



*Transportation Corridor Agencies™*

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

## **JOINT MEETING OF THE BOARDS OF DIRECTORS**

Patricia Kelley, Chair of the Board of Directors of the San Joaquin Hills Transportation Corridor Agency and Christina Shea, Chair of the Board of Directors of the Foothill/Eastern Transportation Corridor Agency, hereby call the following joint meeting of the Boards to be conducted at the following time and location:

**March 12, 2020**  
**9:30 a.m.**

**TCA Offices**  
125 Pacifica, Board Room  
Irvine, California 92618

### **AGENDA**

#### **I. CALL TO ORDER**

##### **INVOCATION**

(Chair Kelley)

##### **PLEDGE OF ALLEGIANCE**

(Vice Chair Puckett)

##### **ROLL CALL – SAN JOAQUIN HILLS BOARD OF DIRECTORS**

Chair Patricia Kelley	City of Mission Viejo
Vice-Chair Will O'Neill	City of Newport Beach
Director Mike Munzing	City of Aliso Viejo
Director John Stephens	City of Costa Mesa
Director Richard A. Viczorek	City of Dana Point
Director Christina Shea	City of Irvine
Director Janine Heft	City of Laguna Hills
Director Fred Minagar	City of Laguna Niguel
Director Cynthia Conners	City of Laguna Woods
Director Dan Bane	City of San Clemente
Director John Taylor	City of San Juan Capistrano
Director David Penaloza	City of Santa Ana
Director Donald P. Wagner	County of Orange, 3 <sup>rd</sup> District
Director Lisa Bartlett	County of Orange, 5 <sup>th</sup> District
Director Ryan Chamberlain	Caltrans, Ex-Officio Member

**ROLL CALL – Foothill/Eastern Board of Directors**

Chair Christina Shea	City of Irvine
Vice-Chair Charles Puckett	City of Tustin
Director Lucille Kring	City of Anaheim
Director Joseph L. Muller	City of Dana Point
Director Scott Voigts	City of Lake Forest
Director Patricia Kelley	City of Mission Viejo
Director Mark Murphy	City of Orange
Director Tony Beall	City of Rancho Santa Margarita
Director Kathy Ward	City of San Clemente
Director John Taylor	City of San Juan Capistrano
Director David Penaloza	City of Santa Ana
Director Peggy Huang	City of Yorba Linda
Director Donald P. Wagner	County of Orange, 3 <sup>rd</sup> District
Director Doug Chaffee	County of Orange, 4 <sup>th</sup> District
Director Lisa Bartlett	County of Orange, 5 <sup>th</sup> District
Director Ryan Chamberlain	Caltrans, Ex-Officio Member

**II. PUBLIC COMMENTS**

At this time, members of the public may address the Boards regarding any items within the subject matter jurisdiction of the Boards, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per person and one (1) hour for comments, unless different time limits are set by the Chair subject to the approval of the Boards.

If needed, additional Public Comments will be held before the Closed Session portion of the agenda during “Public Comments (Continued Part 2)” and shall be limited to three (3) minutes per person for comments, unless different time limits are set by the Chair subject to the approval of the Boards.

**III. SPECIAL CALENDAR**

**1. RECOGNITION**

Recognition of Director Fred Minagar serving as Chair of the San Joaquin Hills Transportation Corridor Agency from February 2018 through January 2020.

**IV. SAN JOAQUIN HILLS - CONSENT CALENDAR (ITEMS 1-5)**

All matters listed under the Consent Calendar are considered routine and will be enacted by one vote. There will be no discussion of these items unless Board Members request specific items be removed from the Consent Calendar for separate action.

**1. APPROVAL OF MINUTES**

(Mark Mahan, Clerk of the Board)

FILE NO.: 2020J-001

Approval of the minutes of the February 13, 2020 Regular Joint Meeting of the San Joaquin Hills Transportation Corridor Agency and the Foothill/Eastern Transportation Corridor Agency.

ACTION: Approve minutes.

**2. COMMITTEE REPORTS**

(Mark Mahan, Clerk of the Board)

FILE NO.: 2020J-002

ACTION: Receive and file.

**3. SJH INVESTMENT REPORTS**

(Daryn A. Martin, Manager, Treasury Operations)

FILE NO.: 2020S-003

Enclosed are the monthly investment reports for the San Joaquin Hills Transportation Corridor Agency (SJHTCA) as of January 31, 2020. As of January 31, 2020, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-indenture funds are invested in compliance with both the California Government Code and SJHTCA Investment Policy.

ACTION: Receive and file.

**4. HUMAN RESOURCES LEGAL SERVICES**

(Susan Rohde, Human Resources Director)

FILE NO.: 2020J-020

The Board-approved contract with AALRR was executed in May 2015 and is now set to expire on May 14, 2020. While staff was preparing for a new procurement, discussion during the Joint Strategic Planning Committee on October 24, 2019, led to the decision to instead pursue a bench of legal services which will encompass human resources legal services.

As a result, this one-year extension to the AALRR contract will ensure continuity for human resources legal services until the bench procurement is complete on or before May 31, 2021. Contract authorization increases the contract value by a not-to-exceed amount of \$148,750; however, this amount includes funding for contingencies whereas only necessary costs will actually be incurred.

**ACTION: San Joaquin Hills Transportation Corridor Agency Recommendation:**

Authorize the Chief Executive Officer (CEO) to extend the term of Contract No. K000979 with Atkinson, Andelson, Loya, Ruud & Romo (AALRR) to provide human resources legal services through May 31, 2021, in an amount not-to-exceed \$59,500.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

Authorize the Chief Executive Officer (CEO) to extend the term of Contract No. K000979 with Atkinson, Andelson, Loya, Ruud & Romo (AALRR) to provide human resources legal services through May 31, 2021, in an amount not-to-exceed \$89,250.

**5. 6C TRANSPONDER SUPPLIER**

(Natasha Ahsan, Program Manager, Toll-Ops)

FILE NO.: 2020J-018

Staff conducted an innovative procurement to establish an open list of suppliers who can continually compete to provide —the Transportation Corridor Agencies (TCA) with the various models of 6C transponders which need to be procured over the next few years. The Boards authorized two firms as qualified suppliers in August 2018 after receiving their statement of qualifications. At the time of authorization, staff advised the Boards that any new suppliers requesting to be added to the bench would be brought forward for consideration. Staff has received the required statement of qualifications and is recommending adding TransCore to the existing bench as an authorized 6C transponder supplier.

**ACTION: San Joaquin Hills Transportation Corridor Agency Recommendation:**

1. Authorize the addition of TransCore to the approved 6C transponder supplier bench contract K001201.
2. Authorize the Chief Executive Officer (CEO) to approve future additions of qualified firms, with independently certified 6C transponder products, to the supplier bench contract.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Authorize the addition of TransCore to the approved 6C transponder supplier bench contract K001201.
2. Authorize the Chief Executive Officer (CEO) to approve future additions of qualified firms, with independently certified 6C transponder products, to the supplier bench contract.

**V. FOOTHILL/EASTERN - CONSENT CALENDAR (ITEMS 1-2, 4-8)**

All matters listed under the Consent Calendar are considered routine and will be enacted by one vote of each Board for the applicable Agency items. There will be no discussion of these items unless Board Members request specific items be removed from the Consent Calendar for separate action.

**1. APPROVAL OF MINUTES**

(Mark Mahan, Clerk of the Board)

FILE NO.: 2020J-001

Approval of the minutes of the February 13, 2020 Regular Joint Meeting of the San Joaquin Hills Transportation Corridor Agency and the Foothill/Eastern Transportation Corridor Agency.

ACTION: Approve minutes.

**2. COMMITTEE REPORTS**

(Mark Mahan, Clerk of the Board)

FILE NO.: 2020J-002

ACTION: Receive and file.

**4. HUMAN RESOURCES LEGAL SERVICES**

(Susan Rhode, Human Resources Director)

FILE NO.: 2020J-020

The Board-approved contract with AALRR was executed in May 2015 and is now set to expire on May 14, 2020. While staff was preparing for a new procurement, discussion during the Joint Strategic Planning Committee on October 24, 2019, led to the decision to instead pursue a bench of legal services which will encompass human resources legal services.

As a result, this one-year extension to the AALRR contract will ensure continuity for human resources legal services until the bench procurement is complete on or before May 31, 2021. Contract authorization increases the contract value by a not-to-exceed amount of \$148,750; however, this amount includes funding for contingencies whereas only necessary costs will actually be incurred.

ACTION: **San Joaquin Hills Transportation Corridor Agency Recommendation:**

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**Foothill/Eastern Transportation Corridor Agency Recommendation:**

Authorize the Chief Executive Officer (CEO) to extend the term of Contract No. K000979 with Atkinson, Andelson, Loya, Ruud & Romo (AALRR) to provide human resources legal services through May 31, 2021, in an amount not-to-exceed \$89,250.

**5. 6C TRANSPONDER SUPPLIER**

(Natasha Ahsan, Program Manager, Toll-Ops)

FILE NO.: 2020J-018

Staff conducted an innovative procurement to establish an open list of suppliers who can continually compete to provide —the Transportation Corridor Agencies (TCA) with the various models of 6C transponders which need to be procured over the next few years. The Boards authorized two firms as qualified suppliers in August 2018 after receiving their statement of qualifications. At the time of authorization, staff advised the Boards that any new suppliers requesting to be added to the bench would be brought forward for consideration. Staff has received the required statement of qualifications and is recommending adding TransCore to the existing bench as an authorized 6C transponder supplier.

**ACTION: San Joaquin Hills Transportation Corridor Agency Recommendation:**

- 3. Authorize the addition of TransCore to the approved 6C transponder supplier bench contract K001201.
- 4. Authorize the Chief Executive Officer (CEO) to approve future additions of qualified firms, with independently certified 6C transponder products, to the supplier bench contract.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

- 3. Authorize the addition of TransCore to the approved 6C transponder supplier bench contract K001201.
- 4. Authorize the Chief Executive Officer (CEO) to approve future additions of qualified firms, with independently certified 6C transponder products, to the supplier bench contract.

**6. F/E BOARD MINUTES**

(Mark Mahan, Clerk of the Board)

FILE NO.: 2020F-001

Approval of the minutes of the February 13, 2020 Special Meeting of the Foothill/Eastern Transportation Corridor Agency.

**ACTION:** Receive and file.

**7. F/E INVESTMENT REPORTS AS OF JANUARY 31, 2020**

(Daryn A. Martin, Manager, Treasury Operations)

FILE NO.: 2020F-003

Enclosed are the monthly investment reports for the Foothill/Eastern Transportation Corridor Agency (F/ETCA) as of January 31, 2020. As of January 31, 2020, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-indenture funds are invested in compliance with both the California Government Code and F/ETCA Investment Policy.

ACTION: Receive and file.

**8. ANNUAL MITIGATION MONITORING REPORT**

(Virginia Gomez, Environmental Analyst)

FILE NO.: 2020F-010

The Annual Mitigation Monitoring and Reporting Program Status Report provides an update regarding the implementation of the mitigation measures adopted as part of the Eastern Transportation Corridor Environmental Impact Report No. 2 (State Routes 133, 261 and portions of the 241) for the Foothill/Eastern Transportation Corridor Agency (Agency). While the majority of the mitigation measures have been completed and verified, three measures associated with biological performance monitoring activities are still in the process of being implemented and include: (1) wildlife undercrossings; (2) the Limestone Canyon Mitigation Site; and (3) the cowbird trapping program. The status of each mitigation measure is outlined in the discussion below.

ACTION: Receive and file.

**VI. BOARD BUSINESS (ITEMS 9-11)**

**9. F/ETCA ONLY ITEM  
SCTRE SCOPING SUMMARY & ALTERNATIVES SCREENING REPORT**

(Valarie McFall, Chief Environmental Planning Officer)

FILE NO.: 2020F-013

Consistent with Foothill/Eastern Transportation Corridor Agency (Agency) Board approvals on December 13, 2018, that authorized the Project Approval/Environmental Document (PA/ED) Phase for the South County Traffic Relief Effort Project (SCTRE), staff is providing the results of the input collected as part of the public scoping phase and alternatives screening analysis that are detailed in the SCTRE Report. The Report recommends Alternative 1 (the No Build) and Alternative 22 Untolled (Los Patrones Parkway Extension) as the two alternatives that should be advanced for further consideration.

Based on current traffic modeling and traffic projections, extending Los Patrones Parkway as an Untolled County major thoroughfare from its southern terminus near Cow Camp Road to Avenida La Pata accomplishes the Agency’s efforts to complete the southern extension of the SR 241 Toll Road as it transitions the tolled portion of the roadway into the regional arterial network, similar to the SR 261 Toll Road and Jamboree Road.

