineering, Construction Management, Materials Testing, Engineering Support and/or Project Management shall not exceed 15 percent (15%) of the total eligible project cost based upon the engineers' estimate. The cap is applied to the sum of eligible expenses, contract change orders (within the scope of work), equipment and materials (e.g., eligible traffic signal equipment). Note: For the Project X Tier I program only, local agencies may include final design.
29. Contract change orders are only eligible for reimbursement of work due to unforeseen changed conditions within the original scope of work and not exceeding 10 percent (10%) contingency provided in the application cost estimate.
30. OCTA shall evaluate "whole" projects during the initial review process. Subsequent phase application reviews shall not include prior phases in the evaluation unless locally funded and pledged as a match and are subject to OCTA verification. The criteria for ranking project applications is included in these guidelines as part of each program component chapter.
31. Projects that receive competitive CTFP funds shall not use other M2 competitive funds as a local match source. Lead agencies may request project consolidation. The TAC and Board must approve consolidation requests. OCTA shall use the weighted average match rate of the consolidated project's individual segments.
32. OCTA shall conduct a SAR of all active CTFP projects. All agencies shall participate in these sessions through a process established by OCTA. Currently, OCTA administers the SAR through OCFundtracker. OCTA's intent is to: 1) verify project schedule, 2) confirm project's continued viability, 3) discuss project changes to ensure successful and timely implementation, 4) request sufficient information from

- agencies to administer the CTFP, and 5) address any potential issues with external fund sources committed as match against the competitive funds.
33. For any project experiencing cost increases exceeding 10 percent (10%) of the originally contracted amount, a revised cost estimate must be submitted to OCTA as part of the SAR process. This is applicable even if the increase is within the overall grant amount.
 34. Agencies shall submit payment requests to OCTA in a timely fashion. Agencies may request an initial payment for M2 (generally up to 75 percent (75%) of programmed amount or eligible expenditures, see Chapter 9) once the funds have been encumbered. The final 25 percent (25%) of the available programmed balance will be released upon the submission of an approved final report.
 35. For situations where a grant amount exceeds \$2,000,000, the amount withheld pending the submittal of an approved final report shall be capped at \$500,000 per project phase but shall in no case be less than 10 percent (10%) of the grant or the contract amount, whichever is less. Should the 75 percent/25 percent (75%/25%) payment distribution ratio result in a final payment retention that exceeds \$500,000, the payment percentages will be adjusted to meet the \$500,000 cap until the 10 percent (10%) threshold is reached. At no time will the final payment retention be less than 10 percent (10%).
 36. When a project phase is complete, an agency shall notify OCTA in writing within thirty (30) calendar days of completion. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the M2 Ordinance, Attachment B, Section III.A.9.
 37. An agency shall provide final accounting in an approved final report format (see Chapter 9) within 180 calendar days of project phase completion. The process for untimely final reports is described in Chapter 9. Failure to provide a final accounting shall result in repayment of applicable M2 funds received for the project phase in a manner consistent with the Master Funding Agreement. Projects funded with M2 funding require a project final report within 180 calendar days of project phase completion as part of eligibility compliance. Failure to meet eligibility requirements, including submittal of final reports within 180 calendar days of project phase completion may result in suspension of all net revenues including fair share funds.
 38. The payment distribution ratio referenced in Precept 35 may be modified to a reimbursement process, at the discretion of the Board, in the event that financing, or bonding is required to meet OCTA's cash flow needs.
 39. Agencies may appeal to the TAC on issues that the agency and OCTA staff cannot resolve. An agency may file an appeal by submitting a brief written statement of the facts and circumstances to OCTA staff. The appellant local agency must submit a

written statement which proposes an action for TAC consideration. The TSC shall recommend specific action for an appeal to the TAC. The Board shall have final approval on appeals.

40. Projects within the Coastal Zone Boundary, as a requirement of a Coast Development Permit, may be required to replace existing on-street parking on a one-for-one basis for spaces removed as a result of a roadway widening project. ROW costs to replace the existing on-street parking can be considered mitigation for coastal zone cities only (see exhibit IV-1). The mitigation activities can be covered up to 25 percent (25%) of the total eligible cost consistent with Precept 27. Jurisdictional boundaries are more fully described in the Public Resource Code, Division 20, California Coastal Act (2016) Sections 30168 & 30169. OCTA staff will work with the local agency staff during the project application process to determine eligibility of these costs and to identify any excess ROW that will require a disposal plan. OCTA and the local agency will also establish any savings that will revert back to the Measure M Program after project completion. The cost of right of-way required to replace parking should be fair and reasonable in comparison to the total cost of the project.

Coastal Zone Boundary

LA HABRA BREA FULLERTON YORBA LINDA PLACENTIA BUENA PARK ANAHEIM VILLA PARK ORANGE GARDEN GROVE STANTON CYPRESS LA PALMA LOS ALAMITOS SEAL BEACH WESTMINSTER FOUNTAIN VALLEY HUNTINGTON BEACH COSTA MESA TUSTIN IRVINE LAKE FOREST MISSION VIEJO RANCHO SANTA MARGARITA SANTIAGO VALLEY

Coastal Zone Boundary

LAGUNA WOODS LAGUNA HILLS ALISO VIEJO LAGUNA BEACH LAGUNA NIGUEL DANA POINT SAN JUAN CAPISTRANO SAN CLEMENTE

Detail Map

CAMINO DE LOS MARES CAMINO MAR COSTA CAMINO CAPISTRANO COAST AVENIDA VALERO VISTA AVENIDA

Coastal Zone Boundary

Source: OCTA; California Coastal Commission
Coastal Zone Boundary provided by CalTrans

0 1,000 Feet
0 2 4 Miles

March 14, 2011

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Chapter 6 – Community-Based Transit/Circulators (Project V)

2021 Program Revisions

~~On January 25, 2021, the OCTA Board authorized the revision of certain Project V program requirements primarily required as a result of the coronavirus pandemic and the need to update several program requirements. These changes focused upon modifying the program's minimum performance requirements, allowing for annual subsidy escalation, and implementing recent internal audit recommendations. These changes will be fully incorporated into these Guidelines during the next Project V call for projects. However, until that time, for the latest program modifications and requirements, please refer to the January 25, 2021 staff report, which can be found at:~~

~~<https://octa.legistar.com/LegislationDetail.aspx?ID=4748502&GUID=1D11B36F-02B3-4A94-9C8E-C3EE9AB6D275&Options=&Search=>~~

Overview

The M2 Project V—Community-Based Transit/Circulators Program, referred to as Project V, establishes a competitive process to enable local jurisdictions to develop community-based, local transit services that complement regional transit services and meet needs in areas not adequately serviced by regional transit. Project V services cannot duplicate or compete with existing OC Bus services or other existing services. Exceptions to this policy may be considered on a case-by-case basis.

Regional Transit: Regional Transit services are provided by OCTA, specifically through OC Bus routes 1 through 99 (and excluding those route sections that perform less than 10 boardings per RVH). Additional information on OCTA routes and schedules can be accessed from the OCTA website at www.octa.net.

Projects must meet specific criteria in order to compete for funding through this program. In addition, local jurisdictions will be required to demonstrate the ability to provide funding match for capital and ongoing local share of operations and maintenance (O&M) using non-OCTA resources. Public-private partnerships are encouraged but not required. However, such efforts need to be applied for by a CTFP eligible local agency. Local jurisdictions are also encouraged to partner and coordinate with each other.

General Program Objectives

- To provide community transit service that is safe, clean, and convenient.

- To encourage new, well-coordinated, flexible transportation systems customized to each community's needs.
- To develop financially sustainable local transit services that complement regional bus and rail service.
- To meet transportation needs in areas not served by regional transit with reliable and viable transit services.

Eligible Service Categories

The services currently eligible for this program generally fall into two service categories defined as Traditional Project V transit services and on-demand mobility services. These categories allow for special operating characteristics to be considered in the evaluation and administration of distinctive transit delivery models. The eligible service types under each category are as follows:

Traditional Project V transit services include the following service types:

- fixed route
- deviated fixed route
—circulators and rubber-tire
- trolleys
- point-to-point shuttle services (event parking shuttles)

On-demand (mobility) services¹ include the following service types:

- ride-hailing or transportation network companies (TNCs)
- microtransit-

Note: Emerging technology has enabled users (frequently through smart phones and app-based programs) to inform their mobility choices resulting in greater access and efficiency. To be considered for Project V funding, all on-demand services must only be provided in a shared ride platform.

¹ On-demand services involve similar service designs and characteristics including, but not limited to:

- Based on contracted mobility providers responding to user-initiated requests for transportation (ride-hailing).
- User trips occur within a designated service area or boundary.
- May include designated user pickup/drop-off locations within a suitable distance from desired destinations.
- Users have an expectation of ridesharing where all trips may include diversions and deviations to serve other user-requested trips in an efficient and effective manner.

All Project V services must meet the Americans with Disabilities Act (ADA) requirements, which extend to ride-hailing or scheduling.

2024 Call for Projects Objectives Priorities (in order)

1. To continue funding previously awarded successful existing projects² that are expiring.
2. To encourage and support expansion of existing projects² services.
- 1-3. To support new special event or seasonal shuttle Traditional Project V services.
4. To allow for expand on-demand and shared ride services options through promoting provided that the user accepts a provide shared ride options. ride-hailing services and microtransit.
2. To encourage new and evolving services that will meet Project V's performance standards by providing funding for transit planning studies.

Other Priorities to Promote Fiscal Responsibility:

- To consolidate continuing existing services into one grant as the project is extended.
- To engage in competitive procurements for service providers of all service types and re-procurements of service providers for all continuing existing services.

2024 Call for Projects

The 2024 Call for Projects (call) will provide community-based transit/circulators across Orange County, which meet program objectives (emphasis will be focused on 2024 call objectives). For this call, OCTA shall program projects up to a seven-year period, from fiscal year (FY) 2024/25 and FY-2029/3030/31. Specifics on the funding policies that apply to this call are identified in subsequent paragraphs. Each section should be read thoroughly before applying for funding. Applications should be prepared for the service type(s) that best fit the proposed projects.

² Previously Awarded Successful Existing projects are defined as previously funded ongoing Project V services, which will may expire and at minimum, meet the Year 3+ service performance standard of 10 B/RVH for each applicable reporting period cost per boarding requirements.

Applications

In order for OCTA to consider a project for funding, applications will be prepared by the local agency utilizing the project application form, available electronically from OCTA. Agencies are required to submit electronic and hardcopy applications for the 2024 call by **5:00 PM PST on Thursday, January 25, 2024**. Late submittals will not be reviewed or considered. The local agency responsible for the project application must submit the application and any supporting documentation via OCFundtracker as outlined below.

A separate application package must be completed for each service category (Traditional Project V transit service or on-demand service) and uploaded to OCFundtracker (<https://ocfundtracker.octa.net>). One electronic copy via file upload to OCFundtracker and one (1) unbound printed hardcopy of each application and any supporting documentation including KMZ files, must be submitted to OCTA by the application deadline. Hardcopy application packages shall be mailed or delivered in person to:

By mail:	In person:
<u>Adrian Salazar</u>	<u>Orange County Transportation Authority</u>
<u>Orange County Transportation Authority</u>	<u>600 South Main Street</u>
<u>550 South Main Street</u>	<u>Orange, CA 92863-1584</u>
<u>P.O. Box 14184</u>	
<u>Orange, CA 92863-1584</u>	
<u>Tel: (714) 560-5363</u>	

Application Process

Project V allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal. An application for any proposed service must include a detailed funding/operations plan.

The project application ~~for capital and O&M~~ shall include, at a minimum, the following information (see Scoring Criteria section for further information):

- Project need, goals and objectives.
- Project development and implementation schedule.
- Funding plan (funding needs, match funding commitment and source, operations funding assurances, passenger fare rate schedule, public-private partnership arrangements, and ADA considerations, if applicable).
- Proposed and/or ongoing service and operations plan.
- O&M facility management and vehicle storage or parking.

- KMZ file(s) of proposed service area and route boundaries, sufficient to support OCTA geocoding efforts.
- Ridership projections.
- Service Coordination Plan demonstrating support of proposed Project V service(s) with existing services such as OCTA transit services, existing Project V services, Metrolink, I-Shuttle, Anaheim Transportation Network and/or Senior Mobility Program (Project U).
- Request to merge existing and or new grants, include a multi-year corresponding financial plan by FY that shows the total combined revenues, expenditures and revenue vehicle service hours by year.
- Confirmation of competitive procurement or re-procurement plan. Services that are provided with agency employees are exempt from this requirement.
- Any additional information deemed relevant by the applicant and/or OCTA.

Complete project applications must be submitted by the established due date to be eligible for consideration.

Applications will be reviewed by OCTA for alignment and consistency with program requirements and goals. For applications completed in accordance with the program requirements, the projects will be scored, ranked, and, if score dictates, submitted to the Transit Committee and the Board for consideration and potential funding approval. The process is expected to be concluded by spring 2024.

The final approved application (including funding plan) will serve as the basis for any cooperative agreements required under the program. The approved projects will be subject to the CTFP Guidelines for project delivery requirements.

Application Guidelines

Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable adequate evaluation of the application. Each agency is provided broad latitude in formatting, content, and approach. Please ensure all required information listed under the preceding Application Process section is included. Key elements must be clearly and concisely presented to enable timely and accurate assessment of project applications.

Financial Details

Each candidate project application must include all phases through construction of facilities. The financial plan will include, at a minimum, the following information:

- Estimated project cost for each phase of development (Initial/Startup Marketing Cost to Establish Service, Capital — including equipment and vehicle acquisition, construction, if applicable, O&M, ongoing marketing, and project oversight).
- Preliminary cost estimates for O&M should be coordinated with OCTA and be based upon realistic estimates provided by applicable potential vendors.
- Funding request phase of project implementation with match funding amounts, match rate (%), and funding sources clearly identified.
- Consideration of ADA costs, if applicable.
- Demonstrated financial commitments for match funding and ongoing operations.
- User fare subsidy paid by the agency and intended for reimbursement through Project V, if applicable.
- Discussion of contingency planning for revenue shortfalls.
- Revenue projections and methodology where commercial activity is expected to support implementation and/or operations costs.
- Project readiness status.
- Realistic project schedule for each project phase.

Scoring Criteria

Specific scoring criteria will be used to evaluate the competitive program project applications. Emphasis will be placed on projects with firm financial commitments, overall project readiness, and consistency with the 2024 call objectives. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness, and local/regional benefits.

The formal application must include feasibility and efficacy components in order to demonstrate transportation benefits and to also ensure that selected project(s) meet the spirit and intent of M2.

Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Matching rate and funds.
- Level of commitment from non-applicant partners.
- Estimated capital, initial marketing, and continuing O&M costs.
- Projected daily boardings with projection methodology fully presented.
- Estimated operating cost per boarding and per RVH.
- Project readiness defined by a clear, accurate and reasonable operations plan, also includes initial operating period and service implementation startup plan for seasonal services or special event readiness.
- Community connections; connections to fixed route bus and rail.
- Projected annual visitors served by seasonal route(s).

- Community outreach [supporting the proposed service](#).
- Agency experience [deploying comparable services](#).

Each application can receive a maximum of 100 points. See Table 6-2 for scoring categories and percentage distribution.

Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

Council Resolution: A council resolution or minute action authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan. A resolution or minute action must be approved by the local agency's governing body. The resolution or minute action shall serve as the local agency's formal request for Project V funds and must state that matching funds will be provided by the agency. All [project-funding](#) requests must be [included in this section listed in the resolution or minute action](#).

At minimum, a draft resolution must be submitted with the application by the [January 25th](#) deadline. **A final adopted resolution (or minute action) must be submitted to OCTA by [Thursday, February 15, 2024](#), to be considered for funding recommendation.** A sample resolution is included in Exhibit 6-2. Local agencies, at a minimum, must include items a-m in Exhibit 6-2.

Lease/Cost Sharing Agreements: Copies of leases, sponsorship, and/or advertising revenue documents, including appropriate vehicle specifications and safety features. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

Project Documentation: If the proposed project has completed initial planning activities, evidence of plan approval should be included with the application. Satisfactory evidence includes [project-sponsor agency council or board action](#) approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion of planning phases. The applicant will be asked for detailed information only if necessary, to adequately evaluate the project application.

Operations Plan: In addition to the financial details indicated in this chapter, the operations plan submitted shall include the following technical data: a route map [and geocoded service area](#), stop [or pick up](#) location listing, [draft timetable that includes begin/end dates, frequency and cycle time, days of the week, start and end times](#); summary of vehicle types and [specification characteristics, speed-profile](#), fleet size, and [vehicle maintenance plan, if applicable; projected annual revenue vehicle hours](#);

ride-hailing or ride request process; ADA accommodations or comparable alternative; any other applicable supporting documentation.

Pre-Award Activities

Pre-award activities are allowable under Precept 6. A grantee may, at its own risk and without an executed OCTA cooperative agreement, obligate funds. Expenditures that are paid prior to an executed OCTA cooperative agreement, but after July 1 of the programmed FY must be identified in the grant application and must be submitted to OCTA for administrative approval prior to the implementation of the project.

OCTA staff is available to respond to applicant questions and provide guidance regarding Project V applications prior to the submittal deadline, upon request. In order to ensure the best use of M2 funds and assist eligible jurisdictions, applicants may engage in a pre-application process with OCTA staff in project planning, cost estimate development, and determination of likely projected competitiveness. Specific meeting times will be established once the call is initiated.

Application Review and Program Adoption

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Applications determined to be complete and in accordance with program requirements and objectives will be scored, ranked, and submitted to the OCTA Transit Committee and OCTA Board for final consideration and funding approval.

The call schedule is detailed below:

Board authorization to issue call: November 13, 2023

Application submittal deadline: Thursday, January 25, 2024 at 5:00 PM PST

Final adopted resolution (or minute action) deadline: Thursday, February 15, 2024

Transit Committee/Board approval: Spring 2024

Funding Information

Agencies may be awarded, no more than \$592,000 annually for Traditional Project V services or service expansion, based on proposed RVH³ and no more than \$296,000 for on-demand services in Year 1 of the call cycle. See Table 6-1 below for the maximum annual allocation for the 2024 call programming period. Funding will be available starting in FY 2024-25 and shall not extend beyond seven years. The minimum local match is ten percent (ten percent) for traditional Project V services and capital/equipment and fifty(50%)for on-demand services. Agencies will receive points for committing to a higher match rate. Agencies can consolidate existing continuing grants in the 2024 call to simplify project administration and can exceed the maximum annual allocations listed for continuing services, when merging multiple grants.

Table 6-1 Maximum Annual Project V Funding Allocation

<u>Grant Year</u>	<u>Fiscal Year</u>	<u>Traditional Services</u>	<u>On-Demand Services</u>
<u>Year 1</u>	<u>FY 25</u>	<u>\$592,000</u>	<u>\$296,000</u>
<u>Year 2</u>	<u>FY 26</u>	<u>\$610,000</u>	<u>\$305,000</u>
<u>Year 3</u>	<u>FY 27</u>	<u>\$628,000</u>	<u>\$314,000</u>
<u>Year 4</u>	<u>FY 28</u>	<u>\$647,000</u>	<u>\$323,500</u>
<u>Year 5</u>	<u>FY 29</u>	<u>\$665,000</u>	<u>\$332,500</u>
<u>Year 6</u>	<u>FY 30</u>	<u>\$685,000</u>	<u>\$342,500</u>
<u>Year 7</u>	<u>FY 31</u>	<u>\$705,000</u>	<u>\$352,500</u>

Note: FY 25 funds will be available July 1, 2024. Expenses incurred before this date will not be eligible for reimbursement.

Project Participation Categories

Transit needs may differ from one location to the next, and projects pursued under this program have significant latitude on how the challenge of ~~delivering~~providing

³ OCTA uses reported costs per RVH from FY 22-23 to determine annual maximum. Agency to populate proposed operations plan in application.

community-based transit will be delivered. However, emphasis upon program 2024 call objectives is highly encouraged. The program categories listed below identify key project elements that can be pursued through Project V. The program categories eligible for funding through Project V are:

Planning for New Service – (Up to \$60,000 per agency)

- ~~Need for Community-Based Transit/Circulator Services meeting call objectives~~
- ~~Origin and Destination Studies~~
- ~~Surveys and Marketing Research~~
- ~~Development of Proposed Service Plans~~
- ~~Transit Coordination Studies~~

Capital – Eligible Expenditures

- Bus and vehicle leases/purchases for the purposes of providing Traditional Project V transit or microtransit services~~seasonal/special event shuttles and trolleys~~. If the purchase of vehicles is more cost efficient than a lease, justification and supporting documentation must be provided. Vehicle purchase requests will be evaluated by OCTA for approval on the basis of cost effectiveness.
- Equipment for the deployment, implementation and use of Project V-funded services, including but not limited to:
 - Bike racks
 - Dispatch/routing software
 - Communications/passenger information equipment
 - Fare collection equipment
 - Reasonable passenger amenities, generally consistent with Chapter 3 (Project W eligible items)
 - ADA equipment for vehicles
- Major revenue service vehicle maintenance and repairs (e.g., replacement of transmission, engine, etc.).
- Maintenance facilities and fueling stations required for new and/or substantially revised or modified transit service and directly related to Project V service.
- Reasonable stop improvements and amenities (generally including signage, furniture and shelters and consistent with Chapter 3 Project W eligible items) for Project V-funded service stops only.
- Service vehicle wraps (including replacement).

~~Note:~~ If capital purchases (bus/vehicles, equipment, facilities, bus stop amenities, etc.) are provided with Project V funds, there is an expectation that these capital items will be used for their entire useful life and/or through the termination of the service. If termination occurs prior to the completion of the capital item's useful life and/or grant term, the local agency shall repay OCTA the same percentage of the sale price (or estimated value of the asset(s) based on straight line depreciation of the asset[s]), consistent with the Project V percentage of the initial purchase. Useful life shall be based upon OCTA's policy for service life, where applicable.

Initial/Start-Up Marketing Costs to Establish Service – Eligible Expenditures

- Print copy, digital artwork and identity creation associated with publication, marketing, and initial deployment of service.
- Initial/Start-Up marketing costs to establish and publicize new and/or expanded services will be capped at \$5080,000 (total).

~~Note:~~ Initial/Start-up Marketing costs will not be subject to considered in the calculation of the O&M cost per boarding subsidy limitations outlined below. However, it costs submitted for reimbursement would still require a minimum local match of ten percent (10 percent). OCTA will provide M2 (OC Go) logo decals for all Traditional Project V transit and microtransit service vehicles, as needed.

O&M – Eligible Expenditures (Costs to Perform Service) below are subject to OCTA subsidy limitations discussed in subsequent sections.

- Seasonal, special event, fFixed route, and deviated fixed route local circulator and trolley services.
- Special event shuttle services for events that will create significant congestion.
- Approved on-demand services⁴ shared ride-hailing services, and shuttle services including administration and O&M of services. (contingent on proposed service plan, anticipated service performance, consistency with 2024 call objectives, and a demonstration that ADA requirements can be met:). Additional information on on-demand services provided in subsequent paragraphs.
- Transportation services with prescribed periods (i.e., daily, weekend, seasonal, and/or special event) and spans (timeframes) of operations.
- Transportation services provided must be operated non-OCTA service providers.

- ~~Existing OCTA-led services are eligible for expansion if an alternate service provider is identified.~~

Expansion of existing services will only be considered if the existing service has clearly met minimum performance standards and will expire within the current call period.

- ~~Ongoing vehicle maintenance (does not include capital replacement, e.g., engines, transmissions, etc.).~~
- Temporary off-site parking for special events subject to agreement with the property owner and approved by OCTA.
- ~~Parking leases needed in response to expand transit services, and vehicle storage fees for service operating fleet. Proportional reimbursement for vehicle storage at agency facility or property, with OCTA approval.~~
- ~~Regular and ongoing marketing efforts, including expenditures related to seasonal or special event service schedules, marketing materials such as flyers, brochures and community outreach efforts.~~
- ~~Other flexible and innovative transit services contingent on the proposed service plan, anticipated service performance, and consistency with 2020 call objectives.~~

O&M costs are subject to OCTA cost per boarding subsidy limitations discussed in subsequent sections.

Reimbursement for regular and ongoing marketing efforts including expenditures related to seasonal or special event service schedules, marketing materials such as flyers and brochures and community outreach efforts will be capped at \$15,000 \$25,000 annually and are included as part of the O&M cost.

Agencies using a contracted service provider are required to competitively procure.

Additional Information (On-Demand Services):

- Microtransit services may provide passenger pickup and drop-off at exclusively designated locations; or include door-to-door service within the proposed service area boundary.
- Ride-hailing services primarily consist of operators who are independent contractors providing door-to-door service within the service area boundary.

- May have implications on contracts, cost, insurance, liability, performance, operations, etc.
- Some mobility providers for shared ride-hailing services may have age restrictions for youth travel.
- Considerations for microtransit service scalability and flexible deployment are required to right-size fleet to the desired service area and travel demand volumes/patterns.
- Agencies proposing shared ride-hailing services, use of fares and/or user limiting options are encouraged to manage/consider demand management options.
- Agencies using a contracted service provider are required to competitively procure.

Ineligible Categories

Project V funds may not be used for the following:

- Planning for new service (NOT AVAILABLE FOR 2024 CALL)
- Micromobility services (e.g., shared bicycle, scooters)
- Right-of-way (ROW) acquisition
- To supplant Services that duplicate or compete with existing transit services
 - (subject to the Regional Transit definition identified in the Overview). In order to justify regional transit service is not being supplanted, local agencies must document and explain how their proposal will not compete with the regional existing transit services, transit services. Final determination of proposal supplanting duplication of or competing with regional existing transit service will be determined by OCTA staff on a case-by-case basis.
- Fare subsidies (free shuttles are not considered subsidized fare for this program)
- Indirect costs
- OCTA-led services
- New expansion of existing fixed route services

Project Requirements

All projects funded through Project V must comply with the CTFP Guidelines, unless specifically noted in the agreement with the local agency, and must comply with applicable state and federal laws, including ADA requirements for transit services.

Planning for New Service

~~Cities must provide a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed service. OCTA transit planning staff must be included in the development and finalization of any planning documents funded through the Project V planning category. Further, draft recommendations must be provided to OCTA transit planning staff for review prior to study completion. Planning documents must include specific recommendations for community-based transit/circulator services that can be implemented within the operating subsidy provided through Project V and must consider coordination with existing services. Plans may also consider ways to eliminate duplication of service or to improve service by combining resources. Progress on planning projects must be reported to OCTA through the semi-annual review process. Agencies will be required to submit all data and planning documents to OCTA in order to receive final payment.~~

Capital – Project Requirements

Project V funding is available to offset the costs of purchasing or leasing vehicles, equipment and other appropriate and reasonable capital amenities as described in Chapter 3, under eligible costs. Progress on capital projects must be reported to OCTA through the CTFP semi-annual review process. Agencies must inspect vehicle(s) to ensure they meet specifications prior to final acceptance and withhold retention until warranty issues and/or final acceptance is met and approved by the local agency.

If capital purchases (bus/vehicles, equipment, facilities, bus stop amenities, etc.) are provided with Project V funds, there is an expectation that these capital items will be used for their entire useful life and/or through the termination of the service. If termination occurs prior to the completion of the capital item's useful life and/or grant term, the local agency shall repay OCTA the same percentage of the sale price (or estimated value of the asset(s) based on straight line depreciation of the asset[s]), consistent with the Project V percentage of the initial purchase. Useful life shall be based upon OCTA's policy for service life, where applicable.

Operations and Maintenance (O&M – Project Requirements)

OCTA has established an operating reserve as part of this program that may be used to support the costs of O&M for Traditional Project V transit ~~fixed-route, community shuttles, and on-demand and seasonal~~ services. The operating reserve is subject to the following requirements:

- The OCTA subsidy allows awarded agencies to be reimbursed on a pro-rata basis, but not to exceed \$10.81 per boarding/user or 90 percent (90 percent) of net operating

and maintenance costs⁵ for Traditional services and fifty percent (50%) of net operating costs for on-demand services (after deducting fares and non-OCTA subsidies), whichever is less⁶.

- Project V service shall meet the minimum performance standard,– which is a maximum cost per boarding of twice the per boarding subsidy. ~~Upon~~ Should the service's cost per boarding exceeding twice the per boarding subsidy as reported quarterly,– OCTA will provide written notice to the ~~jurisdiction~~local agency and request a city council or/ Board of Supervisor's response with direction to continue, restructure, or cancel the service. Only one written notification per fiscal year will be sent to allow sufficient time for the Cityagency to make its' decision~~or to give service restructure~~. Service performance will be evaluated on a quarterly basis. For the latest OCTA Board approved Project V minimum performance standards (approved on January 25, 2021), please see the following link:
- <https://octa.legistar.com/LegislationDetail.aspx?ID=4748502&GUID=1D11B36F-02B3-4A94-9C8E-C3EE9AB6D275&Options=&Search=>
- The minimum performance standards for fixed-route, community shuttles, and seasonal services are calculated by dividing boardings (B) by the Revenue Vehicle Hour (B/RVH) ~~is at a cost of less than twice the per boarding subsidy as detailed in the following table:~~

<ul style="list-style-type: none"> Minimum Performance Standards: Fixed-Route, Community Shuttles, and Seasonal Services 		
Year 1	Year 2	Year 3+
<ul style="list-style-type: none"> Meet or exceed 6 B/RVH by end of Year 1⁷ 	<ul style="list-style-type: none"> Maintain 6 B/RVH each reporting period and; Meet or exceed 10 B/RVH by end of Year 2 	<ul style="list-style-type: none"> Maintain 10 B/RVH each reporting period

⁵ Net Operating Costs include regular and ongoing marketing expenses for reimbursement purposes, ~~but no longer include Initial Marketing Costs to Establish Service.~~

⁶ Note: Reimbursement for Planning for New Service, Capital, and Initial Marketing Costs to Establish Service are not subject to the ~~passenger boarding/user requirements~~OCTA cost per boarding subsidy limitations and ~~can~~may be reimbursed at up to 90% of total eligible ~~capital~~phase costs, depending upon the local agencies' match commitment.

⁷ One year from the first day of operating the Project V funded service

- Performance standards for On-Demand shared ride-hailing or TNC services will be determined specifically for each service and may be based on a cost per user, cost per mile, cost per hour, or other applicable performance measure.
- ~~After Year 1, services that perform below the minimum performance standard for two or more reporting periods will be evaluated for cancellation.~~
- As part of the Project V service, local agencies must develop ~~strategies~~ methods to measure ridership satisfaction and customer satisfaction (CS) based on customer surveys and on-time performance (OTP) based upon local service objectives. ~~and must achieve an 85% on-time performance on an ongoing basis, and rider/customer satisfaction (CS) must be 90% satisfied based on customer surveys. OCTA will work with agencies to establish appropriate OTP and CS performance metrics.~~
- Awarded agencies must submit monthly O&M costs and ridership and fare performance data to OCTA on a quarterly basis. This information will be used to provide a report to the OCTA Transit Committee and Board, which is anticipated to be provided ~~will be provided with summarized information from these reports~~ on a semi-annual basis.
- ~~The OCTA subsidy allows awarded agencies to be reimbursed on a pro-rata basis, but not to exceed \$9 per boarding/user or 90 percent (90%) of net operating and maintenance costs⁸ (after deducting fares and non-OCTA subsidies), whichever is less⁹. The \$9 per boarding/user may increase annually by an OCTA-approved inflationary factor¹⁰.~~
- Consistent with federal law, ADA complementary paratransit or ADA comparable service is required for certain types of Project V-funded services.
 - For Project V-funded fixed-route services within the existing OC Access paratransit service areas, OC Access paratransit services will be provided independently with Project V funds through OCTA Board policy.
 - For Project V-funded non-fixed route services (i.e., on-demand, ride-hailing) or fixed-route services that do not meet the criteria listed above ~~, including ride-hailing and any other services,~~ the local agency will be

⁸-Net Operating Costs include Regular and ongoing marketing, but no longer include Initial Marketing Costs to Establish Service.

⁹-Note: Reimbursement for Planning for New Service, Capital, and Initial Marketing Costs to Establish Service are not subject to the passenger boarding/user requirements and can be reimbursed at up to 90% of total eligible capital costs, depending upon the local agencies' match commitment.

required to provide ADA comparable services and include cost for service or a funding plan as part of the project application.

- Agencies receiving Project V funds may be required to adopt a paratransit plan prior to starting operations.
- Agencies receiving Project V funds for scheduled fixed-route services are required to provide scheduling information in the required format for General Transit Feed Specification (GTFS).
- In order to allow for market competition, new, ongoing, or continuing services must re-bid for a service contractor or service provider as soon as the current term expires or by June 30, 2026, whichever is earlier, unless the agency can provide documentation that they have gone through a competitive procurement process in FY 2022-23 or later. Project V services should be rebid through competitive procurement every three to seven years to ensure the agency is receiving the best rates. This requirement would not apply to services that are being provided by local agency staff.

Agency Match Requirements

Agencies are required to provide a minimum ten percent (10 percent) non-OCTA local match (net any fares collected) for Traditional Project V transit services all Project V components O&M and capital. A minimum match of fifty percent (50 percent) is required for new or continuing On-Demand services funded through the 2024 call. The match may be comprised of any combination of private contributions, advertising revenues, and local discretionary funds. The match must be a local agency contribution and may not be made up of in-kind services. Capital match funding commitments in excess of ten percent (10 percent) are eligible for additional points. Traditional Project V transit services O&M match funding commitments in excess of twenty percent (20%) and On-Demand services O&M match funding commitments in excess of sixty percent (60 percent) are eligible for additional points in the application. The OCTA contribution for O&M will not exceed \$910.81 per boarding/user. Therefore, the actual match provided by the local agency may be greater than ten percent (10 percent) or fifty percent (50 percent) depending upon service type and ridership.

Agency match commitments will be incorporated into cooperative agreements.

Eligibility Requirements

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is

required by the M2 Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent and effective manner. There is no guarantee that funding will be approved during a particular call. If no acceptable project is identified during a funding cycle, a subsequent call may be scheduled at an appropriate time.

- Applicant must be eligible to receive M2 funding (established on an annual basis) to participate in this program.
- Support recommendations from OC Transit Vision, local transit planning efforts and goals of the Sustainable Communities Strategy, and 2024 call objectives.
- Supplement ~~rather than supplant~~ existing transit services (and commitments) and emphasize service to areas not served by transit.
- Proposed services may not duplicate or compete with existing transit services.
- Demonstrate availability of local share of O&M funding for the application's specific time horizon.
- Demonstration of cost reasonableness.
- Agency must have a financial plan outlining a funding strategy for ongoing O&M (maximum of seven years).
- Local agency will be required to enter into a cooperative funding agreement with OCTA.
- ~~All projects~~ The project description must include information on how they are services is meeting ADA complementary or comparable service requirements noted under O&M in the Project Requirements section above, and these costs must be included in the project application. ~~However,~~
- ~~Meet ADA complementary or comparable service requirements noted under O&M in the Project Requirements section above. fixed route proposed services should not include the cost of complementary paratransit service, which will be provided independently with Project V funds through Board policy. For on-demand and non-fixed route services, including ride-hailing services, the local agency will be required to provide Americans with Disabilities Act (ADA) comparable services and include within project costs in the application.~~
- Complete applications must be approved by the City Council/Board of Supervisors and partner jurisdictions, if applicable, as part of the submittal to OCTA to demonstrate adequate community and elected official support ~~for initial eligibility consideration, consistent with the resolution submittal deadline, for eligibility consideration.~~
- Local agencies will be required to submit ~~appropriate~~ National Transit Database data to OCTA, or local agency's operator must submit directly to the National Transit Database, if applicable.

