

## **AGENDA**

### **1. Welcome**

### **2. Pledge of Allegiance**

### **3. Approval of Minutes/Attendance Report for June 14, 2022**

### **4. Presentation Items**

- A. Comprehensive Transportation Funding Programs (CTFP)/Semi Annual Review  
Kia Mortazavi, Executive Director, Planning
- B. Investment Policy Overview  
Robert Davis, Treasury and Public Finance Manager
- C. OC Streetcar Project Update  
Ross Lew, Senior Program Manager , Capital Projects  
Tresa Oliveri, Principal Community Relations Specialist, Public Outreach
- D. SR-55 Improvement Project Update  
Ross Lew, Senior Program Manager, Capital Projects  
Calina North, Principal Community Relations Specialist, Public Outreach

### **5. OCTA Staff Updates**

- A. I-405 Improvement Project Update  
Nicci Wright, Principal Community Relations Specialist, Public Outreach
- A. Staff Liaison Update  
Alice Rogan, Director, Marketing & Public Outreach

### **6. Committee Member Reports**

### **7. Public Comments\***

### **8. Adjournment**

*The next meeting will be held on October 11, 2022 at 5pm*

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#### Agenda Descriptions

The Agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA at (714) 560 5611, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

\*Public Comments: At this time, members of the public may address the Taxpayer Oversight Committee (TOC) regarding any items within the subject matter jurisdiction of the TOC, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per person, unless different time limits are set by the Chairman, subject to the approval of the TOC

# *Information Items*

**INFORMATION ITEMS**

<i><b>Staff Report Title</b></i>	<i><b>Board Meeting Date</b></i>
1. Environmental Mitigation Program Endowment Fund Investment Report for March 31, 2022	June 13, 2022
2. Measure M2 Quarterly Progress Report for the Period of January 2022 Through March 2022	June 13, 2022
3. Measure M2 Environmental Mitigation Program Update	June 13, 2022
4. Measure M2 Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports	June 13, 2022
5. Measure M Taxpayers Oversight Committee Annual Public Hearing Results and Compliance Finding	June 27, 2022
6. Measure M Taxpayer Oversight Committee New Member Recruitment and Lottery	July 11, 2022
7. Measure M2 Community Based Transit Circulators Program Project V Ridership Report	July 25, 2022

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**Measure M Taxpayer Oversight Committee**  
**Orange County Transportation Authority**  
**550 S. Main Street, Orange CA, Room 07**  
**June 14, 2022 @ 6:00 p.m.**

**MEETING MINUTES**

**Committee Members Present:**

Frank Davies, Orange County Auditor-Controller, Chair  
Douglas P. Gillen, First District Representative  
Andrew Ramirez, First District Representative  
Mark Kizzar, Second District Representative  
Harry Sloan, Second District Representative  
Joseph McCarthy, Third District Representative  
Ajay Khetani, Fourth District Representative  
Michael Pascual, Fourth District Representative  
Douglas Anderson, Fifth District Representative  
Shannon O'Toole, Fifth District Representative

**Committee Members Absent:**

Tuan Nguyen, Third District Representative, Co-Chair

**Orange County Transportation Authority Staff Present:**

Christina Byrne, Public Outreach Department Manager  
Francesca Ching, Measure M Program Manager  
Lesley Hill, Environmental Programs Manager  
Allison Imler, Community Relations Specialist  
Kia Mortazavi, Executive Director of Planning  
Sean Murdock, Director of Finance and Administration  
Andrew Oftelie, Chief Financial Officer  
Alice Rogan, Director, Marketing & Public Outreach

**1. Welcome**

Chair Frank Davies welcomed everyone to the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting. He said it is nice to meet in person once again.

**2. Pledge of Allegiance**

Chair Frank Davies led the Pledge of Allegiance.

**3. Annual Public Hearing**

Chair Frank Davies opened the Annual Hearing. Seeing no members of the public, the Annual Hearing was adjourned at 6:15pm.



*A motion was made by Ajay Khetani, seconded by Douglas Gillen and carried unanimously to adjourn the 2022 Measure M2 Taxpayer Oversight Committee Public Hearing.*

**4. Approval of Minutes/Attendance Report for February 8, 2022**

Chair Frank Davies asked if there are any corrections to the Minutes/Attendance Report for April 12, 2022.

*A motion was made by Joseph McCarthy, seconded by Shannon O'Toole, and carried unanimously to approve the April 12, 2022, TOC Minutes and Attendance Report.*

**5. Action Items**

**A. 2022 Measure M Annual Hearing Follow-Up and Compliance Findings**

Chair Frank Davies said the compliance finding is based on results of the Annual OCLTA Audit, the Agreed Upon Procedures Reports, the Public Hearing and all information the committee has received to date. The Audit Subcommittee has found that based on the Audit results presented, OCTA has proceeded in accordance with the Ordinance during the past year. Chair Davies asked for a motion to find that the OCLTA has been proceeding in accordance with the Renewed Measure M (M2) Transportation Ordinance and Investment Plan for 2021.

*A motion was made by Harry Sloan, seconded by Douglas Gillen, and carried unanimously to affirm the 2022 Measure M Annual Hearing Follow-Up and Compliance Findings.*

Committee Member Comments:

Chair Frank Davies was pleased to announce this as the 31<sup>st</sup> year in a row the TOC has found OCTA in compliance with the Measure M Ordinance.

**B. M2 Quarterly Revenue and Expenditures Report (March 2022)**

Sean Murdock presented an update on the M2 Quarterly Revenue and Expenditure Report for the first three months of 2022. He said this quarter, Measure M2 saw a 24% growth when compared to last year in this quarter. He said when applying a conservative growth rate for the next quarter, Measure M2 could finish the year with \$418 million which is up \$80-\$90 million from pre-pandemic years. Sean said the annual revenue forecast was around \$13.2 billion and with the growth looks like it will be approximately \$14.9 billion over the 30 years of the program. He said the final forecast will be in late August. Sean said \$65 million in expenditures was spent in the Freeway Mode, \$27 million was spent on the Streets & Roads Mode, and \$5 million in the Transit Mode during the quarter.

*A motion was made by Mark Kizzar, seconded by Douglas Anderson, and carried unanimously to affirm the receipt and file of the M2 Quarterly Revenue and Expenditures Report (March 2022).*

Committee Member Comments:

Andrew Ramirez asked about the 4<sup>th</sup> Quarter. Sean said OCTA just received the totals for the 4<sup>th</sup> Quarter and they are strong, but they are advances. OCTA needs to wait until the true-up payment due in two months to know for sure.

**6. Presentation Items**

**A. Measure M2 Quarterly Progress Report – Q3**

Francesca Ching presented the Measure M2 Quarterly Progress Report for the period of January through March 2022. She provided an overview and highlights within each component of Measure M2. Francesca talked about the Project Management Office activities including monitoring of risks/challenges/market conditions, ordinance compliance, and the Triennial Performance Assessment. She talked about potential regulatory changes that might affect the deliverability of projects not consistent with new state goals. In April, the OCTA Board formally opposed the two state bills that may prevent the deliverability of the projects set forth in Measure M2. Kia Mortazavi will provide more information under Item 9C. <The full presentation is available on OCTA.net.>

Committee Member Comments:

Douglas Gillen asked about the cancelled projects in the pie chart. Francesca Ching said those projects were applied for by the local jurisdictions and then they decided to cancel the project.

Douglas Gillen asked if there are any completion dates for the OC Streetcar Project on 4<sup>th</sup> Street. Francesca Ching said part of Fourth Street was open late last week. Alice Rogan said the work in the downtown area is currently scheduled to be complete by Thanksgiving. Douglas Gillen said the closure is creating traffic on Main Street and Broadway.

Andrew Ramirez asked about the cost pressures. Francesca Ching said many of OCTA's contracts are "firm-fixed" price contracts, so the cost pressure will not affect those projects underway.

McCarthy asked about the lawsuit brought by the contractor on the OC Streetcar Project due to cost pressures. Alice Rogan said there has been no movement on the lawsuit as of now, but the contractor is continuing to work.

**7. Selection of Co-Chair**

Chair Frank Davies talked about the responsibilities of the Co-Chair and how this title usually goes to one of the more seasoned committee members. Joseph McCarthy expressed interest in the position of Co-Chair. He asked if anyone else was interested.

*A motion was made by Ajay Khetani, seconded by Andrew Ramirez and carried unanimously to select Joseph McCarthy as the Fiscal Year 2022-2023 TOC Co-Chair.*

## 8. Subcommittee Selection

Alice Rogan said the TOC has two standing subcommittees – the Audit Subcommittee and the Annual Eligibility Review (AER) Subcommittee. In order to comply with the Brown Act no subcommittee can have a majority of TOC members on a subcommittee. Alice described each committee. Committee members selected the committees they want to serve on:

<u>Audit Subcommittee</u>	<u>Annual Eligibility Review</u>	<u>Environmental Oversight</u>
*New Auditor-Controller	Joseph McCarthy	Ajay Khetani
Mark Kizzar	Shannon O'Toole	
Harry Sloan	Andrew Ramirez	

## 9. OCTA Staff Updates

- A. Project V Update – Kia Mortazavi presented an update on Project V – Community Circulators. He said there are 22 grants provided for service to local communities. He said many of the services were dormant during Covid, and now they are coming back online. He said some provide services to seasonal events. This summer OCTA expects 10 services to be running.

### Committee Member Comments:

Michael Pascual asked what the ridership has been like post-pandemic. Kia Mortazavi said OCTA adjusted the boarding requirement and right now it is at about 10 boardings per service vehicle hours. He said that is considered successful. Michael asked if that is up to pre-pandemic levels. Kia said they are moving in the right direction, but are not at the pre-pandemic standards currently.

Mark Kizzar asked if the Huntington Beach Circuit is part of the program. Kia Mortazavi said no, it is not it is a Project V service.

- B. Measure M2 Environmental Mitigation Program (EMP) Update – Lesley Hill provided background on the program. She went through the components of the EMP. Lesley talked about the seven preserves, 11 restoration projects, and one dam removal project. She showed pictures of the recently completed UCI Restoration Project. She talked about wildfire damage to the Pacific Horizon Preserve and the impact to the preserve. Lesley said OCTA was awarded the 2022 SCAG Sustainability Award on a 53-acre project in San Juan Capistrano. OCTA continues to work on Fire Management Plans, provide docent led hikes and rides, monitor the endowment, and provide an Annual Report. <The full presentation is available on OCTA.net.>

Committee Member Comments:

Joseph McCarthy asked how OCTA decided on these project areas. Lesley Hill said the projects tie back to freeway projects. She said OCTA looked at how the freeway projects impacted the area during the environmental review. Then OCTA worked with the Wildlife Agencies and the Army Corps of Engineers to find mitigation for the project. OCTA looked at what species might be native to the freeway project area and then looked to find a way to recover the species in another area nearby.

Andrew Ramirez asked if the flame retardant that is dropped down affects the wildlife. Lesley Hill said the Phos-Chek is safe, but the red will stay there for awhile until it dissipates with sun and rain. She said they do try to avoid streams and rivers.

Harry Sloan asked about the decision process for selecting the projects. Lesley Hill said for the preserve properties, OCTA worked with Caltrans, US Fish and Wildlife Service, and the California Fish and Wildlife Service to develop a wide variety of criteria for selection of the properties. She said OCTA then put out a call for properties from private property owners that were ranked and put forward for approval by the OCTA Board. Lesley said the process was similar for the restoration projects. OCTA asked for submissions from local agencies/non-profits and then OCTA ranked them by the species covered, needs of OCTA, etc. before going to the OCTA Board for approval. Lesley said all the decisions went to the Environmental Oversight Committee (EOC) prior to OCTA Board approval. Alice Rogan said a TOC member must sit on the EOC per the Measure M2 Ordinance. Currently TOC member Ajay Khetani sits on the committee.