**ACTION:**

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Adopt the South County Traffic Relief Effort Project Scoping Summary and Alternatives Screening Report (SCTRE Report) and its recommendation to advance Alternative 22 Untolled (Los Patrones Parkway Extension).
2. Direct staff to collaborate with the County of Orange to advance Alternative 22 Untolled (Los Patrones Parkway Extension) as a County major thoroughfare and return to the Board with a project development plan in conjunction with regional partners.
3. Support the California Department of Transportation (Caltrans) and the Orange County Transportation Authority (OCTA) effort to advance high occupancy vehicle (HOV) lane improvements on Interstate 5 between Avenida Pico and the San Diego County Line.
4. Support OCTA and Caltrans effort to complete the Ortega Highway (State Route 74) widening in San Juan Capistrano.
5. Direct staff to collaborate with Caltrans and OCTA to implement the SCTRE Report recommendations which conclude the Agency’s efforts to identify solutions for a southerly extension of the 241 Toll Road.

**10. F/ETCA ONLY ITEM  
SR 241 LOMA SEGMENT WIDENING PROJECT- FINAL DESIGN & ENVIRONMENTAL PLANNING SERVICES**

(David H. Speirs, Chief Engineer)

FILE NO.:

2020F-007

Staff is recommending the approval of a task order (Task Order No. TO-001 to contract K001328) for Mark Thomas & Company, Inc. (Mark Thomas) to provide design services for the final design of the State Route (SR) 241 Loma Segment Widening Project (Project) including, but not limited to, the preparation of the construction plans, specifications, and cost estimate (PS&E), in coordination with the California Department of Transportation (Caltrans) to obtain the necessary approvals for the Project construction and construction support.



Staff is also recommending the approval of a task order (Task Order No. TO-001 to contract K001327) for Michael Baker International, Inc. (Michael Baker) to provide environmental planning services for the Project including, but not limited to, an update to the environmental document(s) and technical studies for the Project required under the California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA).

**ACTION:**

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Authorize the Chief Executive Officer (CEO) to execute Task Order No. TO-001 within contract K001328 with Mark Thomas & Company, Inc., for an amount not to exceed \$7,310,030 to provide engineering design services.
2. Authorize the CEO to execute Task Order No. TO-001 within contract K001327 with Michael Baker International, Inc., for an amount not to exceed \$160,000 to provide environmental planning services.
3. Authorize the CEO to execute additional changes deemed necessary and execute future amendments within five percent (\$373,501) of the values above without further action from the Board.

**11. JOINT SJHTCA & F/ETCA ITEM  
PACIFICA BUILDING IMPROVEMENTS**

(David H. Speirs, Chief Engineer)

**FILE NO.:**

2020J-013

Over the past two years staff has been evaluating options to address the operational needs of TCA’s customer service functions. Staff reviewed various options, including new and/or additional leased space and found that leveraging the existing investment in the Pacifica building would be the most cost-efficient option. Staff is requesting contract authorization to complete final design and constructability reviews which would allow the agency to conduct a procurement for construction of the improvements. The award of the construction contract would be presented to the Board for approval and delivery of the project.

The proposed amendment to contract K001176 with H. Hendy Associates provides architectural and engineering design services for the final design of improvements to the Pacifica building to implement improved space utilization and to address deteriorating building conditions.

To assist the Agencies’ with design oversight and administration of the construction contract, staff is recommending issuing a task order to Jacobs Project Management Co. through the Agencies’ Construction Engineering Management On-call Bench. The construction engineering management includes assisting the Agencies with overall project budget, schedule and

design reviews; administering the construction contract; and overseeing the construction and project close-out.

**ACTION:**

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

1. Authorize the Chief Executive Officer (CEO) to amend contract K001176 with H. Hendy Associates for an amount not-to-exceed \$105,805 for architectural and engineering design services.
2. Authorize the CEO to execute Task Order No. TO-001 within contract K001182 with Jacobs Project Management Co. for an amount not to exceed \$121,410 to provide construction engineering management services.
3. Authorize the CEO to execute additional changes to this contract within ten percent (\$22,722) of the amended contract value.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Authorize the Chief Executive Officer (CEO) to amend contract K001176 with H. Hendy Associates for an amount not-to-exceed \$105,805 for architectural and engineering design services.
2. Authorize the CEO to execute Task Order No. TO-001 within contract K001182 with Jacobs Project Management Co. for an amount not to exceed \$121,410 to provide construction engineering management services.
3. Authorize the CEO to execute additional changes to this contract within ten percent (\$22,722) of the amended contract value.

**VI. PUBLIC COMMENTS (CONTINUED PART 2)**

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

**CHIEF EXECUTIVE OFFICER'S REPORT**

(Michael A. Kraman, Chief Executive Officer)

**DIRECTOR'S REPORTS AND NEW BUSINESS**

(Chair Patricia Kelley)

(Chair Christina Shea)

**VII. CLOSED SESSION**

**JOINT SJHTCA & F/ETCA ITEM**

**CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**

(Subdivisions (a) and (d)(2) of Government Code Section 54956.9)

- Signification exposure to litigation pursuant to paragraph (d)(2) of Section 54956.9: One potential case

**JOINT SJHTCA & F/ETCA ITEM**

**PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

(Gov. Code § 54957)

- Title: Chief Executive Officer

**VIII. ADJOURNMENT**

The next regularly scheduled meeting of the San Joaquin Hills Board of Directors will be held April 9, 2020 at 9:30 a.m.

The next regularly scheduled meeting of the Foothill/Eastern Board of Directors will be held April 9, 2020 at 9:30 a.m.



*Transportation Corridor Agencies™*

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**Joint Board Minutes**  
**File Number: 2020J-001**

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **01**



## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020J-001

### APPROVAL OF MINUTES

#### RECOMMENDATION

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

Approve Minutes.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

Approve Minutes.

#### SUMMARY

Approval of the minutes of the February 13, 2020 Regular Joint Meeting of the San Joaquin Hills Transportation Corridor Agency and the Foothill/Eastern Transportation Corridor Agency.

Report Written By: Mark Mahan, Clerk of the Board

#### REVIEWED BY:

Mark Mahan, Clerk of the Board  
(949) 754-3402

#### APPROVED BY:

Michael A. Kraman, Chief Executive Officer

Attachment



# **JOINT MEETING OF THE BOARDS OF DIRECTORS**

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

MINUTES

**February 13, 2020**

**9:30 a.m.**

## **TCA Offices**

125 Pacifica, Board Room  
Irvine, California 92618

### **I. CALL TO ORDER**

#### **INVOCATION**

(Director Stephens)

#### **PLEDGE OF ALLEGIANCE**

(Director Taylor)

### **ROLL CALL – SAN JOAQUIN HILLS BOARD OF DIRECTORS**

Chair Patricia Kelley	City of Mission Viejo
Vice-Chair Will O’Neill	City of Newport Beach
Director Mike Munzing	City of Aliso Viejo
Director John Stephens	City of Costa Mesa
Director Richard A. Viczorek	City of Dana Point
Director Christina Shea	City of Irvine
Director Janine Heft	City of Laguna Hills
Director Cynthia Conners	City of Laguna Woods
Director John Taylor	City of San Juan Capistrano
Director David Penaloza	City of Santa Ana
Director Donald P. Wagner	County of Orange, 3 <sup>rd</sup> District
Alternate Yasie Goebel	County of Orange, 5 <sup>th</sup> District
Director Ryan Chamberlain	Caltrans, Ex-Officio Member

#### **ABSENT:**

Director Fred Minagar	City of Laguna Niguel
Director Dan Bane	City of San Clemente
Director Lisa Bartlett	County of Orange, 5 <sup>th</sup> District

**ROLL CALL – Foothill/Eastern Board of Directors**

Chair Christina Shea	City of Irvine
Vice-Chair Charles Puckett	City of Tustin
Director Lucille Kring	City of Anaheim
Director Joseph L. Muller	City of Dana Point
Director Scott Voigts	City of Lake Forest
Director Patricia Kelley	City of Mission Viejo
Director Mark Murphy	City of Orange
Director Tony Beall	City of Rancho Santa Margarita
Director Kathy Ward	City of San Clemente
Director John Taylor	City of San Juan Capistrano
Director David Penaloza	City of Santa Ana
Director Peggy Huang	City of Yorba Linda
Director Donald P. Wagner	County of Orange, 3 <sup>rd</sup> District
Alternate Al Jabbar	County of Orange, 4 <sup>th</sup> District
Alternate Yasie Goebel	County of Orange, 5 <sup>th</sup> District
Director Ryan Chamberlain	Caltrans, Ex-Officio Member

**ABSENT:**

Director Doug Chaffee	County of Orange, 4 <sup>th</sup> District
Director Lisa Bartlett	County of Orange, 5 <sup>th</sup> District

**II. PUBLIC COMMENTS**

- Dave Seroski, Trabuco Canyon – Commented regarding the release of the Saddle Club plan and opening the Old Coyote connector trail.

**III. SAN JOAQUIN HILLS - CONSENT CALENDAR (ITEMS 1-9)**

**ACTIONS:** Approve Calendar Items 1-9.

**MOTION:** Heft  
**SECOND:** Munzing  
**VOTE:** Passed

Item #1 Approval of the Minutes – Director Penaloza abstained.  
Item #6 Payment Processing Services – Director Viczorek recused himself.  
Item #9 Annual Review of Investment Policy and Broker/Dealers – Director Conners, Director O’Neill and Director Viczorek abstained.

**1. APPROVAL OF MINUTES**

(Martha M. Ochoa, Clerk of the Board)

FILE NO.: 2020J-001

Approval of the minutes of the January 9, 2020 Joint Meeting of the San Joaquin Hills Transportation Corridor Agency and the Foothill/Eastern Transportation Corridor Agency.

ACTION: Approve minutes.

**2. COMMITTEE REPORTS**

(Martha M. Ochoa, Clerk of the Board)

FILE NO.: 2020J-002

ACTION: Receive and file.

**3. QUARTERLY PROCUREMENT REPORT**

(Coleen Franco, Director, Contracts and Procurement)

FILE NO.: 2020J-003

Per the procedures identified in the Contracts and Procurement Services Policies and Procedures Manual (CAPS Manual), adopted by the Boards of Directors in 2016, staff is providing a quarterly report of procurement activity for the 2nd quarter of fiscal year 2020. The attachments to this report identify all requisitions and contract actions authorized between October 1, 2019 and December 31, 2019.

ACTION: Receive and file.

**4. QUARTERLY CUSTOMER SERVICE REPORT**

(Aaron Watson, Director of Customer Service, Toll Operations)

FILE NO.: 2020J-004

Staff produces annual/quarterly infographic reports (attached) to share with the Board Members key customer service performance indicators related to customer service feedback and contractor performance. This report provides explanations of the content in the infographic and highlights key observations from Toll Operations staff and the Joint Toll Operations Committee.

ACTION: Receive and file.



**5. CURRENT INSURANCE COVERAGE REPORT FOR FISCAL YEAR 2020**

(Howard Mallen, Director of Finance)

FILE NO.: 2020J-005

The San Joaquin Hills Transportation Corridor Agency ("SJHTCA") and Foothill/Eastern Transportation Corridor Agency (F/ETCA) and the bind numerous insurance policies annually. This report summarizes the current coverage and related costs.

ACTION: Receive and file.

**6. PAYMENT PROCESSING SERVICES**

(John Claudi-Magnussen, Assistant Controller/Financial Analyst)

FILE NO.: 2020J-006

In May 2015, after a competitive procurement process, the Boards approved the execution of contract K000961, which provided for Chase Paymentech to process the Agencies' credit card and automated clearing house (ACH) payments over a three-year period ending on June 30, 2018, with options to extend the term for up to three additional one-year periods. As the current contractual rates remain competitive and the vendor's service has met the Agencies' needs, staff recommends exercising the final option year of the payment processing contract.

ACTION: Authorize the Chief Executive Officer (CEO) to exercise the third and final of three one-year options to extend contract K000961 with Chase Paymentech to provide payment processing services through June 30, 2021.

**7. INVESTMENT REPORTS AS OF DECEMBER 31, 2019**

(Daryn A. Martin, Manager, Treasury Operations)

FILE NO.: 2020S-003

Enclosed are the quarterly investment reports for the San Joaquin Hills Transportation Corridor Agency (SJHTCA) as of December 31, 2019. As of December 31, 2019, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-indenture funds are invested in compliance with both the California Government Code and SJHTCA Investment Policy.

ACTION: Receive and file.

**8. BUDGET STATUS REPORT FOR SECOND QUARTER FISCAL YEAR 2020**

(Erick Luque, Manager, Budget and Planning)

FILE NO.: 2020S-004

Through the end of the second quarter of Fiscal Year 2020 (FY20), the San Joaquin Hills Transportation Corridor Agency received a total of \$107 million in revenue, or 51.8% of the budget. Net Toll Revenue and Development Impact Fees were above target at 51.1% and 125.8% respectively.

Penalties, Fees, and Interest Earnings were below target at 47.2%, 45.4%, and 46.5% respectively.

Total expenditures were \$70.4 million, or 48.2% of the annual budget through the end of the second quarter. Planning, Environmental and Construction, and Toll Operations were below the annual budget at 14.0%, and 43.0%, respectively. Administration was above target at 51.5% due to the first quarter payoff of the pension liability. Excluding the payoff of the pension liability, Administration was below target at 34.4%. Debt was at an expected 50.0%.

ACTION: Receive and file.