- Proposed vehicle types must have appropriate specifications and safety equipment for service type and anticipated passenger loads.
- Must demonstrate that project meets competitive procurement requirement previously noted above under the O&M in- -Project -Requirements section.-

Reimbursements

The ~~planning~~, initial marketing costs to establish service, capital, and O&M phases will be administered on a reimbursement basis. ~~I-Planning~~, initial marketing costs to establish service, capital, and O&M reimbursements will be disbursed upon review and approval of a complete invoice and accompanying expense reports uploaded to OC-Fundtracker, performance report, and consistent with cooperative funding agreement requirements and specifications.

OCTA's operating subsidy for O&M will be no more than ~~Nine Ten~~ Dollars and Eighty-One cGents (\$~~910.0081~~) per boarding/user or 90 percent of net O&M costs, whichever is lower for Traditional pProject V-transit services and Fifty Percent(50 percent) of net costs for oOn--dDemand services (after deducting fares and non-OCTA subsidies),whichever is less. Local agency matching commitment to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement.

Calculation of Payment

OCTA's operating subsidy will be no more than ~~NineTen~~ -Dollars and Eighty-One cents (\$~~910.0081~~) per boarding/user OR Ninety Percent (90 percent) of net O&M costs for Traditional Project V transit services, whichever is lower. An example of a payment calculation to differentiate between the two scenarios is provided as follows:

SAMPLE PAYMENT CALCULATION	
ASSUMPTIONS: 10% MATCH and 1,500 BOARDINGS	
Operating Cost	\$23,000
Fare Revenue (deduct)	-\$ 3,000
Net Operating Cost	\$20,000
Agency Match (10%)	\$ 2,000
Agency Reimbursement (90% <u>of net O&M</u>)	\$18,000

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or	
Operating Cost	\$23,000
Fare Revenue (deduct)	-\$ 3,000
Net Operating Cost	\$20,000
\$9-10.81 x Boardings (\$9-10.81 x 1,500)	\$13,500 16,215
Agency Match	\$ 6,5003,785
Agency Reimbursement (\$9-10.81 per boarding/user)	\$13,500 16,215

Note: In this case, the local agency would be reimbursed for the **lower**, ~~\$910.00~~81 per boarding/user amount.

Project Cancellation

Projects deemed infeasible during the planning or implementation process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.

For vehicles or capital equipment owned by local agencies that were funded through Project V, if the service is discontinued, agencies shall repay OCTA for the vehicles or capital equipment at the same percentage of the sale price, or estimated value based on straight line depreciation of the asset(s) consistent with the Project V percentage of the initial purchase. Useful life shall be based upon OCTA's policy for service/asset life, where applicable.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.

Project V Branding

Projects awarded Project V funding are required to place M2 (OC_Go) decals ~~in-on~~ the vehicles used for fixed-route, community shuttles, ~~and~~ seasonal services and regular microtransit. Local agencies will coordinate with OCTA in regard to the sizing, placement, and furnishing of decals. The implementing agency will be required to certify actual placement and visibility on a reasonable basis.

For all awarded services, local agencies are required to place M2 logos on marketing and related service publication materials, including software applications.

Promotion of the OC Go logo is not intended to overpower or take away from the service operated by the local agency but is intended to ensure transparency regarding the local sales tax measure expenditures.

An example of the M2 OC_Go logo is shown as follows:



Table 6-2
Community-Based Transit/Circulators (Project V)
Scoring Criteria

<u>Category</u>	<u>Points Possible</u>	<u>Percent</u>
<u>Financial Commitment</u>		<u>15%</u>
Matching Funds	15	
<u>Cost Effectiveness</u>		<u>10%</u>
Estimated Operating Cost per Boarding and per RVH	7	
Supporting Documentation for Projected Costs	3	
<u>Project Readiness</u>		<u>10%</u>
Project Implementation Schedule and Service Startup Plan	7	
Project Feasibility or Planning Study Completed	3	
<u>Operations Plan/Service Type</u>		<u>25%</u>
Service Type	10	
Draft Timetable, Frequencies, Headways, and Round-Trip Cycle Times	3	
Fleet Size, Vehicle Types & Specifications	3	
Route Map and KMZ file w/ Existing Transit Service and Stop Locations	3	
Estimation of Revenue Service Hours	2	
ADA Service Plan / Paratransit Plan	2	
Contingency Plan for Revenue Shortfalls	2	
<u>Ridership Projection</u>		<u>5%</u>
<u>Funding Plan</u>		<u>10%</u>
Partnership Arrangements	4	
Service Coordination Plan	3	
Cost of ADA Services Considered/Addressed	3	
<u>Community Benefit</u>		<u>25%</u>
Local and Regional Benefits	20	
Documented Outreach and Community Support	5	
<u>Total</u>	<u>100</u>	<u>100%</u>

Exhibit 6-1

Point Breakdown & Application Checklist for Community-Based Transit/Circulators (Project V)

Scoring Criteria	
Financial Commitment Capital Match Rate ≥ 50% 40%-49% 30-39% 20-29% 10-19%	15 Points Max. <input type="checkbox"/> 15 <input type="checkbox"/> 12 <input type="checkbox"/> 10 <input type="checkbox"/> 8 <input type="checkbox"/> 4
Cost Effectiveness Estimated Operating Cost per Boarding (\$)	10 Points Max. <input type="checkbox"/> ____
Project Readiness Project Implementation Schedule — Estimated Opening by Fiscal Year 2021 Project Implementation Schedule — Estimated Opening by Fiscal Year 2022 Project Implementation Schedule — Estimated Opening by Fiscal Year 2023 Project Feasibility Study Complete Planning and Environmental Complete	10 Points Max. <input type="checkbox"/> 5 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 2
Operations Plan Draft Timetable, Headways and Stop Locations Identified Route Map w/ Existing Transit Service Fleet Size & Summary of Vehicle Types Maintenance Facilities Identified & Service Plan Developed Average Service Speed by Time Period Paratransit Plan	15 Points Max. <input type="checkbox"/> <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 1
Ridership Projection Projected Averaged Daily Boardings (Opening Year) >1,000 501-1,000 151-500 50-150	5 Points Max. <input type="checkbox"/> 5 <input type="checkbox"/> 3 <input type="checkbox"/> 2 <input type="checkbox"/> 1
Funding Plan Partnership Arrangements Service Coordination Plan Cost of ADA Service Considered/Addressed	10 Points Max. <input type="checkbox"/> 4 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Service Type Project Time Period Extension of Previous Successful Project V Service New Special Event/Seasonal Services Shared Ride Hailing Services	15 Points Max. <input type="checkbox"/> 15 <input type="checkbox"/> 13 <input type="checkbox"/> 10
Agency Experience	10 Points Max.

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Special Event/Season Service	☐3
Shared Ride Hailing/TNC Services	☐2
Fixed Route Services	☐1
Vanpool	☐1
Years in Service ≥ 4 Years	☐3
Years in Service ≥ 3 Years	☐2
Years in Service ≥ 2 Years	☐1
Community Benefit	10 Points Max.
Community Centers	☐1
Activity Centers	☐1
Tourist Attractions	☐1
Other (i.e. Senior Center)	☐1
Documented Community Support—Surveys	☐1
Outreach	☐1
Letters of Support	☐1
Fixed Route Bus/Rail Connections ≥ 3	☐3
≥ 2	☐2
≥ 1	☐1
Total Points	Points

Point Breakdown & Application Checklist can be found on the OCTA Project V Website:

www.octa.net/programs-projects/programs/funding-programs/call-for-projects/ctfp/community-based-circulators/

Exhibit 6-2

Sample Resolution for Community-Based Transit/Circulators Program (Project V)

Sample resolution template can be found on the OCTA Project V

Website: ~~RESOLUTION NO. XXXX~~

www.octa.net/programs-projects/programs/funding-programs/call-for-projects/ctfp/community-based-circulators/

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~~A RESOLUTION OF THE (GOVERNING BODY) OF THE (ADMINISTERING AGENCY) APPROVING THE SUBMITTAL OF THE (PROJECT NAME) APPLICATION TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR FUNDING UNDER THE PROJECT V COMMUNITY-BASED TRANSIT/CIRCULATORS PROGRAM~~

~~(a) WHEREAS, the Community Based Transit/Circulators program (Project V) establishes a competitive process to enable local jurisdictions to develop community-based local transit services that complement regional transit services and meets needs in areas not adequately serviced by regional transit and that does not duplicate or compete with existing transit services;~~

~~(b) WHEREAS, OCTA intends to allocate Project V funds within the incorporated cities and the County; and~~

~~(c) WHEREAS, OCTA has established the procedures and criteria for reviewing applications as identified in the Project V Guidelines; and~~

~~(d) WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (PROJECT NAME), including all understanding and assurances contained therein;~~

~~(e) WHEREAS, the (ADMINISTERING AGENCY) has been declared by the Orange County Transportation Authority (OCTA) to meet the eligibility requirements to receive revenues as part of Measure M2; and~~

~~(f) WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement; and~~

~~(g) WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the OCTA Board of Directors; and~~

~~(h) WHEREAS, the (ADMINISTERING AGENCY's) Circulation Element is consistent with the County of Orange Master Plan of Arterial Highways; and~~

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~~(i) WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the Americans with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations; and~~

~~(j) WHEREAS, the (ADMINISTERING AGENCY) will consult with OCTA regarding the need for a paratransit plan prior to starting operations; and~~

~~(k) WHEREAS, the (ADMINISTERING AGENCY) will provide matching funds for the project as required by the Project V Guidelines and shall fund its share of the project costs and any additional costs over the identified programmed amount; and~~

~~(l) WHEREAS, the (ADMINISTERING AGENCY) will not use Measure M funds to supplant Developer Fees or other commitments; and~~

~~(m) WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the Project; and~~

~~NOW, THEREFORE, BE IT RESOLVED THAT:~~

~~The (GOVERNING BODY) hereby requests that the OCTA allocate Project V funds in the amounts specified in the (ADMINISTERING AGENCY's) application to said (ADMINISTERING AGENCY). Said funds shall be matched by funds from the (ADMINISTERING AGENCY) as required and shall be used as supplemental funding to aid the (ADMINISTERING AGENCY) in the implementation of the proposed transit service.~~

~~PASSED, APPROVED AND ADOPTED THIS [Insert Day] day of [Insert Month], [Insert Year].~~



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Amendment No. 9 to Cooperative Agreement No. C-0-1892 with the City of Irvine for Proposition 116 Replacement Funds

Transit Committee Meeting of November 9, 2023

Present: Directors Jones, Jung, Lopez, Nguyen, and Sarmiento
Absent: Director Do

Committee Vote

This item was passed by the Members present.

Director Lopez was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer or his designee to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-0-1892, which allows both the City of Irvine and the Orange County Transportation Authority to use Proposition 116 payback funds to support ongoing transit services in and the transfer of vehicles to the City of Irvine.



November 9, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment No. 9 to Cooperative Agreement No. C-0-1892 with the City of Irvine for Proposition 116 Replacement Funds

Overview

In 2010, the Orange County Transportation Authority and the City of Irvine entered into an agreement related to Proposition 116 funds secured by the City of Irvine and used by the Orange County Transportation Authority for rail capital projects. A cooperative agreement was developed so that the Orange County Transportation Authority would pay back the City of Irvine for the use of the funds over a 30-year period. An amendment is recommended for Board of Directors' approval to allow Orange County Transportation Authority to both to continue provide some iShuttle service and provide funding and transfer iShuttle vehicles to the City of Irvine for a new iShuttle pilot transit service.

Recommendation

Authorize the Chief Executive Officer or his designee to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-0-1892, which allows both the City of Irvine and the Orange County Transportation Authority to use Proposition 116 payback funds to support ongoing transit services in and the transfer of vehicles to the City of Irvine.

Background

In 1990, through the Proposition 116 Clean Air and Transportation Act, the City of Irvine (City) received \$125 million in Proposition 116 funding from the State of California (State). By statute, the Legislature could reallocate funds to other passenger rail projects if the funds were not encumbered (allocated) prior to July 1, 2010. In January 2009, prior to that deadline, the City and the Orange County Transportation Authority (OCTA) entered into an agreement, C-0-1892, to transfer the remaining \$121.3 million of Proposition 116 funds to OCTA to use for rail capital projects. In addition, OCTA provided the dollar-for-dollar local matching funds required by Proposition 116 as well as any operating funds needed. The projects that have been supported with this funding include:

- Metrolink Service Expansion and Safety Crossing Program
- Fullerton Transportation Center and the Elevator Project
- Tustin Rail Station
- Sand Canyon Avenue Grade Separation
- Positive Train Control
- Fiber Optics
- Improvements at Control Point Stadium
- Crossing Improvements at North Beach
- Laguna Niguel Passing Siding Project

In accordance with the agreement between OCTA and City, the City received credit of \$121.3 million for OCTA's use of the Proposition 116 funds. OCTA has used Measure M2 transit funds (Project R/Metrolink) to pay the City since the Proposition 116 funds were used for commuter rail projects. The agreement specifies the terms of the 30-year payback of funds and has allowed for support of the City's iShuttle service since fiscal year (FY) 2010-11. The City initially provided the service via a contract service provider; however, in 2016 OCTA began providing the service.

Discussion

The City has requested to use Proposition 116 repayment funds for a Yale-Barranca Fixed-Route Pilot Service (Pilot) that will be provided through a contractor procured by the City. The Pilot, which was developed through the City's Transit Vision study, will be provided for an initial 12-month period and may be extended, at the City's discretion. Service will be daily with 20-minute headways from 6 AM to 8 PM on weekdays and from 9 AM to 10 PM on weekends. The service is planned to start in January 2024.

The City has requested adjustments to the existing OCTA-provided iShuttle services to ensure there is sufficient funding for both the remaining iShuttle service and the Pilot. These adjustments will make funding available to support the pilot and also allow the City to use five of the existing iShuttle vehicles for the Pilot. These vehicles, owned by OCTA, are available for the Pilot following the City's recent cancellation and restructuring of iShuttle routes. With Board approval of an amendment to the agreement, the vehicles will be transferred to the City for use by their contractor to provide the Pilot. An amendment to the agreement is also needed so that the City can be reimbursed for services it pays for and provides through the contractor. The current agreement does not include a process to reimburse the City for the costs of the Pilot.

Finally, the proposed amendment will ensure that the Pilot is following standard requirements for transit operations as well and reporting operating and cost information to both OCTA and the National Transit Database (NTD).

Staff recommends approval of the requested amendment to allow for five vehicles to be transferred appropriately, insured, and maintained properly by the City's contractor. It will also ensure the City's contractor complies with relevant Federal Transit Administration requirements. Additionally, the amendment will allow OCTA to reimburse the City for the Pilot using Proposition 116 repayment funding (typically, Measure M2/Project R). The proposed amendment terms are outlined in Attachment A.

Next Steps

With the Board of Directors' (Board) approval, staff will finalize the amendment with the City. OCTA will reimburse the City in early FY 2024-25 for the Pilot provided in FY 2023-24. If the service continues beyond this initial six-month period, OCTA will reimburse the City quarterly.

Summary

The Board's approval is requested to authorize the Chief Executive Officer or his designee to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-0-1892 with the City for the use of Proposition 116 repayment funds for a pilot service in the City.

Attachment

- A. Term Sheet – Amendment No 9 to Cooperative Agreement C-0-1892 with City of Irvine for Proposition 116 Repayment Funds

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**Term Sheet
Amendment No 9 to
Cooperative Agreement C-0-1892 with
City of Irvine for Proposition 116 Repayment Funds**

Amendment No. 9 to Cooperative Agreement No. C-0-1892 will include the following updated terms:

1. Clarifies that “Transit Program” is the term used to identify iShuttle services provided by the Orange County Transportation Authority (OCTA) and “City Transit” represents services provided through the City of Irvine’s (City) contractor.
2. Adds language that guides how OCTA will transfer five iShuttle vehicles to the City and associated requirements.
3. Confirms that the City will handle customer service for the City’s Yale-Barranca Fixed-Route Pilot Service (Pilot).
4. Source of funds is at OCTA’s discretion and are subject to the annual OCTA budget.
5. Repeats that the ten percent match is required for the City’s Pilot and offers high-level instructions for how to seek reimbursement.
6. Requires the City’s contractor to report financial and operating statistics through the National Transit Database and to OCTA.
7. Adds auditing requirements so that OCTA may audit the City’s Pilot and use of Proposition 116 repayment funds.
8. Reaffirms the requirement of an American with Disabilities Act service plan and requires payment to OCTA for services provided by OC ACCESS.
9. Requires City’s contractor to follow certain standard Federal Transit Administration requirements.
10. Updates notices/contacts within the agreement.



COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors
From: Andrea West, Interim Clerk of the Board *Andrea West*
Subject: Measure M2 2023 Update: Next 10 Delivery Plan

Executive Committee Meeting of November 6, 2023

Present: Directors Do, Goodell, Hernandez, Jones, and Nguyen
Absent: Director Hennessey

Committee Vote

This item was declared passed by the Members present.

Committee Recommendations

- A. Adopt the 2023 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan.
- C. Direct staff to continue to monitor revenue and project cost shifts that could affect the delivery plan and return to the Board of Directors with changes if necessary.



November 6, 2023

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 2023 Update: Next 10 Delivery Plan

Overview

The Measure M2 Next 10 Delivery Plan aims to strategically deliver Measure M2 freeway, roadway, transit, and environmental projects. A comprehensive review of the M2 Next 10 Delivery Plan was recently conducted to incorporate updates to the Measure M2 sales tax revenue forecast, external funding assumptions, and project information. As a result of this review, staff has prepared the 2023 update of the Measure M2 Next 10 Delivery Plan. The 2023 update verifies the realization of Measure M2 near-term commitments through fiscal year 2032, maintains fiscal sustainability, and strives to deliver transportation benefits expeditiously to the benefit of the Orange County community. The draft update is presented to the Board of Directors for review and approval.

Recommendations

- A. Adopt the 2023 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan.
- C. Direct staff to continue to monitor revenue and project cost shifts that could affect the delivery plan and return to the Board of Directors with changes if necessary.

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 a period of 30 years through 2041. The M2 Plan defines the general scope of the programs and projects that are to be delivered within four primary categories: freeways, streets and roads, transit, and environmental programs. The M2 Plan summary page is included as Attachment A.

The Orange County Transportation Authority (OCTA) is committed to delivering the programs and projects in the M2 Plan, fulfilling the promises made to voters. Fulfilling this commitment began with the development of delivery plans to expedite the implementation of M2 projects and programs. The delivery plans validate OCTA's ability to deliver the M2 Plan consistent with commitments to voters, outline a near-term work plan to promote effectiveness and efficiency, establish a common understanding among M2 stakeholders, set a baseline upon which future changes are measured, and provide the basis for the preparation of OCTA's budgets and financial plans for capital projects. To date, the Board of Directors (Board) has adopted three types of delivery plans:

- The 2007 Early Action Plan to mobilize the M2 Plan;
- The 2012 M2020 Plan to outline a delivery plan through 2020;
- The 2016 Next 10 Delivery Plan (Next 10 Plan), which replaced the M2020 plan and addressed economic changes and impacts to M2 Plan delivery.

Since 2016, the Next 10 Plan has been regularly updated. The latest update of the Next 10 Plan was presented to the Board in November 2022 and spanned fiscal year (FY) 2022-23 to FY 2031-32. The draft 2023 update of the Next 10 Plan maintains the same time frame. The Next 10 Plan is intended to be a living document with delivery time frames that shift every two years to ensure the outlook on revenues, project costs, and delivery schedules remain current and provides a path forward.

OCTA receives annual updates to the M2 sales tax revenue forecasts; the most recent update was presented to the Board on October 9, 2023. Sales tax collections for FY 2022-23 grew by 3.35 percent to \$439 million, which is the highest annual sales tax collection for M2. Despite this, the 2023 M2 sales tax revenue forecast is estimated to be \$14.8 billion, which represents a 1.3 percent decrease from what was assumed in the 2022 Next 10 Plan. In the long term, the revenue forecasts assume an annual average growth rate of approximately 3.3 percent. While a reduction in sales tax revenues affects the M2 Program as a whole, in most areas of the M2 Plan, programs can be scaled to available revenues.

OCTA also monitors construction market conditions key indicators to provide insight on potential construction cost drivers that could affect projects delivered within the Next 10 Plan timeframe. On October 9, 2023, the fall market conditions analysis and forecast which was presented to the Board, indicated a potential for a return to a normal inflationary environment due to a gradual decline of inflation in the near term.

Discussion

The 2023 Next 10 Plan, as well as prior delivery plans, were developed based on three fundamental principles: fulfill the commitment to voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. First, the annual review of the Next 10 Plan tests and validates whether the complete M2 Plan can be delivered consistent with the commitments to voters. Second, financial analysis of the latest revenue forecast and project information ensures that the rate of expenditures is financially sustainable and that M2 can withstand economic fluctuations over the life of M2 through 2041. Third, the Next 10 Plan aims to implement projects and programs effectively and expeditiously so the public can realize the benefits of M2 as early as possible.

The 2023 update of the Next 10 Plan, included as Attachment B, incorporates the \$14.8 billion 2023 M2 sales tax revenue forecast, programmed external revenues, and refined project information. Through this effort, OCTA can confirm that the M2 Plan remains deliverable; however, this update continues to emphasize that Metrolink operations require close monitoring. Additional details on Metrolink are included under the transit section of this report. The 2023 update also continues progress on near-term projects and prepares additional projects for delivery while optimizing the level of debt financing, which assumes no additional bond issuances through 2041. An M2 cash flow summary chart reflecting prudent annual ending balances through 2041 is included as Attachment C.

Sales tax revenues and market pressures will continue to fluctuate due to unpredictable changes in the economy. OCTA will also need to monitor and manage regulatory risks. However, these uncertainties do not alter the M2 commitments. Some of the strategies that OCTA will continue to employ to uphold voter-commitments include using innovative project delivery methods, managing the scope and cost of remaining freeway projects in conjunction with the California Department of Transportation, working proactively with stakeholders and communities, continuing to closely monitor market conditions, and pursuing external grants to supplement M2 funds.

The 2023 Next 10 Plan outlines an investment of approximately \$5.6 billion to improve the local transportation system from FY 2022-23 through FY 2031-32 (Attachment C); the planned deliverables along with progress to date are included as Attachment D. The following sections provide a brief overview of what is included in the 2023 Next 10 Plan.

Freeway Program

The M2 Freeway Program consists of 13 projects listed in the M2 Plan, which have been subdivided into 30 project segments for delivery purposes. The included projects have defined project scopes and cannot be scaled to available revenue. As of June 2023, 13 project segments have been completed, five are in construction, and eight are initiating design/readying for construction. The remaining four project segments are currently in various stages of project development. With this progress, OCTA remains on track to complete 27 of the 30 freeway projects, effectively 90 percent of the M2 Freeway Program by 2030, ten years in advance of the M2 Plan horizon. This outcome fulfills the goal of delivering project benefits early, despite extraordinary financial and regulatory challenges.

Included in the M2 Freeway Program is the Environmental Mitigation Program. OCTA has purchased seven properties and is addressing the balance of the freeway program mitigation needs through restoration projects on 12 publicly owned properties. The 2023 Next 10 Plan accounts for the recurring costs for the management and support of the program, as well as an annual deposit of approximately \$2.9 million to fund a non-wasting endowment to maintain the purchased properties. While the performance of the endowment fund may affect the timeframe for full funding, current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. Regular reports on the status of the endowment are provided to the Board as a standalone item.

Streets and Roads Program

The M2 streets and roads elements are programmatic and scale to available revenues. The M2 Streets and Roads Program includes three programs: Regional Capacity Program (RCP {Project O}), Regional Traffic Signal Synchronization Program (RTSSP {Project P}), and the Local Fair Share Program (Project Q). The RCP makes funding available on an annual basis to address roadway bottlenecks and close gaps in the regional roadway network. The RTSSP provides ongoing funding support to ensure a network of 2,000 intersections across the County remain coordinated to minimize stop-and-go traffic. Lastly, the Local Fair Share Program will continue to provide flexible funding to local jurisdictions to improve and maintain streets or for other local transportation priorities including bicycle trails, sidewalks, or community transit services. The assumptions for the funding of the three programs remain on a pay-as-you-go basis. The 2023 Next 10 Plan assumes annual calls for projects (call) for Project O and Project P, as well as provide a reliable, flexible funding source for local jurisdictions for transportation improvements through 2041.

Transit Program

The M2 Transit Program includes funding for Metrolink operations, station and infrastructure improvements (Project R), implementation of the OC Streetcar (Project S), expanded mobility for seniors and persons with disabilities (Project U), funding for community-based transit circulators (Project V), and enhanced passenger amenities for Orange County's busiest transit stops (Project W).

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Metrolink has maintained approximately 85 percent of pre-pandemic service levels in order to manage costs while also working on campaigns to attract more riders and studies to enhance crew and equipment efficiency. Without changes in service levels, ridership growth, and operations and rehabilitation costs, the current service cannot be sustained beyond FY 2031-32. Staff has identified and is proposing to program Transit and Intercity Rail Capital Program formula funds to help sustain Metrolink service. If this is approved in the coming months, the infusion of external funds is anticipated to extend Metrolink operations through FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. To date, OCTA has invested \$12 million of M2 funds along with \$16 million of state and federal funds to ensure the safety of the railroad track. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to evaluate potential long-term solutions which may include relocation of the rail line. The lead agency for the long-term study has not been identified. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Project S, transit extensions to Metrolink, funds the capital and long-term operating cost of the OC Streetcar, which is slated to be operational in 2024/early 2025. In addition, the amount of funding through 2041 for any additional extensions to Metrolink has been updated and is estimated to be approximately \$704 million in the current plan.

Project U is made up of three programs: Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program. While all three programs adjust to available revenue, the Fare Stabilization Program requires a minimum level of funding, which presented a challenge when sales tax revenues significantly decreased. OCTA proactively addressed this challenge with an early amendment to M2 Ordinance No. 3 to provide additional funding by transferring the savings from completed transit projects to this program. The 2023 Next 10 Plan projects adequate and stable funding for all three Project U programs through 2041.

Both Project V and Project W are funded on a pay-as-you-go basis. OCTA continues to communicate with local cities to support successful Project V services and evaluate opportunities for future service additions. The next Project V call for project is anticipated for issuance in late 2023. Through Project W, OCTA will continue to have the capacity to invest in amenities at the County's busiest transit stops.

Environmental Cleanup Program

The Environmental Cleanup Program (ECP) also adjusts to available revenues and is funded on a pay-as-you-go basis. ECP projects prevent the flow of trash and debris into waterways. The 2023 Next 10 Plan assumes continued commitment to annual water quality spot-improvement grants. Funding for larger scale, system-level improvements are assumed to occur in 2024, with future grant opportunities based on project success, local jurisdiction interest, and detailed cash flow analysis.

Key Risks and Actions to Protect M2 Delivery

Delivering a major program such as M2 is not without challenges. OCTA remains cognizant and continues to monitor delivery risks. A table of risks is included on pages six through eight in Attachment B, with the two key risks highlighted below.

- Financial – The 2023 sales tax revenue forecast of \$14.8 billion represents a slight decrease. While this may not affect the M2 programs that can scale to available revenue, programs that cannot do so easily, such as Metrolink, may be impacted. Additionally, 18 years of M2 delivery remain; fluctuations in economic conditions may affect future sales tax revenue forecasts.

Current external funding commitments are assumed in the M2 cash flow for the 2023 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to currently programmed, as well as future, state funding opportunities for

the M2 Freeway Program. These policies are more suited for the advancement of transit projects where OCTA has more flexibility in defining the scale of project scopes. However, external funding opportunities for transit capital projects are contingent on developing plans to sustain the ongoing operational cost of such services as the grants primarily fund the initial capital costs. Future updates of the Next 10 Plan may include outcome of transit project development activities.

- **Regulatory** – 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, such as 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 could manifest itself, have obtained the necessary approvals, but if the approvals require a review or revision, these new requirements could impact delivery. This risk is compounded by the fact that the current rules do not permit OCTA to take credit for M2-funded services such as regional rail service or community-based transit circulators.
- **Climate** – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego - San Luis Obispo rail corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located in Orange County, this rail corridor is vital for State-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of Camp Pendleton. The long-term solution will require collaboration from key stakeholders to develop and implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

Updated revenue assumptions and commitments result in a delivery plan that ensures the M2 promises to voters are upheld. This balanced plan not only allows OCTA to maintain current commitments but will also allow OCTA to weather reasonable changes to cost or revenues in the future while reducing reliance on debt financing.

Summary

Staff has reviewed and updated the Next 10 Plan with the \$14.8 billion sales tax revenue forecast, revised external funding, and refined project information. Strategic financial decisions to date result in a delivery plan that fulfills OCTA's commitment to the voters of Orange County. The 2023 updated Next 10 Plan is presented for Board review and approval.

Attachments

- A. Measure M Investment Summary
- B. 2023 Update, Next 10 Delivery Plan, 2023-2032, Draft
- C. 2023 Updated Next 10 Delivery Plan, Measure M2 Investments
- D. 2023 Updated Next 10 Delivery Plan, Progress on Deliverables

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Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
Freeway Projects (in millions)				\$4,871.1
I-5	Santa Ana Freeway Interchange Improvements	A	\$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	908.7*	
I-405	San Diego Freeway Improvements	K L	1,392.5*	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
Streets & Roads Projects (in millions)				\$3,625.0
	Regional Capacity Program	O	\$1,132.8	
	Regional Traffic Signal Synchronization Program	P	453.1	
	Local Fair Share Program	Q	2,039.1	
Transit Projects (in millions)				\$2,832.0
	High Frequency Metrolink Service	R	\$1,129.8*	
	Transit Extensions to Metrolink	S	1,000.0	
	Metrolink Gateways	T	57.9*	
	Expand Mobility Choices for Seniors and Persons with Disabilities	U	392.8*	
	Community Based Transit/Circulators	V	226.5	
	Safe Transit Stops	W	25.0	
Environmental Cleanup (in millions)				\$237.2
	Clean Up Highway and Street Runoff that Pollutes Beaches	X	\$237.2	
Taxpayer Safeguards and Audits (in millions)				\$296.6
	Collect Sales Taxes (State charges required by law)		\$178.0	
	Oversight and Annual Audits		118.6	
Total (2005 dollars in millions)				\$11,861.9

*Asterisk notes project estimates that have been amended since 2006.



Local Tax Dollars at Work

2023
UPDATE

NEXT 10 DELIVERY PLAN

2023-2032

DRAFT



----- UPDATED NOVEMBER 2023 -----



On November 13, 2023, the Orange County Transportation Authority (OCTA) Board of Directors (Board) will consider adoption of the Draft 2023 Updated Next 10 Delivery Plan (Next 10 Plan). The 2023 Next 10 Plan maintains the time frame of fiscal year (FY) 2022-23 through FY 2031-32 and incorporates refined project information including cost estimates, schedules, and available external funding.

Printed November 2023

**For the latest version of the Next 10 Plan,
including any edits or corrections,
please visit: www.octa.net/Next10**

**For status updates on M2 projects and programs,
including quarterly progress reports,
please visit: www.octa.net/m2**

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2023
UPDATE

NEXT 10

DELIVERY PLAN

Introduction

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2023 UPDATE NEXT 10 DELIVERY PLAN



1.1. Introduction

Voters initially endorsed Measure M (M1) in 1990 with a sunset in 2011. On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. With the approval of M2, the voters agreed to a continued investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

Since M2 (also branded externally as OC Go) approval, the OCTA Board has continued to pursue the expeditious implementation of M2 through the adoption of delivery plans. These delivery plans validate OCTA's ability to deliver the entire slate of M2 Plan elements, outline a near-term work plan to promote effectiveness and efficiency, establish a common understanding among M2 stakeholders, set a baseline upon which future changes are measured, and provide the basis for the preparation of OCTA's annual budgets for capital projects. They are developed based on three fundamental principles: to fulfill the commitments as promised to the voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. The goal is to bring transportation improvements to Orange County residents and commuters earlier, and as appropriate, address changes in sales tax revenue projections through strategic financing and augmenting the M2 Program with external revenue.

To date, there have been three delivery plans: Early Action Plan (EAP) adopted in 2007, M2020 Plan adopted in 2012 (intended to go through 2020), and the Next 10 Plan adopted on November 14, 2016. Due to significant changes in sales tax revenue projections, the M2020 Plan was replaced after four years with the Next 10 Plan that covered fiscal year (FY) 2016-17 through FY 2025-26. The Next 10 Plan was last updated in 2022 and spanned FY 2022-23 to FY 2031-32; the 2023 update maintains the same time frame. The intent is for the Next 10 Plan to be a living document with delivery time frames shifted every two years to ensure revenue and project information stay current.

To ensure and reconfirm the ability to deliver M2 through 2041, annual reviews and updates of the Next 10 Plan have taken place incorporating changes in sales tax revenue forecast assumptions, external revenue, and project cost and schedule refinement.

A summary of the adopted Next 10 Plan and annual updates of the base assumptions follow:

- The 2016 adopted Next 10 Plan set M2 project and program priorities based on a revenue forecast of \$14.2 billion through 2041. The Next 10 Plan revenues were augmented by net excess 91 Express Lanes revenue, in an amount not to exceed the project costs for two eligible projects on State Route 91 (SR-91) – Project I between State Route 57 (SR-57) and State Route 55 (SR-55) and Project J between State Route 241 (SR-241) and the Riverside County Line. Net excess 91 Express Lanes revenue is designated for improvements on the SR-91 corridor.
- The 2017 update incorporated a revised \$13.5 billion revenue forecast and required bonding adjustments and inclusion of the full amount of eligible excess 91 Express Lanes revenue. The update also designated Project I as one of the priority projects for advancement through construction.
- The 2018 update incorporated a revised \$13.1 billion revenue forecast offset by an early \$300 million increase in captured external revenue. The update also responded to construction market concerns of potential project cost increases in the freeway program by incorporating a program level line item for economic uncertainty to ensure OCTA could weather fluctuations in M2 revenue receipts. The 2018 update anticipated up to four bond issuances during the Next 10 Plan period to accommodate market changes if necessary.
- The 2019 update incorporated a revised \$13.4 billion revenue forecast, which was the first increase in the M2 forecast since 2014. The increase was driven by the growing economy and the implementation of the Wayfair decision in California. The Wayfair related legislation enabled the collection of sales tax for out-of-state transactions. As a result of the decision, increased sales tax receipts were incorporated in the short-term forecast provided by MuniServices, LLC, which increased the overall long-term forecast.
- The 2020 update incorporated a revised \$11.6 billion revenue forecast, the lowest since M2 inception. The substantial decrease was driven by uncertainties regarding the economic impacts of the coronavirus (COVID-19) pandemic. The update also shifted the time frame from FY 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30 for more strategic, forward-thinking planning and adjusted commitments as appropriate. To maintain progress on near-term projects and ready additional projects for delivery per Board direction, one bond issuance was anticipated.
- The 2021 update incorporated a revised \$13.2 billion revenue forecast. While the COVID-19 pandemic negatively impacted sales tax revenues through the first half of FY 2020-21, the second half of the FY showed tremendous growth as the Orange County economy began emerging from the pandemic. Sales tax collections for FY 2021-22 grew by 8.6 percent to \$345 million. As a result of higher sales tax

collections, the 2021 update reduced the amount of the one bond issuance anticipated.