- C. Staff Liaison Update – Kia Mortazavi provided a legislative update. He said some changes could affect the delivery of Measure M Projects in efforts to reprioritize how funding from local sales tax measures and state funding are used. Informing these bills is the belief that regions are not making timely progress in achieving the State's goals to reduce greenhouse gas (GHG) emissions and address climate risks. Kia said those goals need adequate State funding, particularly sustainable operations support for transit. Kia said OCTA's exposure to these new bills is through Measure M projects on the State Highway System. Kia said most OCTA projects have environmental approval. The three projects that do not have environmental approval are the truck climbing lanes on SR-57 (which does not add capacity per se), the El Toro interchange (which OCTA is working with the cities to find a solution), and SR-91 between the 241 and the 71 (Riverside County has a draft environmental approval which includes this project). Kia said OCTA is in a much better position than other counties. Alice Rogan said this committee will receive regular updates on this since it affects the delivery of Measure M.

Staff Liaison Update continued – Alice Rogan said this will be the last meeting for four members of the committee. She said on behalf of the OCTA Staff and Board

of Directors, we thank those members with expiring terms for the time and commitment to the TOC. Alice said outgoing members will receive a Resolution of Appreciation from the OCTA Board of Directors. The outgoing members are Douglas Gillen, Tuan Nguyen, Michael Pascual, and Douglas Anderson. Alice said all members are always encouraged to apply to the committee again, visit OCTA on a hike or come to a public meeting.

Alice Rogan reminded committee members that this meeting was at 6pm due to the public hearing, but other regularly scheduled meetings are at 5pm.

Committee Member Comments:

Douglas Anderson thanked staff. He said he goes to a lot of public meetings, and this is one of the best run meetings he has been to. Kudos!

Michael Pascual thanked staff for all of the facilitating and coordinating. He said he is sad that he missed the field trip that was conducted in his first year and then it was postponed due to the pandemic. Alice Rogan said she believes the field trip was going to be a tour of the I-405 Project. She said Michael would be invited to the next field trip. Douglas Gillen said the field trip provided a good behind the scenes view of the projects in Orange County.

**10. Committee Member Reports**

Douglas Gillen said he appreciate the process with the Grand Jurors Association of Orange County (GJAOC). He said former TOC member Dr. Pauline Merry has been recently sworn into the GJAOC.

**11. Public Comments**

There were no public comments.

**12. Adjournment**

Chair Frank Davies adjourned the meeting.

The next meeting will be held on August 9, 2022, at **5pm**.

# Taxpayer Oversight Committee

## Fiscal Year 2021-2022

### Attendance Record

X = Present

E = Excused Absence

\* = Absence Pending Approval

U = Unexcused Absence

-- = Resigned

Meeting Date	July	10-Aug.	Sept.	12-Oct.	Nov.	CANCELLED 14-Dec.	Jan.	8-Feb.	March	12-Apr.	May	14-Jun.
Douglas P. Gillen		X		X				X		X		X
Andrew Ramirez		X		X				X		E		X
Harry Sloan		X		X				X		X		X
Mark Kizzar		X		X				E		E		X
Joseph McCarthy		X		X				X		X		X
Tuan Nguyen		X		X				X		E		E
Michael Pascual		X		X				E		X		X
Ajay Khetani		X		X				X		X		X
Shannon O'Toole		X		X				X		X		X
Douglas Anderson		X		X				X		X		X
Frank Davies		X		X				X		X		X

### Absences Pending Approval

Meeting Date

Name


Reason

# *Presentation Items*



*July 1, 2022*

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review – March 2022

### **Overview**

The Orange County Transportation Authority recently completed the March 2022 semi-annual review of Comprehensive Transportation Funding Programs projects. The review focused on the status and delivery of Measure M2 grant-funded projects and provided an opportunity for local agencies to update project information and request modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for review and approval.

### **Recommendations**

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

### **Background**

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for streets and roads, signal synchronization, transit, and water quality projects.



The CTFP contains a variety of funding programs and sources, including Measure M2 (M2) revenues and other funds. The CTFP provides local agencies with a comprehensive set of guidelines for the administration and delivery of various transportation funding grants.

The semi-annual review, which is performed every six months, provides an opportunity to review project status, determine the continued viability and delivery of projects, address local agency concerns, confirm availability of local match funds, ensure timely closeout of all projects funded through the CTFP, and address any other project-related issues or concerns. During this review cycle, staff met with representatives from select local jurisdictions to review the status of projects and proposed project changes.

### ***Discussion***

The March 2022 semi-annual review project adjustment requests include the following:

- 7 project delays,
- 6 timely-use of funds extensions for projects funded with competitive funds,
- 29 timely-use of funds extensions for the Local Fair Share (LFS) Program,
- 57 timely-use of funds extensions for the Senior Mobility Program (SMP),
- 17 project scope changes,
- 4 project fund transfers, and
- 10 OCTA-initiated project requests.

Local jurisdictions reported a variety of issues that have resulted in the need for project adjustments including coronavirus (COVID-19) impacts, project delivery and/or right-of-way coordination challenges, project design modifications, environmental assessment delays, federal regulatory changes, and service schedule modifications. For purposes of this report, labor shortages, inflationary issues, and supply chain impacts are identified as COVID-19-related based on the justifications included with the project modification requests and discussions with the local jurisdictions. In this review cycle, 81 out of the total 130 project adjustment requests are reported as being in some part COVID-19-related.

It also appears that the pandemic is having a prolonged impact on SMP services, with 57 of this cycle's requests coming from this program specifically. The senior population and SMP services remain vulnerable to the impacts of COVID-19, such as workforce shortages and the desire to continue social distancing. To date for most SMP services, program ridership and service availability have not recovered to pre-pandemic levels. As a result, local jurisdictions continue to suspend or operate reduced SMP services until the senior population increases community engagement.

Staff is recommending Board of Directors' (Board) approval of the adjustments listed above and further detailed in Attachments A and B. In order to implement this recommendation, the Board is requested to also authorize an exception to a CTFP guidelines requirement specifying that Project X Environmental Cleanup Program (ECP) Tier I projects not be granted delays. Due to the rapid onset of supply chain and inflationary issues, it has taken local jurisdictions longer than the current one-year expectation articulated in the CTFP guidelines to execute project contracts. Board approval will allow eight 2021 ECP Tier I-awarded projects to be delivered in response to challenges emerging from the pandemic.

### M2 CTFP Summary

The M2 CTFP summary table provided below includes an update on the status of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents programmatic changes that have occurred since the September 2021 semi-annual review.

M2 CTFP Summary Table				
Project Status	September 2021 Semi-Annual Review		March 2022 Semi-Annual Review	
	Project Phases	Allocations (in millions)	Project Phases	Allocations <sup>1</sup> (after adjustments)
Planned <sup>2</sup>	76	\$ 75.2	57	\$ 59.8
Started <sup>3</sup>	103	\$162.4	106	\$159.9
Pending <sup>4</sup>	100	\$ 98.7	110	\$115.3
Completed <sup>5</sup>	411	\$189.9	417	\$191.2
Cancelled <sup>6</sup>	59	\$ 51.6	59	\$ 51.6
Total	749	\$577.8	749	\$577.8

<sup>1</sup> Allocations in millions, subject to change pending final reconciliation.

<sup>2</sup> Planned - indicates that funds have not been obligated and/or are pending contract award.

<sup>3</sup> Started - indicates that the phase is underway, and funds are obligated.

<sup>4</sup> Pending - indicates that phase work is completed, and final report submittal/approval is pending.

<sup>5</sup> Completed - indicates that phase work is complete, the final report is approved, and final payment has been made.

<sup>6</sup> Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

\* Note: the project phase and allocations listed above are subject to frequent and regular changes due primarily to project status updates, final reconciliations, and project closeout processes.

### Key items to note are:

- Since the inception of M2, OCTA has programmed over \$577.8 million in competitive funds through the March 2022 semi-annual review period, including approximately \$37.8 million in state and federal funds.
- Total accumulated project savings, since inception, are estimated to be approximately \$64.9 million. These savings have been returned to M2 source programs and are used to support future funding cycles as

appropriate. Cost savings from delivered projects are realized for various reasons such as contractor bids that are lower than the grant application estimate, quantity adjustments, and minor construction modifications.

- As of publishing this report, 527 individual project phases (pending plus completed from the table above) have been completed. This represents a 76 percent project delivery rate (excluding cancelled projects), which reflects projects that have been allocated through the current fiscal year as well as projects programmed in future fiscal years.
- Another 163 project phases, or 24 percent, are considered currently active (106 started and 57 planned).

Based on the CTFP guidelines, the proposed project adjustments identified in this staff report are appropriate and necessary. These proposed adjustments have also been reviewed and approved by the OCTA Technical Advisory Committee (TAC). While the committee did approve these adjustments, it should be noted that questions were raised related to additional options to help jurisdictions manage the inflation challenge. This semi-annual review includes multiple scope changes related to cost increases and staff is also working with the TAC on other potential options that is planned to be brought forward for Board consideration over the summer. Approval of the adjustments included in this report, as well as the exception to CTFP guidelines noted above, is recommended.

#### **Next Steps**

If these recommendations are approved, staff will monitor their implementation through future semi-annual review cycles, which are reported to the Board biannually.

#### **Summary**

Consistent with the semi-annual review process, staff has reviewed all active M2 CTFP-funded project phases, as well as timely-use of funds provisions for LFS and SMP services, and is recommending approval of all proposed project adjustments and a CTFP guidelines exception.

***Attachments***

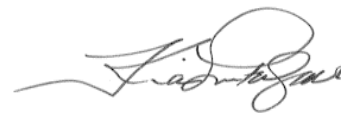
- A.    Comprehensive Transportation Funding Programs, March 2022  
Semi-Annual Review Adjustment Requests
- B.    Comprehensive Transportation Funding Programs, March 2022  
Semi-Annual Review Adjustment Request Descriptions

**Prepared By:**

A blue ink signature of Charvalen Alacar, written in a cursive style.

Charvalen Alacar  
Section Manager, Local Programs  
(714) 560-5401

**Approved By:**

A blue ink signature of Kia Mortazavi, written in a cursive style.

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

**Comprehensive Transportation Funding Programs**  
March 2022 Semi-Annual Review Adjustment Requests

**ATTACHMENT A**

Delay Requests*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay (Months)	Proposed FY
1	Orange	20-ORNG-TSP-3976 <sup>1,2</sup>	P	Tustin Avenue - Rose Drive RTSSP	O&M	21/22	\$ 103,680	24	23/24
2	OCTA	19-OCTA-TSP-3939 <sup>1,2</sup>	P	Red Hill Avenue Corridor RTSSP	O&M	21/22	\$ 32,720	24**	23/24
3	OCTA	19-OCTA-TSP-3940 <sup>1,2</sup>	P	Lake Forest Drive Traffic Signal Synchronization Project	O&M	21/22	\$ 46,080	24**	23/24
4	OCTA	19-OCTA-TSP-3941 <sup>1,2</sup>	P	Aliso Creek Road TSSP	O&M	21/22	\$ 40,320	24**	23/24
5	Santa Ana	21-SNTA-ICE-3995 <sup>3</sup>	O	Bristol Street and Memory Lane Intersection Improvements	CON	21/22	\$ 1,012,500	24	23/24
6	Santa Ana	21-SNTA-ICE-3997 <sup>3</sup>	O	Warner Avenue Improvements (Oak Street to Grand Avenue)	CON	21/22	\$ 9,076,305	24	23/24
7	Yorba Linda	21-YLND-ACE-3998 <sup>2</sup>	O	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	CON	21/22	\$ 479,462	24	23/24
<b>Delays - Total Phase Allocations (7)</b>							<b>\$ 10,791,067</b>		

\*Once obligated Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request up to an additional 24 months to obligate funds.

\*\*Lead agency requested extension of 12 months. Staff is recommending extension of 24 months.