**9. ANNUAL REVIEW OF INVESTMENT POLICY AND BROKER/DEALERS**

(Daryn A. Martin, Manager, Treasury Operations)

FILE NO.: 2020S-005

Annually, and in conjunction with amendments made to the California Government Code, staff and the Agency's investment advisory firm, Chandler Asset Management ("Chandler"), review and recommend changes to the existing F/ETCA Investment Policy. The one recommended change to the Investment Policy is to increase the deposit limit with the State of California's Local Agency Investment Fund ("LAIF") from \$65 million to \$75 million to be in line with LAIF's policy change effective January 1, 2020.

The Agency's Investment Policy includes a requirement to present the brokers/dealers that are authorized to engage in investment transactions with the Agency to the Joint Finance & Investment Committee on an annual basis which is then brought to the Board of Directors for approval. Two brokers/dealers are recommended to be replaced with three new broker/dealers in order to increase access to inventories of securities permitted by the Agency's Investment Policy.

ACTION:

1. Adopt Resolution S2020-01 approving the Investment Policy for the San Joaquin Hills Transportation Corridor Agency (SJHTCA).
2. Approve the broker/dealer list that will be utilized by the Agency's investment advisor in executing investment transactions with the SJHTCA.

**IV. FOOTHILL/EASTERN - CONSENT CALENDAR (ITEMS 1-6, 10-12)**

ACTIONS: Approve Calendar Items 1, 3-6, 10-12.

MOTION: Kring  
SECOND: Ward  
VOTE: Passed

Item # 1 Approval of the Minutes – Director Beall, Alternate Jabbar, Director Penalosa and Director Ward abstained.

Item #2 Committee Reports – was pulled by Director Ward and voted on separately.

Director Huang was not present for the vote.

**1. APPROVAL OF MINUTES**

(Martha M. Ochoa, Clerk of the Board)

FILE NO.: 2020J-001

Approval of the minutes of the January 9, 2020 Joint Meeting of the San Joaquin Hills Transportation Corridor Agency and the Foothill/Eastern Transportation Corridor Agency.

ACTION: Approve minutes.

**2. COMMITTEE REPORTS**

(Martha M. Ochoa, Clerk of the Board)

FILE NO.: 2020J-002

ACTION: Receive and file.

Director Ward requested additional language be included in the January 9, 2020 Joint Operations and Finance Committee reflecting the discussion held at the committee meeting.

MOTION: Ward  
SECOND: Shea  
VOTE: Passed

**3. QUARTERLY PROCUREMENT REPORT**

(Coleen Franco, Director, Contracts and Procurement)

FILE NO.: 2020J-003

Per the procedures identified in the Contracts and Procurement Services Policies and Procedures Manual (CAPS Manual), adopted by the Boards of Directors in 2016, staff is providing a quarterly report of procurement activity for the 2nd quarter of fiscal year 2020. The attachments to this report identify all requisitions and contract actions authorized between October 1, 2019 and December 31, 2019.

ACTION: Receive and file.

**4. QUARTERLY CUSTOMER SERVICE REPORT**

(Aaron Watson, Director of Customer Service, Toll Operations)

FILE NO.: 2020J-004

Staff produces annual/quarterly infographic reports (attached) to share with the Board Members key customer service performance indicators related to customer service feedback and contractor performance. This report provides explanations of the content in the infographic and highlights key observations from Toll Operations staff and the Joint Toll Operations Committee.

ACTION: Receive and file.

**5. CURRENT INSURANCE COVERAGE REPORT FOR FISCAL YEAR 2020**

(Howard Mallen, Director of Finance)

FILE NO.: 2020J-005

The San Joaquin Hills Transportation Corridor Agency ("SJHTCA") and Foothill/Eastern Transportation Corridor Agency (F/ETCA) bind numerous insurance policies annually. This report summarizes the current coverage and related costs.

ACTION: Receive and file.

**6. PAYMENT PROCESSING SERVICES**

(John Claudi-Magnussen, Assistant Controller/Financial Analyst)

FILE NO.: 2020J-006

In May 2015, after a competitive procurement process, the Boards approved the execution of contract K000961, which provided for Chase Paymentech to process the Agencies' credit card and automated clearing house (ACH) payments over a three-year period ending on June 30, 2018, with options to extend the term for up to three additional one-year periods. As the current contractual rates remain competitive and the vendor's service has met the Agencies' needs, staff recommends exercising the final option year of the payment processing contract.

ACTION: Authorize the Chief Executive Officer (CEO) to exercise the third and final of three one-year options to extend contract K000961 with Chase Paymentech to provide payment processing services through June 30, 2021.

**10. INVESTMENT REPORTS AS OF DECEMBER 31, 2019**

(Daryn A. Martin, Manager, Treasury Operations)

FILE NO.: 2020F-003

Enclosed are the quarterly investment reports for the Foothill/Eastern Transportation Corridor Agency (F/ETCA) as of December 31, 2019. As of December 31, 2019, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-

indenture funds are invested in compliance with both the California Government Code and F/ETCA Investment Policy.

ACTION: Receive and file.

**11. BUDGET STATUS REPORT FOR SECOND QUARTER FISCAL YEAR 2020**

(Erick Luque, Manager, Budget and Planning)

FILE NO.: 2020F-004

Through the end of the second quarter of FY20, the Foothill/Eastern Transportation Corridor Agency received a total of \$118.3 million in revenue, or 51.0% of the budget. Net Toll Revenue, Penalties, Interest Earnings, and Other Revenue were above target at 51.3%, 53.6%, 50.9%, and 51.1%, respectively. Fees and Development Impact Fees were below target at 40.3% and 44.0% respectively.

Total expenditures were at \$88.0 million, or 44.1% of the prorated annual budget through the end of the second quarter. Planning, Environmental and Construction and Toll Operations were below target at 23.2% and 42.4%, respectively. Administration was above target at 57.0% due to the first quarter payoff of the pension liability. Excluding the payoff of the pension liability, Administration was below target at 36.5%. Debt was at an expected 48.1%.

ACTION: Receive and file.

**12. ANNUAL REVIEW OF INVESTMENT POLICY AND BROKER/DEALERS**

(Daryn A. Martin, Manager, Treasury Operations)

FILE NO.: 2020F-005

Annually, and in conjunction with amendments made to the California Government Code, staff and the Agency's investment advisory firm, Chandler Asset Management ("Chandler"), review and recommend changes to the existing F/ETCA Investment Policy. The one recommended change to the Investment Policy is to increase the deposit limit with the State of California's Local Agency Investment Fund ("LAIF") from \$65 million to \$75 million to be in line with LAIF's policy change effective January 1, 2020.

The Agency's Investment Policy includes a requirement to present the brokers/dealers that are authorized to engage in investment transactions with the Agency to the Joint Finance & Investment Committee on an annual basis which is then brought to the Board of Directors for approval. Two brokers/dealers are recommended to be replaced with three new broker/dealers in order to increase access to inventories of securities permitted by the Agency's Investment Policy.

ACTION:

1. Adopt Resolution F2020-01 approving the Investment Policy for the Foothill/Eastern Transportation Corridor Agency (“F/ETCA”).
2. Approve the broker/dealer list that will be utilized by the Agency’s investment advisor in executing investment transactions with the F/ETCA.

**V. BOARD BUSINESS (ITEMS 13-14)**

**13. JOINT SJHTCA & F/ETCA ITEM  
SELECTION OF CONTRACTORS FOR ON-CALL ENGINEERING DESIGN  
SERVICES BENCH**

(David H. Speirs, Chief Engineer)

FILE NO.: 2020J-008

The San Joaquin Hills Transportation Corridor Agency and Foothill/Eastern Transportation Corridor Agency (collectively the “Agency”) utilize contracted services for various tasks, including preliminary engineering/preparation of planning-level documents; preparation of construction plans, specifications and estimates (PS&E); bid support and design services during construction; and preparation of as-built records.

A request for statement of qualifications (RFSOQ) K001296 was recently issued to obtain these services and the results of the procurement process are included in this report. No work is authorized as part of this report. Any specific task orders to be performed will be brought to the appropriate Board(s) in the future for authorization.

ACTION:

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

1. Approve the selection of Mark Thomas & Company Inc., Moffatt & Nichol, TY Lin International and WKE Inc., as the benched contractors prequalified to provide on-call engineering design services.
2. Authorize the Chief Executive Officer (CEO) to enter into contracts with each of the benched contractors to provide on-call engineering design services for five years, with three one-year extension options. Task Orders issued under these contracts will be brought back to the Board for authorization.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Approve the selection of Mark Thomas & Company Inc., Moffatt & Nichol, TY Lin International and WKE Inc., as the benched contractors prequalified to provide on-call engineering design services.

- 2. Authorize the Chief Executive Officer (CEO) to enter into contracts with each of the benched contractors to provide on-call engineering design services for five years, with three one-year extension options. Task Orders issued under these contracts will be brought back to the Board for authorization.

**SJHTCA**

MOTION: Conners  
SECOND: Stephens  
VOTE: Unanimous (11-0-1)  
Alternate Goebel recused herself.

**F/ETCA**

MOTION: Kring  
SECOND: Puckett  
VOTE: Unanimous (13-0-1)  
Alternate Goebel recused herself.  
Director Huang was not present for the vote.

**14. JOINT SJHTCA & F/ETCA ITEM  
SELECTION OF CONTRACTORS FOR ON-CALL ENVIRONMENTAL PLANNING SERVICES BENCH**

(Doug Feremenga, Manager, Environmental Planning)

FILE NO.: 2020J-009

The San Joaquin Hills Transportation Corridor Agency and Foothill/Eastern Transportation Corridor Agency (collectively the “Agencies”) utilize on-call environmental planning services to complete various activities related to the construction and/or operation of The Toll Roads. (State Routes (SRs) 73, 133, 241 and 261). These on-call environmental planning services also provide for in-house staff augmentation, as needed.

A Request for Statement of Qualifications (RFSOQ K001295) was issued on October 7, 2019, and the results of the procurement process are included in this report. No work is authorized as part of this report. Any specific task orders to be performed will be brought to the appropriate Board(s) for authorization.

**ACTION:**

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

- 1. Approve the selection of LSA Associates, Inc., Michael Baker International, Inc. and HDR Engineering, Inc. as the benched contractors prequalified to provide on-call environmental planning services.
- 2. Authorize the Chief Executive Officer (CEO) to enter into contracts with each of the benched contractors to provide on-call environmental planning services for five years, with three one-year extension options. Task Orders

issued under these contracts will be brought back to the Board for authorization.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Approve the selection of LSA Associates, Inc., Michael Baker International, Inc. and HDR Engineering, Inc. as the benched contractors prequalified to provide on-call environmental planning services.
2. Authorize the Chief Executive Officer (CEO) to enter into contracts with each of the benched contractors to provide on-call environmental planning services for five years, with three one-year extension options. Task Orders issued under these contracts will be brought back to the Board for authorization.

Clarification was made that these are professional services; required to select based on qualifications and then negotiate the fee. Not a competitive fee.

**SJHTCA**

MOTION: Conners  
SECOND: Shea  
VOTE: Unanimous (12-0)

**F/ETCA**

MOTION: Ward  
SECOND: Puckett  
VOTE: Unanimous (14-0)  
Director Huang was not present for the vote.

**VI. PUBLIC COMMENTS (CONTINUED PART 2)**

No public comments speakers.

**CHIEF EXECUTIVE OFFICER'S REPORT**

(Michael A. Kraman, Chief Executive Officer)

- Recognized the Clerk of the Board Martha Ochoa's last Board meeting with TCA and thanked her for her services and wished her the best.

**DIRECTOR'S REPORTS AND NEW BUSINESS**

(Chair Patricia Kelley)

(Chair Christina Shea)

- Director Kring recognized Chief Financial Officer Amy Potter who was recognized by her peers, Chief Executive Officer Mike Kraman being honored as Engineer of the Year and Howard Mallen selected to participate in the IBTTA Leadership Academy.



- Vice-Chair Puckett - I just want to say that I have been on this Board for over 7 years and I have never worked with anybody that has been more professional than Martha. She has gotten me here on time to every meeting which is quite a deal. And I just want to seriously thank you for the professionalism you have exhibited, and our loss is certainly OCTA's gain.
- Chair Patricia Kelley recognized TCA staff members who have been shining in the awards and recognitions they have received. Amy Potter nominated for the CFO awards, CEO Mike Kraman, Samuel Johnson and Howard Mallen. I want to give a shout out to Martha as well. Over the years that I have been serving in elected office, I have worked with a number of clerks, and Martha is just, she is right up here. So, we salute you Martha, we will truly miss you, and we do wish you the best going forward.
- Director Conners stated that many nice things have already been said about Martha. But I'm fairly new on the Board, and I want to say how much she helped me and took me by the hand and kind of guided me to the things I should read, and the places I should sit and the meetings I should attend and I felt like she was only doing it for me, but I believe she was doing it for every director, so that's pretty amazing. In addition, commented regarding the image of TCA and the services provided to residents and businesses. The transportation connectivity and ease of access services provided by TCA is a quality of life issue, that makes living in Orange County more convenient and easier.