- The 2022 update incorporated a revised \$15 billion revenue forecast. Orange County's economy continued to strongly emerge from the COVID-19 pandemic. Sales tax collections for FY 2021-22 grew by 23 percent to \$424 million, which is the highest annual sales tax collection for M2. As a result of the higher sales tax collections, the 2022 update eliminated the one bond issuance with no additional bonding anticipated through 2041.

1.2. 2023 Review

The 2023 M2 sales tax revenue forecast of \$14.8 billion was presented to the Board on October 9, 2023. This represents a -1.3 percent, or a \$200 million decrease from what was assumed in the 2022 Next 10 Plan. Sales tax collections for FY 2022-23 grew by 3.35 percent to \$439 million, which is the highest annual sales tax collection for M2. Future year annual growth rates are forecasted to average approximately 3.3 percent. While a reduction in sales tax revenues affects the M2 Program as a whole, in most areas of the M2 Plan, programs can be scaled to available revenues.

Staff has reviewed and updated the cash flow for the complete M2 Plan of projects and programs. The 2023 update incorporates the latest M2 sales tax revenue forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations require close monitoring.

1.3. Next 10 Plan Delivery Risks

Delivering a major program such as M2 is not without challenges. OCTA remains cognizant and continues to monitor delivery risks. Three key risks are highlighted below.

Financial – The 2023 sales tax revenue forecast of \$14.8 billion represents a slight decrease. While this may not affect the M2 programs that can scale to available revenue, programs that cannot do so easily such as Metrolink may be impacted. Additionally, 18 years of M2 delivery remain; fluctuations in economic conditions may affect future sales tax revenue forecasts.

Current external funding commitments are assumed in the M2 cash flow for the 2023 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to currently programmed as well as future state funding opportunities for the M2 Freeway Program.

Regulatory – 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, but if the approvals require a review or revision, these new requirements could impact delivery.

Climate – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego - San Luis Obispo rail corridor. These events required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located in Orange County, this rail corridor is vital for State-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of Camp Pendleton. The long-term solution will require collaboration from key stakeholders to develop and implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

A summary of risks, explanations, and suggested management actions are included in Exhibit 1.3. These are tracked, updated, and included in the M2 Quarterly Progress Reports presented to the Board throughout the year.

Exhibit 1.3: Summary of Delivery Risks

Risk		Explanation	Action
	Moderate		One to Watch
Financial			
1	Sales tax revenues are driven by economic conditions. The 2023 M2 revenue forecast is \$14.8 billion, which represents a \$200 million (-1.3 percent) year-over-year decrease from the 2022 forecast.	While the 2023 M2 sales tax revenue forecast is slightly lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 18 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 delivery of M2 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 2023 Next 10 Plan, but prospects of future revenues for freeway projects are low.

Risk	Explanation	Action
3 Potential for an environment of increasing cost for M2 capital projects.	The fall 2023 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates a tempering of inflationary pressures in 2024, 2025, and 2026. This is due to a decline of building permits, a slight increase in California unemployment rates, and moderating construction wages. Additionally, a majority of construction material costs declined.	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 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.
5 Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	COVID-19 altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, 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, but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource		
6 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 2023 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a slight increase in unemployment rates. This 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.

Risk	Explanation	Action
7	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.
Climate		
8	Climate-related hazards could affect M2 investments. OCTA has experienced hazards affecting M2 investments. The 2022 Coastal Fire impacted the M2 Environmental Mitigation Program (EMP) Pacific Horizon Preserve. Additionally, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in San Clemente.	OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, the Board adopted resolutions to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization and protection.
Regulatory		
9	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.

1.4. Guiding Principles

During the development of the EAP, guiding principles were established that set direction for staff on establishing priorities for freeway project delivery. These guiding principles continue to instruct us and were used to identify projects to recommend moving from the environmentally cleared/shelf-ready list to advancement through construction.

- Project Readiness
- Congestion Relief and Demand
- External Funding Availability
- Public Opinion and Support
- Project Sequencing and Connectivity
- Project Duration

1.5. Updated Next 10 Plan Deliverables

Significant M2 progress and accomplishments have been made since 2007. The 2023 update of the Next 10 Plan confirms that M2 can be delivered consistent with the commitment to voters, however, Metrolink operations require close monitoring. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from FY 2022-23 through FY 2031-32, equating to approximately \$5.6 billion invested to improve the local transportation system.

Freeways

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

Status: The M2 Freeway Program is currently made up of 30 projects/project segments of which 13 have been completed to date. Deliverable 1 includes 13 projects to be delivered through construction; Exhibit 1.5.1 reflects the projects along with latest phase, schedule and cost information. For more details, see updates in Section 2.1.

Exhibit 1.5.1. Phase, Schedule, and Cost of Deliverable 1 Projects

In Construction		Construction Complete	Cost*
1. Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2024	\$229.4
2. Project C, D	I-5 between Oso Parkway and Alicia Parkway/La Paz Road Interchange	2024	\$227.0
3. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$203.5
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2027	\$12.4
4. Project F	SR-55 between Interstate 405 (I-405) and I-5	2027	\$505.7
5. Project K	I-405 between SR-73 and Interstate 605 (I-605)	2024	\$1,620.0
		Subtotal	\$2,798.0
In Design		Construction Complete	Cost*
6. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
7. Project B	I-5 between Yale Avenue and SR-55	2029	\$200.4
8. Project F	SR-55 between I-5 and SR-91	2029	\$131.3
9. Project G	SR-57 Northbound from Orangewood Avenue to Katella Avenue	2028	\$71.8
10. Project I	SR-91 between SR-55 and Lakeview Avenue	2028	\$126.3
11. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$208.4

In Design		Construction Complete	Cost*
12. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	\$116.2
13. Project M	I-605 Katella Avenue Interchange	2026	\$29.0
		Subtotal	\$1,113.9
		Deliverable 1 Total	\$3,911.9

*Cost in millions

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

Status: The four remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2032, making them shelf-ready for future advancement; Exhibit 1.5.2 reflects the projects along with environmental clearance schedule and estimated cost. The 2023 update captures additional phases for two projects. Exhibit 2.1.3 reflects project schedules including these additional phases.

- OCTA is proposing to include the final design phase of the SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line project in the 2024 State Transportation Improvement Program (STIP). The Board approved the finalization and submittal of the 2024 STIP on October 9, 2023. The California Transportation Commission (CTC) is anticipated to adopt the program in March 2024.
- OCTA is coordinating with the Riverside County Transportation Commission (RCTC) to advance the SR-91 between SR-241 and State Route 71 (SR-71) project through construction within the Next 10 Plan time frame. M2 is only responsible for the Orange County portion of this project.

The completion of the SR-91 between SR-241 and SR-71 project in addition to the 13 projects in Deliverable 1 would bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. For more details, see program updates in Section 2.1.

Exhibit 1.5.2. Environmental Clearance Schedule and Cost for Deliverable 2 Projects

Remaining Projects		Environmentally Clear Shelf-Ready	Cost*
1. Project D	I-5 El Toro Road Interchange	2026	\$120.5 ¹
2. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2028	\$218.6 ¹
3. Project J	SR-91 between SR-241 and Orange/Riverside County Line	2025	\$150.0 ^{1,2}

¹ These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

² Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

Remaining Projects		Environmentally Clear Shelf-Ready	Cost*
4. Project L	I-405 between I-5 and SR-55	2018	\$269.6
Remaining M2 Freeway Projects Total			\$758.7 ³

*Cost in millions

Streets and Roads

- 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).**

Status: As of June 2023, OCTA has awarded approximately \$525 million in competitive funding through the Regional Capacity Program (RCP {Project O}) and Regional Traffic Signal Synchronization Program (RTSSP {Project P}) through annual competitive calls for projects (call). Additionally, \$660.19 million⁴ in Local Fair Share (LFS {Project Q}) funds have been distributed to local jurisdictions. For more details, see program updates in Section 2.2.

Transit

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

Status: Project R provides funding for Metrolink operations and aims to 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 also 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.

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. 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. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. 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 2031-32. Staff has identified and is proposing to program Transit and Intercity Rail Capital Program (TIRCP) formula funds to help sustain Metrolink service. If this is

³ The total will be revised once the three remaining projects (Project D, G, and J) have a selected project alternative and complete environmental clearance.

⁴ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

approved in the coming months, this infusion of external funds is anticipated to extend Metrolink operations through FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. To date, OCTA has invested \$12 million of M2 funds along with \$16 million of State and Federal funds to ensure the safety of the railroad track. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to evaluate potential long-term solutions which may include relocation of the rail line. The lead agency for the long-term study has not been identified. The Next 10 Plan is reviewed annually, which will provide OCTA the opportunity to update and adjust assumptions as needed.

A rail station improvement project identified to be completed in the Next 10 Plan time frame is the Anaheim Canyon Metrolink Station Improvements Project. The project began construction in May 2021, and was completed in January 2023. For more details, see program updates in Section 2.3. Additionally, OCTA remains committed to delivering the Placentia Metrolink Station Project and will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

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).

Status: 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 underway include construction of the tracks, installation of rail and overhead poles, communication with third parties on utility relocation, continued coordination with the Federal Transit Administration (FTA), and continued construction of the maintenance and storage facility (MSF). All eight cars are in the final stages of manufacturing, with Car 1 successfully completing its final walkthrough and pre-shipment inspection for testing at the MSF. Construction is anticipated to be complete to begin revenue operations in late 2024/early 2025. For more details, see project updates in Section 2.3.

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

Status: 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, approximately \$120.1 million⁵ 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 (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see program updates in Section 2.3.

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

Status: 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. As of June 2023, 16 projects are active, 13 have been cancelled (primarily due to low ridership), three have yet not initiated service (two projects are continuations of existing Project V grants with remaining funds and one project is anticipated to start in July 2023), and three have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see program updates in Section 2.3.

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

Status: 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 passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. As of June 2023, 56 improvements have been completed, 56 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. For more details, see program updates in Section 2.3.

⁵ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

Environmental

- 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).**

Status: 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 makes annual endowment deposits of approximately \$2.9 million. As of June 30, 2023, the endowment balance was \$23,688,239. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. For more details, see program updates in Section 2.1.

- 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).**

Status: 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 inception, the Board has approved \$33.2 million in funding for 212 Tier 1 projects through 13 calls and \$27.9 million for 22 Tier 2 projects through two calls. For more details, see ECP updates in Section 2.4.

1.6. Oversight and Safeguards

The 2023 Next 10 Plan is taking place with the full oversight and regular reporting promised to the voters. Regular progress reports on implementing the Next 10 Plan are included in the M2 Quarterly Progress Reports that are prepared for the Board. These reports are included on the OCTA website to ensure accessibility and transparency of the information. Contact information for the OCTA staff member responsible for each program or project is also included.

Additionally, as specified in Ordinance No. 3 (M2 Ordinance), Section 10, there will be three performance assessments conducted during the Next 10 Plan time frame. Performance assessments are to be conducted at least once every three years to evaluate the efficiency, effectiveness, economy, and program results of OCTA in satisfying the provisions and requirements of the M2 Plan and M2 Ordinance. These assessments will take place during 2024, 2027, and 2030. The latest performance assessment covering FY 2017-18 through FY 2020-21 was completed and shared with the Board in April 2022. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs.

Also included in the M2 Ordinance, Section 11, is a ten-year comprehensive review of M2 programs and projects, which will be initiated during the Next 10 Plan time frame. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in FY 2014-15. A second review is planned to take place in FY 2024-25 (or sooner if warranted). The ten-year review includes a comprehensive review of all projects and programs implemented under the M2 Plan to evaluate the performance of the overall program and may result in revisions to further improve performance.

1.7. Sustainable Communities Strategy

It is important to note that M2 also supports and enhances the ability of OCTA to support the regional Sustainable Communities Strategy in Orange County. M2 projects and programs are part of a larger suite of transportation improvements included in the 30-year M2 Plan. Over 50 percent of M2 funds are intended to fulfill transit, system optimization, enhanced environmental elements and infrastructure preservation goals. In addition, the funding eligibility criteria encourages local agencies to consider accommodations for transit and non-motorized transportation.

M2 was publicly reviewed through a Program Environmental Impact Report (EIR) prior to voters approving the ballot measure in November 2006. Since 2008, the M2 Program has been included in the Regional Transportation Plans, Sustainable Communities Strategies, and the associated Program EIR prepared by the Southern California Association of Governments.

In addition to funding freeway improvements, the M2 Program dedicates funding for many transit and local street improvement projects. These include improvements such as:

- New transit connections between major Orange County activity areas that reduce the need for short automobile trips;
- Enhanced convenience and reliability for bus services and Metrolink commuter rail to encourage transit as a dependable commute option;
- Local funding for development of multimodal corridors and roadway preservation that improves the quality of mobility for all users; and
- Signal synchronization on 750 miles of roadways throughout Orange County to reduce congestion and tailpipe emissions.

The M2 freeway EMP has preserved 1,300 acres of wild lands that will be converted to the Preserves to enhance connectivity and wildlife movement between existing conservation areas – such as the Cleveland National Forest, the Chino Hills State Park, and the Irvine Ranch Conservancy lands – and to coastal areas. Furthermore, the program also provides critical habitat for endangered or listed species. Additionally, since M2 inception, the ECP has awarded 234 projects totaling over \$61 million to treat storm water runoff and help keep waterways and beaches clean in Orange County.

The aforementioned transit, local streets, and environmental programs collectively contribute to and enhance the quality of life, as well as provide a sustainable future, and an efficient transportation system that benefits the region.

Brief summaries of the specific programs are listed below.

- ✓ Projects A through N – Freeway improvements and Freeway Service Patrol (FSP) to provide emission reductions through congestion relief.
- ✓ Projects O and P – Signal synchronization and street improvements that provide emission reductions through congestion relief and flexibility to accommodate bike and pedestrian project elements as appropriate.
- ✓ Project Q – Local funding for city-selected transportation projects that provide for preservation of the streets and roads system and includes bicycle, pedestrian, water quality, and transit enhancements as eligible expenditures.
- ✓ Project R – Expanded Metrolink train capacity including improvements to stations and parking to improve transit reliability and convenience and reduce reliance on highways while also supporting potential transit-oriented development.
- ✓ Project S – Transit extensions to improve access between Metrolink stations and residential/employment centers and provide an alternative to driving.
- ✓ Project T – Station improvements to connect to planned future high-speed rail services.
- ✓ Project U – Sustain mobility choices for seniors and persons with disabilities and provides an alternative to driving.
- ✓ Project V – Community-based circulators to complement regional transit services with local communities and provides an alternative to driving.
- ✓ Project W – Transit stop improvements to support transfers between major bus lines and support the implementation of mobile ticketing to ensure ease of fare purchase and convenience for bus passengers.
- ✓ Project X – Water quality improvement programs/projects to meet federal Clean Water Act standards for urban runoff, and augment required mitigations.
- ✓ Freeway Mitigation Program – Natural resource protection strategy to provide for more comprehensive mitigation of environmental impacts from M2 freeway improvements.

1.8. Updated Next 10 Plan Funding Assumptions

The 2023 update of the Next 10 Plan includes funding assumptions for revenue and expenses that are merged into a high-level cash flow model. This effort was conducted to ensure the complete M2 Program could be delivered consistent with commitments provided to the voters as part of M2 approval in November 2006. Revenues are expected to fluctuate over time. The M2 expenditure plan includes programmatic items which are adjusted according to available revenues. However, the freeway portion defines specific project scopes which cannot be easily adjusted to revenue fluctuations. The revenue assumptions incorporate the latest 2023 M2 sales tax revenue forecast of \$14.8 billion and prior commitments in programmed local, state, and federal external revenues.

To support project delivery schedules in the Freeway Program, bond assumptions were included in earlier updates of the Next 10 Plan. Since the 2022 update, the increase in the M2 revenue forecast as well as refined project information eliminated additional bond issuances through 2041. Bonding capacity is available, as OCTA's debt coverage ratios are well above the allowable amount of 1.3x. The minimum forecasted debt coverage ratio during the Next 10 Plan time frame is 9x in 2024. This offers significant financial protection against unforeseen economic changes related to project delivery. For a more detailed discussion on assumed revenues, costs, and debt service, see Section 3.1 of the Appendix.

Funding for the freeway mode assumes \$9.2 billion in total revenue, with costs for the same period totaling \$9.0 billion. To date, OCTA has been very successful in capturing external funding to offset reductions in sales tax revenue and preserve M2 funds. The long-term M2 freeway plan relies on the total receipt of approximately \$1.7 billion in state and federal revenues. Additionally, the program includes \$557 million in net excess 91 Express Lanes revenue and \$495 million in bond proceeds.

As a result of the lower forecasted sales tax and interest revenue, the freeway program net sales tax revenue through 2041 decreased by approximately \$14 million. In addition, each project in the freeway program was reviewed and cost estimates updated. With the majority of the projects now either nearing completion of the design phase or in construction, project cost estimates have a higher level of engineering and are therefore better defined. While net revenues decreased slightly, no future bonding assumptions are included in 2023 Next 10 Plan update, which provides significant savings in the freeway program while maintaining project delivery schedules. Economic uncertainties were slightly reduced, with all of the funds available between FY 2032-33 and FY 2040-41. As noted earlier, there is significant bonding capacity available should the freeway program require additional revenue to support project expenses.

Funding for the streets and roads mode assumes \$5.4 billion in total revenue, with costs for the same period totaling \$5.1 billion. The projects within the Streets and Roads Program are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. The Streets and Roads Program relies on the total receipt of approximately \$571 million in external revenues (state, federal, and local) primarily for the

OC Bridges grade separation projects. For more details, see Section 3.1 of the Appendix and the project updates contained in their respective sections.

For the transit mode, \$4.3 billion in total revenue is assumed, with costs for the same period totaling \$4.1 billion. The majority of projects within the Transit Program are scaled to available revenue with the exception of Project U's Fare Stabilization Program. The M2 Ordinance specifically requires that the Fare Stabilization Program subsidize fares for seniors and persons with disabilities to the extent of maintaining the reduced fare rate effective on July 24, 2006, through FY 2040-41. While this program is not scalable, it remains solvent due to OCTA's proactive amendment to the M2 Ordinance. The remaining transit mode programs are assumed on a pay-as-you-go basis. The funding for the transit mode assumes the total receipt of \$589.24 million in local, state, and federal revenues. This number is inclusive of \$158.36 million in Federal New Starts and \$175.43 million in State Cap-and-Trade revenues to partially fund the OC Streetcar project. For more detailed program assumptions for the Transit Program, see Section 3.1 of the Appendix.

The ECP assumes \$296 million in total revenue, with costs for the same period totaling \$268 million. The projects within the ECP are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. For more detailed program assumptions for the ECP, see Section 3.1 of the Appendix.

1.9. Financing

The Board's vision in developing the EAP created a great opportunity for the M2 Program. While the economy took a significant downturn due to the 2008 Great Recession, OCTA advanced projects years before revenue became available. Projects were accelerated, making them shelf-ready. This allowed OCTA to capture significant one-time external funding provided through State Proposition 1B and the American Recovery and Reinvestment Act. Using the revised forecasting methodology implemented in March 2016, the 2023 M2 sales tax revenue forecast is \$14.8 billion.

When it comes to the bidding environment, OCTA significantly benefited during the recession by capitalizing on a low-cost environment with early project development and acceleration. When the M2020 Plan was adopted in late 2012, staff reported that freeway construction bids were consistently coming in between ten to 20 percent below engineers' estimates. Since that time, construction bids have slowly risen to meet and in some cases exceed the engineers' estimates.

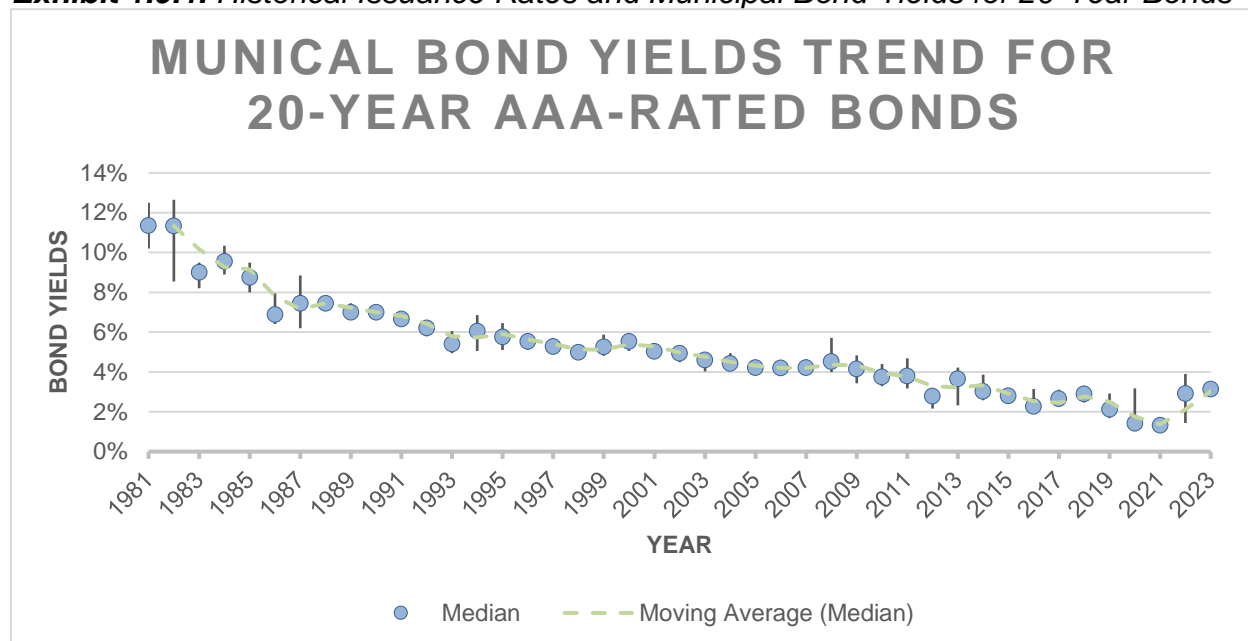
This year's update assumes no additional bonding is required through 2041. The update also continues to maintain prudent annual ending balances and an economic uncertainties allowance, which provides continued financial stability in the event of additional financial fluctuations.

Pay-as-you-go project funding is identified in the M2 Ordinance as the preferred method of financing, while bond financing is an option that is within the purview of the Board. It

takes many years to bring projects to fruition therefore it is prudent to maintain current project schedules to deliver M2 benefits earlier.

While the current cost of debt remains relatively low and trending upwards, there are no additional issuances planned through 2041. Current 20-year bond rates have increased 30 basis points from last year from 2.98 percent to 3.28 percent. See Exhibit 1.9.1 showing historical issuance rates of 20-year bonds.

Exhibit 1.9.1. Historical Issuance Rates and Municipal Bond Yields for 20-Year Bonds



Source: TM3 AAA 20-year GO Bonds (inception through 2010), Bloomberg index of AAA 20-Year Municipal Bonds (2011 to date)

OCTA has a strong track record of successfully delivering projects by utilizing bond financing, as seen in M1, as well as M2, under the EAP and M2020 Plan. While the 2023 Next 10 Plan anticipates no bond financing for the Freeway Program through 2041, OCTA has significant bonding capacity available should the freeway program require additional revenue to support project expenses.

1.10. Future Outlook

As noted in the Next 10 Plan Delivery Risks in Section 1.3, major capital work is underway in the Southern California region that may impact OCTA's ability to secure resources needed for future project and program delivery. Competition for available resources for capital projects has increased with the major capital work currently underway in Los Angeles, Riverside, and San Bernardino counties. For future projects going forward, engineers, right-of-way (ROW) experts, skilled labor, and materials will be in higher demand.

In September 2017, the Board was presented with a Market Conditions Forecast and Risk Analysis report conducted by economists Dr. Wallace Walrod and Dr. Marlon Boarnet through a contract with the Orange County Business Council (OCBC). The result of this analysis identified strong potential for OCTA to experience an increasing-cost environment in the near term. Recognizing the benefits of proactive monitoring and forecasting of market conditions, the Board directed staff to continue to work with OCBC and provide OCTA with cost risk factors for project delivery.

In October 2023, OCBC provided an updated forecast to the Board for 2024 through 2026. OCBC tracked relevant market data and indicators, performed analytics, and incorporated this analysis to provide OCTA with a range of potential cost fluctuations through the use of an Infrastructure Construction Cost Pressure Index (ICCPI), as reflected in Exhibit 1.10.1. The ICCPI incorporates a detailed trend analysis of building permits, unemployment rates, localized labor costs, material costs and general economic conditions.

Exhibit 1.10.1. ICCPI Range of Cost Fluctuations

ICCPI Range of Cost Fluctuations			
Index Score	Low	Midpoint	High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

OCBC forecasts a score of three in 2024, which represents a potential cost fluctuation range of two percent to six percent. The forecast for 2025 and 2026 drops to a score of two, which anticipates a tempering of economic conditions. Exhibit 1.10.2 summarizes the forecasts. The updated forecast points to a gradual decline of inflation with the most recent data available. Major drivers include the decline of building permits, a slight increase in unemployment rates, and moderating construction wages. While Portland Cement Concrete structure prices have increased significantly, all other material prices have declined on an annualized basis.

Exhibit 1.10.2. OCBC Orange County Transportation ICCPI Score

OCBC Orange County Transportation ICCPI Score, 2024-2026		
Year	Index Score	Range of Cost Fluctuation
2024	3	2% - 6%
2025	2	1% - 2%
2026	2	1% - 2%

As in prior forecasts, OCBC indicates that OCTA will also need to be aware and ready to respond to cost pressures that cannot be modeled. Examples of such forces include:

- Federal Reserve increasing both the target federal funds rate and pace of increases,
- Economic uncertainty in China could impact foreign investment and supply chains, and
- General political uncertainty both domestically and internationally.

To mitigate cost pressures, OCTA's Project Controls Department monitors and adjusts project cost escalation assumptions according to market trends. Project Controls' cost estimating process uses historical information, as well as current trends in the market, and follows a consistent and defined process. Looking back at the last 20 years, OCTA's cost estimates have included a three percent escalation, which, on average during this time frame, provided the appropriate escalation to deliver projects successfully. Currently, using 3.5 to five percent for construction escalation, as well as incorporating contingency based on the project type and complexity, is staff's preferred approach to cost estimating.

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2023
UPDATE

NEXT 10

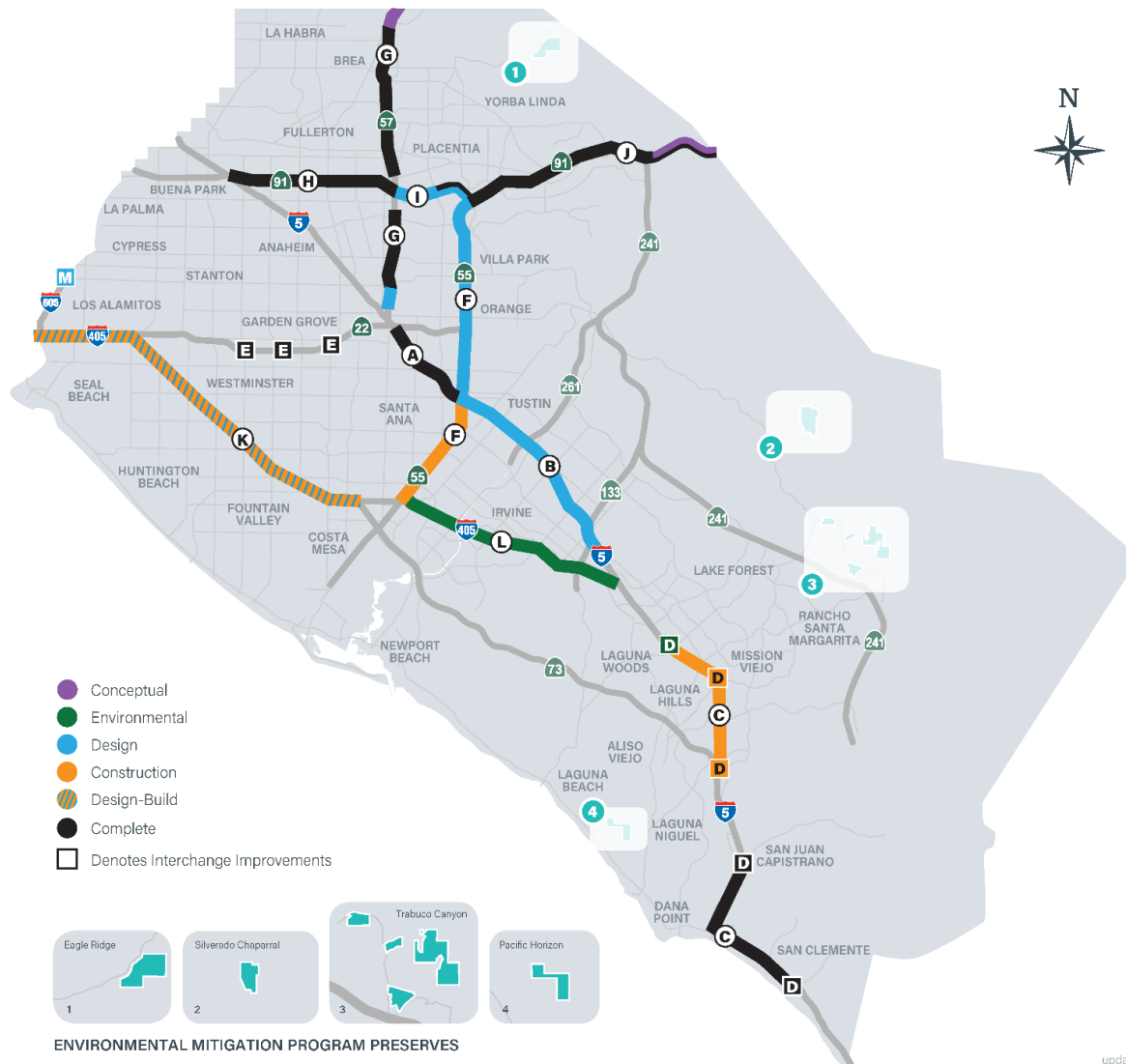
DELIVERY PLAN

Freeway Program

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Exhibit 2.1.1. OC Go Freeway Program Countywide Map

OC GO FREEWAY PROGRAM



ENVIRONMENTAL MITIGATION PROGRAM PRESERVES

updated 8.10.23

- A** I-5 (SR-55 to SR-57)
- B** I-5 (I-405 to SR-55)
- C** I-5 (Avenida Pico to San Juan Creek Road)
- C D** I-5 (SR-73 to El Toro Road)
- D** I-5/Ortega Highway Interchange Improvements
- D** I-5/El Toro Road Interchange Improvements
- E** SR-22 Access Improvements
- F** SR-55 (I-405 to I-5)
- F** SR-55 (I-5 to SR-91)
- G** SR-57 NB (Orangewood Avenue to Katella Avenue)
- G** SR-57 NB (Katella Avenue to Lincoln Avenue)
- G** SR-57 NB (Orangethorpe Avenue to Lambert Road)
- G** SR-57 NB (Lambert Road to County Line)
- H** SR-91 WB (I-5 to SR-57)

- I** SR-91 (SR-57 to SR-55)
- I** SR-91 WB (Tustin Avenue to SR-55)
- J** SR-91 (SR-55 to SR-71)
- J** SR-91 (SR-241 to I-15)*
- K** I-405 (SR-73 to I-605)
- L** I-405 (I-5 to SR-55)
- M** I-605/Katella Avenue Interchange Improvements
- N** Freeway Service Patrol (not mapped)
- A-M** Environmental Mitigation Program
 - 1,300 acres of permanent open space
 - 12 restoration projects totaling nearly 350 acres (not mapped)

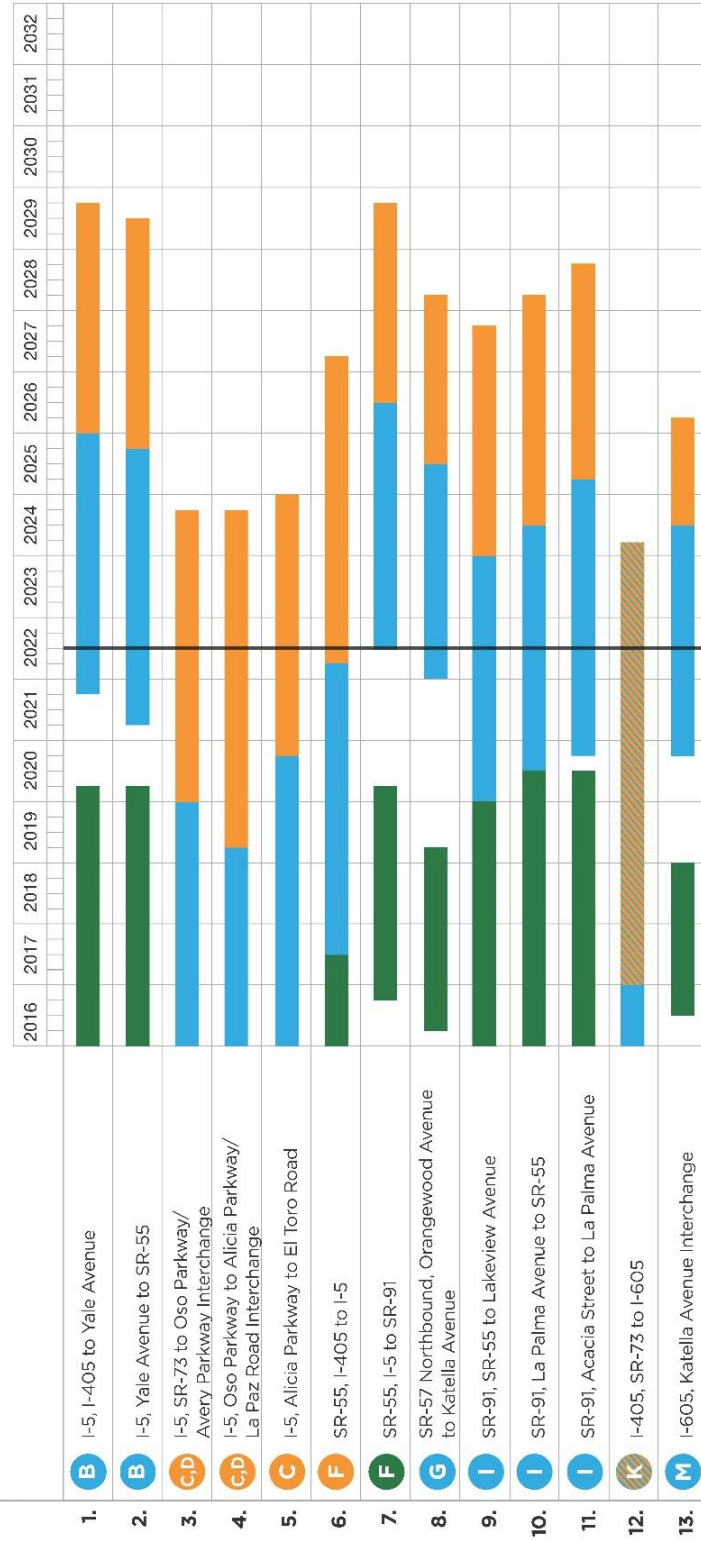
*Project environmentally reviewed as part of the Riverside County Transportation Commission's Corridor Improvement Project. Additional studies needed prior to construction.