**Reasons for Project Adjustments**

1. Coronavirus impacts
2. Construction related (supply chain delays, design modifications)
3. Right-of-way coordination

**Acronyms**

CON - Construction  
FY - Fiscal year  
O&M - Operations and Maintenance  
OCTA - Orange County Transportation Authority  
RTSSP - Regional Traffic Signal Synchronization Program  
TSSP - Traffic Signal Synchronization Program

**Comprehensive Transportation Funding Programs**  
March 2022 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (Months)	Proposed Expenditure Deadline
1	Costa Mesa	16-CMSA-ACE-3803 <sup>1,2,3</sup>	O	Newport Boulevard Widening from 19th Street to Superior Avenue	ENG	18/19	\$ 281,250	24	4/16/2024
2	La Palma	16-LPMA-ACE-3810 <sup>1,2,4</sup>	O	La Palma Avenue / Del Amo Boulevard over Coyote Creek Bridge Replacement Project (preliminary engineering/environmental)	ENG	18/19	\$ 375,000	24	12/12/2024
3	La Palma	16-LPMA-ACE-3810 <sup>1,2,4</sup>	O	La Palma Avenue / Del Amo Boulevard over Coyote Creek Bridge Replacement Project (final design)	ENG	20/21	\$ 600,000	24	12/12/2024
4	OCTA	18-OCTA-TSP-3894 <sup>1,6</sup>	P	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	IMP	18/19	\$ 1,476,291	24	4/8/2024
5	OCTA	18-OCTA-TSP-3897 <sup>5</sup>	P	Garden Grove Boulevard TSSP (Valley View Street - Bristol Street)	IMP	18/19	\$ 757,031	24**	2/11/2024
6	OCTA	18-OCTA-TSP-3905 <sup>5</sup>	P	Los Alisos Boulevard Route Project	IMP	18/19	\$ 654,327	24**	2/11/2024
<b>Comprehensive Transportation Funding Programs Timely-Use of Funds Extensions (6) - Total Phase Allocations</b>							<b>\$ 4,143,899</b>		

\*Once obligated Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request extension(s) of up to an additional 24 months.

\*\*Lead agency requested extension of 12 months. Staff is recommending extension of 24 months.

**Reasons for Project Adjustments**

1. Coronavirus impacts
2. Stakeholder coordination delays
3. Project closeout delays
4. Environmental assessment delays
5. Procurement delays (contract amendments)
6. Construction delays

**Acronyms**

ENG - Engineering  
FY - Fiscal year  
IMP - Implementation  
OCTA - Orange County Transportation Authority  
RTSSP - Regional Traffic Signal Synchronization Program  
TSSP - Traffic Signal Synchronization Program

**Comprehensive Transportation Funding Programs**  
**March 2022 Semi-Annual Review Adjustment Requests**

Timely-Use of Funds Extension Requests - LFS*						
No	Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	FY Extension for Tracking^
1-2	Brea	FY 2019/20	5/12/2020	\$ 148,179	\$ 148,179	6/30/2024
			6/30/2020	\$ 123,089	\$ 123,089	6/30/2024
3-7	Fountain Valley	FY 2019/20	11/12/2019	\$ 200,861	\$ 69,457	6/30/2024
			1/13/2020	\$ 178,274	\$ 178,274	6/30/2024
			3/10/2020	\$ 233,229	\$ 233,229	6/30/2024
			5/12/2020	\$ 159,358	\$ 159,358	6/30/2024
			6/30/2020	\$ 132,374	\$ 132,374	6/30/2024
			9/10/2019	\$ 177,208	\$ 177,208	6/30/2024
8-13	La Habra	FY 2019/20	11/12/2019	\$ 171,929	\$ 171,929	6/30/2024
			1/13/2020	\$ 152,596	\$ 152,596	6/30/2024
			3/10/2020	\$ 199,635	\$ 199,635	6/30/2024
			5/12/2020	\$ 136,404	\$ 136,404	6/30/2024
			6/30/2020	\$ 113,307	\$ 113,307	6/30/2024
			1/13/2020	\$ 320,751	\$ 207,769	6/30/2024
14-17	Newport Beach	FY 2019/20	3/10/2020	\$ 419,626	\$ 419,626	6/30/2024
			5/12/2020	\$ 286,716	\$ 286,716	6/30/2024
			6/30/2020	\$ 238,168	\$ 238,168	6/30/2024
			4/9/2020	\$ 5,495,949	\$ 2,103,960	6/30/2024
18-20	Santa Ana	FY 2019/20	5/12/2020	\$ 690,012	\$ 690,012	6/30/2024
			6/30/2020	\$ 580,828	\$ 580,828	6/30/2024
			3/10/2020	\$ 343,513	\$ 312,614	6/30/2024
21-23	Tustin	FY 2019/20	5/12/2020	\$ 234,711	\$ 234,711	6/30/2024
			6/30/2020	\$ 194,968	\$ 194,968	6/30/2024
			9/10/2019	\$ 203,882	\$ 203,882	6/30/2024
24-29	Yorba Linda	FY 2019/20	11/12/2019	\$ 197,808	\$ 197,808	6/30/2024
			1/13/2020	\$ 175,565	\$ 175,565	6/30/2024
			3/10/2020	\$ 229,684	\$ 229,684	6/30/2024
			5/12/2020	\$ 156,935	\$ 156,935	6/30/2024
			6/30/2020	\$ 130,362	\$ 130,362	6/30/2024
			<b>LFS Timely-Use of Funds Extensions (29) - Total</b>		<b>\$ 8,358,648</b>	

\*Net revenues received by local jurisdictions through the LFS Program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority (OCTA) tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local agency has 36 months from the disbursement date to expend funds and with approval of this action will have an additional 24-month extension. The disbursements in this table are recommended to be approved for a 24-month extension, which may result in eligible expenditures occurring after the extension tracking date which falls at the end of the FY (June 30th). For expenses incurred after the June 30 extension tracking date, the local jurisdiction will be responsible for providing appropriate back up as requested to demonstrate that the funds were spent within the 36 months from date of disbursement if no extension is requested or the 36 months plus 24 months if an extension is requested. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second FY from when funds were received. Requests for extensions must also include a plan of expenditure.

**Acronyms**

FY - Fiscal year

LFS - Local Fair Share

**Comprehensive Transportation Funding Programs**  
**March 2022 Semi-Annual Review Adjustment Requests**

Timely-Use of Funds Extension Requests - SMP*						
No	Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	FY Extension for Tracking^
1-4	Alliso Viejo <sup>1</sup>	FY 2019-20	1/15/2020	\$ 4,377	\$ 4,377	6/30/2024
			3/11/2020	\$ 5,726	\$ 5,726	6/30/2024
			5/14/2020	\$ 3,912	\$ 3,912	6/30/2024
			7/16/2020	\$ 3,250	\$ 3,250	6/30/2024
5-6	Anaheim <sup>1</sup>	FY 2019-20	5/12/2020	\$ 42,375	\$ 18,213	6/30/2024
			6/30/2020	\$ 35,200	\$ 35,200	6/30/2024
7-13	Cypress <sup>1</sup>	FY 2019-20	7/18/2019	\$ 8,226	\$ 8,014	6/30/2024
			9/10/2019	\$ 10,538	\$ 10,538	6/30/2024
			11/12/2019	\$ 10,224	\$ 10,224	6/30/2024
			1/13/2020	\$ 9,074	\$ 9,074	6/30/2024
			3/10/2020	\$ 11,872	\$ 11,872	6/30/2024
			5/12/2020	\$ 8,112	\$ 8,112	6/30/2024
			7/18/2020	\$ 6,738	\$ 6,738	6/30/2024
14-19	Dana Point <sup>1</sup>	FY 2019-20	9/10/2019	\$ 10,059	\$ 10,059	6/30/2024
			11/12/2019	\$ 9,760	\$ 9,760	6/30/2024
			1/13/2020	\$ 8,662	\$ 8,662	6/30/2024
			3/10/2020	\$ 11,332	\$ 11,332	6/30/2024
			5/12/2020	\$ 7,743	\$ 7,743	6/30/2024
			6/30/2020	\$ 6,432	\$ 6,432	6/30/2024
20-21	Fountain Valley <sup>1</sup>	FY 2019-20	5/12/2020	\$ 12,492	\$ 6,718	6/30/2024
			6/30/2020	\$ 10,377	\$ 10,377	6/30/2024
22-27	Laguna Hills <sup>1</sup>	FY 2019-20	9/10/2019	\$ 7,161	\$ 7,161	6/30/2024
			11/12/2019	\$ 6,948	\$ 6,948	6/30/2024
			1/13/2020	\$ 6,167	\$ 6,167	6/30/2024
			3/10/2020	\$ 8,068	\$ 8,068	6/30/2024
			5/12/2020	\$ 5,512	\$ 5,512	6/30/2024
			6/30/2020	\$ 4,579	\$ 4,579	6/30/2024
28-31	Lake Forest <sup>1</sup>	FY 2019-20	1/13/2020	\$ 11,571	\$ 11,571	6/30/2024
			3/10/2020	\$ 15,373	\$ 15,373	6/30/2024
			5/12/2020	\$ 10,504	\$ 10,504	6/30/2024
			6/30/2020	\$ 8,725	\$ 8,725	6/30/2024
32-37	Mission Viejo <sup>1</sup>	FY 2019-20	9/10/2019	\$ 23,627	\$ 8,019	6/30/2024
			11/12/2019	\$ 22,923	\$ 22,923	6/30/2024
			1/13/2020	\$ 20,346	\$ 20,346	6/30/2024
			3/10/2020	\$ 26,618	\$ 26,618	6/30/2024
			5/12/2020	\$ 18,187	\$ 18,187	6/30/2024
			6/30/2020	\$ 15,107	\$ 15,107	6/30/2024
38-40	Placentia <sup>1</sup>	FY 2019-20	3/10/2020	\$ 12,388	\$ 3,791	6/30/2024
			5/12/2020	\$ 8,464	\$ 8,464	6/30/2024
			6/30/2020	\$ 7,031	\$ 7,031	6/30/2024
41-42	Rancho Santa Margarita <sup>1</sup>	FY 2019-20	5/12/2020	\$ 4,170	\$ 3,837	6/30/2024
			6/30/2020	\$ 3,464	\$ 3,464	6/30/2024
43-48	San Clemente <sup>1</sup>	FY 2019-20	9/10/2019	\$ 11,306	\$ 11,306	6/30/2024
			11/12/2019	\$ 14,276	\$ 14,276	6/30/2024
			1/13/2020	\$ 12,671	\$ 12,671	6/30/2024
			3/10/2020	\$ 16,577	\$ 16,577	6/30/2024
			5/12/2020	\$ 11,327	\$ 11,327	6/30/2024
			6/30/2020	\$ 9,409	\$ 9,409	6/30/2024
49-51	Santa Ana <sup>1</sup>	FY 2019-20	4/9/2020	\$ 220,492	\$ 220,492	6/30/2024
			5/14/2020	\$ 30,153	\$ 30,153	6/30/2024
			7/16/2020	\$ 25,046	\$ 25,046	6/30/2024



**Comprehensive Transportation Funding Programs**  
**March 2022 Semi-Annual Review Adjustment Requests**

52-57	Villa Park <sup>1</sup>	FY 2019-20	9/10/2019	\$ 2,246	\$ 2,246	6/30/2024
			11/12/2019	\$ 2,179	\$ 2,179	6/30/2024
			1/13/2020	\$ 1,934	\$ 1,934	6/30/2024
			3/10/2020	\$ 2,530	\$ 2,530	6/30/2024
			5/12/2020	\$ 1,729	\$ 1,729	6/30/2024
			6/30/2020	\$ 1,436	\$ 1,436	6/30/2024
SMP Timely-Use of Funds Extensions (57) - Total					\$ 792,040	

\*Net revenues received by local jurisdictions through the SMP shall be expended within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority (OCTA) tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local agency has 36 months from the date of disbursement to expend funds and with approval of this action will have an additional 24-month extension. The disbursements in this table are recommended to be approved for a 24-month extension, which may result in eligible expenditures occurring after the extension tracking date which falls at the end of the FY (June 30). For expenses incurred after the June 30 extension tracking date, the local jurisdiction will be responsible for providing appropriate back up as requested to demonstrate that the funds were spent within the 36 months from date of disbursement if no extension is requested or the 36 months plus 24 months if an extension is requested. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second FY from when funds were received. Requests for extensions must also include a service plan.