## **VII. CLOSED SESSION**

### **JOINT SJHTCA & F/ETCA ITEM**

#### **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**

(Subdivisions (a) and (d)(2) of Government Code Section 54956.9)

- Significant exposure to litigation pursuant to paragraph (d)(2) of Section 54956.9: One potential case

### **JOINT SJHTCA & F/ETCA ITEM**

#### **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

(Gov. Code § 54957)

- Title: Chief Executive Officer

No reportable action.

**VIII. ADJOURNMENT**

- The next regularly scheduled meeting of the San Joaquin Hills Board of Directors will be held March 12, 2020 at 9:30 a.m.
- The next regularly scheduled meeting of the Foothill/Eastern Board of Directors will be held March 12, 2020 at 9:30 a.m.
- Meeting adjourned at 10:20 a.m.



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SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**Joint Committee Reports**  
**File Number: 2020J-002**

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **02**

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY



Transportation Corridor Agencies™

## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020J-002

### COMMITTEE REPORTS

#### RECOMMENDATION

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

Receive and file.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

Receive and file.

#### SUMMARY

Committee Reports.

Report Written By: Mark Mahan, Clerk of the Board

#### REVIEWED BY:

  
\_\_\_\_\_  
Mark Mahan, Clerk of the Board  
(949) 754-3402

#### APPROVED BY:

  
\_\_\_\_\_  
Michael A. Kraman, Chief Executive Officer

Attachment(s)



**Transportation Corridor Agencies™**

**JOINT CAPITAL PROGRAMS & PROJECTS COMMITTEE REPORT**

DATE: February 13, 2020

TO: Members of Boards of Directors

FROM: David H. Speirs, Chief Engineer

SUBJECT: Joint Capital Programs & Projects Committee Meeting – January 22, 2020

Present: Chuck Puckett (Chair), Mark Murphy (Vice Chair), Lisa Bartlett, Cynthia Conners, Patricia Kelley, Christina Shea

Absent: Joseph L. Muller, Scott Voigts

***Committee Discussion***

A. Chair and Vice Chair Election  
(David H. Speirs, Chief Engineer)

The Committee selected Mark Murphy as Committee Chair and Chuck Puckett as Committee Vice-Chair.

Mark Murphy - Committee Chair

MOTION: Shea

SECOND: Kelley

VOTE: Unanimous

Director Conners was not present for the vote.

Chuck Puckett - Committee Vice Chair

MOTION: Shea

SECOND: Kelley

VOTE: Unanimous

Director Conners was not present for the vote.

B. Selection of Contractors for On-Call Engineering Design Services  
(David H. Speirs, Chief Engineer)

Staff presented the Committee with the status of the On-Call Engineering Design Services procurement including examples of the types of services anticipated and the contract term. Staff provided details of the selection process for shortlisting the firms selected to interview and the final rankings of the firms based on the interviews.

Staff recommends approval by the Boards of Directors to select the top four ranked firms as the benched contractors prequalified to provide On-Call Engineering Design Services to the Agencies. The Committee approved staff's recommendation to present this item for consideration by the San Joaquin Hills Transportation Corridor Agency and Foothill/Eastern Transportation Corridor Agency Boards of Directors for approval at the February 13, 2020 meeting.

MOTION: Kelley

SECOND: Puckett

VOTE: Unanimous

Director Bartlett recused herself from the vote.

Director Connors was not present for the vote.

C. Selection of Contractors for On-Call Environmental Planning Services Contract  
(Doug Feremenga, Manager, Environmental Planning)

Staff presented the Committee with the status of the On-Call Environmental Planning Services procurement including a list of the services that are anticipated to be performed under this contract as well as upcoming projects. Staff provided details of the selection process for shortlisting the firms selected to interview and the final rankings of the firms based on the interviews.

Staff recommends approval by the Boards of Directors to select the top three ranked firms as the benched contractors prequalified to provide On-Call Environmental Planning Services to the Agencies. The Committee approved staff's recommendation to present this item for consideration by the San Joaquin Hills Transportation Corridor Agency and Foothill/Eastern Transportation Corridor Agency Boards of Directors for approval at the February 13, 2020 meeting.

MOTION: Kelley

SECOND: Puckett

VOTE: Unanimous

D. SR 241 Loma Segment Widening Project – Final Design and Environmental Services  
(David H. Speirs, Chief Engineer)

Staff presented the SR 241 Loma Segment Widening Project and the recommended contractors selected to perform the final design and environmental planning services. The project will provide an additional lane in each direction on the SR 241 from SR 133 to north of the junction with SR 261 in order to improve traffic flow through this area. The recommended contractors have been selected from the On-Call Engineering Design Services bench and the On-Call Environmental Planning Services bench.

Staff recommends approval by the Foothill/Eastern Board of Directors to award the SR 241 Loma Segment Widening Project final design and environmental planning services to the recommended contractors as Task Order No. TO-001 to their contracts. The Committee approved staff's recommendation to present this item for consideration to the Foothill/Eastern Transportation Corridor Agency Board of Directors at the March 12, 2020 meeting.

MOTION: Puckett  
SECOND: Kelley  
VOTE: Unanimous

E. On-Call Traffic Engineering Design Services  
(David H. Speirs, Chief Engineer)

Staff presented the upcoming release of a request for statement of qualifications (RFSOQ) for the On-Call Traffic Engineering Design Services planned to be issued in February 2020 to solicit proposals from contractors interested in providing these services to the Agencies. The Agencies' utilize traffic engineering design services for various tasks including forecasting of traffic and revenue, traffic impact analyses, and capacity analyses. The selection of the recommended contractors will be brought back to the Joint Capital Programs and Projects Committee at the April 22, 2020 meeting to seek approval by the Committee to present this item for consideration by the San Joaquin Hills Transportation Corridor Agency and Foothill/Eastern Transportation Corridor Agency Boards of Directors at the May 14, 2020 meeting.

Recommendation: Information only.

F. Pacifica Building Improvements  
(David H. Speirs, Chief Engineer)

Staff presented the Committee a brief update on the Pacifica Building Improvements plan to address operational deficiencies in the customer service center and to rehabilitate deteriorating high traffic areas in the common use areas. The update included the proposed project schedule; and preliminary costs for Design, construction management and temporary call center relocation. This item was presented at the November 20, 2019 Joint Capital Programs and Projects Committee and the Committee provided approval to present this item for consideration at the San Joaquin Hills Corridor Agency and Foothill/Eastern Transportation Corridor Agency Boards of Directors. The item will be presented at the Board of Directors Meeting on March 12, 2020 for approval.

Recommendation: Information only



**Transportation Corridor Agencies™**

**JOINT ENVIRONMENTAL COMMITTEE REPORT**

DATE: March 12, 2020

TO: Members of Board of Directors

FROM: Valarie McFall, Chief Environmental Planning Officer

SUBJECT: Joint Environmental Committee Meeting – February 26, 2020

Present: Doug Chaffee, Cynthia Conners, Patricia Kelley, Lucille Kring (Vice-Chair), Joseph Muller, Chuck Puckett, Christina Shea (Chair)

Absent: Janine Heft, Scott Voigts

***Committee Discussion***

- A. Election of Chair and Vice Chair  
(Valarie McFall, Chief Environmental Planning Officer)

The Committee elected Christina Shea as Chair and Lucille Kring as Vice Chair for the Joint Environmental Committee.

Chair – Christina Shea

Motion: Puckett  
Second: Kelley  
Ayes: Conners, Kelley, Kring, Muller, Puckett, Shea  
Noes: Chaffee  
Vote: Passed

Vice Chair – Lucille Kring

Motion: Puckett  
Second: Chaffee  
Vote: Unanimous

- B. FY21 Department Initiatives, Staffing Plan and Annual Contracts  
(Valarie McFall, Chief Environmental Planning Officer)



Staff presented to the Committee the FY21 Environmental Planning Department initiatives, staffing plan, and annual contracts, including requests for on-going on-call biological and lands management services, and mitigation properties patrol services. Committee discussion included an update on staff's implementation of the Agencies' recently adopted Integrated Pest Management Policy and its overall effectiveness at reducing non-natives, and requests that staff coordinate with City of Irvine given their similar policy and return to the Committee with further updates. Additional Committee discussion included clarification of the costs for the mitigation properties patrol services, and a request that staff explore other jurisdictions' mounted enforcement unit patrol capabilities and costs, specifically the cities of Irvine and Anaheim.

Recommendation: Staff requested Committee approval to recommend the Annual Contracts to the San Joaquin Hills Transportation Corridor Agency (SJHTCA) and Foothill/Eastern Transportation Corridor Agency (F/ETCA) Boards of Directors at the June 11, 2020 meeting.

#### On-Call Biological and Lands Management Services Annual Contract

Motion: Puckett  
Second: Kelley  
Vote: Unanimous

#### Mitigation Properties Patrol Services

Motion: Puckett  
Second: Shea  
Vote: Unanimous

#### C. Center for Demographic Research – Memorandum of Understanding (Doug Feremenga, Manager, Environmental Planning)

Staff presented to the Committee the proposed 2020-2023 Memorandum of Understanding (MOU) by and between the Center for Demographic Research (CDR) Sponsors and California State University, Fullerton (CSUF) Auxiliary Services Corporation for the continuation of a demographic unit within CSUF to provide countywide demographic data and associated information for the next three years. The Agencies originally entered into an agreement to sponsor CDR in 1996. Committee discussion included an understanding of the services provided by CDR, how the data is utilized for TCA projects and decision-making, and an explanation of TCA's role as a sponsoring Agency.

Recommendation: Staff requested Committee approval to present this item to the SJHTCA and F/ETCA Boards of Directors at the April 9, 2020 meeting.

Motion: Kring  
Second: Chaffee  
Vote: Unanimous

D. Annual F/E Mitigation Status Report  
(Virginia Gomez, Environmental Analyst)

Staff presented an update to the Committee on the status of the F/ETCA's remaining mitigation obligations for construction of State Routes 133, 261 and portions of the 241 Toll Roads. Committee discussion included a description of the three remaining mitigation measures: wildlife undercrossings, Limestone Mitigation Site, and the environmental compliance program.

Recommendation: Staff requested Committee approval to present this item to the F/ETCA Board of Directors at the March 12, 2020 meeting.

Motion: Muller  
Second: Kring  
Vote: Unanimous

E. Other Activities  
(Doug Feremenga, Manager, Environmental Planning)

Staff presented an update to the Committee on the status of the Saddle Club Preservation Property Site Use Plan and corresponding environmental document. Staff informed the Committee that the Agency received (and is currently reviewing) seven comment letters from various parties, including Orange County Transportation Authority, California Department of Fish and Wildlife, and the County of Orange. Next steps include the preparation of a Resource Management Plan and procurement of demolition contract services.

Staff also updated the Committee on the week-long California Department of Transportation (Caltrans) Environmental Planning Academy hosted by TCA in February 2020. The Academy was attended by 43 Caltrans staff members, representing 10 of the 12 statewide Caltrans districts.

Recommendation: For discussion purposes only



**Transportation Corridor Agencies™**

**JOINT EXTERNAL AFFAIRS COMMITTEE**

DATE: March 12, 2020

TO: Members of Board of Directors

FROM: Kit Cole, Chief External Affairs Officer

SUBJECT: Joint External Affairs Committee, February 27, 2020

Present: Patricia Kelley (Chair), Christina Shea (Vice-Chair), Tony Beall, Cynthia Conners, Janine Heft, Lucille Kring, Chuck Puckett, Scott Voigts

Absent: Mark Murphy

***Committee Discussion***

A. Election of Chair and Vice Chair  
(Kit Cole, Chief External Affairs Officer)

The Committee selected Patricia Kelley as Committee Chair and Christina Shea as Committee Vice-Chair.

Patricia Kelley - Committee Chair

MOTION: Christina Shea

SECOND: Janine Heft

VOTE: Unanimous, Director Murphy was not present

Christina Shea - Committee Vice Chair

MOTION: Patricia Kelley

SECOND: Lucille Kring

VOTE: Unanimous, Director Murphy was not present

B. Update on State Legislative Matters  
(Nate Solov, Legislative Representative, Nossaman)

Staff introduced Mr. Nate Solov from Nossaman to the Committee and he provided an update on legislative activities in Sacramento.

More than 1,000 bills were introduced by the February 21 deadline. Of that number, 72 bills have been identified as relevant to the Agencies and will be carefully monitored by TCA staff and legislative advocates.

AB 1273 (Brough) was heard on January 15 in the Assembly Local Government Committee “for vote only.” The bill was defeated and received only one “aye” vote.

SB 664 is still under consideration by the Legislature, although it is not likely to receive further hearings until May/June 2020. The California Toll Operators Committee (CTOC) member agencies will be considering whether it is appropriate to promote the bill in its current form.

The legislative team will continue to proactively engage with the Legislature and Administration to strengthen TCA's relationships with ongoing briefings regarding the Agencies' operations and healthy financial condition.

Recommendation: Information only

C. Update on Federal Legislative Matters

(Susan Lent, Legislative Representative, Akin Gump)

Staff introduced Ms. Susan Lent who gave a thorough update on activities in Washington, DC.