Exhibit 2.1.2. OC Go Freeway Projects Through Construction



Environmental Design/Advertise & Award Design-Build Construction

OC Go Freeway Projects Through Construction



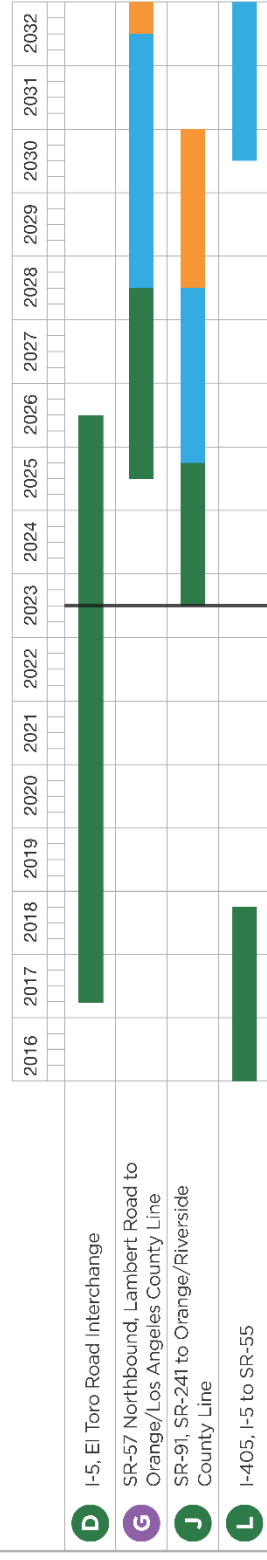
Please note that schedules are updated as of June 30, 2022. Shown schedules are subject to change.

Exhibit 2.1.3. OC Go Freeway Projects Through Environmental Phase/Shelf Ready



Conceptual Environmental Design/Advertise & Award Construction

OC Go Freeway Projects Through Environmental Phase/Shelf Ready



Please note that schedules are updated as of June 30, 2023. Projected and active project schedules are subject to change.

The Next 10 Plan provides direction through 2032. Schedules and revenues will be reviewed annually. The Board will adopt an updated delivery plan to provide direction on further advancement as appropriate.

* RCTC is the lead agency for advancing the environmental phase of the 91 Eastbound Corridor Operations Project (operational lane from SR-241 to SR-71) which began in June 2023. Future phases are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

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2.1. Freeway Program



Overview:

The Freeway Program accounts for 43 percent of the M2 Program. Over the life of M2, approximately \$6.2 billion is expected to be generated in sales tax revenues for freeway Projects A-N (not including the five percent of net revenues apportioned to the EMP). Improving Orange County freeways is a major investment of the M2 Program.

To ensure delivery of the Freeway Program, the Next 10 Plan includes the following framework:

- Bring congestion relief.
- Deliver projects using the guiding principles.
- Work with California Department of Transportation (Caltrans) to seek cost effective measures on freeway projects through changes in scope and design parameters where possible.
- Tightly manage project scopes and schedule to reduce cost escalation risk.

Next 10 Plan Deliverables:

When M2 originally passed, 13 freeway projects were highlighted in the M2 Plan. Since then, these projects have been segmented into 30 projects or project segments. For a list of completed projects, see Exhibit 3.1.1 in the Appendix. Significant progress of the freeway program is included in the Next 10 Plan deliverable goals through 2032:

1. Deliver construction of 13 freeway projects or project segments: five along I-5, one along I-405, two along SR-55, three along SR-91, one along SR-57, and one at the I-605 Interchange (Projects B, C, C/D, F, G, I, K, and M).
2. Prepare the remaining four project segments for delivery. This includes one on I-405, SR-91, and SR-57; and one interchange project at I-5, El Toro Road (Projects D, G, J and L).

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

Description:

Project A reduced freeway congestion by adding a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions on I-5 between SR-55 and SR-57. See Exhibit 2.1.4 for a map of the approximate limits. The project was generally constructed within the existing ROW.

Cost:

\$38.85 million.

Status:

All lanes opened to traffic in August 2020. Construction was completed in January 2021.

Present Day:

The current daily traffic volume on this segment of I-5 is about 380,000 vehicles and is severely congested. Traffic volumes are expected to increase nearly seven percent by 2035, bringing it up to 406,000 vehicles per

day. The HOV lanes experience more congestion in the peak period than the adjacent general purpose lanes, underscoring the need to add an HOV lane on this freeway segment.

Benefits:

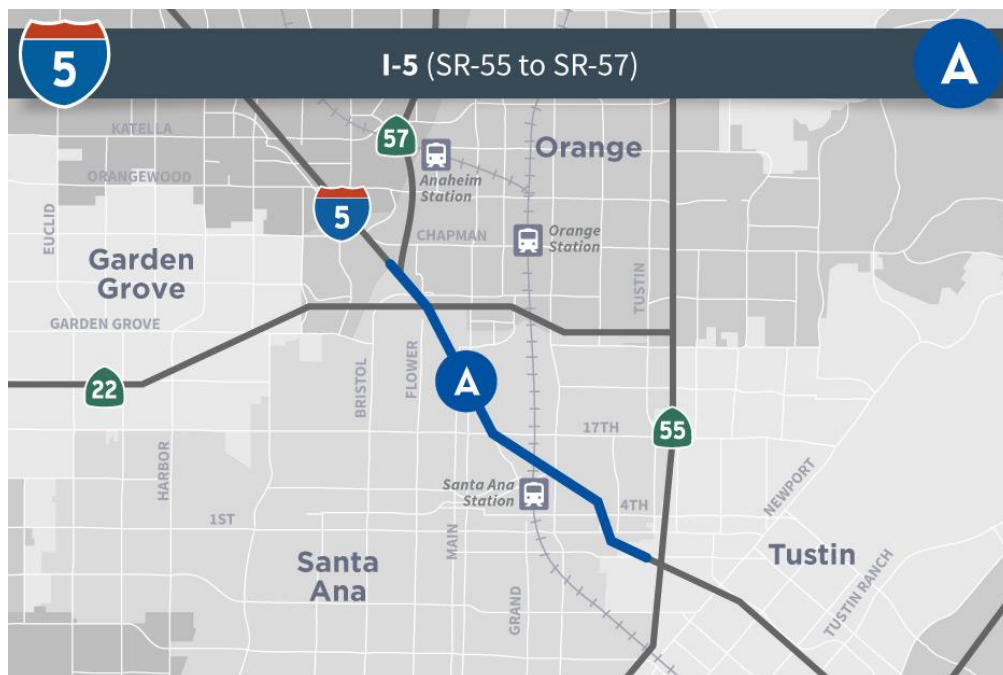
This project improved the HOV facility on I-5 in Santa Ana to meet traffic demands and eliminate bottlenecks. Improvements were needed to accommodate HOV traffic from both the SR-55/I-5 and SR-57/I-5 direct HOV connectors.

Originally considered under this project, the extension of the auxiliary lane from southbound I-5 to southbound SR-55 through the McFadden Avenue exit ramp on SR-55 to Edinger Avenue, was instead studied as part of SR-55 Project F.

External Funding:

The Board has approved \$36.19 million in federal funds to support this project.

Exhibit 2.1.4. Project A – Map of Approximate Limits



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

Risks:

None – project completed.

Related Projects:

Projects B and F.

Other Involved Agencies:

CTC, Caltrans, City of Santa Ana, Federal Highways Administration (FHWA), and Metrolink.

Assumptions:

Cost based on June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

B. I-5 (I-405 to SR-55)

Description:

Project B will reduce congestion by constructing new northbound and southbound general purpose lanes and improving key interchanges in the area between SR-55 and State Route 133 (near the El Toro “Y”). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Santa Ana, and Tustin, and north Orange County. See Exhibit 2.1.5 for a map of the approximate limits. The project will generally be constructed within the existing ROW. The project is divided into two segments as described below.

Segment 1: This project will add one general purpose lane in each direction between I-405 and Yale Avenue (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to improve traffic operations in the Irvine area.

Segment 2: This project will add one general purpose lane in each direction

between Yale Avenue and SR-55 (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to improve traffic operations in Irvine and Tustin areas.

Cost:

Segment 1: \$230.48 million (Year of Expenditure [YOE]).

Segment 2: \$200.44 million (YOE).

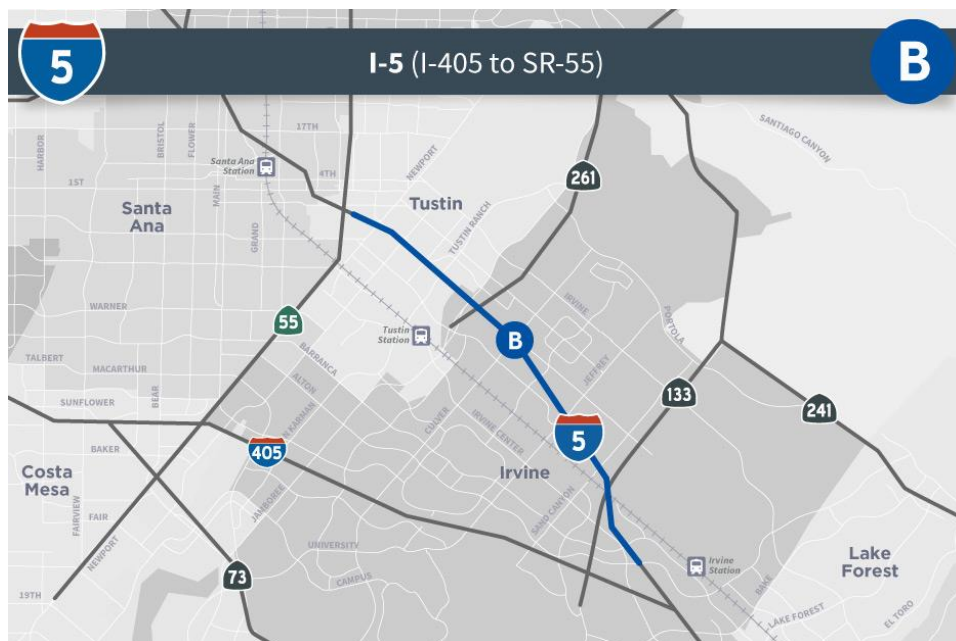
Status:

The environmental phase for both segments was completed in January 2020.

Segment 1: Final design was initiated in October 2021 and is anticipated to be complete in summer 2024.

Segment 2: Final design was initiated in May 2021 and is anticipated to be complete in summer 2024.

Exhibit 2.1.5. Project B – Map of Approximate Limits



B. I-5 (I-405 to SR-55)

Present Day:

The current traffic volume on this segment of I-5 is about 358,000 vehicles per day and is expected to increase by nearly 16 percent by 2035, bringing it up to 416,000 vehicles per day.

Benefits:

Project improvements would alleviate congestion and reduce delays.

External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$52.89 million in federal funds and \$106.71 million in state funds.

Segment 2: \$32.53 million in federal funds.

Risks:

Overall time, scope, and costs risks are high with this project due to tight ROW and the need for design variations.

Related Projects:

Projects A and F.

Other Involved Agencies:

Caltrans, cities of Irvine and Tustin, and FHWA.

Assumptions:

Cost based on June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

C,D. I-5 (SR-73 to El Toro Road includes Avery Parkway and La Paz Road Interchanges)

Description:

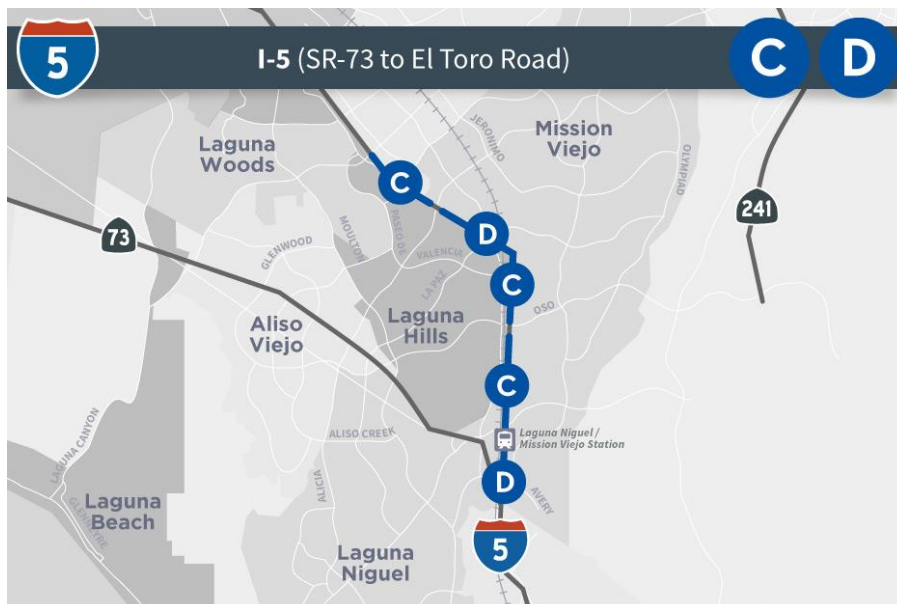
Project C will add new lanes to I-5 from El Toro Road in the City of Lake Forest to the vicinity of SR-73 in the cities of Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, and Mission Viejo. Additional improvements include continuous HOV access completion and major improvements at the Avery Parkway and La Paz Road interchanges, as part of Project D. The project will generally be constructed within the existing ROW. See Exhibit 2.1.6 for a map of the approximate limits. This project is divided into three segments as described below.

Segment 1: This project will add one general purpose lane (approximately 2.2 miles) in both directions between SR-73 and Oso Parkway, reconstruct Avery Parkway interchange, and add auxiliary lanes where needed to reduce congestion in Laguna Niguel and Mission Viejo areas.

Segment 2: This project will add one general purpose lane (approximately 2.6 miles) in both directions between Oso Parkway and Alicia Parkway, reconstruct La Paz Road interchange, and add auxiliary lanes where needed to reduce congestion in Laguna Hills and Mission Viejo areas.

Segment 3: This project will add one general purpose lane (approximately 1.7 miles) in the southbound direction between Alicia Parkway and El Toro Road, continue the additional general purpose lane in the northbound direction through Alicia Parkway, extend the second HOV lane (approximately one mile) in both directions from El Toro Road to Alicia Parkway, and add auxiliary lanes where needed to reduce congestion in Laguna Hills, Lake Forest, and Mission Viejo areas.

Exhibit 2.1.6. Project C,D – Map of Approximate Limits



C,D. I-5 (SR-73 to El Toro Road includes Avery Parkway and La Paz Road Interchanges)

Cost:

Segment 1: \$229.38 million (YOE).

Segment 2: \$227.03 million (YOE).

Segment 3: \$203.54 million (YOE).

Landscaping for all three segments: \$12.37 million (YOE).

Status:

Segment 1: Construction began in January 2020 and is anticipated to be complete and open to traffic in 2024.

Segment 2: Construction began in April 2019 and is anticipated to be complete and open to traffic in 2024.

Segment 3: Construction began in October 2020 and is anticipated to be complete and open to traffic in 2024.

Present Day:

The current traffic volume on I-5 near the El Toro “Y” is about 343,000 vehicles per day. This volume will increase in the future by 22 percent by 2035, bringing it up to 420,000 vehicles per day.

Benefits:

This project will help alleviate congestion and reduce traffic delays. The second HOV extension for segment 3 will enable more efficient operation of general purpose lanes for future projected traffic volumes. Adding an additional general purpose lane in Segments 1 and 2 will accommodate future projected traffic volumes. The I-5/La Paz Road and I-5/Avery Parkway interchange improvement projects called for in M2 Project D will reduce chokepoints and congestion, as well as accommodate

future traffic demands on the local roads at each interchange.

External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$34.60 million in federal funds and \$121.81 million in state funds.

Segment 2: \$56.60 million in federal funds.

Segment 3: \$54.63 million in federal funds and \$16.92 million in state funds.

Additionally, \$790,000 in federal funds and \$6.00 million in state funds have been approved for landscape planting across all three segments.

Risks:

Utility relocation and management of contaminated materials pose significant risk to project scope, schedule, and cost.

Related Projects:

Project C (I-5, Avenida Pico to San Juan Creek Road) and Project D (I-5, El Toro Road Interchange).

Other Involved Agencies:

Caltrans, cities of Laguna Hills, Laguna Niguel, and Mission Viejo, CTC, FHWA, and Transportation Corridor Agencies.

Assumptions:

Costs are based on June 2023 (Segment 2 and revised cost estimates for segments 1 and 3) M2 Program cash flow.

C,D. I-5 (SR-73 to El Toro Road includes Avery Parkway and La Paz Road Interchanges)

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report (Segment 2)
- July 2023 Project Status Report (Segment 1 and 3)
- Capital Funding Program Report – State Highway Project (September 2023)

C,D. I-5 (Avenida Pico to San Juan Creek Road includes Avenida Pico Interchange)

Description:

Project C extended the HOV lanes on I-5 from Avenida Pico to San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano. Major interchange improvements were also included at Avenida Pico, as part of Project D. See Exhibit 2.1.7 for a map of the approximate limits. This project was generally constructed within the existing ROW and was divided into three segments as described below.

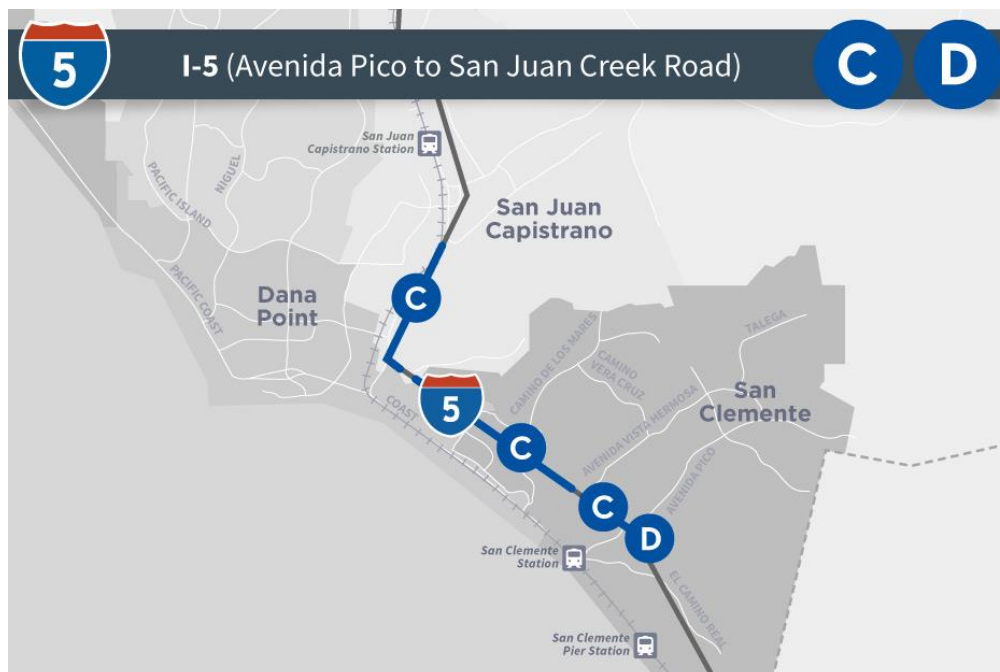
Segment 1: This project added new continuous-access HOV lanes (approximately 0.7 miles) in each direction between Avenida Pico and Avenida Vista Hermosa. The Avenida Pico Interchange was reconstructed to optimize traffic movements within the interchange and

provided bicycle lanes in both directions of Avenida Pico.

Segment 2: This project added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between Avenida Vista Hermosa and Pacific Coast Highway (PCH). The project also reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella, and re-established existing auxiliary lanes. Avenida Vaquero undercrossing was widened in both directions to accommodate the new HOV lanes.

Segment 3: This project added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between PCH and San Juan Creek Road. The project also reconstructed on- and off-ramps at

Exhibit 2.1.7. Project C,D – Map of Approximate Limits



C,D. I-5 (Avenida Pico to San Juan Creek Road includes Avenida Pico Interchange)

Camino Las Ramblas/PCH and the I-5/PCH northbound connector and I-5/Camino Las Ramblas undercrossings were widened in both directions.

Cost:

Segment 1: \$83.60 million.

Segment 2: \$75.26 million.

Segment 3: \$74.27 million.

Status:

All segments of Project C opened to traffic at the same time in early 2018. Segment 1 was completed in August 2018, segment 2 in July 2017, and segment 3 in July 2018.

Present Day:

This section of I-5 has high levels of traffic during the weekdays and weekends, as well as holidays, throughout the proposed project limits. The current traffic volume on this segment of I-5 is about 250,000 vehicles per day and is expected to increase by nearly six percent by 2035, bringing it up to 266,000 vehicles per day.

Benefits:

This project eliminated a southbound lane drop at PCH by extending the southbound HOV lane between Camino Capistrano and Avenida Pico, and the northbound HOV lane between Avenida Pico and PCH. Elimination of the lane drop enabled more efficient operation of general purpose lanes and serves projected traffic volumes for the year 2040.

External Funding:

The Board approved funding that supported these projects including:

Segment 1: \$28.47 in federal funds and \$43.74 million in state funds.

Segment 2: \$12.07 million in federal funds and \$46.78 million in state funds.

Segment 3: \$11.33 million in federal funds and \$20.79 million in state funds.

Risks:

No risk to project delivery as the project is complete. Final claims remain pending in segment 3, however, cost risk is low.

Related Projects:

Project D.

Other Involved Agencies:

Caltrans, cities of Dana Point, San Clemente, and San Juan Capistrano, CTC and FHWA.

Assumptions:

Cost based on June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

D. I-5 (El Toro Road Interchange) Improvements

Description:

Proposed Project D improvements at I-5/El Toro Road Interchange include modifying entrance and exit ramps and modifying or replacing existing bridge structures. See Exhibit 2.1.8 for the location of improvement.

Cost:

\$120.51 million (YOE) is currently included in the cash flow. However, once the selected project alternative is determined this will need to be updated.

Status:

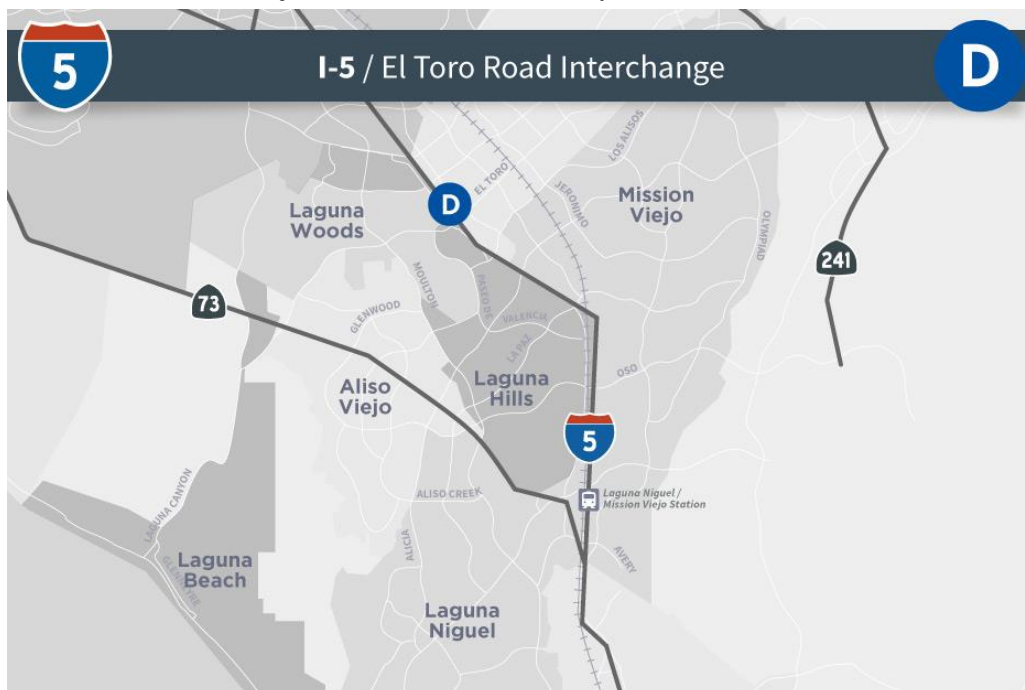
The environmental phase for this project began in April 2017. The Next 10 Plan includes funding this project through environmental. This project has faced challenges determining a build alternative that has local support and consensus with the three stakeholder cities (cities of Laguna Hills, Laguna Woods, and Lake Forest). Built into M2 is a promise that projects will be

delivered in cooperation with local agencies. A consultant was retained in September 2020 by OCTA to provide further assessment of the build alternatives to help facilitate reaching an agreement. The draft final assessment study was completed in October 2021. An agreement has been made with Caltrans and the three cities to include two new alternatives, in addition to the two alternatives from the draft environmental document, to be incorporated into the environmental phase.

Present Day:

This portion of I-5 has high levels of traffic during the weekdays and weekends, as well as holidays, throughout the proposed project limits. The current traffic volume on this segment of I-5 is about 355,000 vehicles per day and is expected to increase nearly nine percent by 2035, bringing it up to 388,000 vehicles per day.

Exhibit 2.1.8. Project D – Location of Improvement



D. I-5 (El Toro Road Interchange) Improvements

Benefits:

This project would reduce the chokepoint and better accommodate forecasted traffic demands. Modification of the entrance and exit ramps would alleviate congestion at adjacent intersections.

External Funding:

The Board has approved \$9.21 million in federal funds for the environmental phase. Future phases are also eligible for state and federal funds. Any additional funding is expected to be submitted for Board approval at a later time.

Risks:

Overall time, scope, and cost risks are high with this project due to the challenging project area with significant ROW impacts with study alternatives under consideration. Community concerns have resulted in a lack of consensus between the three stakeholder local jurisdictions. This project will need local jurisdiction consensus, before moving forward.

Related Projects:

Project C.

Other Involved Agencies:

Caltrans, cities of Laguna Hills, Laguna Woods, and Lake Forest, and FHWA.

Assumptions:

Cost based on conceptual estimates, which was incorporated in the June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

D. I-5 (Ortega Highway Interchange) Improvements

Description:

Project D improvements included reconstructing the I-5 interchange at State Route 74 (SR-74) in south Orange County, as well as widening SR-74, modifying entrance and exit ramps and replacing the existing bridge structure. See Exhibit 2.1.9 for the location of the improvement.

Cost:

\$79.80 million.

Status:

The project opened to traffic in September 2015 and was officially completed in January 2016.

Present Day:

Prior to completion of the project, the existing freeway overcrossing and on- and off-ramps did not accommodate existing and projected to-and-from street/freeway traffic.

Benefits:

This project alleviated a major chokepoint and reduced congestion by widening the Ortega Highway bridge and improving local traffic flow through reconfigured streets and on- and off-ramps.

External Funding:

\$752,000 in federal funds, \$73.48 million in state funds, \$2.50 million in M1 funds from the regional interchange program, and \$5.01 million in other local funds were used for the project.

Risks:

None – project completed.

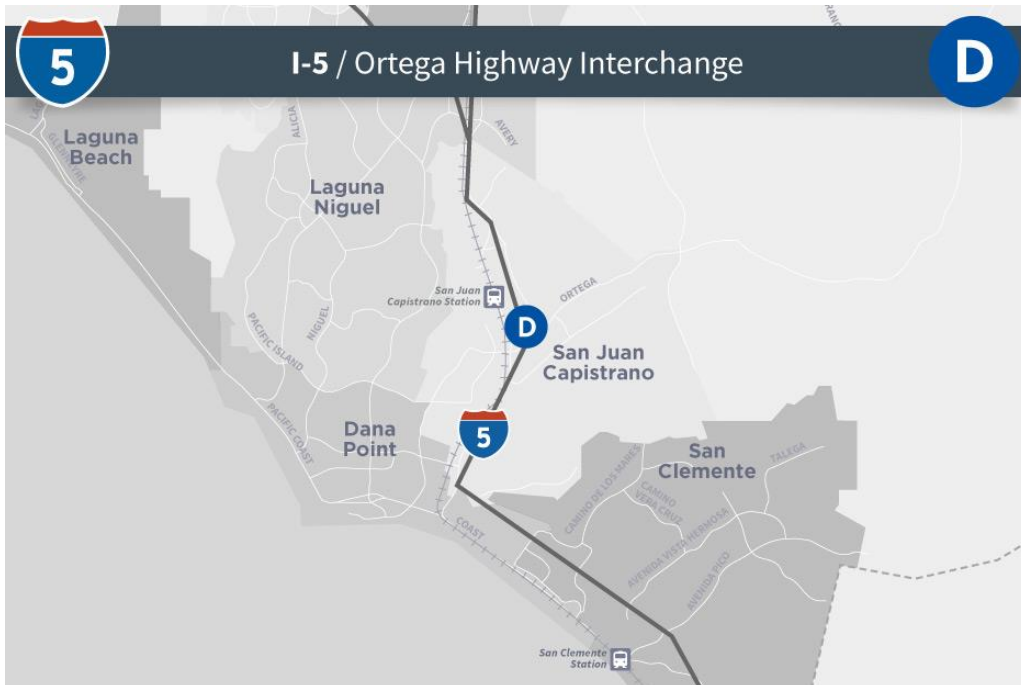
Related Projects:

Project C.

Other Involved Agencies:

Caltrans, City of San Juan Capistrano, and CTC.

Exhibit 2.1.9. Project D – Location of Improvement



D. I-5 (Ortega Highway Interchange) Improvements

Assumptions:

Cost based on January 2020 Project Status Report, which was incorporated in the June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- January 2020 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

E. SR-22 Access Improvements

Description:

Project E constructed interchange improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard to reduce freeway and street congestion near these interchanges. See Exhibit 2.1.10 for the location of the improvements.

Cost:

\$25.80 million.

Status:

These projects were part of the State Route 22 (SR-22) Widening Project completed in 2008 using M1 funds.

Present Day:

This project widened the streets at the interchanges and was designed to improve accommodation of existing and projected traffic.

Benefits:

The project reconstructed the freeway

overcrossings to allow these streets to be widened through the interchange area. These improvements reduced congestion and delay at all three interchanges.

External Funding:

\$15.9 million of M1 funds and \$9.9 million of other non-M2 (federal, state and city) funds were used for the project.

Risks:

None – project completed.

Related Projects:

West County Connector (WCC) improvements at SR-22/I-405 and I-405/I-605 interchanges.

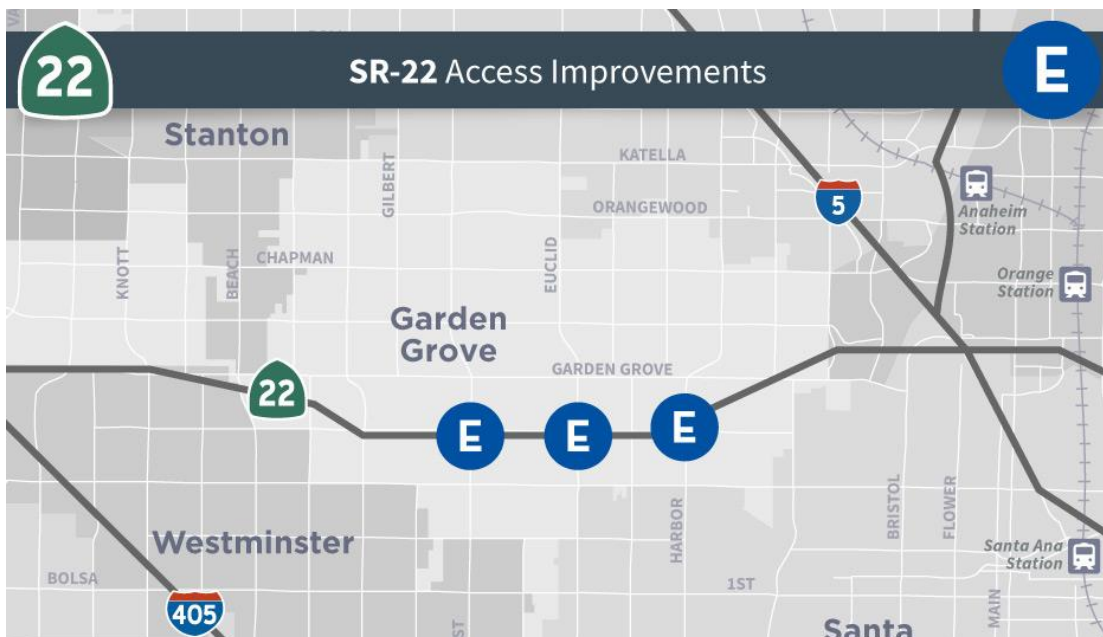
Other Involved Agencies:

Caltrans and City of Garden Grove.

Assumptions:

Completed as part of the M1 SR-22 Design/Build project.

Exhibit 2.1.10. Project E – Location of Improvements



F. SR-55 Improvements

Description:

Project F will reduce congestion by adding lanes and operational improvements to SR-55 between I-405 and SR-91. See Exhibit 2.1.11 for a map of the approximate limits. This project is divided into two segments as described below.

Segment 1: This project will add one general purpose lane (approximately four miles) between I-405 and I-5, including auxiliary lanes between interchanges to smooth traffic flow. The general purpose lane will be funded with M2, state, and federal funds. Concurrent with these efforts, a second HOV lane will also be constructed between I-5 and I-405 with state and local funds, along with a northbound auxiliary lane between MacArthur Boulevard and Edinger Avenue with state funds.

Segment 2: This project will add new lanes (approximately 7.5 miles) between I-5 and SR-22, including merging lanes

between interchanges to smooth traffic flow. Operational improvements between SR-22 and SR-91 would also be incorporated. The environmental phase of this segment was completed in March 2020 and is ready to advance into design and construction. This segment will generally be constructed within the existing ROW.

Cost:

Segment 1: \$505.72 million (YOE) which includes cost for potential ROW risk.

Segment 2: \$131.31 million (YOE).

Status:

Segment 1: Construction began in August 2022 and is anticipated to be complete in February 2027.

Segment 2: The environmental phase was completed in March 2020. The final design was initiated in August 2022.

Exhibit 2.1.11. Project F – Map of Approximate Limits



F. SR-55 Improvements

Present Day:

This freeway carries about 316,000 vehicles on a daily basis. This volume is expected to increase by nearly eight percent by 2035, bringing it up to 340,000 vehicles per day in the future.

Benefits:

This project will improve mobility and reduce congestion in central Orange County areas by adding new lanes and make operational improvements for existing and forecasted traffic volumes (especially for weaving and lane efficiency at ramp junctions).

External Funding:

Segment 1: The Board has approved providing \$160.50 million in federal funds and \$220.00 million in state funds. In addition, \$475,000 in federal earmarks and \$41.90 million in State Highway Operation and Protection Program funds were committed for this project.

Segment 2: The Board has approved providing \$11.00 million in federal funds for this project. This project is eligible for future state and federal funds.

Risks:

Schedule, scope, and cost risks remain high on Segment 1 due to complex ROW impacts which rely on design variations. This may also delay receipt of the State's share of funding.

Overall schedule, scope, cost risks are low on segment 2 at this time.

Related Projects:

Projects A and B.

Other Involved Agencies:

Caltrans, cities of Anaheim, Orange, Santa Ana, and Tustin, and FHWA.

Assumptions:

Cost based on June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

G. SR-57 Improvements

Description:

Project G will reduce congestion by adding one general purpose lane in the northbound direction from Orangewood Avenue in the City of Orange to approximately Tonner Canyon Road in the City of Brea. See Exhibit 2.1.12 for a map of the approximate limits.

Select northbound undercrossings will also be widened and seismically retrofitted, as required. The project is divided into three segments as described below.