**Reasons for Project Adjustments**

1. Coronavirus impacts

**Acronyms**

FY - Fiscal year

SMP - Senior Mobility Program

**Comprehensive Transportation Funding Programs**  
March 2022 Semi-Annual Review Adjustment Requests

Scope Change Requests*								
No	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Allocation
1	Anaheim	21-ANAH-ECP-4003 <sup>1,2</sup>	X	The Catch Basin Screen Installation Project - 2021	Reduction in pipe screens and catch basins	CON	21/22	\$ 500,000
2	Dana Point	14-DPNT-CBT-3742 <sup>1,3</sup>	V	Summer Weekend Trolley/Harbor Shuttle	Revert to pre-pandemic schedule with minor modifications	O&M	14/15M	\$ 2,342,591
3	Dana Point	16-DPNT-CBT-3823 <sup>1,3</sup>	V	Dana Point PCH Trolley	Revert to pre-pandemic schedule with minor modifications	O&M	16/17M	\$ 905,968
4	Dana Point	18-DNPT-CBT-3911 <sup>1,3</sup>	V	Dana Point Trolley Continuity and Expansion and Weekend Service	Revert to pre-pandemic schedule with minor modifications	O&M	19/20M	\$ 1,632,565
5	Irvine	18-IRVN-TSP-3902 <sup>4,5,6</sup>	P	Culver Drive / Bonita Canyon Drive / Ford Road RTSSP	Removal of unnecessary project components	IMP	18/19	\$ 1,064,848
6	La Habra	20-LHAB-TSP-3975 <sup>4,5</sup>	P	Lambert Road Corridor	Adding equipment and modification to quantities	IMP	20/21	\$ 1,813,074
7	Laguna Beach	18-OCTA-CBT-3912 <sup>3</sup>	V	Summer Breeze Bus Service	Extending traditional timeframe for weekend service	O&M	18/19M	\$ 629,677
8	Laguna Hills	21-LHLL-ECP-4006 <sup>1,2</sup>	X	CPS-Mod™ and ARS-CL™ Screen Project, Phase X	Reduction in automatic retractable screens and catch basins	CON	21/22	\$ 200,000
9	Mission Viejo	21-MVJO-ECP-4008 <sup>1,2</sup>	X	Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS & ARS Installations in the North-Central City Area	Reduction in automatic retractable screens and catch basins	CON	21/22	\$ 160,000
10	Mission Viejo	21-MVJO-ECP-4009 <sup>1,2</sup>	X	Mission Viejo TRAP: Lower Curtis Park Bioretention Basin With Trash Capture	Reduction in automatic retractable screens and catch basins	CON	21/22	\$ 340,000
11	San Clemente	16-SCLM-CBT-3840 <sup>3</sup>	V	San Clemente Summer Trolley	Extending traditional timeframe for service and temporarily adding service to accommodate construction	O&M	16/17M	\$ 656,293
12	San Clemente	18-SCLM-CBT-3914 <sup>3</sup>	V	San Clemente Trolley Expansion	Extending traditional timeframe for service and temporarily adding service to accommodate construction	O&M	18/19M	\$ 1,168,200
13	San Clemente	21-SCLM-ECP-4011 <sup>1,2</sup>	X	San Clemente Pier and Pico Corridor Runoff Treatment Project	Reduction in automatic retractable screens, catch basin and other equipment	CON	21/22	\$ 240,000
14	Villa Park	17-VPK-ECP-3892 <sup>4,5</sup>	X	Catch Basin Enhancement Project - Round 3	Change in best management practice devices installed and reduction in catch basins	CON	17/18	\$ 175,000
15	Yorba Linda	18-YLND-ACE-3910 <sup>7</sup>	O	Yorba Linda Boulevard Widening	Additional technical studies required for environmental	ENG	18/19	\$ 375,000
16	Yorba Linda	20-YLND-ACE-3971 <sup>7</sup>	O	Yorba Linda Boulevard Widening	Adjustment to final design to accommodate environmental	ENG	22/23	\$ 1,636,500
17	Yorba Linda	21-YLND-ACE-3998 <sup>4</sup>	O	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	Change of bike lane design to on-street sharrow	CON	21/22	\$ 479,462
<b>Scope Changes (17) - Total Phase Allocations</b>								<b>\$ 6,272,092</b>

\*Agencies may request minor scope changes for Comprehensive Transportation Funding Programs projects so long as the agency can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the project application. No additional funding is being requested to effecuate the proposed modifications.

**Reasons for Project Adjustments**

1. Coronavirus impacts
2. Procurement issues (supply chain, inflationary cost increases)
3. Service schedule modification
4. Construction issue (design modifications, relocation of equipment, equipment changes)
5. Enhanced project benefits (enhanced communication equipment)
6. Equipment installed as part of another project
7. Federal regulatory changes (environmental clearances)

**Acronyms**

- |  |   |
|--|---|
| ARS - Automatic Retractable Screen                   | IMP - Implementation                                    |
| ARS-CL - Automatic Retractable Screen CamLock Series | M - Multiple years                                      |
| CON - Construction                                   | O&M - Operations and Maintenance                        |
| CPS - Connector Pipe Screen                          | PCH - Pacific Coast Highway                             |
| CPS-MOD - Connector Pipe Screen Modular Series       | RTSSP - Regional Traffic Signal Synchronization Program |
| ENG - Engineering                                    |   |
| FY - Fiscal year                                     |   |

**Comprehensive Transportation Funding Programs**  
**March 2022 Semi-Annual Review Adjustment Requests**

Transfer Requests*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
1	Irvine	16-IRVN-ICE-3808 <sup>1</sup>	O	University Drive/Ridgeline Drive/Rosa Drew Lane Intersection Improvements	ROW	17/18	\$ 127,163	\$ (117,998)	\$ 9,165
		17-IRVN-ICE-3863		University Drive/Ridgeline Drive Intersection Improvement	CON	21/22	\$ 1,724,024	\$ 117,998	\$ 1,842,022
2	OCTA	18-OCTA-TSP-3901 <sup>1</sup>	P	Main Street RTSSP	IMP	18/19	\$ 1,123,826	\$ (163,345)	\$ 960,481
					O&M	21/22	\$ 50,688	\$ 163,345	\$ 214,033
3	Santa Ana	18-SNTA-ACE-3907 <sup>1</sup>	O	Warner Avenue Improvements - (Standard Avenue to Grand Avenue)	ROW	18/19	\$ 3,066,000	\$ (1,724,000)	\$ 1,342,000
		18-SNTA-ACE-3909		Warner Avenue Improvements - (Oak Street to Standard Avenue)	ROW	18/19	\$ 7,494,000	\$ 1,724,000	\$ 9,218,000
4	Yorba Linda	18-YLND-ACE-3910 <sup>1</sup>	O	Yorba Linda Boulevard Widening	ENG	18/19	\$ 375,000	TBD	TBD
		20-YLND-ACE-3971		Yorba Linda Boulevard Widening	ENG	22/23	\$ 1,636,500	TBD	TBD
Transfer Requests (4) - Total Project Allocations							\$ 1,174,514	\$ -	\$ 1,174,514

\*An implementing agency may request to transfer 100 percent of savings between subsequent phases (or years) within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review process.

**Reasons for Project Adjustment**

1. Project savings

**Acronyms**

CON - Construction

ENG - Engineering

FY - Fiscal year

IMP - Implementation

OCTA - Orange County Transportation Authority

O&M - Operations and Maintenance

ROW - Right-of-way

RTSSP - Regional Traffic Signal Synchronization Program

TBD - To be determined

**Comprehensive Transportation Funding Programs**  
March 2022 Semi-Annual Review Adjustment Requests

OCTA-Initiated Requests								
No	Agency	Project Number	Project	Project Title	Amount Awarded	Current Award Deadline	Proposed Delay (Months)	Proposed Award Deadline
1	Anaheim	21-ANAH-ECP-4003 <sup>1,2</sup>	X	The Catch Basin Screen Installation Project - 2021	\$ 500,000	6/30/2022	6	12/31/2022
2	Huntington Beach	21-HBCH-ECP-4004 <sup>1,2</sup>	X	Huntington Beach Trash Removal Project - Phase 1	\$ 500,000	6/30/2022	6	12/31/2022
3	Irvine	21-IRVN-ECP-4005 <sup>1,2</sup>	X	Irvine Citywide Catch Basin Connector Pipe Screen Installation Phase 2 Project	\$ 104,122	6/30/2022	6	12/31/2022
4	Laguna Hills	21-LHLL-ECP-4006 <sup>1,2</sup>	X	CPS-Mod™ and ARS-CL™ Screen Project, Phase X	\$ 200,000	6/30/2022	6	12/31/2022
5	Los Alamitos	21-LSAL-ECP-4007 <sup>1,2</sup>	X	Catch Basin CPS Project (Citywide)	\$ 51,524	6/30/2022	6	12/31/2022
6	Mission Viejo	21-MVJO-ECP-4008 <sup>1,2</sup>	X	Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS and ARS Installations in the North-Central City Area	\$ 160,000	6/30/2022	6	12/31/2022
7	Mission Viejo	21-MVJO-ECP-4009 <sup>1,2</sup>	X	Mission Viejo TRAP: Lower Curtis Park Bioretention Basin With Trash Capture	\$ 340,000	6/30/2022	6	12/31/2022
8	San Clemente	21-SCLM-ECP-4011 <sup>1,2</sup>	X	San Clemente Pier and Pico Corridor Runoff Treatment Project	\$ 240,000	6/30/2022	6	12/31/2022
<b>OCTA-Initiated Requests- Total Phase Allocations (8)</b>					<b>\$ 2,095,646</b>			

**Reasons for Project Adjustment**

1. Coronavirus impacts

**CTFP Guidelines Exception Request**

2. CTFP guidelines - Project X Tier I projects are not eligible for delay requests

**Acronyms**

ARS - Automatic Retractable Screen

ARS-CL - Automatic Retractable Screen CamLock Series

CPS - Connector Pipe Screen

CPS-Mod - Connector Pipe Screen Modular Series

CTFP - Combined Transportation Funding Programs

**Comprehensive Transportation Funding Programs**  
March 2022 Semi-Annual Review Adjustment Requests

Other: Timely-Use of Funds Extension Updated Request - Comprehensive Transportation Funding Programs									
Agency	Project Number	Project	Project Title	Phase	Initial Contract Award Date <sup>1</sup>	First Offer Letter Date <sup>2</sup>	Expenditure Deadline (Based off Offer Letter)	Board Approved Time Extension (Months)	Updated Expenditure Deadline
Brea	16-BREA-FST-3802	O	SR-57 and Lambert Road Interchange Improvements	ROW	6/6/2017	7/25/2018	7/25/2021	24 <sup>3</sup>	7/25/2023

<sup>1</sup> Initial contract award date based off consultant services notice to proceed (NTP).

<sup>2</sup> Per CTFP Guidelines, funds for right-of-way (ROW) phases 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. First offer letter date will be considered the date of encumbrance for the ROW phase.

<sup>3</sup> Approved by Board of Directors (Board) on August 10, 2020 during the March 2020 semi-annual review.

**Acronyms**

CTFP - Comprehensive Transportation Funding Programs

SR-57 - State Route 57

**Comprehensive Transportation Funding Programs**  
**March 2022 Semi-Annual Review Adjustment Requests**

Agency	Project Number	Project	Project Title	Phase	Application Submittal O&M In-Kind Match %	Post-Application Submittal Correction O&M In-Kind Match %
Orange	11-ORNG-ECP-3588 <sup>1</sup>	X	Orange Old Towne Automatic Retractable Screens Project	O&M	45%	25%

**Reasons for Technical Adjustment**

1. Technical correction

**Acronyms**

FY - Fiscal year

O&M - Operations and Maintenance

**Comprehensive Transportation Funding Programs  
March 2022 Semi-Annual Review Adjustment Request Descriptions**

**Delays**

Local agencies may request delay(s) of up to 24 months to obligate funds. During the March 2022 semi-annual review cycle, the following delay requests were submitted.