The Fixing America's Surface Transportation (FAST) Act, which authorizes surface transportation programs, expires on September 30, 2020. Congress must pass a new law or extend existing law by that time. The biggest challenge is how to pay for new spending.

The Senate Environment and Public Works Committee approved a \$287-billion, five-year highway title in July, which represents a 27 percent increase over current funding levels. The House Democrats released a \$760 billion infrastructure proposal over five years with \$434 billion dedicated to surface transportation and \$319 billion for highways.

Privacy is continuing to be a topic of increasing interest. Members of both parties in the House and Senate have introduced privacy legislation. TCA staff and federal legislative advocates are closely monitoring these bills for scope and applicability to government entities.

Both the state and federal legislative advocates are closely monitoring the California Consumer Privacy Act (CCPA) regulations as they are developed for potential impacts to government entities and more specifically tolling agencies.

Finally, TCA is collaborating with the International Bridge Tunnel and Turnpike Association (IBTTA) as well as CTOC on possible federal legislation that would preempt state laws that restrict the ability to share information for tolling interoperability purposes.

Recommendation: Information only

D. FY2021 External Affairs

(Kit Cole, Chief External Affairs Officer)

Staff provided an update on the FY2021 initiatives, including proactive communications, best practices and board member and member city engagement.

A key topic regarding communication is combating misinformation about TCA. Committee members shared their desire to have an FAQ sheet or Fact vs. Fiction sheet on the website to help counteract all the incorrect information being said to the public.

Staff explained the multipronged approach that External Affairs is using to combat misinformation and set the record straight:

- Direct contact with public (social media, community events)
- Press releases (media)
- Community ambassadors and leaders (board members, cities, chambers)
- Outreach to State and Federal legislators.

Recommendation: Information only

E. Social Media Plan and Approach

(Melissa Massey, Communications Coordinator, Kit Cole, Chief External Affairs Officer and Lori Olin, Manager, Customer Experience Communications)

Staff provided an update on current plans to address misinformation on social media. Staff will post weekly about topics ranging from the Agencies finances to environmental commitment. These messages work to support the efforts made by the External Affairs team in state and federal legislative matters, city outreach, chamber outreach and traditional media.

Recommendation: Information only



**Transportation Corridor Agencies™**

**JOINT FINANCE & INVESTMENT COMMITTEE REPORT**

DATE: March 12, 2020

TO: Members of Board of Directors

FROM: Amy Potter, Chief Financial Officer

SUBJECT: Joint Finance & Investment Committee – February 26, 2020

Present: Tony Beall (Chair), Will O'Neill (Vice Chair), Yasie Malek Goebel, Janine Heft, Patricia Kelley, Lucille Kring, Fred Minagar, Mike Munzing, Christina Shea

Absent: Lisa Bartlett, Joseph L. Muller, Scott Voigts

***Committee Discussion***

A. Human Resources Legal Services Contract Extension  
(Susan Rohde, Director of Human Resources)

Staff presented to the Committee a recommendation to extend the contract for Human Resources Legal Services with the law firm Atkinson, Andelson, Loy, Ruud and Romo (AALRR) through May 31, 2021. The current contract ends May 14, 2020. The extension of the contract will coincide with the procurement for a bench of legal services. If the procurement is complete before May 31, 2020, the contract extension can be cancelled at any time without notice or penalty.

Recommendation: Staff requested Committee approval to recommend this item be presented to the Boards of Directors for approval at the March 12, 2020 meeting.

MOTION: Shea  
SECOND: Heft  
VOTE: Unanimous

B. Finance Department Initiatives, Staffing Plan and Annual Contracts FY21  
(Amy Potter, Chief Financial Officer)

Staff presented the Finance Department initiatives, staffing plan and annual contracts that will be included in the FY21 budget. This information will be brought forth and discussed with the Boards of Directors at the annual budget workshop scheduled for April 23, 2020.

Recommendation: Information Only

C. Agency Wide Staffing and Compensation Budget FY21  
(Susan Rohde, Director of Human Resources)

Staff presented the Agencies' staffing and compensation assumptions that will be included in the FY21 budget. This information will be brought forth and discussed during the FY21 Budget Workshop scheduled for April 23, 2020.

The Committee requested that Staff provide additional information on the business needs and any cost offsets for the requests outlined in the presentation to the April 23, 2020 FY21 Budget Workshop.

Recommendation: Information Only

***JOINT OPERATIONS & FINANCE COMMITTEE REPORT***

DATE: February 13, 2020  
TO: Members of Board of Directors  
FROM: Mike Chesney, P.E., Chief Strategy Officer  
SUBJECT: Joint Operations & Finance Committee – January 9, 2020

Present: Dan Bane, Tara Campbell, Doug Chaffee, Cynthia Conners – SJH Vice-Chair, Anne D. Figueroa, Yasie Malek Goebel, Janine Heft, Gene James, Patricia Kelley, Lucille Kring, Fred Minagar – SJH Chair, Joseph L. Muller, Mark Murphy, Mike Munzing, Will O'Neill, Charles Puckett – F/E Vice-Chair, Christina Shea – F/E Chair, John Stephens, John Taylor, Richard A. Viczorek, Scott Voigts, Donald P. Wagner

Absent: Lisa Bartlett, Tony Beall, Katrina Foley, Peggy Huang, Brian L. Maryott, David Penaloza, Kathy Ward

***Committee Discussion***

A. Long-Term Vision Planning Workshop  
(Mike Chesney, P.E., Chief Strategy Officer)

The Joint Vision Planning Ad Hoc has developed the initial guidance documents addressing the long-term vision planning for the Agencies.

The purpose of the Long-Term Vision Planning process is to define the Agencies' role, purpose, and future focus regarding regional mobility partnerships, system planning, continued financial stability, and surplus revenue policy planning.

This workshop and presentation were an opportunity for the full Board of Directors from the San Joaquin Hills Transportation Corridor Agency and the Foothill/Eastern Transportation Corridor Agency (TCA) to review the Long-Term Vision Planning process and documents.

Staff presented a brief history of TCA's formation and how it came to be that TCA has the authority to plan, finance, and construct major thoroughfares and bridges. Staff also provided an overview of the Vision Funding Plan, the Long-Term Vision Summary Framework, and the Short-Term/5-Year Implementation Plan.



The Joint Vision Planning Ad Hoc will continue to refine the Long-Term Vision Plan and incorporate input received from the Committee and return to the Boards with a revised draft document.

Some of the Board Members commented on the Long-Term Vision Plan and the history of TCA's formation and legislative authority. Most of the comments centered around the ability of the Board to see the various choices and options as we continue to develop the Long-Term Vision Plan. Additionally, there was the acknowledgement that the Board now needs to understand how we use this and what our priorities are.

Other comments were directed at the JPA and the role of TCA within the region as well as the scope of the South County Traffic Relief Effort (SCTRE) project as it relates to other major transportation regional projects.

Recommendation: Information only



*Transportation Corridor Agencies™*

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**San Joaquin Hills Investment Report – January 2020**  
**File Number: 2020S-003**

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **03**

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY



## **BOARDS OF DIRECTORS**

March 12, 2020

FILE NUMBER: 2020S-003

### **SAN JOAQUIN HILLS INVESTMENT REPORTS AS OF JANUARY 31, 2020**

#### **RECOMMENDATION**

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

Receive and file.

#### **SUMMARY**

Enclosed are the monthly investment reports for the San Joaquin Hills Transportation Corridor Agency (SJHTCA) as of January 31, 2020. As of January 31, 2020, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-indenture funds are invested in compliance with both the California Government Code and SJHTCA Investment Policy.

#### **BUDGET**

San Joaquin Hills: N/A

#### **BACKGROUND**

The SJHTCA issues a monthly report to the Board of Directors detailing the types of investments in the portfolio, the dollar amount invested in each category, the rate of interest in each category, the total portfolio yield, and the transactions for the month.

#### **DISCUSSION**

##### **Compliance**

Enclosed are the investment reports for the SJHTCA for the month ended January 31, 2020. These investment reports reflect the assets held by the Trustee (Bank of New York-Mellon), which include the 1997 and 2014 indenture accounts and five non-indenture accounts in addition to investments made directly with Local Government Investment Pools. As of January 31, 2020, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-indenture funds are invested in compliance with both the California Government Code and SJHTCA Investment Policy.

##### **Portfolio Update**

Since December 31, 2019, the book value of the portfolio decreased by approximately \$20.0 million to \$733.7 million. The decrease in January is due to semi-annual debt service payments totaling \$35.0 million. Other changes include, toll revenue transfers of \$16.1 million, the receipt of development impact

fees of \$0.2 million and interest earnings of \$0.3 million, offset by toll operations-related expenses of \$1.3 million, and planning, environmental and construction-related expenditures of \$0.3 million.

In November 2014, the Agency refinanced the 1993 Bonds and a portion of the 1997 Bonds. In association with the 2014 refinancing, the Agency invested \$155.6 million in Treasury Securities—State and Local Government Series, also known as SLGS, at a zero percent interest rate. SLGS are special purpose securities that are issued to state and local government entities, upon their request, to assist the Agency to comply with federal tax laws and Internal Revenue Service arbitrage regulations when the entity has cash proceeds to invest from their issuance of tax-exempt bonds. As the Agency experienced such favorable conditions at the time of the refinancing, the purchase of SLGS was needed to comply with yield restrictions and tax arbitrage rebate requirements. The Agency continued to periodically purchase SLGS securities as required and as of December 31, 2019 the SLGS balance was \$190.6 million.

The Agency's tax arbitrage compliance specialist, PFM Asset Management, LLC ("PFMAM") regularly reviews the tax arbitrage position of the Agency and determined that fewer SLGS were required to maintain tax arbitrage compliance beginning January 2020. As such, PFMAM instructed the Agency to reinvest the proceeds of \$100.4 million redemption of SLGS securities and \$12.0 million from money market investments into U.S. Treasury Notes bearing an average interest rate of approximately 1.60%. The Agency continues to work closely with advisors and counsel to ensure ongoing compliance with the IRS requirements and as of January 31, 2020 the assets held as Yield Restricted investments were \$112.4 million U.S. Treasury Notes and \$90.1 million zero percent SLGS totaling \$202.5 million.

This report focuses exclusively on the earnings generated by the Agency's investment portfolio and does not reflect the positive financial impacts resulting from the savings generated by the bond refundings.

The weighted average maturity of the SJHTCA portfolio, exclusive of the Yield Restricted investments mentioned above, is 1.7 years. The weighted average book yield, also exclusive of the Yield Restricted investments increased 2 basis points from 2.09 percent on December 31, 2019 to 2.11 percent on January 31, 2020.

The portfolio's market value including accrued interest is \$9.9 million or 1.34 percent higher than the book value at January 31, 2020. This represents unrealized net gains, and as the Agency expects to hold these investments until maturity, no realized gains or losses are expected. Market values reported herein have been obtained by Chandler Asset Management from Interactive Data Corporation. These market values are compared for reasonableness with the market values provided by the Trustee.

### **Credit Update**

To maintain safety, adherence to an investment policy strategy of purchasing top-rated securities and diversification of security types and maturities is required. As shown in Exhibit 2, approximately 65 percent of the entire portfolio is invested in U.S. Treasuries, agency bonds and supranationals that are rated AA+ by Standard and Poor's and Aaa by Moody's. The remainder of the portfolio is invested in local and state government investment pools, money market investments rated Aaa / AAA by Moody's and Standard and Poor's respectively, medium-term corporate notes rated in one of the three highest rating categories by at least two nationally recognized statistical rating agencies, and negotiable certificates of deposit and short-term commercial paper rated at least "A-1/P-1", the highest rating by the two rating agencies noted above.

### **Economic Update**

The Federal Open Market Committee ("FOMC") unanimously voted to leave the federal funds target range unchanged in January in a range of 1.50 percent to 1.75 percent. In their policy statement, the

FOMC revised their description of household spending to “moderate” as compared to the previous description of “strong”. Otherwise, there were no significant changes to the statement and FOMC Chair Powell continued to signal that monetary policy is likely to remain on hold. Powell’s press conference was viewed as somewhat dovish, but the FOMC remains cautiously optimistic about the overall economic outlook. Powell said the FOMC would likely begin scaling back its current practice of buying \$60 billion per month in US Treasury bills sometime in the April to June time frame. After that, the FOMC’s balance sheet is expected to grow as necessary to maintain an ample level of bank reserves.

U.S. nonfarm payrolls rose by 225,000 in January, well above expectations of 165,000. Payrolls for November and December were also revised up by a total of 7,000. On a trailing 3-month and 6-month basis, payrolls increased an average of 211,000 and 206,000 per month, respectively. The unemployment rate ticked up to 3.6 percent from 3.5 percent in the prior month as the participation rate rose to 63.4 percent from 63.2 percent. A broader measure of unemployment called the U-6, which includes those who are marginally attached to the labor force and employed part time for economic reasons, also increased to 6.9 percent in January from 6.7 percent in December. Wages edged up 0.2 percent in January. On a year-over-year basis, wages were up 3.1 percent in January, versus up 3.0 percent in December. The average workweek was unchanged at 34.3 hours.