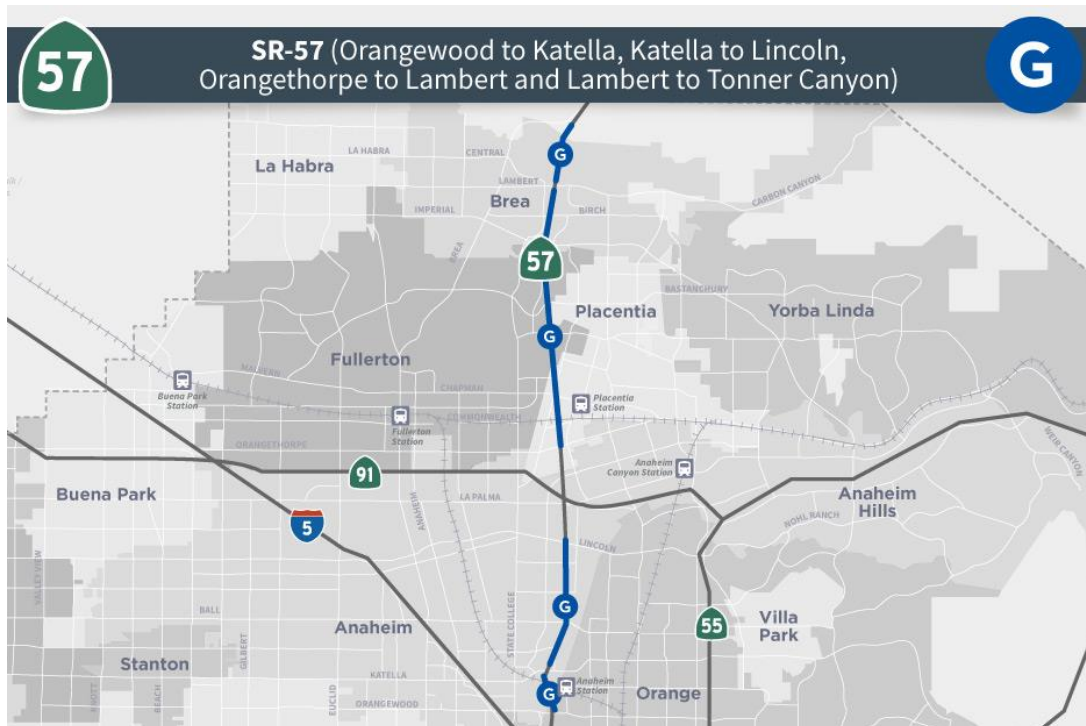
Segment 1: This project consists of three segments that added a northbound general purpose lane from Katella Avenue to Lincoln Avenue (approximately 2.8 miles), Orangethorpe to Yorba Linda Avenue (approximately 2.4 miles), and Yorba Linda Boulevard to

Lambert Road (approximately 2.5 miles) in the cities of Anaheim, Brea, Fullerton, and Placentia.

Segment 2: This project will provide an additional lane (approximately 1.3 miles) and other operational improvements in the northbound direction from Lambert Road to Tonner Canyon Road in the City of Brea (approximately one-half mile south of the Orange County/Los Angeles County Line).

Segment 3: This project will add one northbound general purpose lane (approximately one mile) from Orangewood Avenue in the City of Orange to Katella Avenue in the City of Anaheim. Segment improvements would maintain the existing auxiliary lane and address existing non-standard features between Orangewood Avenue and Katella Avenue.

Exhibit 2.1.12. Project G – Map of Approximate Limits



G. SR-57 Improvements

Cost:

Segment 1: \$144.36 million.

Segment 2: \$218.53 million (YOE).

Segment 3: \$71.78 million (YOE).

Status:

Segment 1: This project was completed and opened to traffic in 2014.

Segment 2: This project is planned to be environmentally cleared during the Next 10 Plan time frame. Through the SB 1 (SB 1) (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, an initial phase for interchange improvements at the Lambert Road is currently underway and is anticipated to be completed in late 2023. Phase two, the mainline project, was approved for STIP funding in March 2022 to begin the environmental phase. The preparation of a new project study report-project development support document began in summer 2023 and is anticipated to be complete in 2025. OCTA is proposing to include the final design phase in the 2024 STIP. The Board approved the finalization and submittal of the 2024 STIP on October 9, 2023. The CTC is anticipated to adopt the program in March 2024.

Segment 3: The environmental phase for this segment was completed in March 2019. The final design was initiated in March 2022 and is anticipated to be complete in summer 2024.

Present Day:

This freeway carries about 302,000 vehicles daily. This volume is expected to increase by nearly 13 percent by 2035,

bringing it up to 342,000 vehicles per day in the future.

Benefits:

This project will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements, which will improve both traffic operations and safety. Combined improvements from Orangethorpe Avenue to Tonner Canyon Road could achieve a 40 percent reduction in total delay through the SR-57 northbound corridor.

External Funding:

Segment 1: \$104.85 million in state funds.

Segment 2: The Board approved \$6.50 million in state funds to support the environmental phase of this project.

Segment 3: The Board approved \$14.74 million in federal funds.

Risks:

No risk on segment 1 as the project is complete. For segment 2 and segment 3, overall time, scope, costs, and quality risks are low to medium with this project due to construction within the existing ROW and relatively straightforward design issues. However, risks exist due to the potential need for seismic retrofitting of existing bridges and proximity to the Southern California Regional Rail Authority and future High Speed Rail ROW.

Related Projects:

Project H.

G. SR-57 Improvements

Other Involved Agencies:

Caltrans, cities of Anaheim, Brea, Fullerton, Orange, and Placentia, CTC, and FHWA.

Assumptions:

Cost based on June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

H. SR-91 (I-5 to SR-57)

Description:

Project H widened westbound SR-91 by connecting existing auxiliary lanes (approximately 4.5 miles) through interchanges, thus forming a fourth continuous general purpose lane between I-5 and SR-57. The project also replaced existing auxiliary lanes on westbound SR-91 between State College Boulevard and Raymond Avenue, and between Euclid Street and Brookhurst Street, and added a new auxiliary lane between Raymond Avenue and Lemon Street. See Exhibit 2.1.13 for a map of the approximate limits.

Cost:

\$59.23 million.

Status:

The project opened to traffic in March 2016 and was officially completed in June 2016.

Present Day:

SR-91 serves as a major commuting route connecting Orange County with Riverside and Los Angeles counties.

SR-91 is also one of the most congested freeways in Southern California. This freeway carries about 290,000 vehicles daily. This volume is expected to increase by nearly five percent by 2035, bringing it up to 304,000 vehicles per day in the future.

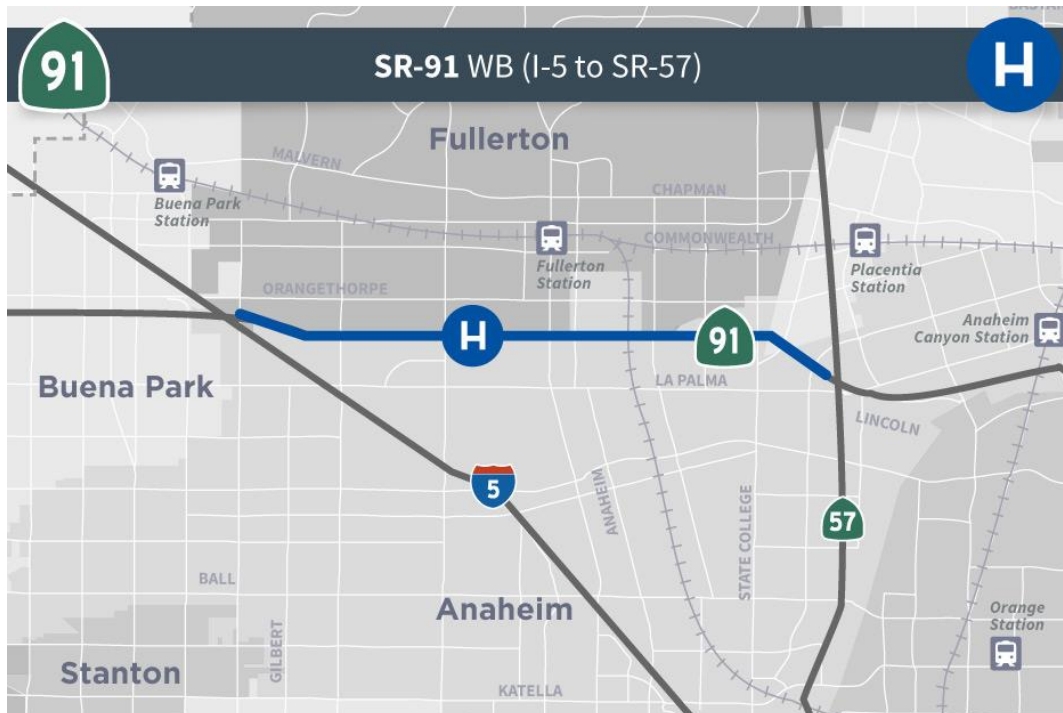
Benefits:

This project alleviated congestion by adding a continuous general purpose lane and replaced existing auxiliary lanes, which improved merging operations at each interchange.

External Funding:

\$27.23 million in state funds were used for the project.

Exhibit 2.1.13. Project H – Map of Approximate Limits



H. SR-91 (I-5 to SR-57)

Risks:

None – project completed.

Related Projects:

Project I.

Other Involved Agencies:

Caltrans, cities of Anaheim and Fullerton, and CTC.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

Assumptions:

Cost based on June 2023 M2 Program cash flow.

I. SR-91 (Tustin Avenue Interchange to SR-55)

Description:

Project I from Tustin Avenue Interchange to SR-55 added a westbound auxiliary lane, beginning at the northbound SR-55 to westbound SR-91 connector, through the

Tustin Avenue interchange. The overall segment length was approximately two miles. Additional features of this project included widening the westbound Santa Ana River Bridge to accommodate the auxiliary lane. See Exhibit 2.1.14 for a map of the approximate limits.

Cost:

\$42.47 million.

Status:

The project was completed and opened to traffic in 2016.

Present Day:

SR-91 serves as a major commuting route connecting Orange County with Riverside and Los Angeles counties.

SR-91 is also one of the most congested freeways in Southern California. This freeway carries about 290,000 vehicles daily. This volume is expected to increase by nearly five percent by 2035, bringing it up to 304,000 vehicles per day in the future.

Benefits:

This project addressed chokepoint conditions and reduced operational problems, including weaving and merging maneuvers, which were primarily caused by extensive weaving between the northbound SR-55 to westbound SR-91 connector and the westbound SR-91 off-ramp to Tustin Avenue.

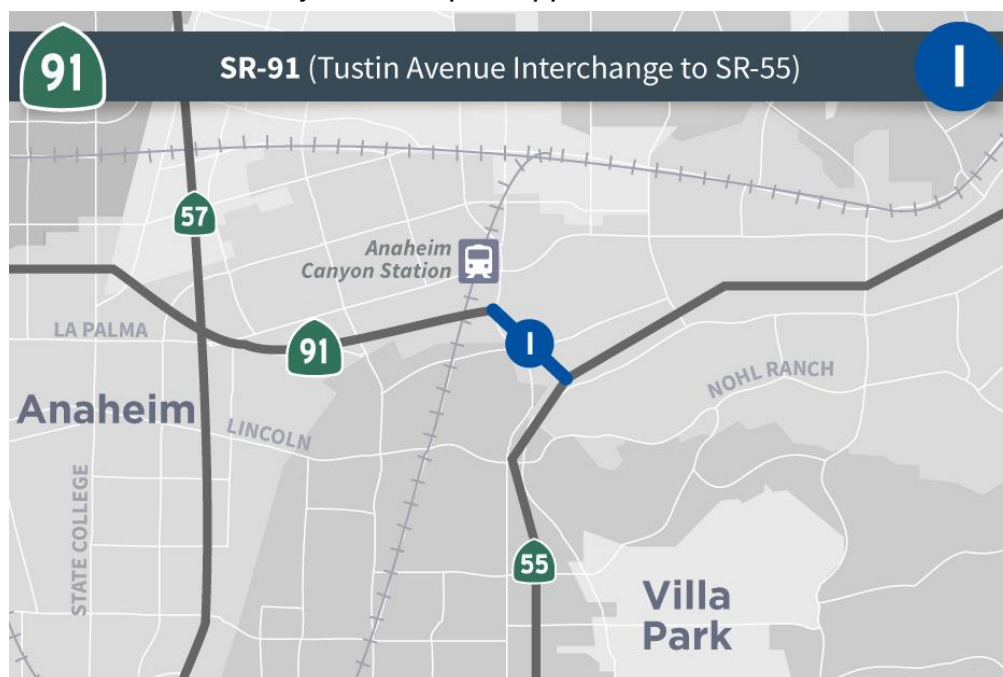
External Funding:

\$29.75 million in state funds were used for the project.

Risks:

None – project completed.

Exhibit 2.1.14. Project I – Map of Approximate Limits



I. SR-91 (Tustin Avenue Interchange to SR-55)

Related Projects:

Projects H, I (SR-57 to SR-55) and J.

Other Involved Agencies:

Caltrans, City of Anaheim, CTC, and FHWA.

Assumptions:

Cost based on January 2019 Project Status Report, which was incorporated in the June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- January 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

I. SR-91 (SR-57 to SR-55)

Description:

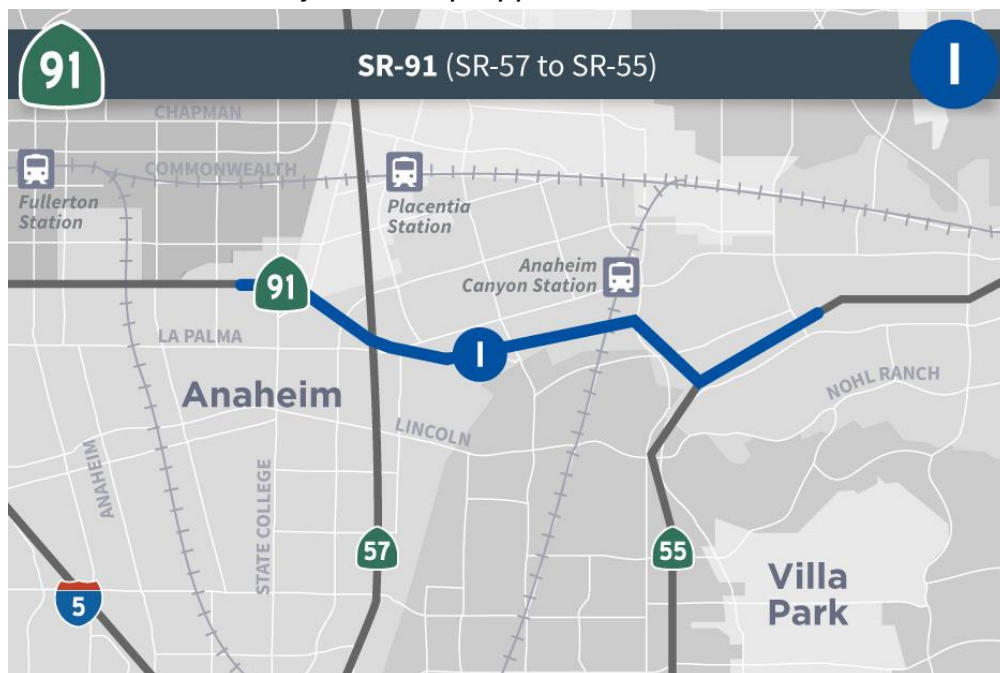
Project I from approximately SR-57 to SR-55 will add one westbound general purpose lane from northbound SR-57 connector to westbound SR-91 connector, and one eastbound general purpose lane between SR-57 and SR-55. See Exhibit 2.1.15 for a map of the approximate limits. The project is divided into three segments as described below.

Segment 1: This project from SR-55 to Lakeview Avenue (approximately 1.4 miles) will realign the westbound SR-91 on-ramp at Lakeview Avenue interchange, replace the Lakeview Avenue overcrossing bridge, and add a new on-ramp from the Lakeview Avenue bridge to connect directly to southbound SR-55 to improve traffic operations in the Anaheim area.

Segment 2: This project will add an eastbound general purpose lane on SR-91 between La Palma Avenue and SR-55 (approximately 2.7 miles) and include bridge widening over the Santa Ana River on eastbound SR-91 and bridge replacements at Glassell Street/Kraemer Boulevard and Tustin Avenue to reduce congestion in the cities of Anaheim and Fullerton.

Segment 3: This project from Acacia Street to La Palma Avenue (approximately 1.7 miles) will add a fourth general purpose lane on westbound SR-91 from northbound SR-57 to westbound SR-91, make improvements to the weave from westbound SR-91 to northbound and southbound SR-57, and replace the bridge at La Palma Avenue to enhance westbound operations on SR-91, to reduce congestion in the cities of Anaheim and Fullerton.

Exhibit 2.1.15. Project I – Map Approximate Limits



I. SR-91 (SR-57 to SR-55)

Cost:

Segment 1: \$126.26 million (YOE).

Segment 2: \$208.45 million (YOE).

Segment 3: \$116.20 million (YOE).

Status:

The environmental phase for all three segments was completed in June 2020.

Segment 1: Final design was initiated in March 2020 and was completed in March 2023. ROW certification is underway, and the project is anticipated to be advertised for construction in spring 2024.

Segment 2: Final design was initiated in June 2020 and is anticipated to be complete in December 2024.

Segment 3: Final design was initiated in November 2020 and is anticipated to be complete in August 2024.

Present Day:

Current freeway volume on this segment of the SR-91 is about 250,000 vehicles per day. This vehicular demand is expected to increase by 12 percent by 2035, bringing it up to 280,000 vehicles per day in the future.

Benefits:

Segment 1: This project is anticipated to alleviate congestion and reduce delay by improving the connection from Lakeview Avenue to southbound SR-55.

Segment 2: This project is anticipated to alleviate congestion in the eastbound direction and improve safety in both directions.

Segment 3: This project will enhance westbound operations.

External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$14.11 million in federal funds, \$42.57 million in state funds, and \$58.76 million in 91 Express Lanes excess revenues.

Segment 2: \$3.46 million in federal funds and \$42.81 million in 91 Express Lanes excess revenue.

Segment 3: \$1.77 million in federal funds and \$16.37 million in 91 Express Lanes excess revenue.

Risks:

Overall time, scope and costs risks are high due to coordination with the Caltrans multi-asset project and refined design options that require Caltrans concurrence, which remains under review.

Related Projects:

Projects H, I (Tustin Avenue Interchange to SR-55), and J.

Other Involved Agencies:

Caltrans, cities of Anaheim, Fullerton, Orange, and Placentia, CTC, and FHWA.

Assumptions:

Cost based on June 2023 (segments 2 and 3 and revised cost estimate for segment 1) M2 Program cash flows.

I. SR-91 (SR-57 to SR-55)

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report (Segments 2 and 3)
- July 2023 Project Status Report (Segment 1)
- Capital Funding Program Report – State Highway Project (September 2023)

J. SR-91 (SR-55 to SR-71)

Description:

Project J includes improvements on SR-91 from SR-55 to SR-71 in Riverside County and is divided into three segments. See Exhibit 2.1.16 for a map of the approximate limits.

Segment 1: This project added one eastbound lane (approximately six miles) on SR-91 from one-mile east of SR-241 to SR-71 in Riverside County. This project was led by RCTC in coordination with Caltrans District 8.

Segment 2: This project added one new lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 and improved key interchanges. Additional improvements included the widening and seismic retrofitting of the Imperial Highway and Weir Canyon Road undercrossing bridges. This project was led by OCTA in coordination with Caltrans District 12.

Segment 3: This project requires coordination and funding agreements

with RCTC to deliver complementary improvements between SR-241 and SR-71 in Riverside County. M2 is only responsible for the Orange County portion of this project. Improvements beyond SR-71 are overseen by RCTC.

Cost:

Segment 1: \$57.77 million.

Segment 2: \$79.74 million.

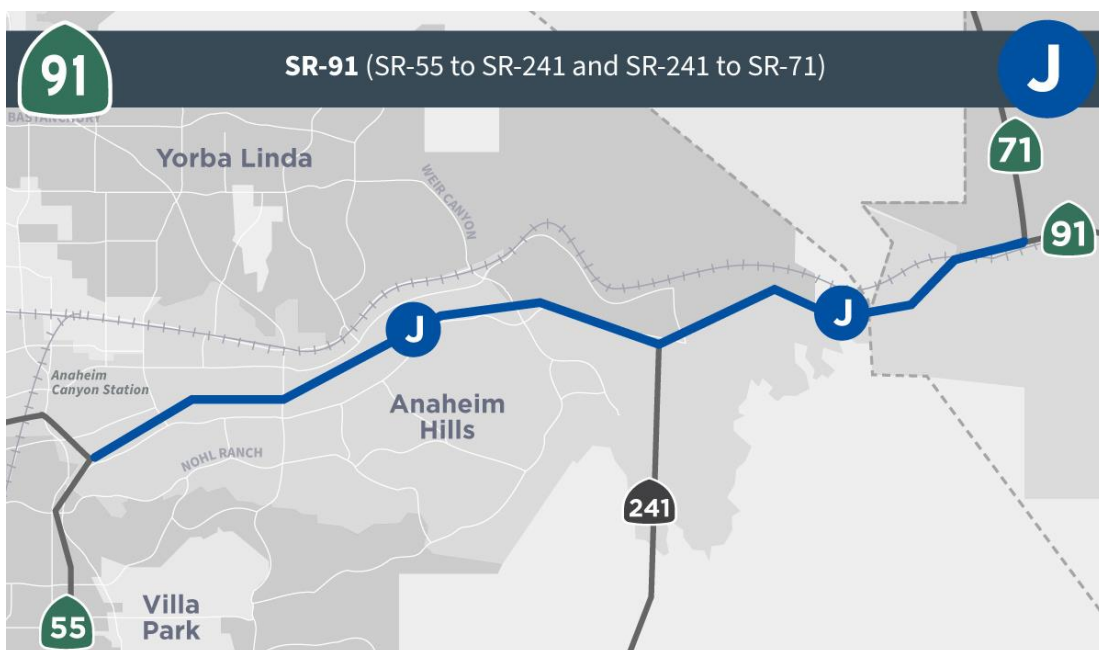
Segment 3: \$150.00 million (YOE), which does not include RCTC's cost share.

Status:

Segment 1 was completed in January 2011, and segment 2 was completed in March 2013.

Segment 3: This project was environmentally reviewed as part of the RCTC's Corridor Improvement Project. RCTC and OCTA advanced the westbound direction of this segment by

Exhibit 2.1.16. Project J – Map of Approximate Limits



J. SR-91 (SR-55 to SR-71)

adding a general purpose lane (two miles in length) from Green River Road to SR-241. RCTC was the lead agency and OCTA contributed \$15 million towards the project. Construction began in November 2020 and was completed in January 2022. A feasibility study to evaluate potential eastbound improvements from SR-241 to SR-71 was completed in April 2022. RCTC is the lead agency for advancing the environmental phase of the eastbound improvements known as the Eastbound Corridor Operations Project (ECOP), which began in June 2023.

Present Day:

Today, this freeway carries about 328,000 vehicles every day. This volume is expected to increase by 15 percent, bringing it up to 378,000 vehicles by 2035.

Benefits:

Segment 1: This project added one general purpose lane, which improved weaving by reducing the volume of exiting vehicles in the SR-91 mainline through lanes that are exiting at Green River Road and SR-71.

Segment 2: This project helped to alleviate congestion and reduce delays.

Segment 3: This project will reduce congestion and delays and improve operational efficiency by reducing the existing chokepoints within the project limits.

External Funding:

Segment 1: \$45.91 million in federal funds and \$4.92 million in local funds were used for this project.

Segment 2: \$76.30 million in state funds were used for this project and \$2.90 million in state funds were used for replacement planting.

Segment 3: \$15.00 million of 91 Express Lanes excess revenue is Board approved for the Orange County portion of this segment.

Risks:

No risks for Segments 1 and 2 as they are complete. For segment 3, time, scope, and costs risks are dependent upon required coordination with RCTC. Eastbound improvements have engineering challenges due to project area topography (Santa Ana Canyon) and natural constraints (Santa Ana River).

Related Projects:

Project I and the Riverside County Corridor Improvement Project.

Other Involved Agencies:

Caltrans, cities of Anaheim and Yorba Linda, Corona, County of Orange, CTC, FHWA, and RCTC.

Assumptions:

Cost based on December 2012 Project Status Report (Segment 1), June 2018 Project Status Report (segment 2), and estimates from RCTC (segment 3) which was incorporated in the June 2023 M2 Program cash flow. ECOP schedule and cost is subject to change and are contingent on the outcome of the environmental phase, availability of funding, and coordination with RCTC.

J. SR-91 (SR-55 to SR-71)

References:

- OCTA 2022 Long-Range Transportation Plan
- December 2012 Project Status Report (segment 1)
- June 2018 Project Status Report (segment 2)
- Capital Funding Program Report – State Highway Project (September 2023)

K. I-405 (SR-73 to I-605)

Description:

Project K includes the addition of new lanes to I-405 between SR-73 and I-605. The project will make the best use of available freeway property by staying generally within the freeway ROW and updating key local interchanges to the current Master Plan of Arterial Highway (MPAH) standards. The project will add one general purpose lane (approximately 14 miles) in each direction of I-405 from Euclid Street to I-605. Additional improvements include reconstruction of local interchanges and 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. See Exhibit 2.1.17 for a map of the approximate limits.

Concurrently with Project K, an additional lane (approximately 16 miles) will be added in each direction that would combine with the existing HOV lane to

provide dual express lanes in each direction on I-405 from SR-73 to I-605. The general purpose lanes will be funded with M2, state, and federal funds; the express lanes will be funded solely with toll revenues.

Cost:

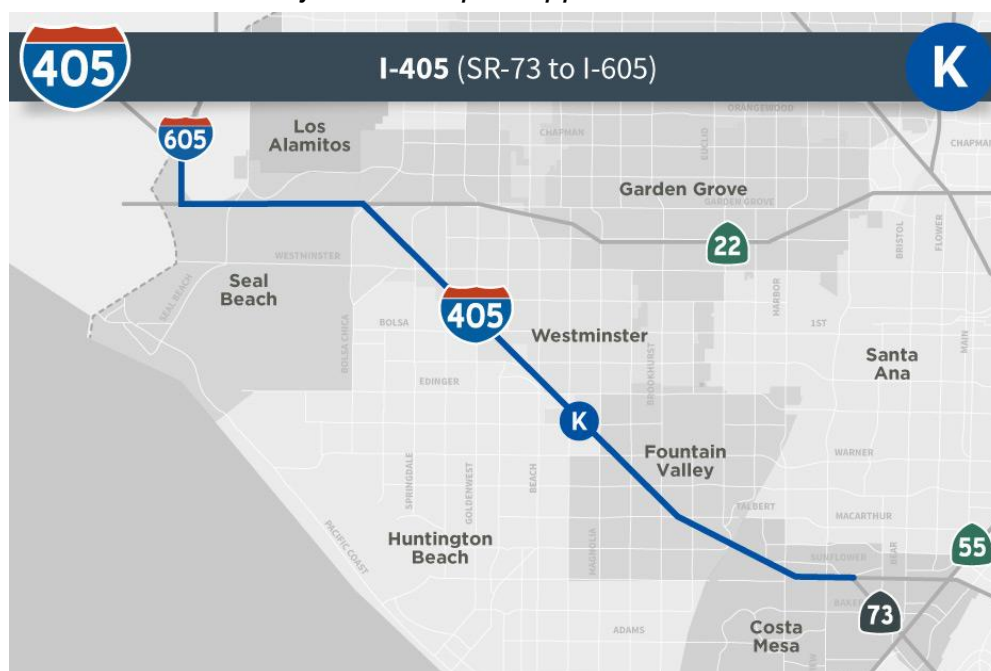
M2 Portion: \$1.62 billion (YOE).

Express Lanes Portion: \$540.00 million (YOE).

Status:

Construction began in January 2017 and is currently over 95 percent complete related to the design/build contract. Design/build is a project delivery method in which one team is hired to perform both the design and construction of the project. The project's substantial completion and opening of the 405 Express Lanes milestones are currently anticipated to be met in late 2023 with full project completion anticipated in early 2024. As of June 30, 2023, 15 of the 18 bridges have been completed and

Exhibit 2.1.17. Project K – Map of Approximate Limits



K. I-405 (SR-73 to I-605)

opened to traffic. The remaining three bridges are in various stages of construction.

Present Day:

On average, I-405 carries approximately 392,000 vehicles daily. The volume is expected to increase by 20 percent by 2035, bringing it up to 472,000 vehicles daily. The project will reduce congestion, enhance operations, increase mobility, improve trip reliability, and maximize throughput on I-405.

Benefits:

Project K includes the addition of auxiliary and general purpose lanes that will help reduce congestion and improve travel times. Additional improvements include interchange and local street improvements, and a direct Express Lanes connector at the I-405/SR-73 interchange.

The express lanes will operate congestion-free throughout the day, due to toll rates that vary based on traffic demand. The express lanes provide commuters with a reliable travel option compared to the adjacent, general purpose lanes.

M2 improvements, in combination with express lanes improvements, will provide more throughput in the corridor. These improvements will add two additional freeway lanes to I-405 in both directions between SR-73 to the I-605 interchange.

External Funding:

The Board has approved funding that supports this project, including \$45.65 million in federal funds and \$89.77 million

in state funds. The project also successfully secured \$628.93 million from Transportation Infrastructure Finance and Innovation Act (TIFIA), a low-cost federal loan. The M2 cash flow will benefit from \$108.93 million in TIFIA revenues for this project. The entire TIFIA loan will be paid back solely with toll revenues.

Risks:

Overall time, scope, utility relocation, archeological discoveries and cost risks are high with this project due to the extensive project scope.

Related Projects:

Project L and WCC improvements at SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

Other Involved Agencies:

Caltrans, Build America Bureau TIFIA Office, cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, Community of Rossmoor, CTC, and FHWA.

Assumptions:

Costs based on June 2023 M2 Program cash flow. M2 will only pay for the addition of the general purpose lanes. Toll revenues will pay for the 405 Express Lanes.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

L. I-405 (I-5 to SR-55)

Description:

Project L will add new lanes (approximately 8.5 miles) to I-405 from the vicinity of I-5 to SR-55 to alleviate congestion and reduce delays. See Exhibit 2.1.18 for a map of the approximate limits. The project will generally be constructed within the existing ROW.

Cost:

\$269.60 million (YOE).

Status:

The project completed the environmental phase in August 2018 and is shelf-ready to begin the design phase.

Project B (I-5, I-405 to SR-55) is a parallel project designated for construction. As a result, Project L will follow to avoid excessive inconvenience to the traveling public.

Additionally, a significant Caltrans safety project is scheduled to take place within the Project L project limits and will require additional coordination.

Present Day:

This segment of the freeway carries 296,000 vehicles a day. This number will increase by nearly 22 percent, bringing it up to 362,000 vehicles per day by 2035.

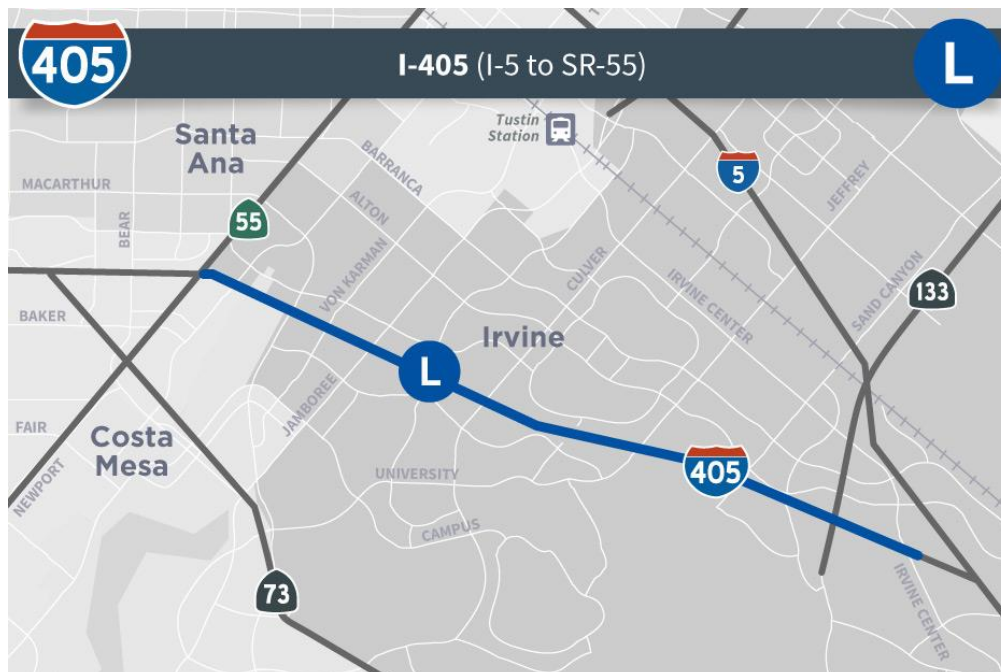
Benefits:

Improvements between I-5 and SR-55 would help alleviate congestion and reduce delays.

External Funding:

The Board approved providing \$8.00 million in federal funds to support the environmental phase of the project. This project is eligible for future state and federal funds.

Exhibit 2.1.18. Project L – Map of Approximate Limits



L. I-405 (I-5 to SR-55)

Risks:

Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.

Related Projects:

Projects B and K.

Other Involved Agencies:

Caltrans, City of Irvine, CTC, FHWA, and Transportation Corridor Agencies.

Assumptions:

Cost based on estimate developed in the environmental phase which was incorporated in the June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- February 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

M. I-605 (Katella Avenue Interchange) Improvements

Description:

Project M includes improvements to I-605 freeway access and the arterial connection at Katella Avenue, which serves communities in the cities of Cypress and Los Alamitos. See Exhibit 2.1.19 for the location of the improvement.

Cost:

\$29.02 million (YOE).

Status:

The environmental phase for this project was completed in late 2018 and was done in cooperation with the City of Los Alamitos. Final design was initiated in December 2020 and was completed in January 2023. ROW Certification is underway and is anticipated to be complete in spring 2024.

Present Day:

The existing interchange design is outdated and results in both arterial congestion and freeway queuing in the interchange area.

Benefits:

The I-605 Katella Avenue interchange project would include both freeway and arterial improvements that would improve interchange traffic operations and improve bicycle and pedestrian facilities while minimizing adjacent ROW and environmental impacts. Additionally, these improvements would reduce congestion, traffic queuing, and delays within the interchange area.

External Funding:

The Board approved providing \$17.80 million in federal funds.

Exhibit 2.1.19. Project M – Location of Improvement



M. I-605 (Katella Avenue Interchange) Improvements

Risks:

Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.

Related Projects:

Project K and WCC improvements at the SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

Other Involved Agencies:

Caltrans and City of Los Alamitos.

Assumptions:

Cost based on June 2023 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2023 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2023)

N. Freeway Service Patrol

Description:

The FSP provides competitively-bid, privately contracted tow truck services to help stranded motorists in addition to clearing disabled vehicles and large debris from freeway lanes to reduce congestion caused by blocked traffic lanes and passing motorists rubbernecking. FSP is available on all Orange County freeways during peak traffic hours, Monday through Friday, and in specific congested areas on weekends. This project assures that this basic level of service will be continued through 2041.

Program Funding:

\$62.86 million in M2 revenue between 2023 and 2032.

Status:

FSP is primarily funded by State Highway Account (SHA) and Road Repair and Accountability Act of 2017 (SB 1) funds. OCTA meets matching fund requirements by utilizing a portion of its share of Service Authority for Freeway Emergencies (SAFE) funds collected by the Department of Motor Vehicles each year. Since June 2012, the FSP has assisted more than 738,197 motorists along Orange County freeways.