The City of Orange (Orange) is requesting a 24-month delay for the operation and maintenance (O&M) phase of the Tustin Avenue and Rose Drive Regional Traffic Signal Synchronization Program Project (20-ORNG-TSP-3976) due to unforeseen supply chain impacts and construction-related delays resulting from the coronavirus (COVID-19) pandemic.

The Orange County Transportation Authority (OCTA), as administrative lead, is requesting a 24-month delay for the following three projects. Additional time is required due to unforeseen supply chain impacts and construction-related delays resulting from the pandemic.

- The O&M phase of the Red Hill Avenue Corridor Regional Traffic Signal Synchronization Program Project (19-OCTA-TSP-3939)
- The O&M phase of the Lake Forest Drive Traffic Signal Synchronization Program Project (19-OCTA-TSP-3940)
- The O&M phase of the Aliso Creek Road Traffic Signal Synchronization Program Project (19-OCTA-TSP-3941)

The City of Santa Ana (Santa Ana) is requesting a 24-month delay for the following two projects. Additional time is required to finalize right-of-way (ROW) acquisition.

- The construction (CON) phase of the Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue (20-SNTA-ACE-3968)
- The CON phase of the Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place (20-SNTA-ACE-3969)

The City of Yorba Linda (Yorba Linda) is requesting a 24-month delay for the CON phase of the Lakeview Avenue Widening from Bastanchury Road to Oriente Drive Project (21-YLND-ACE-3998) due to unforeseen construction-related delays resulting from design modifications.

**Comprehensive Transportation Funding Programs (CTFP) Timely-Use of Funds Extensions**

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request extension(s) of up to 24 months. During this semi-annual review cycle, the following CTFP timely-use of funds extensions requests were submitted.

## **Comprehensive Transportation Funding Programs March 2022 Semi-Annual Review Adjustment Request Descriptions**

The City of Costa Mesa is requesting a 24-month timely-use of funds extension for the engineering (ENG) phase of the Newport Boulevard Widening from 19th Street to Superior Avenue Project (16-CMSA-ACE-3803), from April 2022 to April 2024. Additional time is required to complete the design review with California Department of Transportation (Caltrans) and to finalize project closeout processes.

The City of La Palma is requesting a 24-month timely-use of funds extension for the ENG phases of the La Palma Avenue/Del Amo Boulevard over Coyote Creek Bridge Replacement Project (16-LPMA-ACE-3810) from December 2022 to December 2024. Additional time is required to complete both the preliminary engineering and the final design. This request is due to unforeseen environmental assessment delays and impacts to the ability to collect viable public input resulting from the pandemic.

OCTA, as administrative lead, is requesting a 24-month timely-use of funds extension for the primary implementation (IMP) phase of the Katella Avenue, Villa Park Road, Santiago Canyon Road Regional Traffic Signal Synchronization Program Project (18-OCTA-TSP-3894) from April 2022 to April 2024 due to unforeseen supply chain impacts and equipment delivery delays resulting from the pandemic.

OCTA, as administrative lead, is also requesting a 24-month timely-use of funds extension for the IMP phase of the following two projects from February 2022 to February 2024. Additional time is required due to delays in finalizing contract amendments.

- Garden Grove Boulevard Traffic Signal Synchronization Program Project from Valley View Street to Bristol Street (18-OCTA-TSP-3897)
- Los Alisos Boulevard Route Project (18-OCTA-TSP-3905)

### **Local Fair Share (LFS) Timely-Use of Funds Extensions**

Once issued, LFS funds expire 36 months from the date of disbursement. OCTA tracks expenditures based on the fiscal year of receipt and processes extension requests in fiscal year increments for uniform review purposes. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second year beyond the fiscal year of receipt of funds. Local agencies may request an extension of two fiscal years. During this semi-annual review cycle, the following timely-use of funds LFS extensions requests were submitted:

The City of Brea (Brea) is requesting a timely-use of funds extension for \$271,268. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A. Brea has indicated these funds will be directed towards traffic sign and signal improvements and citywide street improvements.



## **Comprehensive Transportation Funding Programs March 2022 Semi-Annual Review Adjustment Request Descriptions**

The City of Fountain Valley (Fountain Valley) is requesting a timely-use of funds extension for \$772,962. The funds being considered were disbursed in five separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A. Fountain Valley has indicated these funds will be directed towards traffic signal improvements.

The City of La Habra (La Habra) is requesting a timely-use of funds extension for \$951,079. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A. La Habra has indicated these funds will be directed towards citywide street improvements.

The City of Newport Beach (Newport Beach) is requesting a timely-use of funds extension for \$1,152,280. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A. Newport Beach has indicated these funds will be primarily directed towards citywide street improvements.

Santa Ana is requesting a timely-use of funds extension for \$3,374,800. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A. Santa Ana has indicated these funds will be primarily directed towards activities such as traffic signal improvements, street maintenance, and projects to reduce road congestion.

The City of Tustin (Tustin) is requesting a timely-use of funds extension for \$742,293. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A. Tustin has indicated these funds will be primarily directed towards street maintenance.

Yorba Linda is requesting a timely-use of funds extension for \$1,094,236. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A. Yorba Linda has indicated these funds will be primarily directed towards activities such as traffic signal improvements, street maintenance, and projects to reduce road congestion.

### **Senior Mobility Program (SMP) Timely-Use of Funds Extensions**

Once issued, SMP funds expire 36 months from the date of disbursement. OCTA tracks expenditures based on the fiscal year of receipt and processes extension requests in fiscal year increments for uniform review purposes. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second year

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from the fiscal year of receipt of funds. Local agencies may request an extension of two fiscal years. During this semi-annual review cycle, the following timely-use of funds SMP extensions requests were submitted:

The City of Aliso Viejo is requesting a timely-use of funds extension for \$17,265. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

Anaheim is requesting a timely-use of funds extension for \$53,413. The funds being considered for extension were disbursed in two separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

The City of Dana Point (Dana Point) is requesting a timely-use of funds extension for \$53,989. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in the staff report.

Fountain Valley is requesting a timely-use of funds extension for \$17,095. The funds being considered for extension were disbursed in two separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

The City of Laguna Hills is requesting a timely-use of funds extension for \$38,435. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track the expenditures consistent with fiscal year noted in Attachment A.

The City of Lake Forest is requesting a timely-use of funds extension for \$46,173. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

The City of Mission Viejo (Mission Viejo) is requesting a timely-use of funds extension for \$111,200. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

The City of Placentia is requesting a timely-use of funds extension for \$19,286. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

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The City of Rancho Santa Margarita is requesting a timely-use of funds extension for \$7,301. The funds being considered for extension were disbursed in two separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

The City of San Clemente (San Clemente) is requesting a timely-use of funds extension for \$75,566. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

The City of Villa Park (Villa Park) is requesting a timely-use of funds extension for \$12,054. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadline of 60 months from the disbursement date. Staff will track expenditure consistent with fiscal year noted in Attachment A.

### **Scope Changes**

Agencies may request scope changes for CTFP projects if they can assure that project benefits as committed to in the project application can still be delivered. With the pandemic-induced supply chain issues and consequent high inflationary environment, scope reductions were allowed as an option for local jurisdictions and OCTA is not requiring a reduction in the funding allocation for projects that are requesting to deliver a reduced scope. During this semi-annual review cycle, the following scope change requests were submitted:

Anaheim is requesting a scope change to the CON phase of the Catch Basin Screen Installation Project - 2021 (21-ANAH-ECP-4003). The scope change includes reducing the number of connector pipe screens (CPS) from 695 CPS to 430 CPS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

Dana Point is requesting a scope change to reinitiate pre-pandemic service schedule for its Project V services. In the March 2021 semi-annual review, the OCTA Board of Directors (Board) approved Dana Point's scope change request to implement a temporary reduction in its Project V services due to the pandemic. The reduction included postponing commencement of the seven days a week summer shuttle service from Memorial Day weekend to the end of June 2021 and operating only through Labor Day weekend, instead of through the first week of October. The March 2021 modification also included a temporary reduction in revenue vehicle hours on certain days of operation.

After evaluation of the summer 2021 seasonal service ridership and community engagement, Dana Point is requesting to remove the temporary service reductions to the following three Project V services, effective for the Summer 2022 season:

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- Summer Weekend Trolley/Harbor Shuttle (14-DPNT-CBT-3742);
- Dana Point PCH Trolley (16-DPNT-CBT-3823); and
- Dana Point Trolley Continuity and Expansion and Weekend Service (18-DNPT-CBT-3911).

The City of Irvine (Irvine), as administrative lead for the Culver Drive/Bonita Canyon Drive/Ford Road Regional Traffic Signal Synchronization Programs Project (18-IRVN-TSP-3902), is requesting a scope change to the IMP phase with several components, which include removal of project components which are no longer necessary, modifications to unit types and improvement locations, addition of countdown pedestrian modules, video detection equipment enhancements, communication enhancements, increased fiber optic cable quantities, and additional network operations equipment. These modifications emerged during the project development and construction process and are requested in order to facilitate project completion and utilize project cost savings to enhance overall project benefits.

La Habra, as administrative lead for the Lambert Road Corridor Project (20-LHAB-TSP-3975), is requesting a scope change to the IMP phase with several components, which include addition of an adaptive traffic control system, video management system, and signal performance measures licenses, communication network upgrades and additional equipment, and modification to quantities and improvement locations. These modifications emerged during the project development and construction process and are requested in order to facilitate project completion and utilize project cost savings to enhance overall project benefits.

The City of Laguna Beach (Laguna Beach) is requesting a scope change in order to implement a service schedule modification to its Summer Breeze Bus Service (18-OCTA-CBT-3912) that is outside of the original operating window specified in Laguna Beach's grant application. The modification includes extending the weekend service window to incorporate Fridays.

Laguna Hills is requesting a scope change to the CON phase of the CPS-Mod™ and ARS-CL™ Screen Project, Phase X (21-LHLL-ECP-4006). The scope change includes reducing the number of automatic retractable screens (ARS) from 252 ARS to 173 ARS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

Mission Viejo is requesting a scope change to the CON phase of the Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS and ARS Installations in the North-Central City Area (21-MVJO-ECP-4008). The scope change includes reducing the number of ARS devices from 155 ARS to 85 ARS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

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Mission Viejo is also requesting a scope change to the CON phase of the Mission Viejo Trash and Runoff Abatement Project (TRAP): Lower Curtis Park Bioretention Basin with Trash Capture (21-MVJO-ECP-4009). The scope change includes reducing the number of ARS devices from 17 ARS to seven ARS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

San Clemente is requesting a scope change to the CON phase of the San Clemente Pier and Pico Corridor Runoff Treatment Project (21-SCLM-ECP-4011). The scope change includes reducing the number of ARS devices from 246 ARS to 170 ARS, reducing the number of CPS devices from 99 CPS to 64 CPS, reducing the number of grate inlet trash screens (GIT) from three GIT to two GIT, and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

San Clemente is also requesting approval of a scope change in order to implement modifications to its Project V services. These modifications include providing services outside of the original operating window specified in San Clemente's grant applications. San Clemente is requesting to extend weekend services by approximately three months through December for both the San Clemente Summer Trolley (16-SCLM-CBT-3840) and the San Clemente Trolley Expansion (18-SCLM-CBT-3914) services for the 2022 and the 2023 trolley seasons.

In addition, San Clemente is requesting to provide these Project V funded services for approximately three weeks in January/February 2024 in order to alleviate congestion-related impacts resulting from a downtown construction project. This is an update to the scope change requests that were approved by the Board during the September 2021 semi-annual review for both the San Clemente Summer Trolley (16-SCLM-CBT-3840) and the San Clemente Trolley Expansion (18-SCLM-CBT-3914) services. The September 2021 scope changes denoted a January/February 2022 timeframe for this same purpose; however, as of March 2022, the downtown construction project has been rescheduled for 2024, which is the updated timeframe for when the services will be needed.