The Consumer Price Index (“CPI”) was up 2.3 percent year-over-year in December, up from 2.1 percent in November. Core CPI (CPI less food and energy) was up 2.3 percent year-over-year in December, unchanged from November. The Personal Consumption Expenditures (“PCE”) index was up 1.6 percent year-over-year in December versus up 1.4 percent year-over-year in November. Core PCE, which is the FOMC’s primary inflation gauge, was also up 1.6 percent year-over-year in December versus 1.5 percent year-over-year in November. Nevertheless, Core PCE remains below the FOMC’s 2.0 percent inflation target.

Housing starts rose 16.9 percent in December to a 1.6 million annualized rate, the highest rate since December 2006. Single-family starts jumped 11.2 percent in December to an annualized rate of 1,055,000, while multi-family starts surged 29.8 percent to an annualized rate of 553,000. Although better than average weather may have been a contributing factor for the December gains, the underlying trends suggest low mortgage rates and a strong labor market continue to drive housing activity. According to the Case-Shiller 20-City home price index, home prices were up 2.6 percent year-over-year in November, versus up 2.2 percent year-over-year in October, which suggests that pricing in the sector is gaining momentum.

According to the advance estimate, fourth quarter 2019 Gross Domestic Product (“GDP”) grew at a 2.1 percent annualized rate, in line with expectations. This follows growth of 2.1 percent in the third quarter, 2.0 percent in the second quarter, and 3.1 percent in the first quarter. Overall, GDP grew 2.3 percent in 2019, down from 2.9 percent in 2018. Fourth quarter growth was fueled by net exports and consumer spending. The consensus estimate for current quarter growth signals a slowdown to 1.5 percent growth. The consensus forecast calls for GDP growth of 1.8 percent for the full year 2020.

## **Exhibits**

### **1. Portfolio Summary by Sector**

This report provides a summary of the SJHTCA total portfolio value by asset sector on a book value basis (historical cost adjusted for the cumulative amortization of premium/discount recorded to date), a market value basis (fair value based on quoted market prices) and a market value plus accrued interest basis. Also, inclusive in this report are both book and market yield returns along with the percentage held within each sector based upon market value plus accrued interest.

## 2. Asset Sector Distribution Graphs – Market Value Including Accrued Interest

The pie charts are representations of the percentage of each asset sector in the portfolio based upon the market value plus accrued interest. The investment policy specifies percentage limitations on certain asset categories. At January 31, 2020, the Agency holdings were all below the maximum percentage limits.

## 3. Holdings Report – Total Portfolio

This report provides a detailed description and the associated ratings of each fixed income security held in the SJHTCA portfolio at January 31, 2020. This report includes all Agency security holdings including money market funds and local government investment pools. The report also includes an unrealized gain/loss position, average maturity, and duration for each security. All the Agency's investments were rated at or above the minimum rating required per the Agency's investment policy and debt agreements.

## 4. Transaction Ledger

This schedule details the SJHTCA investment transactions during the month.

## 5. Investment Definitions

This is a list of common terminology used to describe the Agency's investment portfolio. Staff has provided this glossary to assist the Board in their review of the Agency's investment practices.

## CONCLUSION

N/A

Report Written By: Daryn A. Martin, Manager, Treasury Operations

## REVIEWED BY:



\_\_\_\_\_  
Amy Potter, Chief Financial Officer  
(949) 754-3498

## APPROVED BY:



\_\_\_\_\_  
Michael A. Kraman, Chief Executive Officer

Attachment

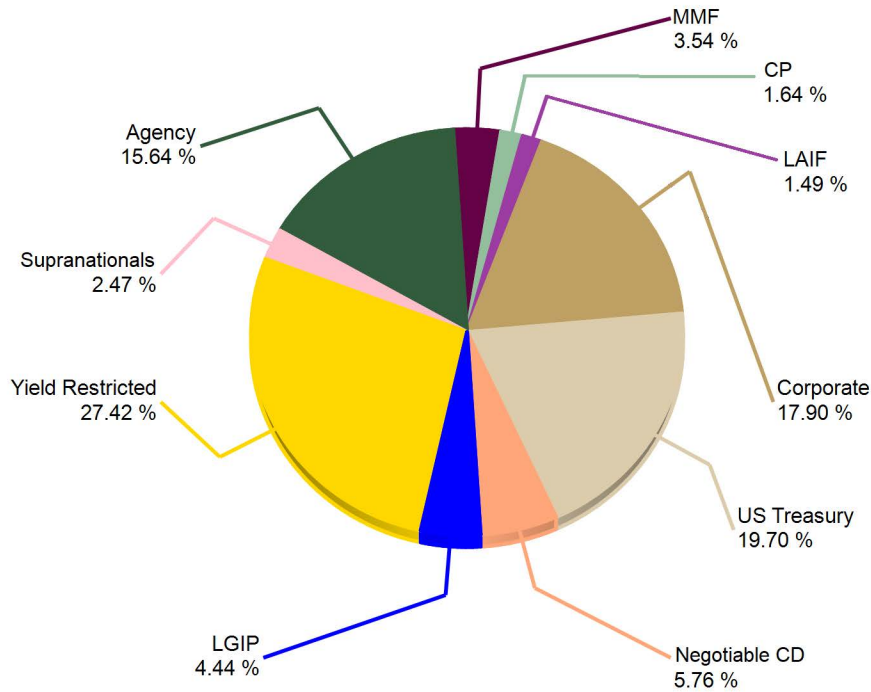
As of 1/31/2020

Sector	Book Value	Book Yield	Market Value	Accrued Interest	Market Value Plus Accrued	Market Yield	% Held
Money Market Fund FI	\$26,330,523.08	1.47%	\$26,330,523.08	\$0.00	\$26,330,523.08	1.47%	3.54 %
Local Gov Investment Pool	\$32,972,332.04	1.78%	\$32,972,332.04	\$53,948.18	\$33,026,280.22	1.78%	4.44 %
LAIF	\$11,040,000.55	1.94%	\$11,040,000.55	\$18,363.46	\$11,058,364.01	1.94%	1.49 %
Negotiable CD	\$42,000,000.00	2.45%	\$42,000,000.00	\$814,203.33	\$42,814,203.33	2.46%	5.76 %
Commercial Paper	\$12,178,210.12	1.81%	\$12,178,210.12	\$0.00	\$12,178,210.12	1.81%	1.64 %
US Treasury	\$144,127,135.96	2.04%	\$145,863,257.78	\$639,224.68	\$146,502,482.46	1.45%	19.70 %
Agency	\$114,829,343.37	1.73%	\$115,737,016.25	\$591,735.65	\$116,328,751.90	1.45%	15.64 %
Supranational	\$18,133,142.82	2.04%	\$18,333,297.62	\$68,674.80	\$18,401,972.42	1.53%	2.47 %
Corporate	\$129,598,933.57	2.67%	\$132,119,051.04	\$973,218.43	\$133,092,269.47	1.66%	17.90 %
<b>Total Portfolio Excluding Yield Restricted Securities</b>	<b>\$531,209,621.51</b>	<b>2.11 %</b>	<b>\$536,573,688.48</b>	<b>\$3,159,368.53</b>	<b>\$539,733,057.01</b>	<b>1.62 %</b>	<b>72.58 %</b>
Yield Restricted	\$202,504,510.47	0.89%	\$203,747,396.52	\$170,909.33	\$203,918,305.85	0.75%	27.42 %
<b>Total Portfolio</b>	<b>\$733,714,131.98</b>	<b>1.77 %</b>	<b>\$740,321,085.00</b>	<b>\$3,330,277.86</b>	<b>\$743,651,362.86</b>	<b>1.38 %</b>	<b>100.00 %</b>

San Joaquin Hills Total Portfolio

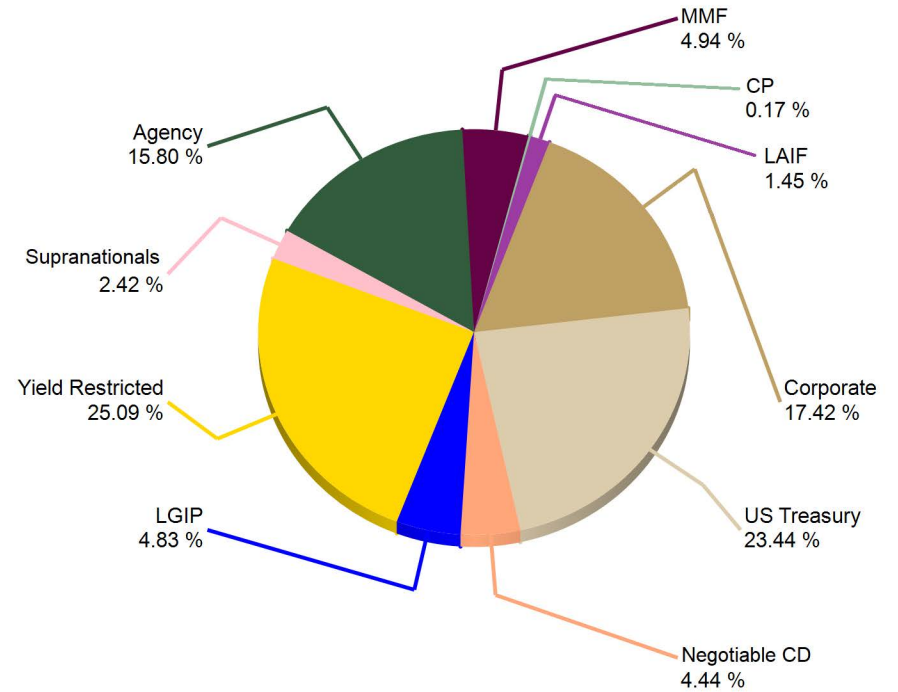
January 31, 2020

\$743,651,362.86



December 31, 2019

\$759,632,868.66





As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>MONEY MARKET FUND FI</b>									
09248U718	Blackrock Treasury Money Market Fund	16,638,003.12	Various 1.49 %	16,638,003.12 16,638,003.12	1.00 1.49 %	16,638,003.12 0.00	2.24 % 0.00	Aaa / AAA NR	0.00 0.00
316175108	Fidelity Institutional Govt Money Market Fund	9,692,519.96	Various 1.45 %	9,692,519.96 9,692,519.96	1.00 1.45 %	9,692,519.96 0.00	1.30 % 0.00	Aaa / AAA NR	0.00 0.00
<b>Total Money Market Fund FI</b>		<b>26,330,523.08</b>	<b>1.47 %</b>	<b>26,330,523.08</b>	<b>1.47 %</b>	<b>26,330,523.08</b> <b>0.00</b>	<b>3.54 %</b> <b>0.00</b>	<b>Aaa / AAA</b> <b>NR</b>	<b>0.00</b> <b>0.00</b>
<b>LOCAL GOV INVESTMENT POOL</b>									
90CAMP\$01	California Asset Mgmt Program CAMP	15,160,254.48	Various 1.78 %	15,160,254.48 15,160,254.48	1.00 1.78 %	15,160,254.48 22,889.38	2.04 % 0.00	NR / AAA NR	0.00 0.00
90CAMP\$05	California Asset Mgmt Program CAMP	17,812,077.56	Various 1.78 %	17,812,077.56 17,812,077.56	1.00 1.78 %	17,812,077.56 31,058.80	2.40 % 0.00	NR / AAA NR	0.00 0.00
<b>Total Local Gov Investment Pool</b>		<b>32,972,332.04</b>	<b>1.78 %</b>	<b>32,972,332.04</b>	<b>1.78 %</b>	<b>32,972,332.04</b> <b>53,948.18</b>	<b>4.44 %</b> <b>0.00</b>	<b>NR / AAA</b> <b>NR</b>	<b>0.00</b> <b>0.00</b>
<b>LAIF</b>									
90LAIF\$00	Local Agency Investment Fund State Pool	11,040,000.55	Various 1.94 %	11,040,000.55 11,040,000.55	1.00 1.94 %	11,040,000.55 18,363.46	1.49 % 0.00	NR / NR NR	0.00 0.00
<b>Total LAIF</b>		<b>11,040,000.55</b>	<b>1.94 %</b>	<b>11,040,000.55</b>	<b>1.94 %</b>	<b>11,040,000.55</b> <b>18,363.46</b>	<b>1.49 %</b> <b>0.00</b>	<b>NR / NR</b> <b>NR</b>	<b>0.00</b> <b>0.00</b>
<b>NEGOTIABLE CD</b>									
06417G5G9	Bank of Nova Scotia Yankee CD 2.69% Due 2/25/2020	7,000,000.00	02/22/2019 2.69 %	7,000,000.00 7,000,000.00	100.00 2.69 %	7,000,000.00 178,361.94	0.97 % 0.00	P-1 / A-1 F-1+	0.07 0.07
86958J5N5	Svenska Handelsbanken Yankee CD 2.68% Due 2/27/2020	9,500,000.00	02/26/2019 2.68 %	9,500,000.00 9,500,000.00	100.00 2.68 %	9,500,000.00 239,748.34	1.31 % 0.00	P-1 / A-1+ F-1+	0.07 0.07
06370RVP1	Bank of Montreal Chicago Yankee CD 2.69% Due 3/5/2020	4,000,000.00	03/06/2019 2.69 %	4,000,000.00 4,000,000.00	100.00 2.69 %	4,000,000.00 99,231.11	0.55 % 0.00	P-1 / A-1 F-1+	0.09 0.09
65558TFA8	Nordea Bank ABP New York Yankee CD 2.63% Due 3/6/2020	5,000,000.00	03/06/2019 2.63 %	5,000,000.00 5,000,000.00	100.00 2.63 %	5,000,000.00 121,272.22	0.69 % 0.00	P-1 / A-1+ F-1+	0.10 0.09
65558TFW0	Nordea Bank ABP New York Yankee CD 2.64% Due 3/23/2020	5,000,000.00	03/21/2019 2.64 %	5,000,000.00 5,000,000.00	100.00 2.64 %	5,000,000.00 116,233.33	0.69 % 0.00	P-1 / A-1+ F-1+	0.14 0.14
89114MYP6	Toronto Dominion Bank Yankee CD 2.62% Due 4/2/2020	2,500,000.00	03/21/2019 2.62 %	2,500,000.00 2,500,000.00	100.00 2.62 %	2,500,000.00 57,676.39	0.34 % 0.00	P-1 / A-1+ F-1+	0.17 0.17
89114NG74	Toronto Dominion Bank NY Yankee CD 1.68% Due 12/7/2020	9,000,000.00	01/27/2020 1.68 %	9,000,000.00 9,000,000.00	100.00 1.68 %	9,000,000.00 1,680.00	1.21 % 0.00	P-1 / A-1+ F-1+	0.85 0.85
<b>Total Negotiable CD</b>		<b>42,000,000.00</b>	<b>2.45 %</b>	<b>42,000,000.00</b>	<b>2.46 %</b>	<b>42,000,000.00</b> <b>814,203.33</b>	<b>5.76 %</b> <b>0.00</b>	<b>Aaa / AAA</b> <b>AAA</b>	<b>0.26</b> <b>0.25</b>