As demand, congestion levels, and costs increase, this project will allow the program to maintain existing service hours and extend service throughout the day and on weekends on additional freeway segments.

M2 also helps support the California Highway Patrol (CHP) as the partner responsible for field supervision. M2

funds a full-time dispatcher and CHP Officer overtime to ensure adequate program support seven days a week.

Present Day:

The FSP program assisted 59,129 motorists along the Orange County freeway system in FY 2022-23.

Benefits:

To keep Orange County moving, FSP provides free limited roadside assistance to motorists whose vehicles have become disabled and removes congestion-causing debris on Orange County freeways. Motorist assistance is limited to taping a leaking hose, providing water for a radiator, a jump start, a gallon of gas, a tire change, or towing a disabled vehicle off the freeway to a designated drop zone where the motorist may seek additional assistance.

In FY 2021-22, Orange County received approximately \$5 of congestion relief benefit for every dollar invested in the program.

External Funding:

SHA allocation provided by Caltrans – approximately \$2.2 million annually.

SB 1 allocation provided by Caltrans – approximately \$2 million annually.

SAFE (\$1 per vehicle registration fee) - funds not allocated to the Freeway Call Box and 511 Motorist Assistance and Traveler Information programs are available for FSP program use, to meet local match fund requirements – approximately \$1.2 million annually.

N. Freeway Service Patrol

Risks:

Should the State of California stop funding FSP through the SHA and SB 1, M2 will not be sufficient to maintain existing service levels.

Related Projects:

M2 Project N funds are designated to maintain existing service levels, provide mid-day and weekend service, and limited FSP support services for construction of Projects A-M.

Other Involved Agencies:

Caltrans and CHP.

Assumptions:

Project N is assumed to be funded on a pay-as-you-go basis. Funding provided through the SHA and SB 1 are allocated first, and then M2 funding is applied as needed.

References:

- M2 Project N Guidelines for FSP Project, approved on February 13, 2012

Environmental Mitigation Program



Overview:

The EMP provides for allocation of five percent of the total M2 freeway budget for comprehensive environmental mitigation related to impacts from freeway improvements (projects A-M). The EMP was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

A master agreement between OCTA, Caltrans, and state and federal resource agencies was approved in January 2010. This offers higher-value environmental benefits such as habitat protection, connectivity, and resource preservation in exchange for streamlined project approvals for the 13 (segmented into 30) M2 freeway projects.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for the Mitigation Program as it relates to Projects A-M:

- Streamline freeway projects through the biological permitting process.
- Provide comprehensive environmental mitigation.
- Partner with state and federal resource and regulatory agencies.
- Provide higher-value environmental benefits such as habitat protection, connectivity, and resource preservation.

Next 10 Plan Deliverables:

In 2009, the Board approved a policy to allocate approximately 80 percent of the revenues to acquisitions and 20 percent to fund restoration projects. This policy will need to be revisited periodically to ensure it continues to meet program needs. The Next 10 Plan recommends four major initiatives through 2032 consistent with the above framework:

1. Oversee and manage the Preserves while the endowment is being established and determine potential long-term land manager(s) and endowment holder(s). This includes coordinating with local fire authorities and the Wildlife Agencies to monitor habitat recovery after wildfires impact the Preserves, such as the 2022 Coastal Fire that impacted the Pacific Horizon Preserve.
2. Focus EMP resources funding as a first priority toward the establishment of the endowment for the Preserves.
3. Review and update the resource management plans (RMP) on the Preserves as appropriate. This includes the development of FMPs for each of the Preserves.
4. Complete approximately 350 acres of restoration projects funded through M2 to fulfill the Conservation Plan commitments.

Environmental Mitigation Program

Description:

In 2010, OCTA began preparing a Conservation Plan, which examines habitat resources within broad geographic areas and identifies conservation and mitigation measures to protect habitat and species. This analysis was completed in 2016; in accordance with the master agreement “advance credit” provision, funds were allocated prior to completion of the Conservation Plan. In 2017, the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.

Concurrent with efforts made toward completing the Conservation Plan and EIR/Environmental Impact Statement (EIS), OCTA collaborated with the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board (SWRCB) – regulatory agencies – to streamline the regulatory permitting process. In 2017, the USACE issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The SWRCB provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance.

RMPs for each of the seven Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The Conservation Plan also requires that each Preserve also have a Preserve-specific FMP. These FMPs were developed in coordination with local fire agencies and will require approval from the Wildlife Agencies. The FMPs will be attached to the RMPs. Staff will continue to oversee and manage the Preserves until a long-term management strategy is determined at which time, some or all of the Preserve responsibilities could be transferred to another entity.

Cost:

In 2007, the Board approved approximately \$55 million as part of the EAP. Accordingly, \$42 million and \$10.5 million were allocated for acquisition and restoration, respectively. An additional \$2.5 million was allocated for the Conservation Plan development and program support, including appraisals and biological surveys.

Status:

Since 2010, a total of \$10 million has been allocated for 12 projects to restore approximately 350 acres of open space lands throughout Orange County.

On September 26, 2016, the Board approved the selection of the endowment fund manager. Annually, approximately \$2.9 million is deposited in the endowment. These annual deposits are expected over a ten to 12 year period, or until the fund totals

Environmental Mitigation Program

approximately \$46.2 million. As of June 30, 2023, the balance was \$23,688,239, which includes seven deposits. Annual endowment deposits will continue to be made near the beginning of each FY.

The Wildlife Agencies finalized the issuance of their respective permits, as well as executing the Implementing Agreement in 2017. In early 2018, OCTA secured advanced streamlined state and federal clean water permitting requirements.

All seven Preserves have finalized RMPs and are being managed and protected for an interim period by OCTA staff and contractors. These RMPs will be reevaluated in 2024 and revised as necessary. Staff will continue to oversee and manage the Preserves while a long-term management strategy and manager is determined.

Present Day:

In consultation with the local fire authority, staff have developed FMPs for the seven Preserves. The plans provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These plans are a requirement of the Conservation Plan and are currently being reviewed for approval by the Wildlife Agencies.

Benefits:

The completed Conservation Plan and regulatory permitting process are tools

by which OCTA obtains biological and regulatory permits/assurances for the 13 (segmented into 30) M2 freeway projects. This comprehensive process enables OCTA to streamline future M2 freeway improvement projects.

External Funding:

Examples of external funding available for this program include:

- USFWS contribution toward the acquisition of open space land in the Trabuco Canyon area.
- USFWS Habitat Conservation Planning Assistant Grant to help fund the completion of the Conservation Plan.
- Restoration project sponsors utilize external funds and resources to implement their projects.

Risks:

To date, five restoration projects have been completed and signed off by the Wildlife Agencies. The success of the restoration projects will support OCTA's Conservation Plan and regulatory permitting processes. However, unforeseeable conditions such as the frequency of drought and wildfires have and may continue to impact plant reestablishment. Additional funding may be necessary to ensure successful implementation of the restoration projects if the Wildlife Agencies do not sign off on the project under current conditions.

OCTA will need to establish the endowment over a ten to 12-year period. OCTA currently holds the title and interim land management responsibility of the Preserves but will

Environmental Mitigation Program

potentially secure a long-term land manager(s) in the future.

Related Projects:
Projects A-M.

Other Involved Agencies:
Caltrans, CDFW, the environmental community, SWRCB, USACE, and USFWS.

Assumptions:
This program is assumed to be funded primarily on a pay-as-you-go basis in the future, in addition to prior bonding issuances. More detailed assumptions are included in the appendices.

References:

- Final Conservation Plan and EIR/EIS
- Additional resources can be found online: www.octa.net/environmental

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DELIVERY PLAN

Streets & Roads Program

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Exhibit 2.2.1. OC Go Streets and Roads Program Map

OC GO STREETS AND ROADS PROGRAM



updated 8.10.23

① Regional Capacity Program

- Competitive funding program with annual call for projects for roadway improvements (not mapped)
- OC Bridges Grade Separation Projects

② Regional Traffic Signal Synchronization Program

- Competitive funding program with annual call for projects for signal coordination

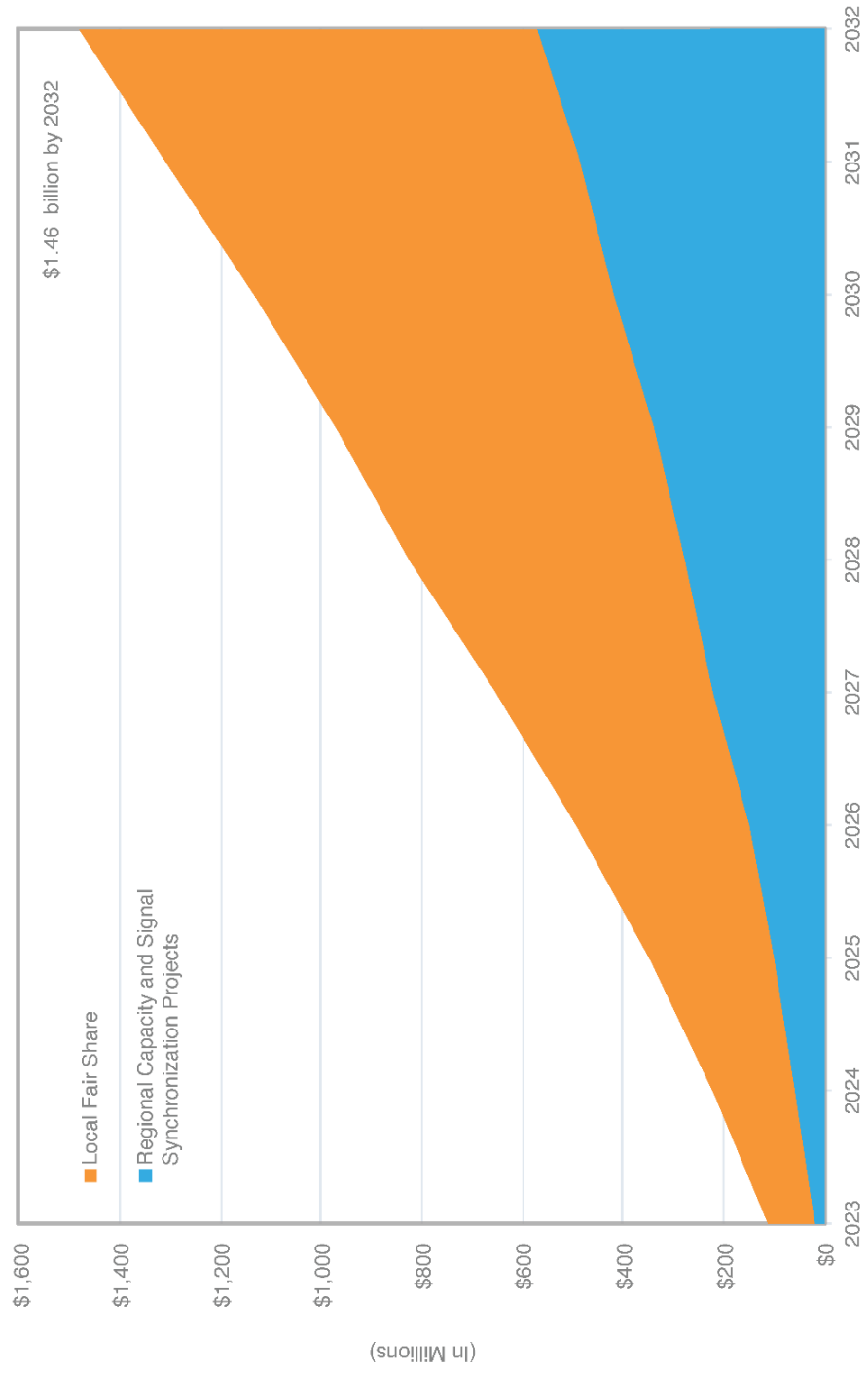
③ Local Fair Share Program

- Flexible funding to local jurisdictions for street maintenance and improvements (not mapped)

Exhibit 2.2.2 OC Go Streets and Roads Cumulative Expenditures



OC Go Streets and Roads Cumulative Expenditures



2.2. Streets and Roads



Overview:

Local streets provide the capacity for the movement of people and goods which is essential to Orange County's commerce and vitality. Streets carry approximately half of Orange County's car and truck traffic and nearly all of Orange County's bicycle and pedestrian traffic. Keeping people moving on local streets is an essential function of the M2 funding programs for local streets. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Streets and Roads Program:

- Target M2 competitive program funds for streets with the worst traffic congestion.
- Maintain the value of investments in streets by synchronizing traffic signals and keeping pavement in good condition.
- Consider all modes of travel when planning for added street capacity.

Within this program is the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. For more details, see Section 3.1 of the Appendix.

Next 10 Plan Deliverables:

Continue to provide funding to improve the countywide network of streets and roads, making them safer and more efficient. The Next 10 Plan for streets and roads recommends two major initiatives through 2032, consistent with the above framework:

1. Provide annual calls for competitive funding to local jurisdictions to address bottlenecks and gaps in the street system and synchronize signals (Project O and P).
2. Provide flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs as appropriate (Project Q).

O. Regional Capacity Program

Description:

Project O provides funding through a competitive process to local jurisdictions for recommended streets and roads projects which complete the Orange County MPAH, relieve congestion, are cost effective, and can proceed to construction quickly. These projects fall into one of two categories as described below.

RCP: This portion of Project O provides a funding source to complete the Orange County MPAH, a plan for future roadway improvements throughout Orange County. This includes intersection improvements and other projects that help improve street operations and reduce congestion. The M2 goal for these projects is to complete roughly 1,000 miles of new street lanes, mostly in the form of widening existing streets to their ultimate planned width. Matching local funds are required for these projects.

OC Bridges: This portion of Project O funded seven over- or underpass grade separations that eliminate car and train conflicts along the BNSF railway (Orangethorpe Avenue corridor) in northern Orange County. These grade separations increased safety for everyone traveling through the intersections and eliminated delays caused by trains.

Program Funding:

RCP: \$462.67 million between 2023 and 2032.

Status:

To date, OCTA has awarded \$387.63 million, which includes \$32.25 million in M1 and external funding, to 180 projects through 13 competitive RCP calls. Annual calls are planned for projects between 2023 and 2032.

As of November 2017, all seven grade separation projects were opened to traffic (Kraemer Boulevard, Lakeview Avenue, Orangethorpe Avenue, Placentia Avenue, Raymond Avenue, State College Boulevard, and Tustin Avenue/Rose Drive). No future calls for grade separations are anticipated.

Present Day:

Annual RCP calls take place providing local jurisdictions the opportunity to request funding for street improvements.

Benefits:

Completion of the MPAH system, including grade separations, will result in better traffic flow and a more efficient transportation system.

O. Regional Capacity Program

External Funding:

RCP: Local jurisdictions are required to provide a 50 percent local match. Matching funds may be reduced contingent on participation in pavement and signal programs, as well as use of non-M2 funds for local match. While other external state and federal funding are not typically used for RCP projects, there have been seven projects to date which qualified for and were awarded State-Local Partnership Program funds, amounting to approximately \$22.98 million.

OC Bridges: The Board approved the use of \$209.7 in federal funds and \$260.8 million in state funds for this project. Additionally, local jurisdictions provided \$44.4 million in funding. OC Bridges funding includes 75 percent in external local, state, and federal funds.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project P and Project Q.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange).

Assumptions:

Project O is assumed to be funded primarily on a pay-as-you-go basis with bonding for the seven OC Bridges projects. More detailed assumptions are included in the appendices.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- Orange County MPAH Guidelines
- Capital Funding Program Report – Local Road Project (August 2023)

P. Regional Traffic Signal Synchronization Program

Description:

Project P provides funds to local jurisdictions to implement new signal timing on a 750-mile regional network that covers most of Orange County. Optimizing traffic signal timing is a low-cost, high-benefit approach to reducing congestion and improving traffic flow. Better signal timing results in fewer traffic stops, delays, pollution, and saves commuters gas and money.

Program Funding:

\$182.74 million between 2023 and 2032.

Status:

As of June 2023, OCTA has funded approximately \$162.27 million, including \$30.48 million in M1 and external funding, to 131 projects. Since 2008, 101 corridor-based signal synchronization projects have been implemented, 27 are planned or underway, and three have been cancelled. Annual calls are planned for projects between 2023 and 2032. From FY 2022-23 through FY 2031-32, the entire network of signals is anticipated to have been retimed or optimized at least two times. This equates to more than 4,000 intersections retimed over a ten-year period.

Present Day:

In the past, many traffic signal synchronization projects were limited to segments of roads in individual cities. M2 provides funds to expand these projects to benefit neighboring cities and regional corridors.

Benefits:

Optimizing signal timing offers substantial benefits in reducing traffic delays and improving air quality. To date, OCTA has implemented optimized signal timing on 101 corridors with 3,522 intersections covering 903 miles of roadway. On the average, each project resulted in a 13 percent travel time savings for corridor end-to-end travel, saving commuters time and money for a relatively low investment. Future projects may see comparable benefits when combined with capital improvements to reduce physical bottlenecks where appropriate.

External Funding:

Local jurisdictions are required to provide a 20 percent local match. Matching funds may be in-kind services. There may be future needs for more capital-intensive investments as systems age.

Projects that started prior to the 2011 call were funded with \$4.95 million in M1, \$1.77 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ), and \$3.82 million in Prop 1B funds. The 2013 call was partially funded with \$1.25 million in Mobile Source Air Pollution Reduction Review Committee grant money. The 2018 call was able to leverage \$6.69 million in SB 1 Local Partnership Program competitive grant funds. OCTA was also able to leverage \$12 million in SB 1 Solutions for Congested Corridor Program competitive grant funds for three corridor projects outside the 2020 call. In all, external funding (not including funds provided by

P. Regional Traffic Signal Synchronization Program

local jurisdictions) contributed is approximately \$30.48 million.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project O (RCP) and Project Q.

Other Involved Agencies:

Caltrans and all local jurisdictions (cities and County of Orange).

Assumptions:

Project P is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- OCTA's Comprehensive Business Plan
- Capital Funding Program Report – Local Road Project (August 2023)

Q. Local Fair Share Program

Description:

Project Q provides formula-based funds that local jurisdictions may use for a variety of transportation purposes and needs, including repairing aging streets, residential street projects, bicycle lanes, and pedestrian safety.

Key among these needs is pavement preservation, which involves extending the useful life of pavement and avoiding costly street reconstruction. Preserving and maintaining roads in good condition is a key goal of M2 and Project Q in particular.

Program Funding:

Up to \$900.47 million will be provided between 2023 and 2032.

Status:

As of June 2023, approximately \$660.19 million⁶ in LFS payments have been provided to local jurisdictions and the County.

Orange County streets are in generally good condition on average (with a pavement condition index of 79 based on the 2020 statewide report, the best in state). As roadway pavement conditions deteriorate, however, the cost for repairs increases exponentially. For example, it costs as much as 14 times more to reconstruct pavement than to preserve it when it is in good condition.

Present Day:

The cost of street rehabilitation has increased substantially in recent years,

and gas tax revenues have not kept pace, which has a direct impact on the ability to fund street maintenance and rehabilitation.

Benefits:

Investments in streets and roads save future costs, keep traffic moving, and offer expanded travel choices.

LFS funds are also flexible and can be used as matching funds for capacity and safety projects, bicycle and pedestrian facilities, as well as local transit services.

External Funding:

This program is not externally funded.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project O (RCP) and Project P.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange).

Assumptions:

Project Q is assumed to be funded on a pay-as-you-go basis.

⁶ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

Q. Local Fair Share Program

References:

- M2 Eligibility Guidelines
- 2018 California Statewide Local Streets and Roads Needs Assessment
- OCTA's Comprehensive Business Plan
- Capital Funding Program Report – Local Road Project (August 2023)

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DELIVERY PLAN

Transit Programs

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Exhibit 2.3.1. OC Go Transit Programs Map

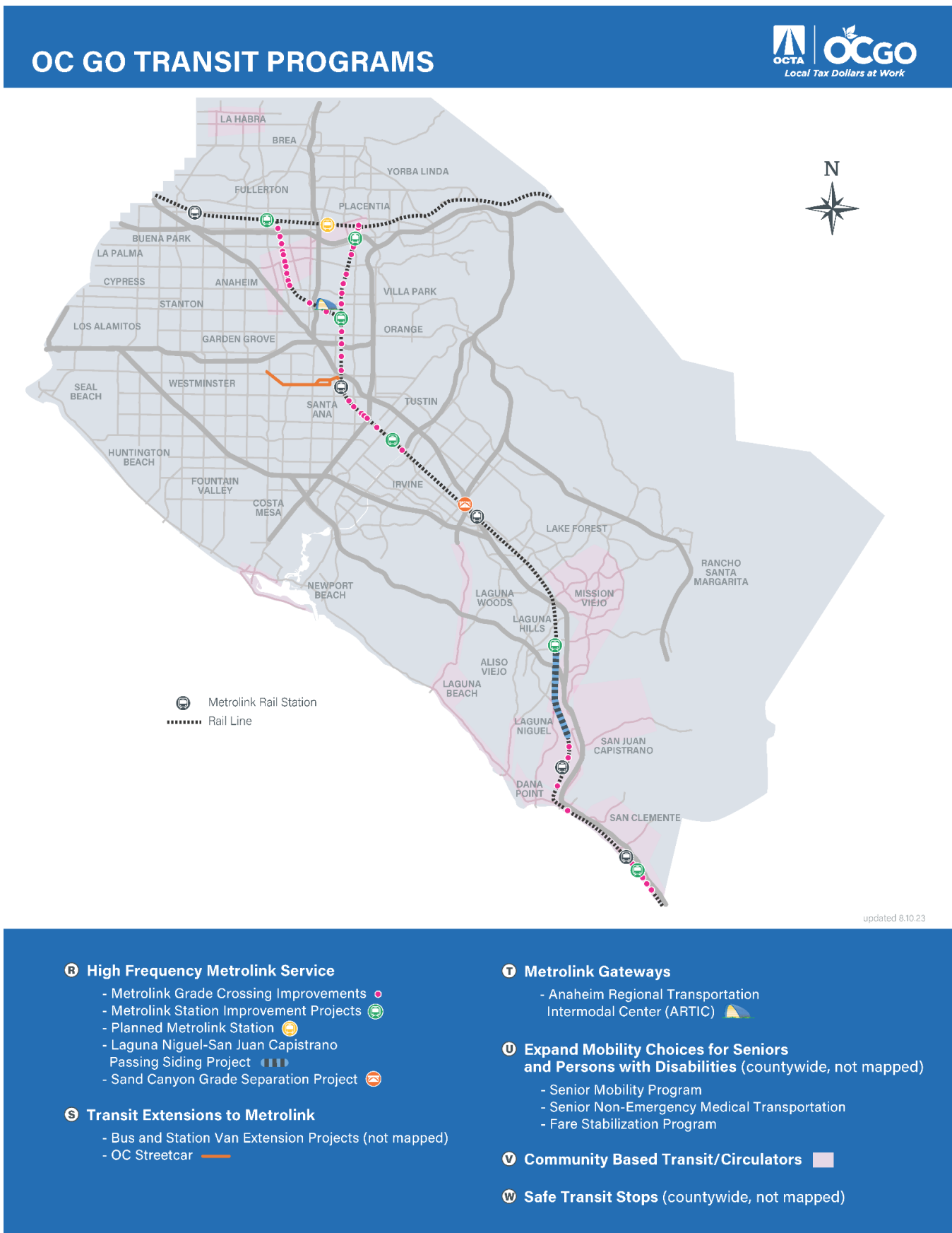
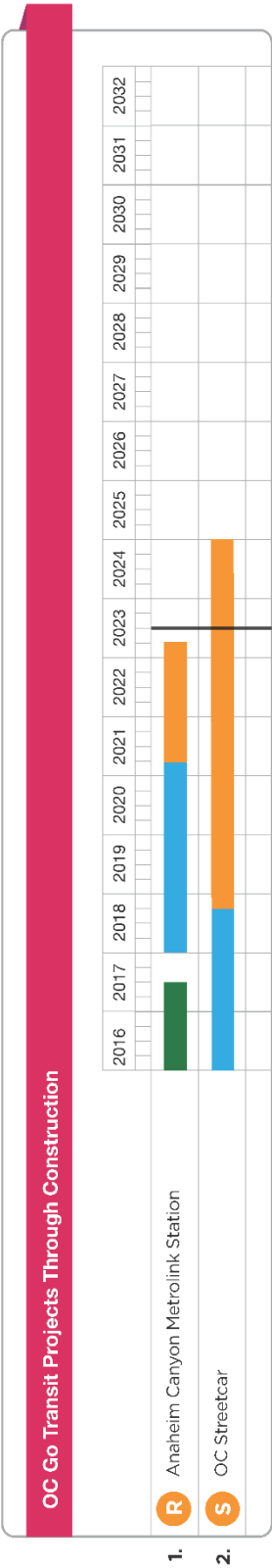


Exhibit 2.3.2. OC Go Transit Projects Through Construction



Environmental Design/Advertise & Award Construction



Please note that schedules are updated as of June 30, 2023. Shown schedules are subject to change.

2.3. Transit Program



Overview:

The goal of the Transit Program is to build a visionary transit system that is safe, clean, and convenient, with a focus on Orange County's transportation future. Providing mobility choices and connectivity for Orange County residents and workers are key components of the overall M2 Plan. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Transit Program:

- Ensure efficient and integrated Metrolink service for Orange County residents.
- Assess and deliver transit options providing riders first and last mile connections and alternatives to driving.
- Provide services and programs to meet the growing transportation needs of seniors and persons with disabilities.
- Support local agency efforts to deliver Board-approved community-based transit projects.
- Advance improvements to the busiest transit stops across the County to provide passenger amenities that ease transfers between bus lines.

Next 10 Plan Deliverables:

The Next 10 Plan for transit recommends seven major initiatives through 2032, consistent with the above framework.

1. Complete one rail station improvement.
2. Sustain Metrolink service as an attractive alternative to driving in Orange County.
3. Complete construction and begin operating the OC Streetcar.
4. Incorporate recommendations from planning studies to guide development of future transit connections.
5. Support expanded mobility choices for seniors and persons with disabilities.
6. Work with local jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services.
7. Continue to improve the top 100 busiest bus stops in Orange County.

R. High Frequency Metrolink Service

Description:

Project R provides for sustained and expanded rail service into Los Angeles and Orange counties along the three Metrolink lines serving Orange County (Orange County, Inland Empire-Orange County, and 91/Perris Valley Lines). Project R also provides for safety and operational improvements to the railroad infrastructure necessary to support existing and expanded train service, including grade crossing improvements, track improvements, signal and communications system improvements, as well as other projects as necessary to support the rail system. Grade separation projects will be considered as available funding permits.

Program Funding:

Approximately \$445.77 million between 2023 and 2032.

Status:

To date, rail safety enhancements at 50 at-grade rail-highway crossings have been completed. As a result, quiet zones have been established in the cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin.

Station improvements completed during the EAP include parking expansion projects at the Fullerton Transportation Center, Tustin Station and Laguna Niguel/Mission Viejo Station, as well as safety repairs to the San Clemente Pier Station platform.

Since then, several station improvement projects have been completed: the San Clemente Pier Metrolink/Amtrak Station lighting, the

Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) ramps, the Orange Transportation Center Parking Structure, the Fullerton Transportation Center elevator upgrades project and stair replacement project, and detectable tile replacements at various stations.

One rail improvement project was completed during the Next 10 Plan time frame: The Anaheim Canyon Metrolink Station improvement project, which began construction in May 2021 and was completed in January 2023. The new Placentia Metrolink Station project is on hold pending a shared-use agreement between Metrolink and BNSF prior to advertisement and construction. There is no projected date for when this agreement will be completed at this time.

Completed rail corridor improvements include Control Point at 4th Street, Control Point Stadium, the San Clemente Beach Trail Audible Warning System, Laguna Niguel to San Juan Capistrano Passing Siding, Railroad ROW Slope Stabilization, and six Project Study Reports for potential grade separations along the Los Angeles-San Diego-San Luis Obispo Rail (LOSSAN) corridor, including: 17th Street, Ball Road, Grand Avenue, Main Street, Orangethorpe Avenue, and Santa Ana Boulevard.

Rail corridor improvements underway include: San Juan Creek Railroad Bridge Replacement, track stabilization and protection in San Clemente, Metrolink Preventive Maintenance Capitalized Operation, Metrolink

R. High Frequency Metrolink Service

Rehabilitation/Renovation, and ongoing operation of Positive Train Control.

Present Day:

Metrolink is currently operating 45 weekday trains. In October 2019, four intracounty trips operating between Laguna Niguel/ Mission Viejo and Fullerton were extended to Los Angeles, however the extended trips were temporarily suspended due to COVID-19. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Benefits:

Project R allows for sustained operation and enhanced capacity of Metrolink trains serving Orange County, providing a viable alternative to single-occupant vehicle travel, thereby reducing congestion on crowded roadways and freeways.

External Funding:

State: STIP, Propositions 1A, 1B, and 116, and TIRCP totaling \$291.80 million.

Federal: CMAQ, the Surface Transportation Block Grant Program, and FTA Sections 5307, 5309, and 5337, totaling \$467.99 million.

Other Local: Local funding from the cities as well as other entities is programmed for \$86.96 million.

M1 also provided \$136.58 million.

Risks:

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Metrolink ridership recovery has struggled to meet projections, thereby reducing farebox revenues. To exacerbate this shortfall, operating costs have increased. Metrolink is currently operating Orange County rail services at approximately 85 percent of pre-pandemic levels. Despite ridership continuing to improve quarter-over-quarter, ridership is still below pre-pandemic levels. 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 2031-32. Staff has identified and is proposing to program TIRCP formula funds to help sustain Metrolink service. If this is approved in the coming months, this infusion of external funds is anticipated to extend Metrolink operations through FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Another impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente; OCTA owns the railroad ROW in the affected area. In September 2021, a failing slope severely degraded the railroad track structure [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events have continued to impact the stability of the track, leading to a suspension of rail service. On October 3, 2022, the Board adopted a resolution to authorize

R. High Frequency Metrolink Service

OCTA to take all necessary actions to address the emergency need for railroad track stabilization. On April 17, 2023, track stabilization efforts were sufficiently completed to allow the passenger rail service to resume.

However, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continues to incrementally move. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which again led to the suspension of all passenger rail services in the City of San Clemente and south Orange County on April 27, 2023. On June 26, 2023, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track protection. Construction on a temporary barrier wall at the bottom of the slope to protect the railroad track was completed on July 16, 2023. As a result, service through San Clemente resumed on July 17, 2023.

To date, OCTA has invested \$12 million of M2 funds along with \$16 million of State and Federal funds to ensure the safety of the railroad track. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will

follow to evaluate potential long-term solutions which may include relocation of the rail line. The lead agency for the long-term study has not been identified.

The Next 10 Plan is reviewed annually, which will provide OCTA the opportunity to update and adjust assumptions as needed.

Related Projects:

Project S, Project T, and Project V.

Other Involved Agencies:

BNSF, Caltrans, California Office of Emergency Services, California Public Utilities Commission (CPUC), California State Transportation Agency (CalSTA), Corridor Agencies, CTC, FTA, Los Angeles County Metropolitan Transportation Authority, Metrolink, RCTC, San Bernardino County Transportation Authority, and Ventura County Transportation Commission.

Assumptions:

Funding and operating agreements with partner agencies will be successfully implemented.

References:

- OCTA's Comprehensive Business Plan
- Capital Funding Program Report - Rail Project (August 2023)

S. Transit Extensions to Metrolink

Description:

Project S establishes a competitive program for local jurisdictions to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers via transit, to connect passengers to their final destinations. With approximately 60 percent of Orange County's population and employment centers located within a four-mile radius of Metrolink stations, the emphasis of Project S is on expanding access to the core rail system and establishing connections to destinations that are not immediately adjacent to the Metrolink corridor, within the central core, north and south of Orange County. These connections may include a variety of transit technologies such as conventional bus or vanpool (Rubber Tire), bus rapid transit or high capacity rail transit systems (Fixed Guideways), as long as they can be fully integrated and provide seamless transition for the users.

Program Funding:

Approximately \$444.79 million between 2023 and 2032 for fixed guideways in sales tax revenue.

Status:

Fixed Guideway: Through a competitive process, one project (OC Streetcar) advanced beyond initial study. The OC Streetcar is under construction and will operate in the cities of Garden Grove and Santa Ana.

Rubber Tire: One call has been issued since 2012, providing approximately \$732,000 for four projects in the cities of Anaheim and Lake Forest. The City of Lake Forest has cancelled all

three projects. The City of Anaheim project successfully completed its grant on June 30, 2020, and is being funded on a go-forward basis through a subsequent Project V grant. No future calls for rubber tire projects are anticipated.

Present Day:

Maintaining and growing Metrolink ridership relies on convenient and seamless bus and rail connections. Currently, OCTA fixed bus service and company shuttles are the prime providers of transit connections. However, Uber/Lyft paid-ridesharing services have been a growing presence.

Benefits:

Project S will provide expanded transit access to the centralized Metrolink system, thereby allowing Metrolink commuters to connect to other parts of the County without using an automobile.

External Funding:

Fixed Guideways: External funds for two preliminary studies for the cities of Anaheim and Santa Ana were funded with \$3.12 million in federal FTA Section 5307 and city local funds. M1 also provided \$20.63 million for preliminary studies.

The Board has approved funding supporting the OC Streetcar project, including \$280.09 million in federal funds from federal American Rescue Plan, CMAQ, FTA Section 5307 and 5309, and New Starts funding, and \$175.43 million in state funds, totaling \$455.52 million.

S. Transit Extensions to Metrolink

Rubber Tire: None. These projects are funded by M2 and local city matching funds.

Risks:

Overall schedule, scope, and cost risks are high with this project due to the extensive project scope.

Related Projects:

Project R (High Frequency Metrolink Service), Project T, and Project V.

Other Involved Agencies:

CalSTA, Caltrans, CPUC, CTC, FTA, and local jurisdictions.

Assumptions:

OC Streetcar: Cities of Garden Grove and Santa Ana will provide their required match for operations.

Funding for a future call will be at the Board's discretion.

Rubber Tire: Future calls will be at the Board's discretion based on the level of interest from local jurisdictions but will likely be transitioned to Project V which provides for greater flexibility.

References:

- M2 Eligibility Guidelines
- Project S Guidelines
- Federal 5307 and 5309 Funding Guidelines
- OCTA's Comprehensive Business Plan
- OC Streetcar Project Revised Funding Plan (April 2023)
- Capital Funding Program Report - Rail Project (August 2023)

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Description:

Provide funding for local improvements to stations along the LOSSAN corridor in Orange County to facilitate connections to future high-speed rail systems, thereby ensuring Orange County's presence in the development and implementation of high-speed rail systems that will serve Orange County. One project, the Anaheim Regional Transportation Intermodal Center (ARTIC), moved forward to completion.

Cost:

M2 contributed \$35.29 million of the \$225.53 million cost of the ARTIC project.

Status:

As part of EAP efforts, OCTA held a competitive call in 2009 for eligible station cities for the development and implementation of station projects in preparation of future high-speed rail systems. The cities of Anaheim, Fullerton, Irvine, and Santa Ana were awarded funding for planning of major expansions of their Metrolink Stations. The City of Anaheim received environmental clearance for the ARTIC project in early 2012. The completed facility opened to rail and bus service on December 6, 2014.