Villa Park is requesting a scope change to the CON phase of the Catch Basin Enhancement Project - Round 3 Project (17-VPRK-ECP-3892). The scope change includes modifying the best management practice devices installed at certain catch basins from filter inserts to CPS, ARS, and round curb inlet baskets, as well as reducing the number of catch basins receiving installations accordingly due to project components no longer being necessary. These modifications emerged during the construction process, and project savings will be returned to the program for future reprogramming.

Yorba Linda is requesting a scope change to the preliminary ENG phase of the Yorba Linda Boulevard Widening Project (18-YLND-ACE-3910). The scope change includes additional technical studies that are required to finalize the National Environmental Policy Act (NEPA) portion of the environmental document. Since the final

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scope effort on the NEPA document requires coordinated information from the 65 percent design plans, the scope change also includes moving the NEPA clearance to the final design as part of the ENG phase of the Yorba Linda Widening Project (20-YLND-ACE-3971). With the California Environmental Quality Act document completed and approved, the 18-YLND-ACE-3910 grant would be considered complete upon delivery of the updated technical studies.

Yorba Linda is also requesting a scope change to the CON phase of the Lakeview Avenue Widening from Bastanchury Road to Oriente Drive Project (21-YLND-ACE-3998). The scope change includes replacing the Class II bike lane with an on-street bikeway sharrow striping in order to retain on-street parking.

### **Transfers**

The CTFP guidelines allow local jurisdictions to request to transfer up to 100 percent of projects savings between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process.

Irvine is requesting a transfer for the University Drive/Ridgeline Drive/Rosa Drew Lane Intersection Improvements Project (16-IRVN-ICE-3808). The request is to transfer general project savings in the amount of \$117,998 from the ROW phase to the CON phase through the University Drive/Ridgeline Drive Intersection Improvement Project (17-IRVN-ICE-3863).

OCTA is requesting a transfer for the Main Street Regional Traffic Signal Synchronization Program Project (18-OCTA-TSP-3901). The request is to transfer general project savings in the amount of \$163,345 from the IMP phase to the O&M phase.

Santa Ana is requesting a transfer for the Warner Avenue Improvements - Standard Avenue to Grand Avenue Project (18-SNTA-ACE-3907). The request is to transfer general project savings in the amount of \$1,724,000 from the ROW phase to the ROW through the Warner Avenue Improvements - Oak Street to Standard Avenue Project (18-SNTA-ACE-3909).

Yorba Linda is requesting a transfer for the Yorba Linda Boulevard Widening Project (18-YLND-ACE-3910). This request is to transfer general project savings from the preliminary ENG phase to the final design ENG phase through the Yorba Linda Boulevard Widening Project (20-YLND-ACE-3971) in an amount to be determined.

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**Other/OCTA-Initiated**

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to 24 months. For Project O grants, funds for ROW phases 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. First offer letter date will be considered the date of encumbrance for the ROW phase.

During this semi-annual review cycle, a change to the fund expenditure deadline is recommended to reflect an encumbrance date based on the first offer letter. This is different from what the Board approved in a previous semi-annual review.

Brea received Board approval for a 24-month timely-use of funds extension during the March 2020 semi-annual review for the ROW phase of the SR-57 and Lambert Road Interchange Improvements Project (16-BREA-FST-3802). The extension to June 6, 2023, was based on the consultant contract award date of June 6, 2017. The first offer letter for ROW was issued on July 25, 2018, thus changing the encumbrance date changes the expenditure deadline for the ROW phase to July 25, 2023.

Staff is requesting approval of a technical correction for the Orange Old Towne Automatic Retractable Screens Project (11-ORNG-ECP-3588). For 2011 Project X Tier I projects, ongoing O&M was allowed to be pledged as match in lieu of (or in addition to) a cash match. Orange indicated an O&M in-kind match rate of 45 percent, which was approved by the Board. However, Orange contacted OCTA on April 2, 2012, to notify OCTA that the correct the match rate was 25 percent. Upon confirmation that the correction would have no impact on the competitiveness of the project, staff concurred with the request but did not follow through with a correction through the semi-annual review process at that time. Now that the project is near close out, staff is requesting a technical correction to this project's O&M in-kind match rate, in order to make it consistent with the applicant's intent.

The COVID-19 pandemic continues to impact local agencies' abilities to conduct normal business. With the pandemic-induced supply chain issues and consequent high inflationary environment, the cost of stainless steel, the material used for the majority of devices funded through Project X Tier 1 call for projects, has increased significantly since the time applications were received in May 2021. In recent discussions with local jurisdictions, it became clear that this was a countywide concern and was affecting project delivery in terms of unforeseen cost escalations beyond initial estimates and construction completion. Given these COVID-19-related issues, staff is recommending Board approval of delay requests for the projects listed below. This action addresses all of the Project X awards from the last cycle, which have not yet awarded a contract. Staff is also recommending an exception to the CTFP guidelines, which generally do not allow for this kind of delay. The impacted projects are:

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- The Catch Basin Screen Installation Project - 2021 (21-ANAH-ECP-4003);
- Huntington Beach Trash Removal Project - Phase 1 (21-HBCH-ECP-4004);
- Irvine Citywide Catch Basin Connector Pipe Screen Installation Phase 2 Project (21-IRVN-ECP-4005);
- CPS-Mod™ and ARS-CL™ Screen Project, Phase X (21-LHLL-ECP-4006);
- Catch Basin CPS Project (Citywide) (21-LSAL-ECP-4007);
- Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS and ARS Installations in the North-Central City Area (21-MVJO-ECP-4008);
- Mission Viejo Trash and Runoff Abatement Project (TRAP): Lower Curtis Park Bioretention Basin with Trash Capture (21-MVJO-ECP-4009); and
- San Clemente Pier and Pico Corridor Runoff Treatment Project (21-SCLM-ECP-4011).





**July 14, 2022**

**To:** Transit Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** OC Streetcar Project Quarterly Update

**Overview**

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from April 2022 through June 2022.

**Recommendation**

Receive and file as an information item.

**Background**

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

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

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

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

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

On March 26, 2018, the OCTA Board of Directors (Board) awarded a contract to Siemens Mobility, Inc., (Siemens) for the manufacture and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the Board awarded the Project construction contract to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), securing \$149,000,000 in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was funded through the FTA Transit Award Management System, which was the last step necessary to begin the drawdown of federal funding. Through May 2022, \$100,955,161 has been drawn down on the FFGA. On May 22, 2020, the Board awarded a contract to Herzog Transit Services, Inc. to provide operations and maintenance services for an initial start-up and pre-revenue period, and a five-year revenue term.

### ***Discussion***

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

#### **Construction**

A summary of construction milestones include the substantial completion of the Santa Ana River and Westminster bridges with the placement of concrete plinths and rails. Fairview Street and Fifth Street at-grade crossings are completed, with the exception of train warning and gate systems. Eighty percent of the overhead catenary system poles have been installed. Embedded track installed includes Santa Ana Boulevard westbound from French Street to Raitt Street, eastbound from Raitt Street to Bristol Street, and eastbound from Flower Street to Sasscer Park, on Mortimer Street from Fourth Street to Sixth Street, and on Fourth Street from Broadway Street to Main Street and Main Street to Mortimer Street. Attachment A reflects the status of track installation. Key completed work on Fourth Street includes the intersections with Bush Street and French Street, and foundations for the Sycamore Street and French Street platforms. On

June 9, 2022, the westbound lane on Fourth Street reopened to vehicles between Bush Street and French Street, the segment that is in front of the Fourth Street Market area. This is the first section to reopen since Fourth Street was closed to traffic for construction in February 2022.

Construction and installation of the MSF includes inspection pits, turntables, and a vehicle wash station. Completion of steel erection at the MSF occurred on May 10, 2022. Other key MSF activities completed include concrete placement for the first and second floor slabs, and the building roof and tracks inside the building have been installed.

Ongoing construction activities include track installation on eastbound Santa Ana Boulevard from Bristol Street to Flower Street and Mortimer Street to Santiago Street, Ross Street from Fourth Street to Fifth Street, platform stations at French Street, Sycamore Street, Flower Street, Bristol Street, Raitt Street, and Harbor Boulevard, and ongoing placement of the overhead contact system poles.

#### Vehicle and Operations

Siemens continues production of eight S700 streetcar vehicles. Currently, Cars 1-7 are in the final stages of manufacturing with installation of the last remaining vehicle components. Car 8 is in final assembly and preparations are underway to commence static and dynamic testing in the next quarter.

In May 2022, Project staff traveled to the Siemens' factory in Sacramento to conduct the First Article Inspection (FAI) for Car 1. This FAI is a significant milestone in the vehicle production process as it is the first time Siemens is presenting the first complete vehicle to OCTA for inspection based on the contractual technical specifications. Overall, the FAI was successful with only minor action items that will be completed in early July 2022. The First of Kind testing on Computer Aided Dispatching and Automated Vehicle Locator (CAD/AVL) was also conducted and subsequently closed as all testing was successful with the system.

Ongoing coordination with Siemens on the design features and FAIs of multiple vehicle components has impacted the anticipated dates for delivery of the S700 vehicles. OCTA staff is in negotiations with Siemens for an updated master program schedule, including options for vehicle storage at the Siemens facility to align with the availability of the project infrastructure needed to accept and test the vehicles. Staff is coordinating plans for spare parts and special tools inventory storage with Siemens as well. Staff anticipates returning to the Board in the fall of this year with any contract amendments required for Siemens as a result of these discussions.

### Operations and Maintenance (O&M) Contract

A limited Notice to Proceed (NTP) for the O&M contractor, Herzog, was issued in May 2021. The Herzog O&M general manager has been coordinating with OCTA staff on several processes, which will be performed by Herzog during system integration testing, pre-revenue operations, and once revenue service begins. Over 60 documents have been submitted by the Herzog, which range from standard operating procedures, training documents, and submittals for state and federal oversight. Based on the Project schedule and anticipated Revenue Service Date, a second limited Notice to Proceed was issued in April 2022. Many tasks in the first limited NTP were completed by the contractor, while others have been ongoing based upon the agreed schedule in relation to a full NTP and revenue service. Recent documentation submitted to OCTA includes drafts of additional operating procedures, rulebooks, safety and communication plans, policies, and training programs. The full NTP will be issued to Herzog later this year pending negotiations related to any required cost and schedule adjustments.

### Public Outreach

The outreach efforts for the reporting quarter include construction notifications, expanded Eat Shop Play efforts, a return to public events and three public meetings to present project updates and answer questions. Bilingual construction notifications were prepared and distributed for activities such as the closure of French Street and Bush Street intersections, lane closures on Santa Ana Boulevard between Pacific Avenue and Bristol Street, and preparation for track installation efforts on Santa Ana Boulevard between Minter Street and Santiago Street.

On May 8, 2022, the OCTA outreach team held a public meeting at the Frida Cinema for Downtown Santa Ana (Downtown) merchants to learn about the anticipated sequencing of future intersection closures of Ross Street, Broadway Street, and Main Street. During the meeting, the team received important feedback from attendees, including the request from Nova Academy to advance the Ross Street special track work based on their fall school schedule, which OCTA has been able to accommodate. Staff provided information about the sequence of track installation and the multiple disciplines involved with preparing the roadway for paving and opening traffic lanes. Staff shared a schedule for Segment 4 that shows track and OCS pole installation, platforms, sidewalk restoration, and paving completion by Thanksgiving. A merchant meeting took place on June 28, 2022.

On June 14 and 16, 2022, outreach staff held two public meetings for residents in Segment 5 at the Santa Ana Regional Transportation Center. Staff provided information about the upcoming track, platform, and traffic signal work. Staff answered questions about intersection closures and anticipated vibrations and noise generated from excavation activities.

In addition to the activities described above, staff also coordinated the homeowners and Orange County Sheriff's Department staff in Segment 2B to accommodate brief driveway access restrictions on June 18, 2022.

Outreach team representatives also staffed a table on June 4, 2022, during the Artwalk in Downtown with Project information and answered questions about the Project's purpose and construction activities. Persons who engaged with staff commented that they are looking forward to the Project's completion.