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>COMMERCIAL PAPER</b>									
62479LD69	MUFG Bank Ltd Discount CP 2.03% Due 4/6/2020	1,285,000.00	09/25/2019 2.08 %	1,271,015.27 1,280,290.12	99.63 2.08 %	1,280,290.12 0.00	0.17 % 0.00	P-1 / A-1 NR	0.18 0.18
62479LHB4	MUFG Bank Ltd Discount CP 1.74% Due 8/11/2020	11,000,000.00	01/22/2020 1.78 %	10,892,603.33 10,897,920.00	99.07 1.78 %	10,897,920.00 0.00	1.47 % 0.00	P-1 / A-1 NR	0.53 0.52
<b>Total Commercial Paper</b>		<b>12,285,000.00</b>	<b>1.81 %</b>	<b>12,163,618.60</b> <b>12,178,210.12</b>	<b>1.81 %</b>	<b>12,178,210.12</b> <b>0.00</b>	<b>1.64 %</b> <b>0.00</b>	<b>Aaa / AA</b> <b>NR</b>	<b>0.49</b> <b>0.49</b>
<b>US TREASURY</b>									
912828J84	US Treasury Note 1.375% Due 3/31/2020	310,000.00	02/16/2017 1.58 %	308,051.43 309,892.94	99.96 1.62 %	309,873.52 1,444.13	0.04 % (19.42)	Aaa / AA+ AAA	0.16 0.16
912828K58	US Treasury Note 1.375% Due 4/30/2020	610,000.00	02/23/2017 1.51 %	607,428.60 609,789.88	99.94 1.62 %	609,618.75 2,142.96	0.08 % (171.13)	Aaa / AA+ AAA	0.25 0.25
912828K58	US Treasury Note 1.375% Due 4/30/2020	475,000.00	02/23/2017 1.51 %	472,997.69 474,836.38	99.94 1.62 %	474,703.13 1,668.70	0.06 % (133.25)	Aaa / AA+ AAA	0.25 0.25
912828K58	US Treasury Note 1.375% Due 4/30/2020	225,000.00	02/23/2017 1.51 %	224,051.54 224,922.49	99.94 1.62 %	224,859.38 790.44	0.03 % (63.11)	Aaa / AA+ AAA	0.25 0.25
912828K58	US Treasury Note 1.375% Due 4/30/2020	75,000.00	02/23/2017 1.51 %	74,683.85 74,974.17	99.94 1.62 %	74,953.13 263.48	0.01 % (21.04)	Aaa / AA+ AAA	0.25 0.25
912828K58	US Treasury Note 1.375% Due 4/30/2020	7,210,000.00	Various 2.01 %	7,151,202.86 7,198,711.97	99.94 1.62 %	7,205,493.76 25,329.08	0.97 % 6,781.79	Aaa / AA+ AAA	0.25 0.25
912828VA5	US Treasury Note 1.125% Due 4/30/2020	280,000.00	02/01/2016 1.27 %	278,327.51 279,897.52	99.88 1.62 %	279,650.00 796.25	0.04 % (247.52)	Aaa / AA+ AAA	0.25 0.25
912828VA5	US Treasury Note 1.125% Due 4/30/2020	225,000.00	05/27/2016 1.22 %	224,227.32 224,948.18	99.88 1.62 %	224,718.75 639.84	0.03 % (229.43)	Aaa / AA+ AAA	0.25 0.25
912828VA5	US Treasury Note 1.125% Due 4/30/2020	75,000.00	12/27/2016 1.67 %	73,684.82 74,899.05	99.88 1.62 %	74,906.25 213.28	0.01 % 7.20	Aaa / AA+ AAA	0.25 0.25
912828X96	US Treasury Note 1.5% Due 5/15/2020	3,930,000.00	05/16/2018 2.61 %	3,846,026.95 3,917,576.36	99.96 1.63 %	3,928,463.37 12,632.14	0.53 % 10,887.01	Aaa / AA+ AAA	0.29 0.29
912828VF4	US Treasury Note 1.375% Due 5/31/2020	2,305,000.00	05/23/2017 1.50 %	2,296,634.09 2,304,045.55	99.91 1.63 %	2,303,020.01 5,455.48	0.31 % (1,025.54)	Aaa / AA+ AAA	0.33 0.33
912828XU9	US Treasury Note 1.5% Due 6/15/2020	50,000.00	08/15/2018 2.60 %	49,025.39 49,798.75	99.97 1.58 %	49,984.40 98.36	0.01 % 185.65	Aaa / AA+ AAA	0.37 0.37
912828XH8	US Treasury Note 1.625% Due 6/30/2020	3,678,000.00	02/20/2019 2.52 %	3,634,180.08 3,664,498.59	100.02 1.59 %	3,678,573.77 5,254.29	0.50 % 14,075.18	Aaa / AA+ AAA	0.41 0.41
912828XH8	US Treasury Note 1.625% Due 6/30/2020	380,000.00	02/27/2017 1.57 %	380,713.77 380,087.08	100.02 1.59 %	380,059.28 542.86	0.05 % (27.80)	Aaa / AA+ AAA	0.41 0.41
912828XM7	US Treasury Note 1.625% Due 7/31/2020	1,370,000.00	03/14/2017 1.81 %	1,361,549.13 1,368,725.70	100.02 1.59 %	1,370,213.72 61.16	0.18 % 1,488.02	Aaa / AA+ AAA	0.50 0.50
912828L32	US Treasury Note 1.375% Due 8/31/2020	1,670,000.00	05/23/2017 1.55 %	1,660,807.54 1,668,340.05	99.88 1.58 %	1,668,042.76 9,714.91	0.23 % (297.29)	Aaa / AA+ AAA	0.58 0.57

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>US TREASURY</b>									
912828L32	US Treasury Note 1.375% Due 8/31/2020	6,515,000.00	Various 2.06 %	6,423,147.17 6,489,415.72	99.88 1.58 %	6,507,364.42 37,899.76	0.88 % 17,948.70	Aaa / AA+ AAA	0.58 0.57
9128282V1	US Treasury Note 1.375% Due 9/15/2020	3,230,000.00	09/20/2018 2.82 %	3,140,670.31 3,201,600.32	99.88 1.56 %	3,226,214.44 16,959.72	0.44 % 24,614.12	Aaa / AA+ AAA	0.62 0.61
912828L65	US Treasury Note 1.375% Due 9/30/2020	4,560,000.00	10/18/2017 1.71 %	4,516,359.38 4,549,993.61	99.87 1.57 %	4,554,122.16 21,242.62	0.62 % 4,128.55	Aaa / AA+ AAA	0.67 0.66
9128282Z2	US Treasury Note 1.625% Due 10/15/2020	11,365,000.00	10/16/2018 2.88 %	11,090,641.80 11,266,463.96	100.04 1.57 %	11,369,443.72 55,000.70	1.54 % 102,979.76	Aaa / AA+ AAA	0.71 0.70
912828N89	US Treasury Note 1.375% Due 1/31/2021	60,000.00	08/29/2017 1.49 %	59,765.83 59,930.45	99.86 1.51 %	59,917.98 2.27	0.01 % (12.47)	Aaa / AA+ AAA	1.00 0.99
912828N89	US Treasury Note 1.375% Due 1/31/2021	60,000.00	09/27/2017 1.68 %	59,404.89 59,818.90	99.86 1.51 %	59,917.98 2.27	0.01 % 99.08	Aaa / AA+ AAA	1.00 0.99
912828N89	US Treasury Note 1.375% Due 1/31/2021	820,000.00	09/27/2017 1.68 %	811,866.81 817,525.00	99.86 1.51 %	818,879.07 30.97	0.11 % 1,354.07	Aaa / AA+ AAA	1.00 0.99
912828N89	US Treasury Note 1.375% Due 1/31/2021	225,000.00	09/27/2017 1.68 %	222,768.33 224,320.88	99.86 1.51 %	224,692.43 8.50	0.03 % 371.55	Aaa / AA+ AAA	1.00 0.99
912828N89	US Treasury Note 1.375% Due 1/31/2021	185,000.00	09/27/2017 1.68 %	183,165.07 184,441.61	99.86 1.51 %	184,747.11 6.99	0.02 % 305.50	Aaa / AA+ AAA	1.00 0.99
912828N89	US Treasury Note 1.375% Due 1/31/2021	75,000.00	09/27/2017 1.68 %	74,256.11 74,773.63	99.86 1.51 %	74,897.48 2.83	0.01 % 123.85	Aaa / AA+ AAA	1.00 0.99
9128284B3	US Treasury Note 2.375% Due 3/15/2021	7,505,000.00	04/18/2018 2.57 %	7,463,370.70 7,488,540.77	100.98 1.49 %	7,578,879.22 68,065.61	1.03 % 90,338.45	Aaa / AA+ AAA	1.12 1.10
912828Q37	US Treasury Note 1.25% Due 3/31/2021	3,070,000.00	03/19/2018 2.48 %	2,960,511.33 3,027,051.27	99.74 1.48 %	3,061,965.81 13,001.37	0.41 % 34,914.54	Aaa / AA+ AAA	1.16 1.15
912828Q78	US Treasury Note 1.375% Due 4/30/2021	3,595,000.00	04/26/2017 1.72 %	3,546,985.09 3,579,722.07	99.88 1.47 %	3,590,786.66 12,629.41	0.48 % 11,064.59	Aaa / AA+ AAA	1.25 1.23
912828Q78	US Treasury Note 1.375% Due 4/30/2021	1,210,000.00	07/27/2017 1.69 %	1,196,391.56 1,205,382.73	99.88 1.47 %	1,208,581.88 4,250.78	0.16 % 3,199.15	Aaa / AA+ AAA	1.25 1.23
912828R77	US Treasury Note 1.375% Due 5/31/2021	2,305,000.00	05/23/2017 1.70 %	2,276,285.26 2,295,282.46	99.92 1.43 %	2,303,199.80 5,455.48	0.31 % 7,917.34	Aaa / AA+ AAA	1.33 1.31
912828R77	US Treasury Note 1.375% Due 5/31/2021	540,000.00	09/27/2017 1.74 %	533,083.06 537,445.68	99.92 1.43 %	539,578.26 1,278.08	0.07 % 2,132.58	Aaa / AA+ AAA	1.33 1.31
912828R77	US Treasury Note 1.375% Due 5/31/2021	345,000.00	09/27/2017 1.74 %	340,580.84 343,368.07	99.92 1.43 %	344,730.56 816.55	0.05 % 1,362.49	Aaa / AA+ AAA	1.33 1.31
912828R77	US Treasury Note 1.375% Due 5/31/2021	225,000.00	09/27/2017 1.74 %	222,117.94 223,935.70	99.92 1.43 %	224,824.28 532.53	0.03 % 888.58	Aaa / AA+ AAA	1.33 1.31
912828R77	US Treasury Note 1.375% Due 5/31/2021	185,000.00	09/27/2017 1.74 %	182,630.31 184,124.91	99.92 1.43 %	184,855.52 437.86	0.02 % 730.61	Aaa / AA+ AAA	1.33 1.31
912828R77	US Treasury Note 1.375% Due 5/31/2021	75,000.00	09/27/2017 1.74 %	74,039.31 74,645.23	99.92 1.43 %	74,941.43 177.51	0.01 % 296.20	Aaa / AA+ AAA	1.33 1.31