On December 14, 2015, the Board amended the M2 Ordinance and Plan to officially close out Project T by considering the completion of ARTIC as fulfilling the intent of Project T, as the only Orange County station on the planned high-speed rail route. The remaining balance of M2 funds were then transferred to two projects in need: the Metrolink Service Expansion

Program (part of Project R), and the Fare Stabilization Program for Seniors and Persons with Disabilities (part of Project U).

Present Day:

In partnership with transportation agencies, corridor cities, and stakeholders, the California High-Speed Rail Authority in 2008 planned a high-speed rail system that was envisioned to extend as far north as Sacramento and as far south as San Diego with a connection in Anaheim. Work on the Central Valley segment from Bakersfield to Merced continues, however other areas of the system have been postponed.

Benefits:

Early completion of Project T allowed for investment in Orange County's rail system to facilitate the planned ultimate integration of various high-speed rail systems within the County. The project relocated the prior rail station from leased land in the Los Angeles Angels of Anaheim parking lot, to its new permanent location as a multimodal station for all transit riders.

External Funding:

Federal: CMAQ, Regional Surface Transportation Program, FTA Sections 5309 and 5337, FTA Bus Livability, and Highway Safety Improvement Program, totaling \$76.07 million.

State: STIP totaling \$29.22 million.

M1 also provided \$87.02 million of which \$32.50 million for ROW will be

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

repaid plus interest by the City of Anaheim by 2025.

Risks:

None – project completed.

Related Projects:

California High-Speed Rail System.

Other Involved Agencies:

California High-Speed Rail Authority, Caltrans, cities of Anaheim, Fullerton, Irvine, and Santa Ana, CTC, FTA, and Metrolink.

Assumptions:

The California High-Speed Rail System will extend to the City of Anaheim as identified in their 2016 Business Plan.

References:

- M2 Eligibility Guidelines
- Section 5309 and 5337 Funding Guidelines
- California High-Speed Rail 2016 Business Plan
- December 2017 Project Status Report
- Capital Funding Program Report – Rail Project (August 2023)

U. Expand Mobility Choices for Seniors and Persons with Disabilities

Description:

Project U provides funding for three programs to expand mobility choices for seniors and persons with disabilities.

The SMP, administered by OCTA, was first established in 2001. For the first ten years, this program was supported with Transit Development Act funds. The allocation of Project U funding ensures the continuation of dedicated resources to sustain this program.

The SNEMT Program was established by the County of Orange in 2003, utilizing Tobacco Settlement Revenue (TSR) to fund the program. Project U funding supplements existing TSR resources to expand the capacity of the program and increase the number of available SNEMT trips.

The Fare Stabilization Program ensures that fares for seniors and persons with disabilities continue to be discounted at the same percentage as 2006 levels.

Program Funding:

Up to \$173.45 million will be provided between 2023 through 2032.

Status:

SMP: This program offers a variety of senior transportation resources. Participating cities determine the services that best meet the needs of the seniors in their community. Examples of services include transportation for medical, nutrition, shopping, and social

trips. As of June 2023, there are 32 cities participating in the program.

SNEMT: This program is administered by the County of Orange Office on Aging and is carried out by two transportation contractors. This program provides approximately 140,000 annual trips under Project U for non-emergency services such as trips to doctor and dental appointments, therapy, dialysis, and pharmacy visits.

As of June 2023, approximately \$48.70 million has supported approximately 142.23 million trips through the Fare Stabilization Program, \$34.50 million⁷ provided nearly \$2.75 million trips through SMP, and \$36.90 million provided \$1.45 million trips through the SNEMT Program since the inception of M2.

Fare Stabilization: In December 2015, the Board approved an amendment to the M2 Ordinance and M2 Plan that backfilled a funding shortfall identified in this program with remaining Project T funds. Effective January 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues. With the amendment, projected Fare Stabilization revenues are expected to be solvent through the life of the M2 Program.

Present Day:

Studies of senior mobility needs have identified seniors' preference for utilizing

⁷ Only includes disbursed funds. Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

U. Expand Mobility Choices for Seniors and Persons with Disabilities

local, community-based transportation services rather than countywide or regional services.

The SMP allows participating cities to identify the specific mobility needs of the seniors in their communities and develop transportation programs to best meet those needs with available funding.

The SNEMT Program fills a gap in senior transportation services, as trips are often provided to seniors who do not qualify for OC ACCESS service, or to seniors whose advanced age or disposition make it difficult to use OC ACCESS service. Contracting with social service agencies to provide SNEMT services allows this program to provide enhanced service elements beyond the requirements of OC ACCESS, a paratransit service that complements OCTA's fixed-route bus service and is provided to comply with ADA.

Benefits:

M2 funding of these programs, combined with OC ACCESS service and other senior transportation services funded with public and private resources, provide a menu of mobility options for Orange County seniors, allowing them to select the service that most appropriately meets their transportation need.

External Funding:

Local jurisdictions contribute a 20 percent match to their SMP services. A variety of funding sources are used by cities for their SMP match requirement, including general fund, Community Development Block Grants, sponsorships, advertising revenue, and

administrative in-kind resources. The County of Orange utilizes primarily TSR funds to meet their maintenance of effort requirement.

Risks:

Local jurisdictions must meet eligibility requirements and provide matching funds for SMP.

Related Projects:

Not Applicable.

Other Involved Agencies:

Nearly all local jurisdictions. Participating SMP cities include: Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, Seal Beach, Stanton, Tustin, Villa Park, Westminster, and Yorba Linda. The Orange County Office on Aging administers the SNEMT Program.

Assumptions:

Project U is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Project U Funding and Policy Guidelines
- OCTA's Comprehensive Business Plan

V. Community-Based Circulators

Description:

Project V provides funding to local jurisdictions through a competitive process to develop local bus transit services, such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail services and meet local needs in areas not adequately served by regional transit. Projects need to meet performance criteria, connect to bus and rail services, and document financial viability to be considered for funding.

Program Funding:

\$118.44 million between 2023 through 2032.

Status:

Since M2 inception, the Board has approved \$52 million for 35 projects (Note: service expansions and/or extensions from the 2018 & 2020 calls are counted as separate projects) and ten planning studies through four calls.

Of the 35 projects awarded by OCTA, 16 are currently active, three have not yet initiated service (two projects are continuations of existing Project V grants with remaining funds and one project is anticipated to start in July 2023), 13 have been cancelled (primarily due to low ridership), and three have been completed.

Letters of interest in a future call were received by 18 local jurisdictions. Pending Board approval, a 2024 call is anticipated to be released in late 2023 or early 2024.

Present Day:

Project V helps address the regularly expressed need for local

community-based transit service by Orange County communities.

Benefits:

Community-based circulators can provide relief to arterials in high traffic areas, provide non-auto based mobility options that meet specific local needs, and convenient alternative that improves access to regular special events that attract large numbers of visitors (i.e., OC Fair).

External Funding:

The local match requirement for both capital and any operating funds authorized by the Board is a minimum of ten percent.

Risks:

Local jurisdictions must meet eligibility requirements to receive funding. Ability to maintain service performance and ridership by adapting to volatile changes in travel behavior and remote work trends will be key. Regional transit operator shortages and demand for capital investments in electric vehicle infrastructures may impact long-term financial viability of existing services and ability to fund additional new services.

Related Projects:

Project S (some Project S and V routes could serve dual purposes).

Other Involved Agencies:

Participating local jurisdictions.

Assumptions:

Project V is assumed to be funded on a pay-as-you-go basis.

V. Community-Based Circulators

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- OCTA's Comprehensive Business Plan

W. Safe Transit Stops

Description:

Project W provides funding for passenger amenities at the 100 busiest transit stops across Orange County. The intent is to assist bus riders in the ease of transfer between bus lines and provide passenger amenities.

Program Funding:

\$9.42 million between 2023 through 2032.

Status:

Since inception, the Board has approved over \$3.1 million for 122 stop improvements through three calls. To date, 56 stops have been completed, 56 stop improvements are either planned or underway, and ten improvements have been cancelled by the awarded agency. A future call will be evaluated based on local jurisdiction interest and cash flow analysis.

Present Day:

High volume stops are eligible for funding, which provides needed passenger amenities commensurate with the volume of riders.

Benefits:

Eligible improvements in locations where such amenities do not exist to enhance the customer experience. Improvements include enhancements such as sun/rain

protection, passenger seating, improved lighting, etc.

External Funding:

Minimal local match provided for design requests; the rest is 100 percent M2 funded up to the Project W funding caps. If over the cap, then additional local agency funds are required.

Risks:

Local jurisdictions are responsible for amenities at bus stops. Depending on the amenities selected, long-term maintenance and costs could be required. Local jurisdictions must meet eligibility requirements and timely use of funds provisions to receive M2 funding.

Related Projects:

Not Applicable.

Other Involved Agencies:

Local jurisdictions with a top 100 busiest stop are eligible to receive these funds.

Assumptions:

Project W is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Project W Guidelines
- OCTA's Comprehensive Business Plan

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Environmental Cleanup Program

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Exhibit 2.4. OC Go Environmental Cleanup Grants and Calls



Call for Projects
Call for Projects to be determined based on revenue flow

OC Go Environmental Cleanup Grants and Call for Projects		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
1.	Water Quality Call for Projects - Tier 1																	
2.	Water Quality Call for Projects - Tier 2																	

Tier 1 grants program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices.

Tier 2 grants program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects.

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2.4. Environmental Cleanup Program



Overview:

The ECP (Project X) allocates approximately \$296 million toward improving overall water quality in Orange County from transportation-related pollution. Project X was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for Project X:

- Provide supplemental funds (not supplant) for existing transportation-related water quality programs.
- Allocate funds on a competitive basis to improve water quality standards in Orange County.
- Reduce transportation-generated pollutants along Orange County's streets, roads, and freeways.
- Implement best management practices to improve runoff from streets, roads, and freeways.

Additionally, as part of the overall M2 Plan, all M2 capital projects (freeway, street, and transit) must include water quality mitigation as part of their respective project scope and cost. Therefore, this source of funding is not eligible for environmental mitigation efforts.

Next 10 Plan Deliverables:

The Next 10 Plan for Project X recommends two major initiatives through 2032 consistent with the above framework:

1. Protect Orange County beaches by removing trash from entering waterways and inlets that ultimately lead to the ocean.
2. Work with the ECAC to develop the next tiers of water quality funding 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 Project X.

X. Environmental Cleanup Program

Description:

Project X implements street- and highway-related water quality improvement programs and projects that assist Orange County cities, the County of Orange and special districts in meeting federal Clean Water Act standards for urban runoff. Project X 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.

In May 2010, the Board approved a two-tiered approach to fund Project X. The Tier 1 grant program is designed to mitigate the more visible forms of pollutants, such as litter and debris that collect on roadways and in storm drains. 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.

The Tier 2 grant program consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Examples include constructed wetlands, detention/infiltration basins, and bioswales which mitigate pollutants such as heavy metals, organic chemicals, and sediment and nutrients.

Program Funding:

\$87.44 million between 2023 and 2032.

Status:

To date, the Board has awarded over \$33.18 million to fund 212 Tier 1 projects across the County through 12 rounds of funding since M2 inception. The 13th call was released in early 2023 for approximately \$3 million and programming recommendations are

anticipated in August 2023. The Board has also awarded approximately \$27.89 million for 22 Tier 2 projects in 12 cities and the County of Orange.

The 2023 Next 10 Plan will continue to commit to annual Tier 1 calls. A Tier 2 Call is anticipated to be released in early 2024, pending Board approval. The timing for future Tier 2 calls beyond 2024 will be evaluated based on local jurisdiction interest and cash flow analysis.

Present Day:

Staff estimates that nearly 60 million gallons (approximately 138 football fields at one-foot deep) 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. As the equipment is in service over time, the volume of trash captured is expected to increase. The funded Tier 2 projects, once fully operational, have the potential to recharge 157 million gallons of groundwater annually.

Benefits:

Improvements funded through this program will improve overall water quality in Orange County. Funds allocated on a countywide competitive basis will assist agencies in meeting federal Clean Water Act requirements for controlling transportation-generated pollution.

External Funding:

Local jurisdictions are required to provide a 20 percent (Tier 1) and 50 percent (Tier 2) minimum local cash match. Tier 2 matching funds may be reduced, depending on project readiness and operations and maintenance, above the ten-year minimum requirement.

X. Environmental Cleanup Program

Risks:

Local jurisdictions must meet eligibility requirements and timely-use-of-funds provisions to M2 receive funding.

Related Projects:

Not Applicable.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange). Third parties such as environmental organizations, homeowner's associations, non-profit groups, and water and wastewater public entities cannot be a lead agency applicant; however, they could jointly apply with an eligible applicant.

Assumptions:

Funds will be allocated on a countywide competitive basis to assist agencies with improving water quality related to transportation pollution.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- Tier 2 Grant Program Planning Study
- OCTA's Comprehensive Business Plan

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Appendix

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3.1. Next 10 Plan Funding Assumptions

To determine the status of the M2 Program, staff reviewed and updated cash flows for the Next 10 Plan for each of the program elements to test whether commitments provided to the voters as part of the M2 approval in November 2006 remain achievable. The revenue assumptions are based on the 2023 M2 revenue forecast of \$14.8 billion using the latest M2 revenue forecast methodology approved by the Board. The Next 10 Plan also assumes approved TIFIA proceeds, Full Funding Grant Agreement, and net excess 91 Express Lanes revenues for eligible projects. Revenues and expenses were merged into a high-level cash flow model. Bonding assumptions were reviewed to determine the need to address projected negative ending balances by year (compared to a pay-as-you-go scenario) and are constrained to minimum debt coverage ratios.

Freeway Program

Revenues for the M2 Freeway Program assumed a proportional share (43 percent) of net M2 revenue. From inception to 2032, the Freeway Program would receive approximately \$3.58 billion in M2 revenue, \$495.44 million in prior bond proceeds, and \$1.71 billion in state/federal grants, \$89 million in committed TIFIA proceeds, \$486.54 million in net excess 91 Express Lanes revenue for eligible projects, \$33.69 million in interest, and \$20 million transferred in from M1 for a total of \$6.43 billion in total revenue. Costs for the same period total \$5.56 billion (including debt service payments against prior bonding).

For the 2023 Next 10 Plan update, forecasted revenues and costs through 2041 were also tested for the complete M2 Freeway Program to ensure it could be delivered consistent with commitments. For projects currently in environmental or final design, project schedules and costs were based on data provided by OCTA's Project Controls Department. For projects that have not yet entered the environmental phase, conceptual estimates were prepared based on a scoring of congestion relief, project readiness, and cost escalation risks (associated with project delays). There are no anticipated bond issuances looking out to 2041. As always, bonding is constrained to legal debt coverage ratios, and a Plan of Finance is brought separately to the Board for approval as needed with refined bond assumptions.

Prior to FY 2022-23, 13 of the 30 freeway projects have been completed, as listed in Exhibit 3.1.1.

Exhibit 3.1.1. Completed M2 Freeway Projects

Completed M2 Freeway Projects		Construction Complete	Cost*
1. Project A	I-5 between SR-55 and SR-57	2021	\$38.9
2. Project C, D	I-5 between Avenida Pico and Avenida Vista Hermosa/Avenida Pico Interchange	2018	\$83.6
3. Project C	I-5 between Avenida Vista Hermosa and PCH	2017	\$75.3

3.1. Next 10 Plan Funding Assumptions

Completed M2 Freeway Projects		Construction Complete	Cost*
4. Project C	I-5 between PCH and San Juan Creek Road	2018	\$74.3
5. Project D	I-5, Ortega Highway Interchange	2016	\$79.8
6. Project E	SR-22 Access Improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard	2008	M1\$'s
7. Project G	SR-57 Northbound from Katella Avenue to Lincoln Avenue	2015	\$38.0
8. Project G	SR-57 Northbound from Orangethorpe Avenue to Yorba Linda Boulevard	2014	\$52.3
9. Project G	SR-57 Northbound from Yorba Linda Boulevard to Lambert Road	2014	\$54.1
10. Project H	SR-91 Westbound from I-5 to SR-57	2016	\$59.2
11. Project I	SR-91 Westbound from Tustin Avenue Interchange to SR-55	2016	\$42.5
12. Project J	SR-91 between SR-55 to SR-241	2013	\$79.7
13. Project J	SR-91 Eastbound from SR-241 to SR-71	2011	\$57.8
		Completed M2 Freeway Projects Total \$735.5	

* Cost in millions

Streets and Roads

The M2 Streets and Roads Program consists of Project O (RCP), Project P (RTSSP), and Project Q (LFS). Combined M2 revenues for these programs assume a proportional share (32 percent) of net M2 revenue. From inception to 2032, the Streets and Roads Program would receive approximately \$2.67 billion in M2 revenue, \$42.93 million in interest, \$121.62 million in prior bond proceeds, and \$625.78 million in M1 and state/federal grants (primarily for the OC Bridges Program), for a total of \$3.46 billion in total revenue. This includes \$6.69 million in SB 1 and \$10.20 million in Solutions for Congested Corridors Program funding leveraged for Project P. Costs for the same period would total approximately \$3.31 billion (including debt service payments against prior bonding).

Part of Project O includes the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. These grade separations, listed in Exhibit 3.1.2, increased safety for everyone traveling through the intersections and eliminated delays caused by trains.

Exhibit 3.1.2. Completed OC Bridges – Grade Separation Projects

Completed OC Bridges – Grade Separation Projects		Construction Complete	Cost*
1. Project O	Kraemer Boulevard (Anaheim/Placentia)	2014	\$63.8

3.1. Next 10 Plan Funding Assumptions

Completed OC Bridges – Grade Separation Projects		Construction Complete	Cost*
2. Project O	Placentia Avenue (Fullerton/Placentia)	2014	\$64.5
3. Project O	Orangethorpe Avenue (Anaheim/Placentia)	2016	\$105.9
4. Project O	Tustin Avenue/Rose Drive (Anaheim/Placentia)	2016	\$96.7
5. Project O	Lakeview Avenue (Anaheim/Placentia)	2017	\$110.7
6. Project O	Raymond Avenue (Fullerton)	2018	\$126.2
7. Project O	State College Boulevard (Fullerton)	2018	\$99.6
Completed OC Bridges – Grade Separation Projects Total			\$667.4

*Cost in millions

Transit Program

The M2 Transit Program consists of Project R (High Frequency Metrolink Service), Project S (Transit Extensions to Metrolink), Project T (Metrolink Gateways), Project U (Seniors/Disabled Persons Mobility Programs), Project V (Community-Based Transit/Circulators), and Project W (Safe Transit Stops). Revenues for the M2 Transit Program assume a proportional share (approximately 25 percent) of net M2 revenue. From inception to 2032, the Transit Program would receive approximately \$2.08 billion in M2 revenue, \$51.68 million in prior bond proceeds, \$589.24 million in external revenue, \$45.65 million transferred from M1, and \$18.24 million in interest for a total of \$2.79 billion. The cash flow includes \$158.36 million in Federal New Starts funding, \$164.36 million in federal CMAQ, \$13.60 million in federal FTA 5307, and \$175.43 million in State Cap-and-Trade for the OC Streetcar project. Expenses for this same time period total \$2.15 billion (including debt service payments against prior bonding). The unprogrammed balance for Project S allows for the option of an additional future transit connection project.

Environmental Cleanup Program

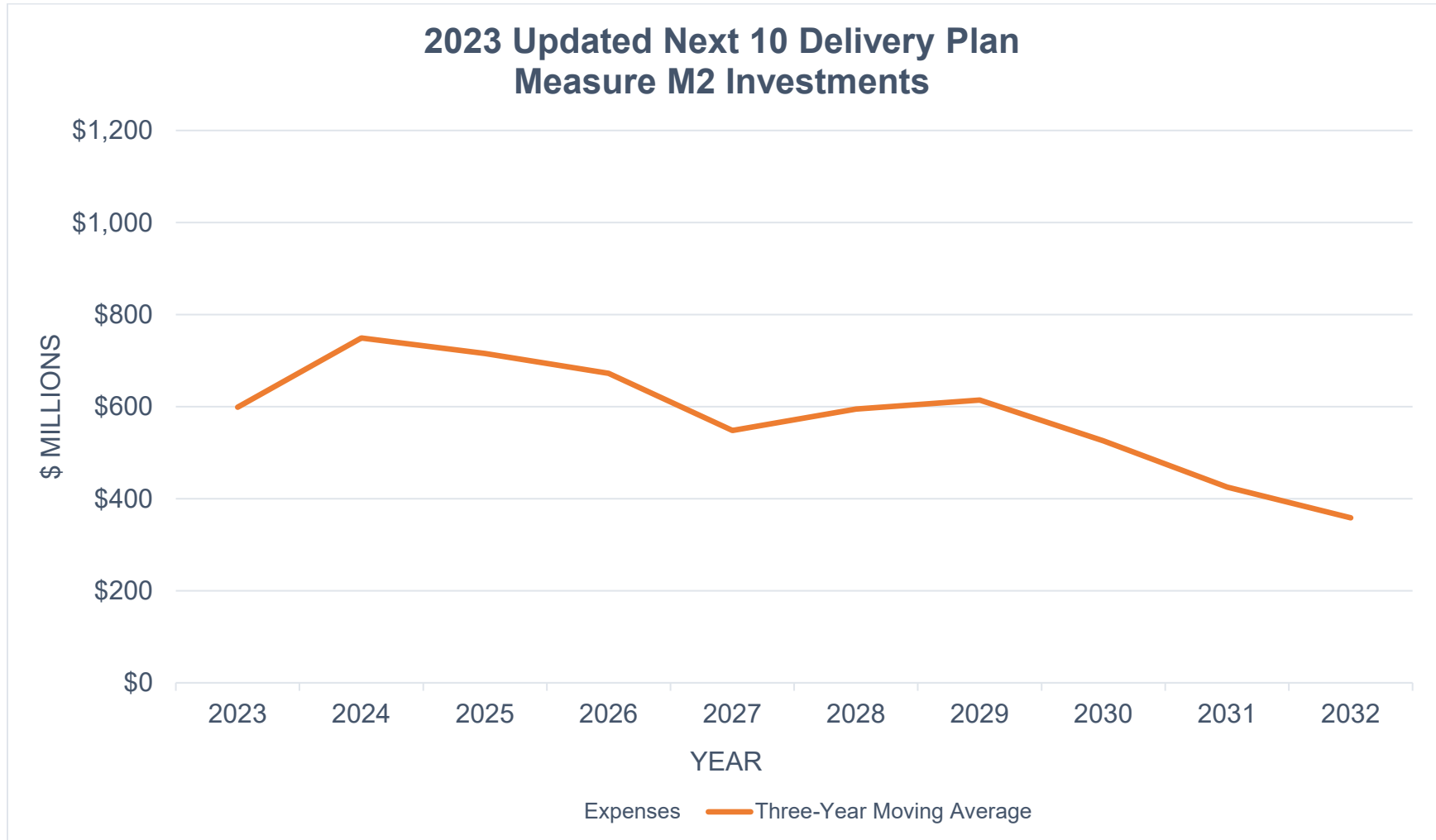
The M2 ECP consists of Project X (Cleanup Highway and Street Runoff that Pollutes Beaches). Revenues for the M2 ECP assume two percent of gross annual M2 sales tax revenue. From inception to 2032, the ECP would receive approximately \$172.76 million in M2 revenue. Expenses for this same time period total \$133.88 million.

3.2. Common Abbreviations

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
BNSF Railway Company	BNSF
Board of Directors	Board
California Department of Fish and Wildlife	CDFW
California Department of Transportation	Caltrans
California Highway Patrol	CHP
California Public Utilities Commission	CPUC
California State Transportation Agency	CalSTA
California Transportation Commission	CTC
Call for Projects	Call
Congestion Mitigation and Air Quality	CMAQ
Conservation Properties	Preserves
Coronavirus	COVID-19
Early Action Plan	EAP
Eastbound Corridor Operations Project	ECOP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Federal Highways Administration	FHWA
Federal Transit Administration	FTA
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Infrastructure Construction Cost Pressure Index	ICCPPI
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles-San Diego-San Luis Obispo	LOSSAN
Master Plan of Arterial Highways	MPAH
Measure M	M1
Measure M2 or Renewed Measure M	M2
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Next 10 Delivery Plan	Next 10 Plan
Orange County Business Council	OCBC
Orange County Transportation Authority	OCTA
Ordinance No. 3	M2 Ordinance
Pacific Coast Highway	PCH
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP

3.2. Common Abbreviations

Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Service Authority for Freeway Emergencies	SAFE
State Highway Account	SHA
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 73	SR-73
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Tobacco Settlement Revenue	TSR
Transportation Infrastructure Finance and Innovation Act	TIFIA
Transportation Investment Plan	Plan
United States Army Corps of Engineers	USACE
United States Fish and Wildlife Service	USFWS
Year of Expenditure	YOE



2023 Updated Next 10 Delivery Plan Progress on Deliverables

Significant progress and accomplishments have been made to Measure M2 (M2) since 2007. The 2023 update of the Next 10 Delivery Plan (Next 10 Plan) confirms that M2 can be delivered consistent with the commitment to voters. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from fiscal year (FY) 2022-23 through FY 2031-32, equating to approximately \$5.6 billion invested to improve the local transportation system.

Freeways

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

Status:

The M2 Freeway Program is currently made up of 30 projects/project segments of which 13 have been completed to date. Deliverable 1 includes 13 projects to be delivered through construction as reflected in the table below.

In Construction		Construction Complete	Cost*
1. Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2024	\$229.4
2. Project C, D	I-5 between Oso Parkway and Alicia Parkway/La Paz Road Interchange	2024	\$227.0
3. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$203.5
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2027	\$12.4
4. Project F	State Route 55 (SR-55) between Interstate 405 (I-405) and I-5	2027	\$505.7
5. Project K	I-405 between SR-73 and Interstate 605 (I-605)	2024	\$1,620.0
		Subtotal	\$2,798.0
In Design		Construction Complete	Cost*
6. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
7. Project B	I-5 between Yale Avenue and SR-55	2029	\$200.4
8. Project F	SR-55 between I-5 and State Route 91 (SR-91)	2029	\$131.3
9. Project G	State Route 57 (SR-57) Northbound from Orangewood Avenue to Katella Avenue	2028	\$71.8

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In Design		Construction Complete	Cost*
10. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$208.4
11. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	\$116.2
12. Project M	I-605 Katella Avenue Interchange	2026	\$29.0
		Subtotal	\$1,113.9
		Deliverable 1 Total	\$3,911.9

*Cost in millions

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

Status: The four remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2032, making them shelf-ready for future advancement; The table below reflects the projects along with environmental clearance schedule and estimated cost. The 2023 update captures additional phases for two projects.

- Orange County Transportation Authority (OCTA) is proposing to include the final design phase of the SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line project in the 2024 State Transportation Improvement Program (STIP). The Board approved the finalization and submittal of the 2024 STIP on October 9, 2023. The California Transportation Commission is anticipated to adopt the program in March 2024.
- OCTA is coordinating with the Riverside County Transportation Commission (RCTC) to advance the SR-91 between State Route 241 (SR-241) and State Route 71 (SR-71) project through construction within the Next 10 Plan time frame. M2 is only responsible for the Orange County portion of this project.

The completion of the SR-91 between SR-241 and SR-71 project in addition to the 13 projects in Deliverable 1 would bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program.

Remaining Projects		Environmentally Clear/ Shelf-Ready	Cost
1. Project D	I-5 El Toro Road Interchange	2026	\$120.5 ¹
2. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2028	\$218.6 ¹

¹ These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

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Remaining Projects		Environmentally Clear/ Shelf-Ready	Cost
3. Project J	SR-91 between State Route 241 and Orange/Riverside County Line	2025	\$150.0 ^{1,2}
4. Project L	I-405 between I-5 and SR-55	2018	\$269.6
Remaining M2 Freeway Projects Total			\$758.7 ³

**Cost in millions*

Streets and Roads

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).**

Status: As of June 2023, OCTA has awarded approximately \$525 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual competitive calls for projects (call). Additionally, \$660.19 million⁴ in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

Transit

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

Status: Project R provides funding for Metrolink operations and aims to 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 also 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.

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. The three lines serving Orange County currently operate 45 weekday trains,

² Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, available of funding, and coordination with RCTC.

³ The total will be revised once the three remaining projects (projects D, G, and J) have a selected project alternative and complete environmental clearance.

⁴ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter in a future meeting.

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a 17 percent reduction from the 54 weekday trains operated prior to the coronavirus. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. 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 2031-32. Staff has identified and is proposing to program Transit and Intercity Rail Capital Program formula funds to help sustain Metrolink service. If this is approved in the coming months, this infusion of external funds is anticipated to extend Metrolink operations through FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. To date, OCTA has invested \$12 million of M2 funds along with \$16 million of State and Federal funds to ensure the safety of the railroad track. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to evaluate potential long-term solutions which may include relocation of the rail line. The lead agency for the long-term study has not been identified. The Next 10 Plan is reviewed annually, which will provide OCTA the opportunity to update and adjust assumptions as needed.

A rail station improvement project identified to be completed in the Next 10 Plan time frame is the Anaheim Canyon Metrolink Station Improvements Project. The project began construction in May 2021, and was completed in January 2023. Additionally, OCTA remains committed to delivering the Placentia Metrolink Station Project and will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

- 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).**

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include construction of the tracks, installation of rail and overhead poles, communication with third parties on utility relocation, continued coordination with the Federal Transit Administration, and continued construction of the maintenance and storage facility (MSF). All eight cars are in the final stages of manufacturing, with Car 1 successfully completing its final walkthrough and

2023 Updated Next 10 Delivery Plan Progress on Deliverables

pre-shipment inspection for testing at the MSF. Construction is anticipated to be complete to begin revenue operations in late 2024/early 2025.

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

Status: 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, approximately \$120.1 million⁵ 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 (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit.

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

Status: 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 of Directors (Board). As of June 2023, 16 projects are active, 13 have been cancelled (primarily due to low ridership), three have yet not initiated service (two projects are continuations of existing Project V grants with remaining funds and one project is anticipated to start in July 2023), and three have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation.

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

Status: 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 passenger amenities such as

⁵ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter in a future meeting.

2023 Updated Next 10 Delivery Plan Progress on Deliverables

installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. As of June 2023, 56 improvements have been completed, 56 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

Environmental

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).**

Status: The M2 freeway Environmental Mitigation Program (EMP) includes seven conservation properties 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 makes annual endowment deposits of approximately \$2.9 million. As of June 30, 2023, the endowment balance was \$23,688,239. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28.

10. **Work with the Environmental Cleanup Allocation Committee 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 (Project X).**

Status: 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 inception, the Board has approved \$33.2 million in funding for 212 Tier 1 projects through 13 calls and \$27.9 million for 22 Tier 2 projects through two calls.