During this quarter, the Eat Shop Play program expanded to 80 participants and the digital and traditional campaigns were expanded. During the period between April 23 to May 29, 2022, the overall digital impressions were 423,758, with a click through rate of 0.34 percent above the national average of 0.08 to 0.999 percent. The team is also reporting metrics for the individual business digital campaigns to the merchants directly. For example, the campaign for Celene's Bridal is nearly six times the national average for display campaigns in the Fashion and Beauty industry. This campaign is reaching the target audience who actively want to learn more about this featured business.

In addition to the digital campaign, OCTA continues to run ads on Spanish radio stations and in the Excelsior across multiple markets. The most recent radio remote was held on June 18, 2022, in partnership with Cerveza City Brewery. The event overlapped with another event for popular food and beverage influencers, and attendees were excited to hear about the Project.

OCTA continues to partner with the City to use their access to several marquee or digital billboards to rotate featured business ads. Additionally, an Eat Shop Play-branded walking map was completed as Go Pro videos that easily direct drivers from the Interstate 5 to the Downtown parking structures on Third Street and Fifth Street. The Shop Downtown Santa Ana campaign featuring Eat Shop Play participants on OCTA buses also continues and featured businesses rotate approximately every six weeks.

OCTA also developed a campaign to run Shop Downtown Santa Ana ads in movie theaters starting with the Frida Cinema on Fourth Street. Another 11 theaters will be added during the third and fourth quarters of 2022.

### Cost and Schedule

In December 2021, the Board approved a revised Project budget of \$509.54 million. Staff is coordinating with the Southern California Association of Governments and FTA to execute the grants associated with the Board action. Staff is also coordinating with the construction contractor and vehicle manufacturer to achieve the March 2024 revenue service date as presented to the Board in December 2021.

### Next Steps

Activities in the next quarter will focus on construction of the remaining track on Fourth Street, the eastbound track between Bristol Street and Flower Street, the eastbound track between Mortimer Street and Santiago Street, and directly fixated track on the Westminster Bridge, west of the Westminster Bridge, and on the Santa Ana River Bridge. Work will also continue on the station stop platforms, the installation of street pavement, curbs, gutters, OCS and traffic signal poles, and foundations and ballasted track in the PEROW. Next steps for vehicles include finalizing vehicle equipping, ongoing static and dynamic testing, and completing vehicle FAls. Upcoming outreach activities include ongoing coordination with the construction team and the City regarding traffic control measures that are needed for the in-street embedded track installation and continued coordination with the City for Downtown business support.

### **Summary**

An OC Streetcar project update covering April through June 2022 is provided for the Orange County Transportation Authority Board of Directors' review.

### **Attachment**

A. Project Alignment - Status of Track Installation

**Prepared by:**



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

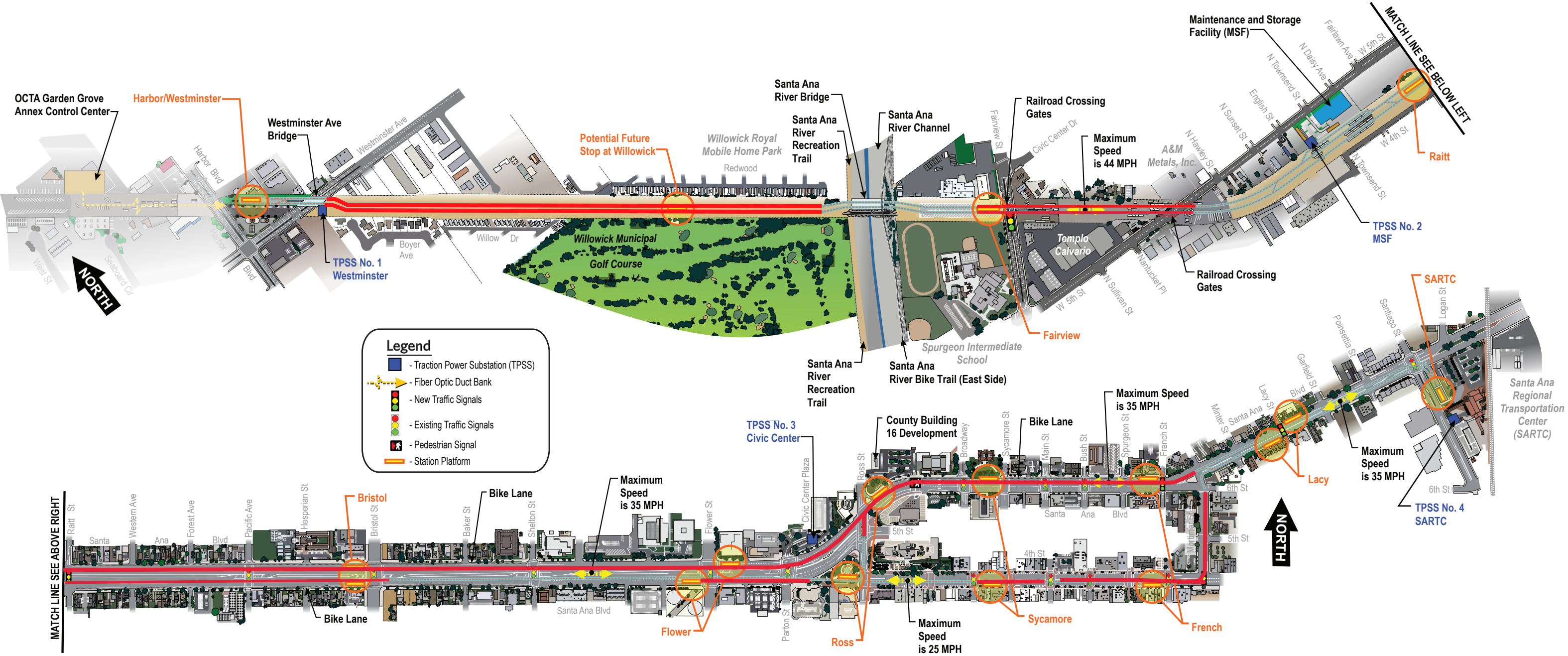
**Approved by:**



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



Project Alignment - Status of Track Installation



MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE BELOW LEFT



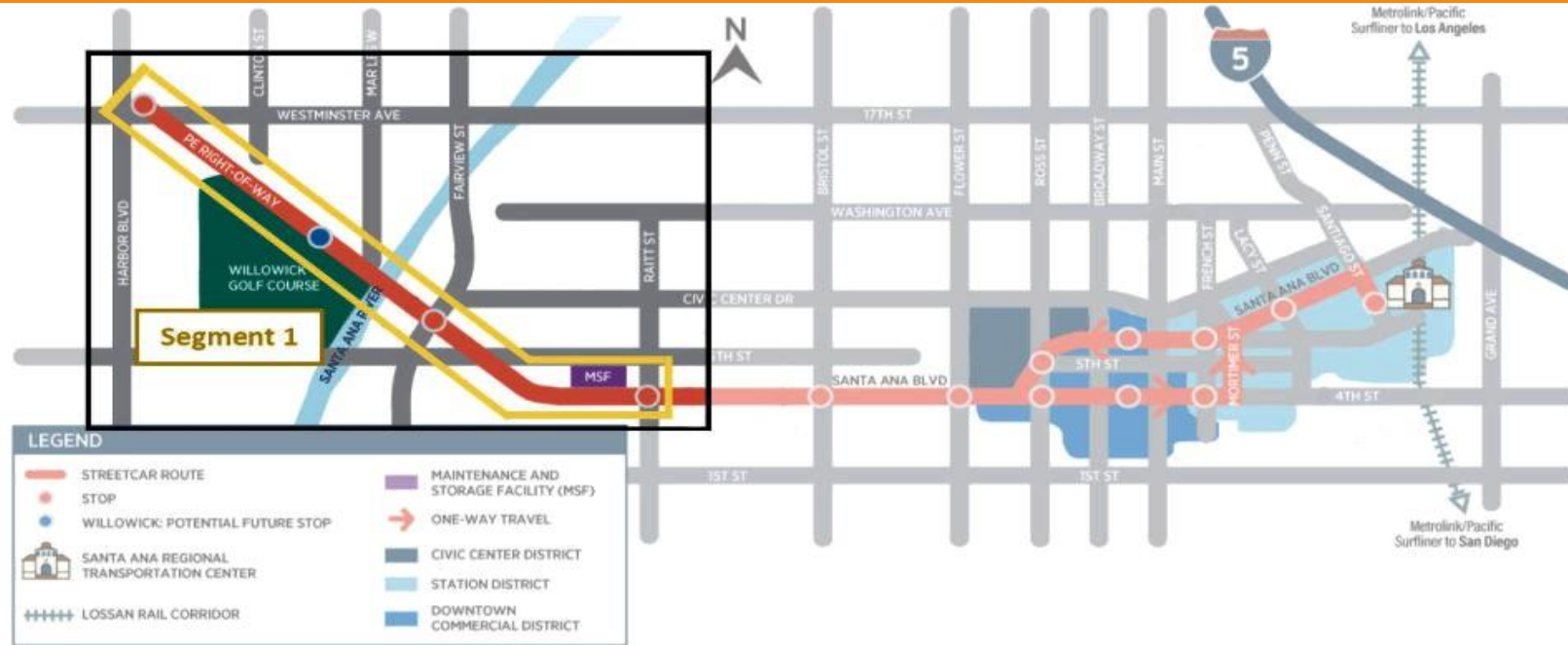
Track Installed as of June 20, 2022



# **OC Streetcar Project Quarterly Update**



# Construction – Segment 1



- Pacific Electric Right-of-Way (PEROW)
  - Substantial completion of the Santa Ana River and Westminister bridges with the placement of concrete plinths and rails
- Maintenance and storage facility (MSF) structural steel erection was completed on May 10, 2022

# Westminster and Santa Ana River Bridges



- Forming plinths



- Completed plinths

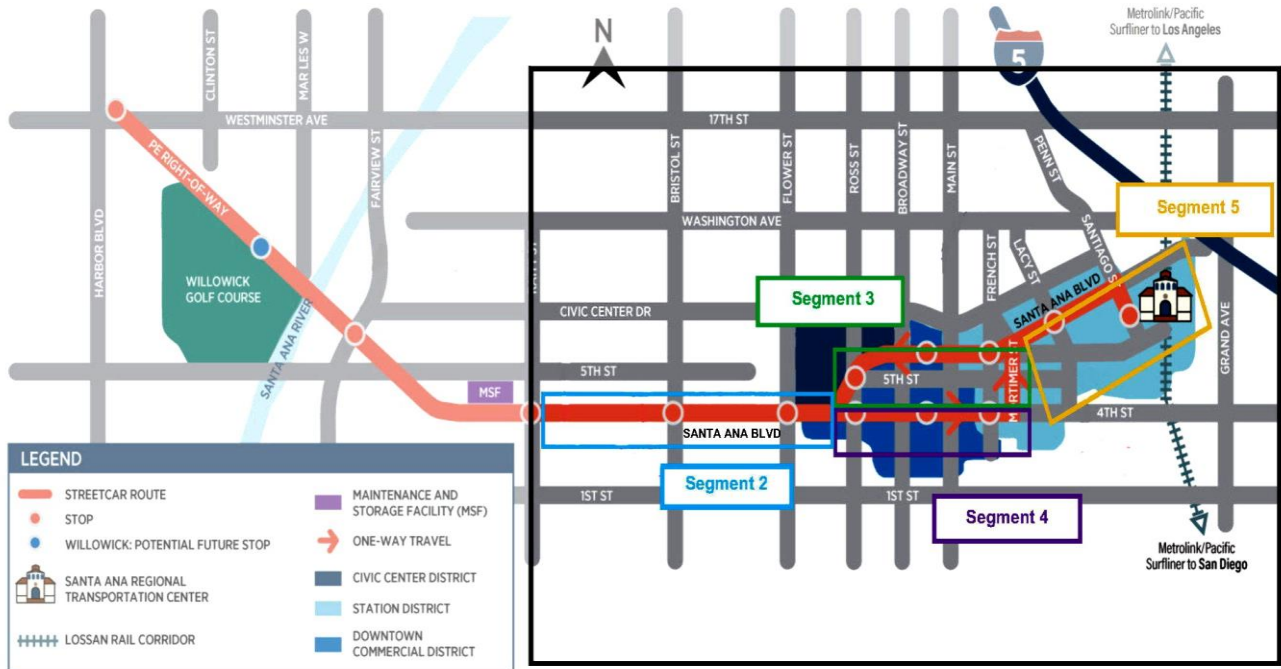


# Maintenance and Storage Facility



- Completion of steel erection

# Construction – Segments 2 through 5



- Key completed work on Fourth Street:
  - All embedded track from Broadway Street through French Street, and Bush Street and French Street intersections
  - Overhead contact system foundations and poles in Segment 4 from Broadway Street to French Street
  - Foundations for the Sycamore Street and French Street platforms
- The westbound lane of Bush Street to French Street reopened to traffic as of June 9, 2022