Measure M2

2023 UPDATE

NEXT 10 
DELIVERY PLAN

- Purpose
- Accomplishments
- Financial Outlook
- Deliverables
- Risks
- Next Steps

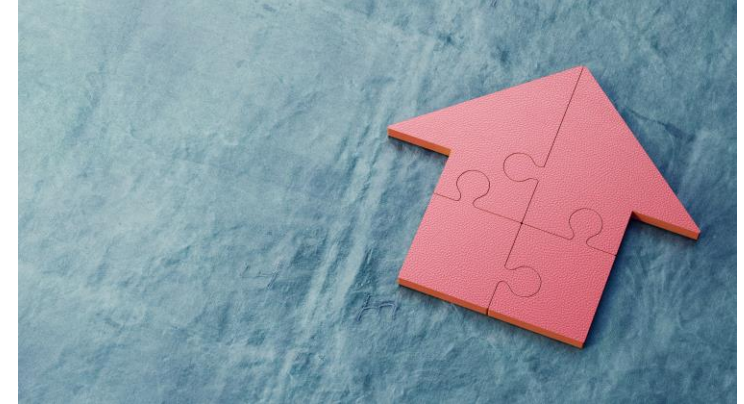


- Purpose:
 - Validate OCTA's ability to deliver M2
 - Outline near-term workplan
 - Establish common understanding among stakeholders
 - Set baseline upon which future changes are measured
 - Provide basis for preparation of OCTA's annual budgets for capital projects
- Principles:
 - Confirm promised plan can be delivered
 - Ensure financial sustainability
 - Implement projects and programs expeditiously



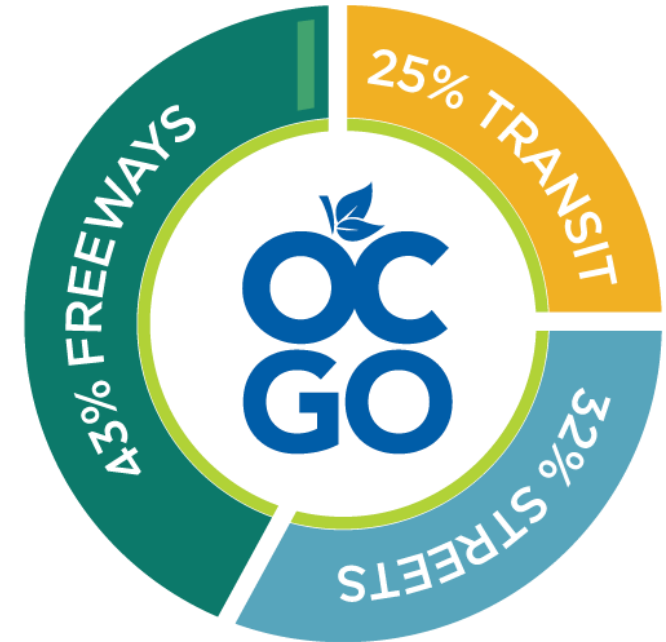
M2 Accomplishments to Date

- Freeways
 - ✓ 13 projects completed
 - ✓ 738,000 motorist assists/lane clearances
 - ✓ Endowment to protect mitigation properties
- Streets and Roads
 - ✓ 161 street capacity improvement projects
 - ✓ 128 signal synchronization projects
 - ✓ \$660 million in flexible funding distributed
- Transit
 - ✓ Station, track, and grade crossing improvements
 - ✓ Expanded Metrolink service
 - ✓ OC Streetcar underway
 - ✓ \$120 million for expanded mobility choices for of seniors and persons with disabilities
 - ✓ 22 community-based circulators
 - ✓ 112 bus stop enhancements
- Environmental Cleanup
 - ✓ 217 water quality projects
 - ✓ 60 million gallons of trash collected



Note: Figures reflect only active or completed projects

- Revenue:
 - \$14.8 billion of M2 funds
 - \$3.7 billion of external funds
- Investment of \$5.6 billion into local transportation system over ten years
- Conservative debt service coverage ratios
- No additional bond issuances



ENVIRONMENTAL



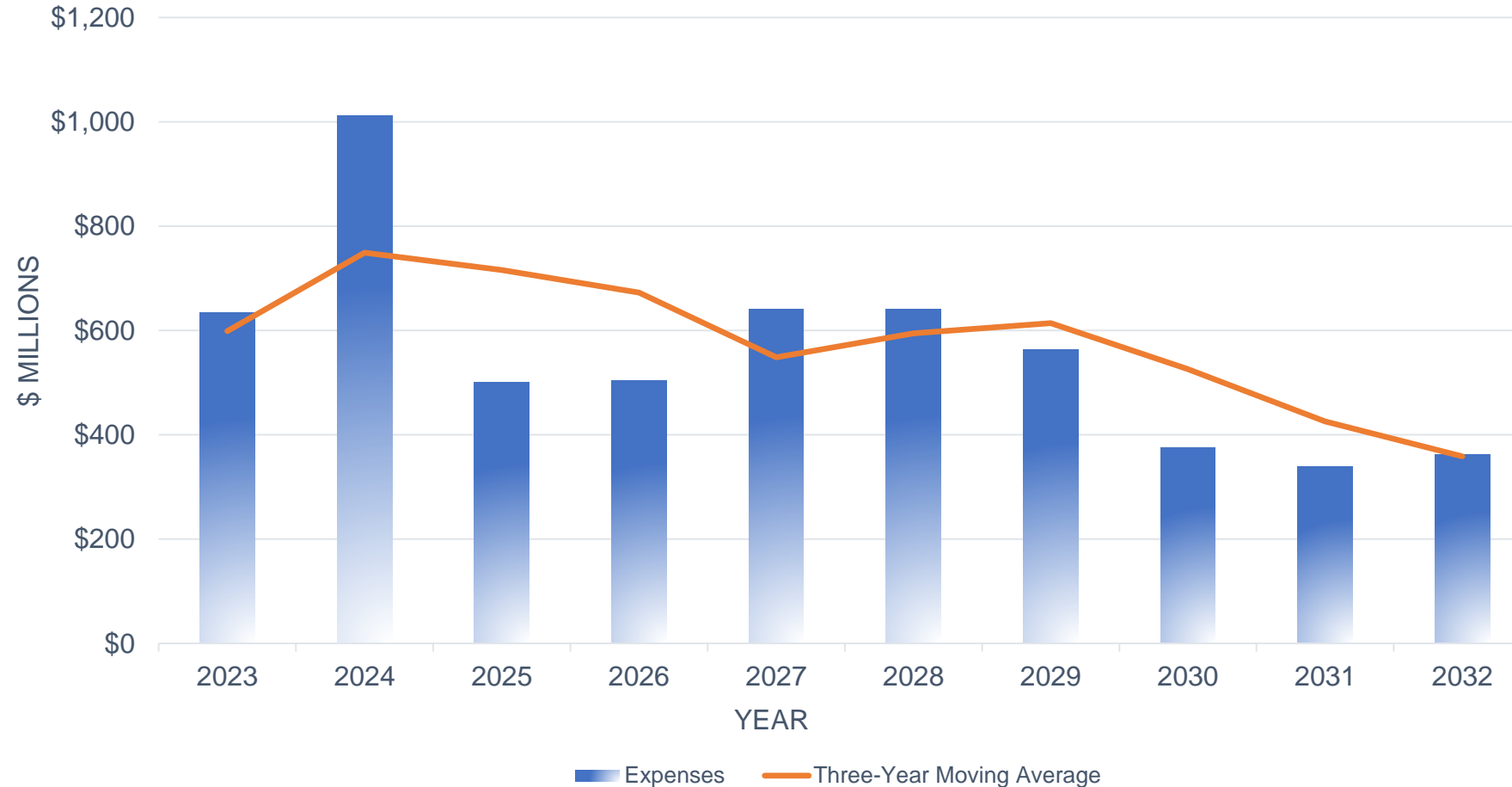
A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program



A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

Next 10 Delivery Plan Investments

2023 Updated Next 10 Delivery Plan
Measure M2 Investments



Next 10 Delivery Plan Deliverables Summary

Freeways

- Deliver 14 freeway projects
- Continue annual endowment deposits

Streets and Roads

- Return 18 percent to local agencies for transportation needs
- Provide annual grants to address street bottlenecks and gaps
- Fund ongoing coordination of 2,200 traffic signals

Transit

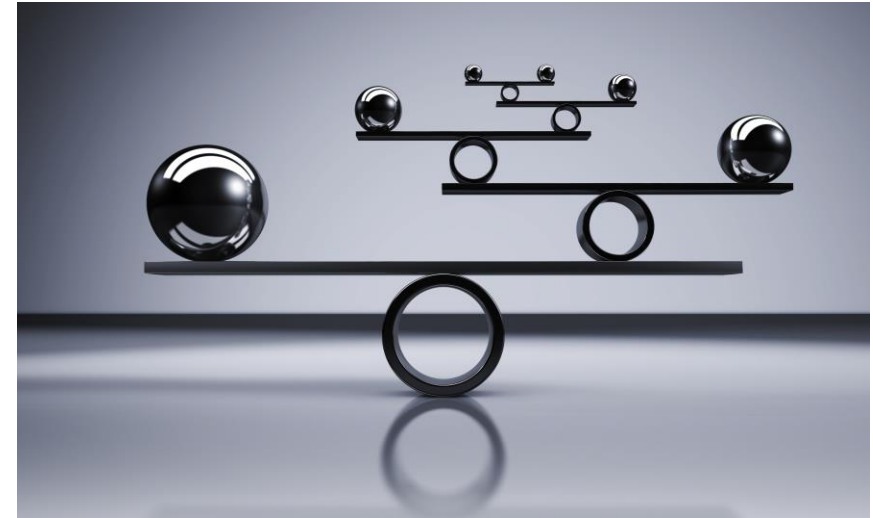
- Continue operation of Metrolink and fund station improvements
- Complete OC Streetcar construction and begin operations
- Offer enhanced mobility options for seniors and persons with disabilities
- Continue to support local transit circulators
- Continue to improve the top 100 busiest transit stops

Environmental Cleanup

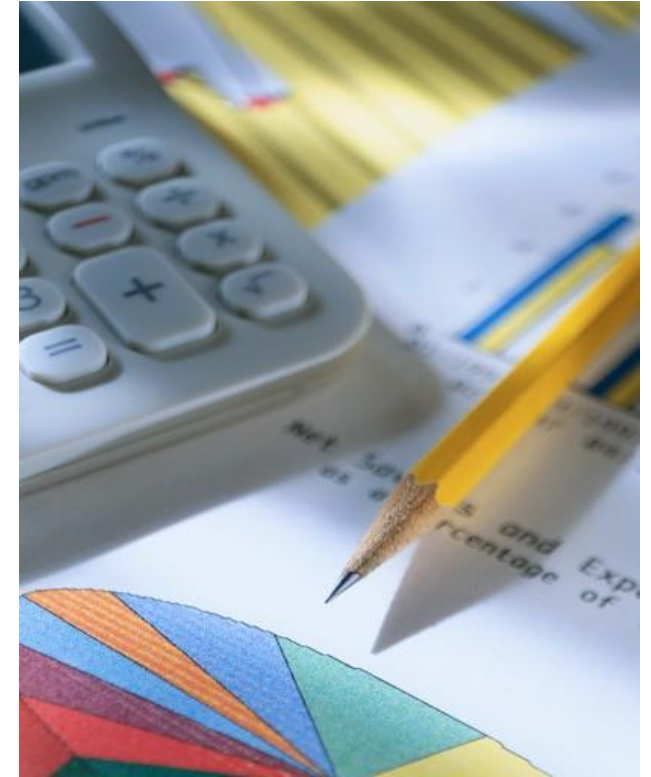
- Provide ongoing grants for water cleanup



- Funding
 - Economic fluctuations
 - Changing external funding policy priorities
 - Metrolink operations
- Regulatory
 - New environmental requirements
 - Project approvals
- Climate
 - Rail infrastructure



- M2 plan deliverable as promised
- Continued investments to all modes
- M2 revenue forecast still exceeds pre-pandemic level
- Anticipated tempering of inflationary environment in the near term
- Need a sustainable Metrolink plan



- Distribute the updated Next 10 Delivery Plan to local jurisdictions and stakeholders
- Work with transportation partners on delivery of the Next 10 Delivery Plan
- Monitor the risks and return to the Board of Directors with updates as appropriate





COMMITTEE TRANSMITTAL

November 13, 2023

To: Members of the Board of Directors

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

Subject: Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3

Executive Committee Meeting of November 6, 2023

Present: Directors Do, Goodell, Hernandez, Jones, and Nguyen
Absent: Director Hennessey

Committee Vote

This item was declared passed by the Members present.

Committee Recommendations

- A. Direct staff to set a date of January 8, 2024, for a public hearing and Board of Directors action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to address inconsistencies and interpretations of the individual responsibility of the Chair of the Taxpayer Oversight Committee as it relates to the annual certification that revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan.
- B. Direct staff to initiate the process to amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to clarify the functions and responsibilities of the Taxpayer Oversight Committee and the Chair of the Taxpayer Oversight Committee in providing annual certification that revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan.



November 6, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3

Overview

The Renewed Measure M Transportation Ordinance and Investment Plan Ordinance No. 3 requires an independent Taxpayer Oversight Committee to review annual audits and make a determination whether the Orange County Local Transportation Authority is proceeding in accordance with what was promised to the voters. In addition, it requires the Chair of the Taxpayer Oversight Committee to provide an annual certification of whether revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan. An amendment is being proposed to provide additional clarity to the well-established functions and responsibilities of the Taxpayer Oversight Committee and the Chair of the Taxpayer Oversight Committee.

Recommendations

- A. Direct staff to set a date of January 8, 2024, for a public hearing and Board of Directors action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to address inconsistencies and interpretations of the individual responsibility of the Chair of the Taxpayer Oversight Committee as it relates to the annual certification that revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan.
- B. Direct staff to initiate the process to amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to clarify the functions and responsibilities of the Taxpayer Oversight Committee and the Chair of the Taxpayer Oversight Committee in providing annual certification that revenues have been spent in compliance with the Renewed Measure M Transportation Investment Plan.

Background

In July 2006, the Board of Directors (Board) approved the Orange County Local Transportation Authority (OCLTA) Renewed Measure M (M2) Ordinance No. 3 (M2 Ordinance), including the M2 Transportation Investment Plan (Plan), to place the M2 Plan on the November 2006 ballot. In November 2006, voters approved the M2 Plan, a one-half cent sales tax for transportation improvements. The Orange County Transportation Authority (OCTA) is committed to fulfilling the commitments made in M2. This means delivering all projects and programs included in the Plan and complying with specific requirements identified in the M2 Ordinance. One of the initial requirements in the M2 Ordinance was the establishment of a Taxpayer Oversight Committee (TOC).

Originally established in 1990, under the original Measure M (M1), the TOC is an independent, 11-member committee that is comprised of two members from each of the five supervisorial districts in the County and is chaired by the Orange County Auditor-Controller (Auditor-Controller). The M2 Ordinance Attachment C, Section IV defines the duties and responsibilities of the TOC; one of those responsibilities states that the TOC “shall review yearly audits and hold an annual public hearing to determine whether the Authority is proceeding in accordance with the Plan. The Chair shall annually certify whether the Revenues have been spent in compliance with the Plan.”

For the past 32 consecutive years (including 20 years from M1), the TOC has determined that OCTA has proceeded in accordance with the Plan. Traditionally, the TOC would review yearly audits and hold an annual public hearing, where a formal vote took place to determine whether OCTA has been proceeding in accordance with the Plan. Additionally, the Chair of the TOC would certify that M2 Revenues “have been spent in compliance with the Plan.” In past years, this certification has been provided via a transmittal letter from the Chair of the TOC to the Chair of the OCTA Board. This transmittal letter informs the Chair of the OCTA Board that the required public hearing was held, that the TOC found that OCTA was proceeding in accordance with the Plan and that the Chair of the TOC certifies that M2 Revenues have been spent in compliance with the Plan based on the information provided to the TOC for that year.

Discussion

The current Auditor-Controller, Andrew Hamilton, assumed office on January 2, 2023. As part of his review of his responsibilities as Chair of the TOC, Mr. Hamilton requested additional auditing services be performed beyond what has been historically undertaken by OCTA. Mr. Hamilton stated that these additional auditing services were necessary for him to feel comfortable given his individual responsibility for certifying that M2 Revenues have been spent in compliance with the Plan.

On September 12, 2023, the TOC voted to request that the OCTA Board approve the additional audits Mr. Hamilton requested. While some TOC members questioned the need for these additional auditing services, they ultimately acquiesced due to Mr. Hamilton's explanation that he needed the additional services to provide the annual certification as the TOC Chair.

On September 27, 2023, the OCTA Finance and Administration (F&A) Committee considered the TOC request for additional auditing services. While the F&A Committee did recommend providing the additional auditing services for the next two years, there was a discussion regarding the language in the M2 Ordinance related to the TOC Chair's annual certification requirement.

The discussion among the F&A Committee members centered around the intent of the M2 Ordinance related to the TOC Chair's annual certification and the TOC's action to determine whether OCTA is proceeding in accordance with the Plan. It was noted that a review of certifications provided by prior Auditor-Controllers suggested that the annual certification was simply an acknowledgment of the vote of the TOC. The F&A Committee requested that staff and legal counsel review the M2 Ordinance language and return with any recommendation needed to make the certification requirements clear and consistent with prior actions and the intent of the M2 Ordinance.

M2 Ordinance Inconsistencies

There are a few references in the M2 Ordinance related to the certification requirements. In Section IV.D on page C-4 of Attachment C in the M2 Ordinance, the language reads:

"The Committee shall review yearly audits and hold an annual public hearing to determine whether the Authority is proceeding in accordance with the Plan. The Chair shall annually certify whether the Revenues have been spent in compliance with the Plan."

There is similar language in Section 10.2 on Page 5 of the M2 Ordinance that provides additional context:

"The County of Orange Auditor-Controller ("Auditor-Controller"), in the capacity as Chair of the Taxpayer Oversight Committee, shall annually certify whether the Revenues have been spent in compliance with the Ordinance."

On page 28 of Attachment A in the M2 Ordinance there is language that reads:

"The annual audits, and annual reports detailing project progress, will be sent to the Orange County taxpayers every year and will be reviewed in

public session by a special Taxpayer Oversight Committee that can raise fiscal issues, ask tough questions, and must independently certify, on an annual basis, that transportation dollars have been spent strictly according to the Renewed Measure M Investment Plan.”

On page 29 of Attachment A in the M2 Ordinance there is language that reads:

“Spending decisions must be annually reviewed and certified by an independent Taxpayer Oversight Committee”

Lastly, on page 29 of Attachment A in the M2 Ordinance there is language that reads:

“The elected Auditor/Controller of Orange County must annually certify that spending is in accordance with the Plan”

In the five excerpts in the M2 Ordinance related to certification that M2 Revenues have been spent properly, two of them state that the “Committee” will provide the certification, while the other three references state that the “Chair” will provide the certification. However, in two of the three references that state the “Chair” will provide the annual certification, there is qualifying language that suggests the Chair is certifying the actions of the TOC.

The language in Section IV.D. on page C-4 of Attachment C mentions the Chair’s certification responsibility after a sentence that describes that the entire Committee will be reviewing information in a public setting and will make a determination if OCTA is proceeding in accordance with the Plan. The placement of those two sentences together is important – determining whether M2 Revenues have been spent in compliance with the Plan is a subset of determining whether OCTA is proceeding in accordance with the Plan. Said differently, it is not possible to determine that OCTA is proceeding in accordance with the Plan if M2 Revenues have not been spent in compliance with the Plan. This is further indication that the Chair’s certification is simply acknowledging and reporting the determination of the TOC.

In reference to the Chair’s certification in Section 10.2 on page 5, there is an added phrase that says the certification is “in the capacity as Chair of the Taxpayer Oversight Committee” which suggests the Chair is simply certifying the actions of the Committee.

Also, in determining the intent of the M2 Ordinance, it is useful to review the certifications from prior auditor-controllers. As described above, prior auditor-controllers ostensibly viewed the annual certification as an extension of the annual compliance finding vote taken by the TOC (Attachment A).

Furthermore, leaving the annual certification in the hands of one member of the TOC weakens the intent of the TOC and effectively reduces the responsibility of compliance determination to one individual regardless of the opinions formed by other members of the TOC. A key feature of the Measure M safeguards is the involvement of an independent, non-elected, externally screened, expert panel of voters with knowledge of the various jurisdictions across the County to certify OCTA's compliance with voter commitments. Staff and legal counsel believe the intent of the M2 Ordinance was to empower the TOC as an entire body and not leave the compliance determination in the hands of one member.

Proposed Amendments to the M2 Ordinance

After a careful review, and consultation with legal counsel, it is recommended that the language in the M2 Ordinance be modified in a few areas to eliminate any ambiguity and ensure consistency throughout the M2 Ordinance. Attachment B provides information on the amendment process, the language on amendments from the M2 Ordinance, and a history of prior M2 amendments.

It is recommended that Section IV.D. on page C-4 of Attachment C in the M2 Ordinance be changed to the following:

"The Committee shall review yearly audits and hold an annual public hearing to determine whether the Authority is proceeding in accordance with the Plan. The Committee will also annually certify whether the Revenues have been spent in compliance with the Plan."

It is recommended that Section 10.2 on page 5 of the M2 Ordinance be amended to read:

"The Taxpayer Oversight Committee shall annually certify whether the Revenues have been spent in compliance with the Ordinance."

And lastly, page 29 of Attachment A in the M2 Ordinance should be amended to read:

"The Taxpayer Oversight Committee must annually certify that spending is in accordance with the Plan"

A summary of the M2 Ordinance excerpts and proposed changes is included as Attachment C. Going forward, if this proposed amendment is accepted, the TOC – with the Auditor-Controller as Chair – should continue its practice of holding a compliance vote every year. In addition, the TOC should also vote to certify as to whether revenues have been spent in compliance with the Plan.

The process and timing for amending the M2 Ordinance is shown below:

Actions	Date
OCTA Executive Committee considers M2 amendment	November 6, 2023
Board considers M2 amendment and sets a public hearing date for January 8, 2024	November 13, 2023
Proposed amendment sent to local jurisdictions for public review prior to public hearing	November 13 – 16, 2023
Taxpayer Oversight Committee provided an update on M2 amendment	November 13, 2023
Issue public hearing notice (at least 30 days prior to public hearing)	November 13 – 17, 2023
Public hearing on M2 amendment and roll call vote by Board (requires two-thirds vote)	January 8, 2024
Adopted M2 amendment transmitted to local jurisdictions	January 8 – 11, 2024
Amendment effective 45 days following adoption	February 22, 2024

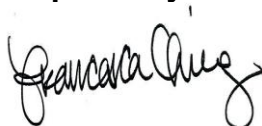
Summary

An amendment to the Orange County Local Transportation Authority Ordinance No. 3 is proposed to clarify the requirements related to the annual certification that M2 Revenues have been spent in compliance with the Plan.

Attachments

- A. Prior Year Taxpayer Oversight Committee Chair Certification Letters
- B. Procedures to Amend the Renewed Measure M Transportation Investment Plan and Ordinance No. 3, Language Excerpt and Amendment History
- C. Ordinance No. 3 Proposed Amendment Excerpts

Prepared by:



Francesca Ching
Section Manager,
Measure M2 Program Management Office
(714) 560-5625

Approved by:



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



Measure M Taxpayers Oversight Committee



February 10, 2009

To: Peter Buffa, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayers Oversight Committee

Subject: 18th Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayers Oversight Committee," the Taxpayers Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the M1-Countywide Traffic Improvement and Growth Management Plan (Plan), dated May 22, 1989 and the M2-Renewed Measure M Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on February 10, 2009. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2008.

Based upon the above-mentioned hearing, 2007/08 LTA financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the both the M1 and the M2 Plans.

In addition, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2008, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. To date, total expenditures related to the M2 Expenditure Plan are less than one-tenth of one percent of the nominal dollars expected to be expended over the life of the plan. As a result, total expenditures to date under the M2 Expenditure Plan are immaterial.

Sincerely,

David Sundstrom, Chairman
Measure M Taxpayers Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayers Oversight Committee



February 9, 2010

To: Jerry Amante, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayers Oversight Committee

Subject: 19th Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayers Oversight Committee," the Taxpayers Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989 and the Renewed Measure M (M2) Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on February 9, 2010. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2009.

Based upon the above-mentioned hearing, 2008/09 LTA financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the both the M1 and the M2 Plans.

Also, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2009, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. In addition, in accordance with Ordinance No. 3, Section 10, Paragraph 3, I certify that the expenditures, as part of the M2 Early Action Plan, through fiscal year ending June 30, 2009, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

David Sundstrom, Chairman
Measure M Taxpayers Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayers Oversight Committee



February 8, 2011

To: Patricia Bates, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayers Oversight Committee

Subject: 20th Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayers Oversight Committee," the Taxpayers Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989 and the Renewed Measure M (M2) Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on February 8, 2011. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2010.

Based upon the above-mentioned hearing, 2009/10 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with both the M1 and the M2 Plans.

Also, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2010, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. In addition, in accordance with Ordinance No. 3, Section 10, Paragraph 3, I certify that the expenditures, as part of the M2 Early Action Plan, through fiscal year ending June 30, 2010, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Sundstrom", written over a horizontal line.

David Sundstrom, Chairman
Measure M Taxpayers Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayers Oversight Committee



January 30, 2012

To: Paul Glaab, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayers Oversight Committee

Subject: 21st Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayers Oversight Committee," the Taxpayers Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989 and the Renewed Measure M (M2) Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on January 30, 2012. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2011.

Based upon the above-mentioned hearing, 2010/11 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with both the M1 and the M2 Plans.

Also, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2011, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. In addition, in accordance with Ordinance No. 3, Section 10, Paragraph 3, I certify that the expenditures, as part of the M2 Early Action Plan, through fiscal year ending June 30, 2011, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Sundstrom", written over a blue circular stamp.

David Sundstrom, Chairman
Measure M Taxpayers Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayers Oversight Committee



February 12, 2013

To: Gregory T. Winterbottom, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayers Oversight Committee

Subject: 22nd Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayers Oversight Committee," the Taxpayers Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989 and the Renewed Measure M (M2) Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on February 12, 2013. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2012.

Based upon the above-mentioned hearing, 2011/12 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with both the M1 and the M2 Plans.

Also, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2012, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. In addition, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2012, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

Jan Grimes, Chair
Measure M Taxpayers Oversight Committee
Orange County Interim Auditor-Controller



Measure M Taxpayer Oversight Committee



February 11, 2014

To: Shawn Nelson, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 23rd Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989 and the Renewed Measure M (M2) Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on February 11, 2014. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2013.

Based upon the above-mentioned hearing, 2012/13 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with both the M1 and the M2 Plans.

Also, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2013, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. In addition, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2013, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

A handwritten signature in blue ink that reads "Jan Grimes".

Jan Grimes, Chair
Measure M Taxpayer Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayer Oversight Committee



February 10, 2015

To: Jeffrey Lalloway, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 24th Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989 and the Renewed Measure M (M2) Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on February 10, 2015. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2014.

Based upon the above-mentioned hearing, 2013/14 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with both the M1 and the M2 Plans.

Also, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2014, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. In addition, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2014, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

A handwritten signature in blue ink that reads "Eric Woolery".

Eric Woolery, Chair
Measure M Taxpayer Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayer Oversight Committee



April 12, 2016

To: Lori Donchak, Chair
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 25th Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan and the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The TOC conducted the annual public hearing on April 12, 2016. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2015.

Based upon the above-mentioned hearing, 2014/15 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with both the M1 and the M2 Plans.

Also, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2015, have been spent on specific transportation purposes identified in the M1 Expenditure Plan. In addition, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2015, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

A handwritten signature in blue ink that reads "Eric Woolery".

Eric Woolery, Chair
Measure M Taxpayer Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayer Oversight Committee

April 11, 2017

To: Michael Hennessey, Chair
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 26th Annual Measure M Public Hearing

In accordance with Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The TOC conducted the annual public hearing on April 11, 2017. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M2 Plans during 2016.

Based upon the above-mentioned hearing, 2015/16 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the M2 Plan.

Also, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2016, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

Eric Woolery, Chair
Measure M Taxpayer Oversight Committee
Orange County Auditor-Controller

April 10, 2018

To: Lisa Bartlett, Chairwoman
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 27th Measure M2 Annual Public Hearing

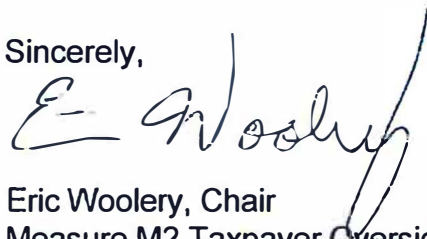
In accordance with Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The TOC conducted the annual public hearing on April 10, 2018. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M2 Transportation Ordinance and Investment Plan during 2017.

Based upon the above-mentioned hearing, 2016/17 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the M2 Transportation Ordinance and Investment Plan.

Also, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2017, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,



Eric Woolery, Chair
Measure M2 Taxpayer Oversight Committee
Orange County Auditor-Controller



Measure M2 Taxpayer Oversight Committee

June 11, 2019

To: Tim Shaw, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 28th Measure M2 Annual Public Hearing

In accordance with Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The TOC conducted the annual public hearing on June 11, 2019. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M2 Transportation Ordinance and Investment Plan during 2018.

Based upon the above-mentioned hearing, 2017/18 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the M2 Transportation Ordinance and Investment Plan.

Also, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2017, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

Eric Woolery, Chair
Measure M2 Taxpayer Oversight Committee
Orange County Auditor-Controller



Measure M2 Taxpayer Oversight Committee

June 9, 2020

To: Steve Jones, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 29th Measure M2 Annual Public Hearing

In accordance with Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The TOC conducted the annual public hearing on June 9, 2020. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M2 Transportation Ordinance and Investment Plan during 2019.

Based upon the above-mentioned hearing, 2018/19 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the M2 Transportation Ordinance and Investment Plan.

Also, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2019, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Frank Davies", is written above the printed name.

Frank Davies, Chair
Measure M2 Taxpayer Oversight Committee
Orange County Auditor-Controller



Measure M2 Taxpayer Oversight Committee

June 9, 2021

To: Andrew Do, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 30th Measure M2 Annual Public Hearing

In accordance with Attachment C "Taxpayer Oversight Committee," the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan.

The TOC conducted the annual public hearing on June 8, 2021. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M2 Transportation Ordinance and Investment Plan during 2020.

Based upon the above-mentioned hearing, 2019/20 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the M2 Transportation Ordinance and Investment Plan.

Also, in accordance with Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2020, have been spent in compliance with the M2 Transportation Ordinance and Investment Plan.

Sincerely,

Frank Davies, Chair
Measure M2 Taxpayer Oversight Committee
Orange County Auditor-Controller



Measure M Taxpayer Oversight Committee

June 14, 2022

To: Mark A. Murphy, Chairman
Board of Directors
Orange County Transportation Authority

From: Taxpayer Oversight Committee

Subject: 31st Measure M Annual Public Hearing

In accordance with Attachment C of the Renewed Measure M (M2) Ordinance No. 3 (M2 Ordinance), the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Local Transportation Authority (OCLTA) is proceeding in compliance with the M2 Ordinance and Investment Plan (Plan).

The TOC conducted the annual public hearing on June 14, 2022. No items were presented at the hearing to indicate that the OCLTA was not proceeding in accordance with the Renewed Measure M Transportation Ordinance and Plan during 2021.

Based upon the above-mentioned hearing, fiscal year 2020-21 Local Transportation Authority (LTA) financial audit results and all other information the TOC has to date, the TOC hereby finds the OCLTA is proceeding in accordance with the M2 Ordinance and Plan.

Also, in accordance with the M2 Ordinance No. 3, Section 10, Paragraph 2, I certify that the M2 revenues, through fiscal year ending June 30, 2021, have been spent in compliance with the M2 Ordinance and Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank Davies", is written over a horizontal line.

Frank Davies, Chair
Measure M Taxpayer Oversight Committee
Orange County Auditor-Controller

June 23, 2023

Hon. Gene Hernandez
Chair, Board of Directors
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

In accordance with Attachment C of the Renewed Measure M Transportation Ordinance and Investment Plan – Ordinance No. 3, the Taxpayer Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Local Transportation Authority (OCLTA) is proceeding in accordance with the Renewed Measure M Transportation Ordinance and Investment Plan.

Based upon the above-mentioned hearing and the information presented at the meeting performed for fiscal year 2021-22, the TOC found that OCTA is proceeding in accordance with the Renewed Measure M Transportation Ordinance and Investment Plan.

I can attest, per attachment D, Section IV, Paragraph D, that the TOC conducted the annual public hearing on June 13, 2023. Although I voted in opposition to the motion based on my comments in the meeting, I witnessed the committee approve the item to certify that OCLTA is proceeding in accordance the Renewed Measure M Transportation Plan during Fiscal Year 2021-2022.

Furthermore, Renewed Measure M Transportation Ordinance and Investment Plan – Ordinance No. 3, requires my certification, under Section 10, Paragraph 2, “whether the Revenues have been spent in compliance with the Plan.”

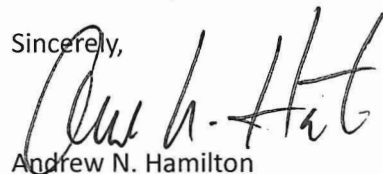
In contrast with my “no” vote in the above stated TOC action, I can certify under Section 10, Paragraph 2, based on the following:

- information presented at the TOC meeting on June 13, 2023;
- that these related procedures presented at the same meeting could protect against “cheaters”; and
- assurance that OCTA is in compliance with Measure M2 from Internal Audit Director, Chief Financial Officer and OCTA Legal Counsel; that

no information has come to my attention that would lead to my conclusion that OCLTA is not in compliance with the revenues being spent according to the mandates of the Plan.

Going forward, I am requesting an “independent, outside audit” to provide an opinion on OCTA’s material compliance with the Ordinance.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew N. Hamilton". The signature is stylized with a large, looped "A" and "H".

Andrew N. Hamilton
Chair, Taxpayer Oversight Committee

**PROCEDURES TO AMEND THE
RENEWED MEASURE M TRANSPORTATION INVESTMENT PLAN
AND ORDINANCE NO. 3
LANGUAGE EXCERPT AND AMENDMENT HISTORY**

PROCEDURES

The Orange County Local Transportation Authority (OCLTA) Ordinance No. 3 and Renewed Measure M (M2) Transportation Investment Plan (Plan) approved by the OCLTA Board of Directors (Board) on July 24, 2006, includes the following procedures to amend the OCLTA M2 Ordinance and the M2 Plan approved by Orange County voters on November 6, 2007, by the OCTLA Board:

A proposed amendment which eliminates a program or project specified on page 31 of the Plan shall not be adopted unless the Board adopts a finding that the transportation purpose of the program or project to be eliminated will be satisfied by a different program or project.

A proposed amendment which changes in funding categories, programs, or projects identified within the expenditure plan, page 31 of the Plan, shall be first approved by a two-thirds vote of the Taxpayers Oversight Committee.

Proposed amendments to the Plan and Ordinance No. 3 shall be presented to the Board. The Board shall set a date no sooner than 30 days thereafter for a public hearing to consider the proposed amendment(s), and the proposed amendment(s) shall be transmitted to the County Board of Supervisors and the city council of each Orange County city not less than 30 days prior to the public hearing.

Local agencies may offer comments in writing or in person at the public hearing and such comments shall be incorporated into the public record of the hearing.

The Board shall hold a public hearing prior to the adoption of the amendment.

The amendment shall be passed by a roll call vote with at least a two-thirds majority of Board members.

The Orange County Transportation Authority shall give written notice of the amendment to the County Board of Supervisors and all city councils.

Amendment(s) to the Plan or Ordinance No. 3 shall become effective 45 days after adoption.

In addition, a proposed amendment which changes funding allocations among the four major categories of: freeway projects, streets and roads projects, transit projects, and environmental cleanup projects, as identified on page 31 of the Plan; or which changes funding allocations for Local Fair Share Program net revenues (Section IV, C, 3 of Attachment B) shall be approved by a simple majority vote of the electors before going into effect.

Orange County Local Transportation Authority Ordinance No. 3 Amendment Excerpt
Page 7

SECTION 12. AMENDMENTS

The Authority may amend the Ordinance, including the Plan, to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The Authority shall notify the board of supervisors and the city council of each city in the county and provide them with a copy of the proposed amendments, and shall hold a public hearing on proposed amendments prior to adoption, which shall require approval by a vote of not less than two thirds of the Authority Board of Directors. Amendments shall become effective forty-five days after adoption. No amendment to the Plan which eliminates a program or project specified on Page 31 of the Plan shall be adopted unless the Authority Board of Directors adopts a finding that the transportation purpose of the program or project to be eliminated will be satisfied by a different program or project. No amendment to the Plan which changes the funding categories, programs or projects identified on page 31 of the Plan shall be adopted unless the amendment to the Plan is first approved by a vote of not less than two thirds of the Committee. In addition, any proposed change in allocations among the four major funding categories of freeway projects, street and road projects, transit projects and Environmental Cleanup projects identified on page 31 of the Plan, or any proposed change of the Net Revenues allocated pursuant to Section IV C 3 of Attachment B for the Local Fair Share Program portion of the Streets and Roads Projects funding category, shall be approved by a simple majority vote of the electors before going into effect.

Ordinance No. 3 Amendment History

Ordinance Amendments

1. November 25, 2013: Strengthens the eligibility and selection process for Taxpayers Oversight Committee (TOC) members to prevent any person with a financial conflict of interest from serving as a member. Also requires currently elected or appointed officers who are applying to serve on the TOC to complete an "Intent to Resign" form.
2. December 14, 2015 (corrected March 14, 2016): Accounts for additional funding from Project T allocated to the Fare Stabilization Program by changing Attachment B language to reflect a 1.47% delegation (rather than 1%) of Project U funding towards Fare Stabilization. Corrected amendment language was presented to the Board of Directors (Board) on March 14, 2016.
3. June 22, 2020: Temporarily changes the maintenance of effort requirements for fiscal year 2019-20 and fiscal year 2020-21 to assist local jurisdictions through the unprecedented period of uncertainty due to the economic impacts of the 2020 coronavirus pandemic.
4. May 24, 2021: Extends temporary changes for maintenance of effort requirements for fiscal year 2020-21 into fiscal year 2021-22 to continue assisting local jurisdictions during the coronavirus pandemic.

Plan Amendments

1. November 9, 2012: Reallocation of funds within the freeway program between State Route 91 and Interstate 405
2. December 14, 2015 (corrected March 14, 2016): Closeout of Project T and reallocation of remaining funds within the Transit Program between Metrolink Service Expansion Project (Project R) and Fare Stabilization Program (Project U). Corrected amendment language was presented to the Board on March 14, 2016.

Ordinance No. 3 Proposed Amendment Excerpts

Reference	Original	Proposed Changes
Section 10.2 – Page 5	The County of Orange Auditor-Controller (“Auditor-Controller”), in the capacity as Chair of the Taxpayer Oversight Committee, shall annually certify whether the Revenues have been spent in compliance with the Ordinance.	The Taxpayer Oversight Committee shall annually certify whether the Revenues have been spent in compliance with the Ordinance.
Attachment A – Page 28	The annual audits, and annual reports detailing project progress, will be sent to the Orange County taxpayers every year and will be reviewed in public session by a special Taxpayer Oversight Committee that can raise fiscal issues, ask tough questions, and must independently certify, on an annual basis, that transportation dollars have been spent strictly according to the Renewed Measure M Investment Plan.	No Change
Attachment A – Page 29	Spending decisions must be annually reviewed and certified by an independent Taxpayer Oversight Committee.	No Change
Attachment A – Page 29	The elected Auditor/Controller of Orange County must annually certify that spending is in accordance with the Plan.	The Taxpayer Oversight Committee must annually certify that spending is in accordance with the Plan.
Attachment C – Section IV. D – Page C-4	The Committee shall review yearly audits and hold an annual public hearing to determine whether the Authority is proceeding in accordance with the Plan. The Chair shall annually certify whether the Revenues have been spent in compliance with the Plan.	The Committee shall review yearly audits and hold an annual public hearing to determine whether the Authority is proceeding in accordance with the Plan. The Committee will also certify whether the Revenues have been spent in compliance with the Plan.

No. - Number