# Fourth Street Station Stops



French Street Platform



Sycamore Street Platform



# Track and System Installation



Near Bristol Street



Near Flower Street

Segment 2B Eastbound - Santa Ana Boulevard



# Track and System Installation



Fourth Street/ Ross Street Intersection

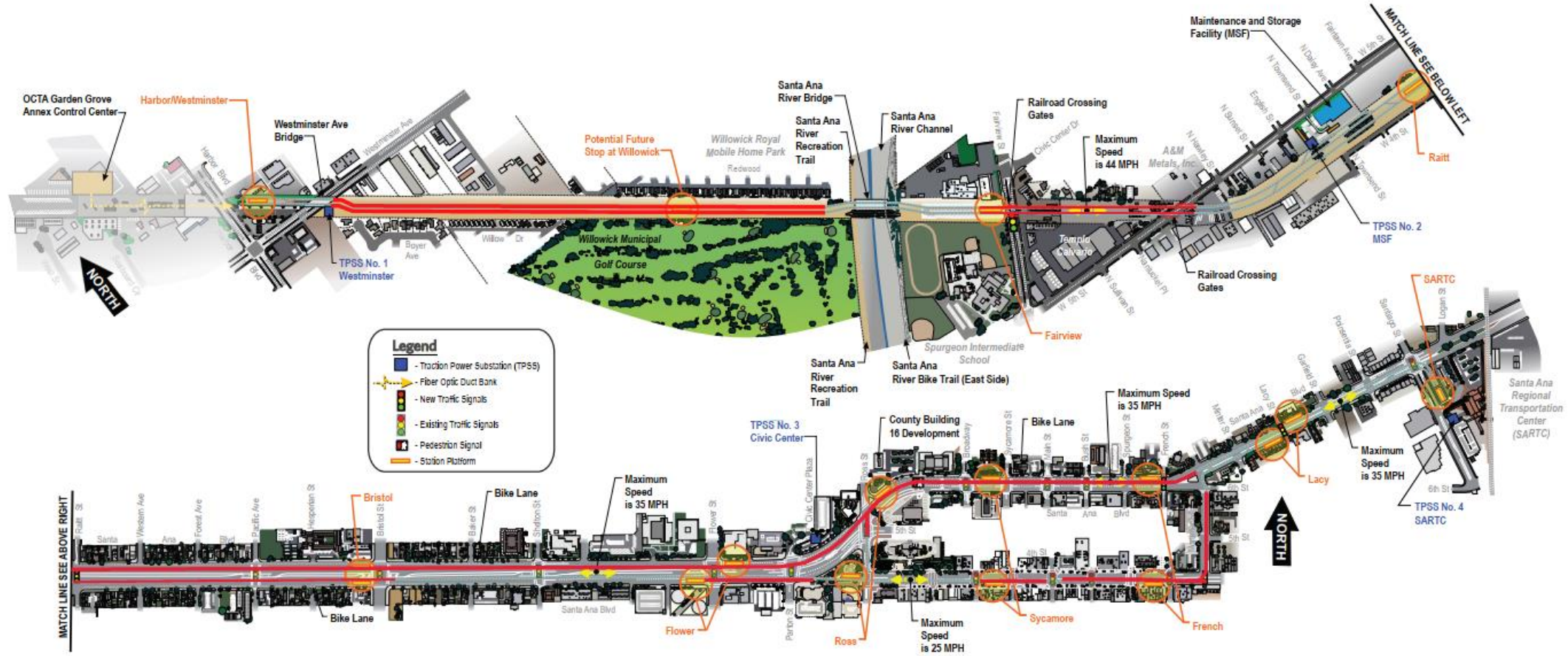
Ross Street



Segment 5 - Santa Ana Boulevard Eastbound



# Track Installation Progress



Track Installed as of June 20, 2022



05.10.2018  
Prepared by HDR, Inc.



# Upcoming Construction Activities

- Preparation for track installation on Santa Ana Boulevard eastbound from Bristol Street to Flower Street, and Mortimer Street to Santa Ana Regional Transportation Center
- Platform stations at French Street, Sycamore Street, Flower Street, Bristol Street, Raitt Street, and Harbor Boulevard
- Ongoing placement of the overhead contact system poles
- Fourth Street intersection work includes Ross Street and Main Street

# Vehicles

- Cars 1-7 are in the final stages of manufacturing with installation of the last remaining vehicle components
- First Article Inspection of Car 1 was successful with only minor action items, that will be completed in early July 2022
- Car 8 is in final assembly and preparations are underway to commence static and dynamic testing in the next quarter
- Negotiations ongoing with Siemens Mobility, Inc., regarding vehicle storage to align with availability of infrastructure needed to accept and test the vehicles



# Project Budget and Cost Status

As of May 31, 2022

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET (November 2018)	APPROVED OCTA BUDGET (December 2021)	COMMITMENTS	APRIL 2022 EXPENDITURES	CURRENT EXPENDITURES	CURRENT FORECAST	PROPOSED FFGA BUDGET / FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	\$48,334,164	\$48,803,358	\$48,275,212	\$35,871,632	\$37,021,055	\$48,803,358	\$0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	\$9,353,108	\$9,785,451	\$9,134,834	\$2,015,153	\$2,480,510	\$9,785,451	\$0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$43,125,724	\$47,073,200	\$41,612,640	\$12,880,724	\$14,949,941	\$47,073,200	\$0
40	SITework & SPECIAL CONDITIONS	\$84,725,622	\$103,699,790	\$89,059,680	\$72,425,489	\$73,381,877	\$103,699,790	\$0
50	SYSTEMS	\$63,722,009	\$72,278,941	\$66,918,453	\$33,917,266	\$37,430,930	\$72,278,941	\$0
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>\$249,260,628</b>	<b>\$281,640,740</b>	<b>\$255,000,819</b>	<b>\$157,110,264</b>	<b>\$165,264,313</b>	<b>\$281,640,740</b>	<b>\$0</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	\$8,604,055	\$7,174,328	\$6,818,824	\$6,759,360	\$6,759,360	\$7,174,328	\$0
70	VEHICLES	\$57,709,177	\$63,137,294	\$58,995,406	\$32,442,686	\$32,442,686	\$63,137,294	\$0
80	PROFESSIONAL SERVICES	\$74,414,933	\$139,815,499	\$115,773,075	\$81,344,221	\$82,241,600	\$139,815,499	\$0
<b>SUBTOTAL (10-80)</b>		<b>\$389,988,793</b>	<b>\$491,767,860</b>	<b>\$436,588,124</b>	<b>\$277,656,532</b>	<b>\$286,707,959</b>	<b>\$491,767,860</b>	<b>\$0</b>
90	UNALLOCATED CONTINGENCY	\$17,771,172	\$17,771,172	\$ -	\$ -	\$ -	\$17,771,172	\$0
100	FINANCE CHARGES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
<b>TOTAL PROJECT (10-100)</b>		<b>\$407,759,966</b>	<b>\$509,539,032</b>	<b>\$436,588,124</b>	<b>\$277,656,532</b>	<b>\$286,707,959</b>	<b>\$509,539,032</b>	<b>\$0</b>

SCC = Federal Transit Administration Standard Cost Category

# Public Outreach Program

- ❑ Fourth Street Business Outreach
- ❑ Santa Ana City Council
- ❑ Field Meetings
- ❑ Door-to-Door Outreach
- ❑ Downtown Business Associations
- ❑ Eat Shop Play Program
- ❑ Construction Alerts



**OC STREETCAR**  
MOVING FORWARD

### OC Streetcar Public Meeting

With construction active in Downtown Santa Ana, the OC Streetcar team will be hosting a public meeting to review current and anticipated construction activities on 4th Street. A brief presentation will be followed by a Q&A session. This meeting will be held in English and Spanish.

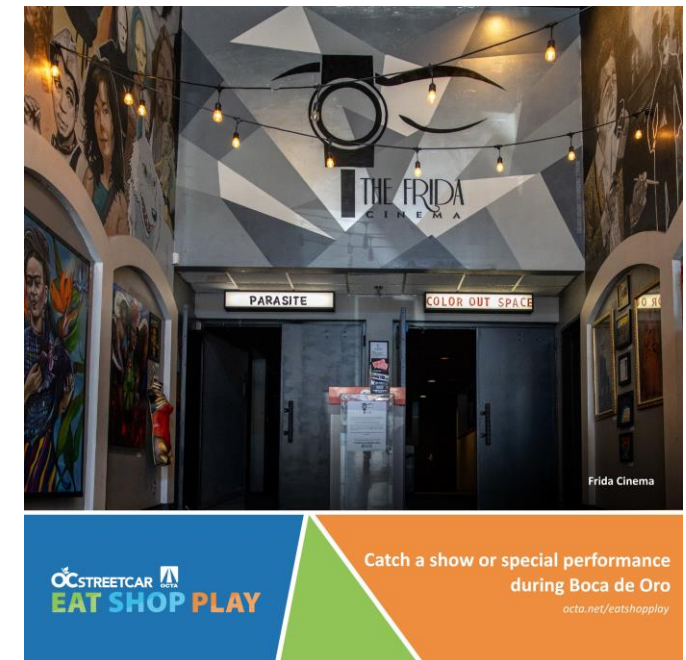
**Monday, June 20, 2022**  
**8:30 to 9:30 a.m.**  
**Salon Santa Ana Banquet Hall**  
**118 W 4th Street, Second Floor**

Please join the OC Streetcar team to learn about the updated approach to construction on 4th Street and other project developments.

The OC Streetcar team is committed to keeping open lines of communication between community members and businesses.

Contact information: [OCStreetcar.com](http://OCStreetcar.com), [OCStreetcar@occta.net](mailto:OCStreetcar@occta.net), 310 (415) 765-OCSC or 310 (415) 744-6272, [Facebook.com/OCStreetcar](https://www.facebook.com/OCStreetcar), [@OCStreetcar](https://twitter.com/OCStreetcar), [@OCStreetcar](https://www.instagram.com/OCStreetcar)

Logos for OC Streetcar, OC Go, Santa Ana, and other partners.





# Public Outreach Program

- ☐ “Open for Business” Banners and Window Signage
- ☐ Empathy Campaign Banners
- ☐ Parking Structure Banners
- ☐ Eat Shop Play Banners
- ☐ Wayfinding Banners
- ☐ Newspaper, Radio and Spotify Ads
- ☐ E-toolkits



**BUSINESSES OPEN  
DURING CONSTRUCTION**

*NEGOCIOS ABIERTOS DURANTE LA CONSTRUCCIÓN*

Thank you for your patience  
*Gracias por su paciencia*



 [OCstreetcar.com](https://ocstreetcar.com)



**FREE PARKING**  
Monday – Friday: 7 a.m. – 5 p.m.  
2 Hrs. Free – Evenings & Weekends

**ESTACIONAMIENTO GRATIS**  
*Lunes – Viernes: 7 a.m. – 5 p.m.*  
*2 Horas Gratis - Tardes y Semanas*

**OCSTREETCAR**  
Moving Forward



**Nino's Bridal  
Couture**  
114 E 4th Street, 2nd Floor

SHOP LOCAL  
COMPRE LOCALMENTE

**EAT SHOP PLAY**  
[octa.net/eatshopplay](https://octa.net/eatshopplay)