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>US TREASURY</b>									
912828R77	US Treasury Note 1.375% Due 5/31/2021	65,000.00	09/27/2017 1.74 %	64,167.41 64,692.54	99.92 1.43 %	64,949.24 153.84	0.01 % 256.70	Aaa / AA+ AAA	1.33 1.31
912828S27	US Treasury Note 1.125% Due 6/30/2021	730,000.00	11/29/2017 1.95 %	709,269.14 721,658.41	99.58 1.43 %	726,920.13 721.97	0.10 % 5,261.72	Aaa / AA+ AAA	1.41 1.40
912828RC6	US Treasury Note 2.125% Due 8/15/2021	325,000.00	10/26/2017 1.91 %	327,564.45 326,060.33	101.08 1.41 %	328,516.50 3,190.39	0.04 % 2,456.17	Aaa / AA+ AAA	1.54 1.50
912828RC6	US Treasury Note 2.125% Due 8/15/2021	780,000.00	11/21/2017 1.98 %	784,021.88 781,695.27	101.08 1.41 %	788,439.60 7,656.93	0.11 % 6,744.33	Aaa / AA+ AAA	1.54 1.50
9128282F6	US Treasury Note 1.125% Due 8/31/2021	3,090,000.00	09/26/2017 1.74 %	3,018,674.80 3,060,778.42	99.56 1.41 %	3,076,481.25 14,707.21	0.42 % 15,702.83	Aaa / AA+ AAA	1.58 1.55
912828T34	US Treasury Note 1.125% Due 9/30/2021	4,560,000.00	10/18/2017 1.87 %	4,430,859.38 4,504,477.32	99.57 1.38 %	4,540,583.52 17,380.33	0.61 % 36,106.20	Aaa / AA+ AAA	1.67 1.64
912828T67	US Treasury Note 1.25% Due 10/31/2021	2,570,000.00	11/16/2017 1.97 %	2,500,027.73 2,538,434.94	99.79 1.37 %	2,564,479.64 8,207.76	0.35 % 26,044.70	Aaa / AA+ AAA	1.75 1.72
912828G87	US Treasury Note 2.125% Due 12/31/2021	7,022,000.00	Various 1.45 %	7,280,936.84 7,111,167.29	101.45 1.36 %	7,123,488.98 13,118.01	0.96 % 12,321.69	Aaa / AA+ AAA	1.92 1.87
912828J43	US Treasury Note 1.75% Due 2/28/2022	3,295,000.00	02/21/2018 2.56 %	3,193,704.49 3,241,309.23	100.84 1.34 %	3,322,671.41 24,395.67	0.45 % 81,362.18	Aaa / AA+ AAA	2.08 2.02
912828YW4	US Treasury Note 1.625% Due 12/15/2022	600,000.00	01/24/2020 1.50 %	602,085.93 602,075.98	100.89 1.31 %	605,320.20 1,278.69	0.08 % 3,244.22	Aaa / AA+ AAA	2.87 2.79
912828N30	US Treasury Note 2.125% Due 12/31/2022	11,085,000.00	Various 2.04 %	11,144,905.08 11,112,817.03	102.32 1.31 %	11,342,205.26 20,708.25	1.53 % 229,388.23	Aaa / AA+ AAA	2.92 2.82
912828R28	US Treasury Note 1.625% Due 4/30/2023	3,525,000.00	09/18/2019 1.71 %	3,513,984.38 3,515,068.89	101.01 1.31 %	3,560,524.95 14,635.04	0.48 % 45,456.06	Aaa / AA+ AAA	3.25 3.14
912828S92	US Treasury Note 1.25% Due 7/31/2023	1,735,000.00	01/24/2020 1.51 %	1,719,683.21 1,719,741.70	99.82 1.30 %	1,731,814.54 59.58	0.23 % 12,072.84	Aaa / AA+ AAA	3.50 3.41
912828VS6	US Treasury Note 2.5% Due 8/15/2023	1,370,000.00	12/17/2019 1.69 %	1,409,066.41 1,407,837.06	104.11 1.31 %	1,426,245.35 15,822.01	0.19 % 18,408.29	Aaa / AA+ AAA	3.54 3.35
912828VS6	US Treasury Note 2.5% Due 8/15/2023	75,000.00	12/17/2019 1.69 %	77,138.67 77,071.37	104.11 1.31 %	78,079.13 866.17	0.01 % 1,007.76	Aaa / AA+ AAA	3.54 3.35
912828G38	US Treasury Note 2.25% Due 11/15/2024	18,020,000.00	Various 2.09 %	18,153,274.02 18,147,602.87	104.24 1.33 %	18,783,741.67 86,882.14	2.54 % 636,138.80	Aaa / AA+ AAA	4.79 4.52
9128285J5	US Treasury Note 3% Due 10/31/2025	10,440,000.00	10/15/2019 1.66 %	11,243,390.63 11,205,713.27	108.91 1.38 %	11,370,632.04 80,020.88	1.54 % 164,918.77	Aaa / AA+ AAA	5.75 5.27
9128285N6	US Treasury Note 2.875% Due 11/30/2025	4,965,000.00	Various 1.74 %	5,282,712.51 5,275,206.41	108.33 1.38 %	5,378,490.18 24,570.64	0.73 % 103,283.77	Aaa / AA+ AAA	5.84 5.37
<b>Total US Treasury</b>		<b>143,270,000.00</b>	<b>2.04 %</b>	<b>143,477,100.63</b> <b>144,127,135.96</b>	<b>1.45 %</b>	<b>145,863,257.78</b> <b>639,224.68</b>	<b>19.70 %</b> <b>1,736,121.82</b>	<b>Aaa / AA+</b> <b>AAA</b>	<b>2.29</b> <b>2.17</b>

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>YIELD RESTRICTED</b>									
316175108	Fidelity Institutional Govt Money Market Fund 1.45% Due 1/31/2020	32,184.65	01/15/2020 1.45 %	32,184.65 32,184.65	1.00 1.45 %	32,184.65 0.00	0.00 % 0.00	Aaa / AAA NR	0.00 0.00
912828XH8	US Treasury Note 1.625% Due 6/30/2020	3,995,000.00	01/15/2020 1.58 %	3,995,780.27 3,995,692.49	100.02 1.59 %	3,995,623.22 5,707.14	0.54 % (69.27)	Aaa / AA+ AAA	0.41 0.41
912828S35	US Treasury Note 1.375% Due 6/30/2023	1,356,000.00	01/15/2020 1.57 %	1,347,366.09 1,347,464.18	100.21 1.31 %	1,358,859.80 1,639.12	0.18 % 11,395.62	Aaa / AA+ AAA	3.41 3.32
9128286Z8	US Treasury Note 1.75% Due 6/30/2024	106,316,000.00	01/15/2020 1.60 %	107,009,545.79 107,003,125.15	101.80 1.33 %	108,234,684.85 163,563.07	14.58 % 1,231,559.70	Aaa / AA+ AAA	4.42 4.24
S353475\$0	US Treasury SLGS Due 1/15/2027	90,126,044.00	11/06/2014 0.00 %	90,126,044.00 90,126,044.00	100.00 0.00 %	90,126,044.00 0.00	12.12 % 0.00	Aaa / AA+ AAA	6.96 6.96
<b>Total Yield Restricted</b>		<b>201,825,228.65</b>	<b>0.89 %</b>	<b>202,510,920.80</b> <b>202,504,510.47</b>	<b>0.75 %</b>	<b>203,747,396.52</b> <b>170,909.33</b>	<b>27.42 %</b> <b>1,242,886.05</b>	<b>Aaa / AA+ AAA</b>	<b>5.46</b> <b>5.36</b>
<b>AGENCY</b>									
3133EJWN5	FFCB Note 2.6% Due 2/10/2020	65,000.00	08/15/2018 2.57 %	65,024.70 64,999.91	100.02 1.59 %	65,016.06 802.75	0.01 % 16.15	Aaa / AA+ AAA	0.03 0.03
3135G0T29	FNMA Note 1.5% Due 2/28/2020	70,000.00	03/01/2017 1.67 %	69,663.30 69,990.76	99.99 1.60 %	69,993.77 446.25	0.01 % 3.01	Aaa / AA+ AAA	0.08 0.08
3135G0T29	FNMA Note 1.5% Due 2/28/2020	475,000.00	03/01/2017 1.67 %	472,715.25 474,937.30	99.99 1.60 %	474,957.73 3,028.13	0.06 % 20.43	Aaa / AA+ AAA	0.08 0.08
3135G0T29	FNMA Note 1.5% Due 2/28/2020	225,000.00	03/01/2017 1.67 %	223,917.75 224,970.30	99.99 1.60 %	224,979.98 1,434.38	0.03 % 9.68	Aaa / AA+ AAA	0.08 0.08
3135G0T29	FNMA Note 1.5% Due 2/28/2020	250,000.00	Various 1.84 %	248,096.40 249,933.88	99.99 1.60 %	249,977.75 1,593.75	0.03 % 43.87	Aaa / AA+ AAA	0.08 0.08
3135G0T29	FNMA Note 1.5% Due 2/28/2020	800,000.00	Various 1.85 %	793,845.75 799,785.46	99.99 1.60 %	799,928.81 5,100.01	0.11 % 143.35	Aaa / AA+ AAA	0.08 0.08
313378J77	FHLB Note 1.875% Due 3/13/2020	420,000.00	06/15/2017 1.55 %	423,641.40 420,153.30	100.03 1.60 %	420,130.62 3,018.75	0.06 % (22.68)	Aaa / AA+ NR	0.12 0.12
313378J77	FHLB Note 1.875% Due 3/13/2020	135,000.00	06/15/2017 1.55 %	136,170.45 135,049.27	100.03 1.60 %	135,041.99 970.31	0.02 % (7.28)	Aaa / AA+ NR	0.12 0.12
3135G0VY6	FNMA Callable Note 1X 3/27/2015 1.7% Due 3/27/2020	3,500,000.00	03/23/2017 1.61 %	3,509,275.00 3,500,440.92	100.02 1.54 %	3,500,812.00 20,494.44	0.47 % 371.08	NR / AA+ AAA	0.15 0.16
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	100,000.00	04/25/2017 1.54 %	99,509.00 99,956.97	99.95 1.58 %	99,948.70 343.75	0.01 % (8.27)	Aaa / AA+ AAA	0.25 0.25
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	225,000.00	04/25/2017 1.54 %	223,895.25 224,903.18	99.95 1.58 %	224,884.58 773.44	0.03 % (18.60)	Aaa / AA+ AAA	0.25 0.25
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	5,000,000.00	05/18/2017 1.51 %	4,980,800.00 4,998,272.99	99.95 1.58 %	4,997,435.00 17,187.50	0.67 % (837.99)	Aaa / AA+ AAA	0.25 0.25
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	940,000.00	Various 1.40 %	939,727.40 939,925.89	99.95 1.58 %	939,517.78 3,231.26	0.13 % (408.11)	Aaa / AA+ AAA	0.25 0.25

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>AGENCY</b>									
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	400,000.00	Various 1.42 %	399,611.42 399,948.89	99.95 1.58 %	399,794.80 1,375.01	0.05 % (154.09)	Aaa / AA+ AAA	0.25 0.25
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	135,000.00	Various 1.42 %	134,862.29 134,982.25	99.95 1.58 %	134,930.75 464.07	0.02 % (51.50)	Aaa / AA+ AAA	0.25 0.25
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	140,000.00	Various 1.39 %	140,005.60 139,992.48	99.95 1.58 %	139,928.19 481.25	0.02 % (64.29)	Aaa / AA+ AAA	0.25 0.25
3134G44G0	FHLMC Callable Note 1X 5/22/2015 1.5% Due 5/22/2020	400,000.00	02/22/2016 1.32 %	403,028.00 400,221.36	99.98 1.57 %	399,906.40 1,150.00	0.05 % (314.96)	Aaa / AA+ AAA	0.31 0.31
31331SZY2	FFCB Note 4.55% Due 6/8/2020	665,000.00	07/25/2017 1.60 %	719,729.50 671,855.35	101.06 1.52 %	672,037.03 4,454.58	0.09 % 181.68	Aaa / AA+ AAA	0.35 0.35
3135G0D75	FNMA Note 1.5% Due 6/22/2020	195,000.00	12/15/2015 1.76 %	192,812.10 194,801.01	99.96 1.59 %	194,927.66 316.88	0.03 % 126.65	Aaa / AA+ AAA	0.39 0.39
3135G0D75	FNMA Note 1.5% Due 6/22/2020	65,000.00	12/15/2015 1.76 %	64,270.70 64,933.67	99.96 1.59 %	64,975.89 105.63	0.01 % 42.22	Aaa / AA+ AAA	0.39 0.39
3133ECHK5	FFCB Note 1.57% Due 7/23/2020	65,000.00	09/27/2017 1.65 %	64,853.10 64,974.53	99.99 1.59 %	64,993.24 22.68	0.01 % 18.71	Aaa / AA+ AAA	0.48 0.47
3130A66T9	FHLB Note 1.625% Due 9/11/2020	70,000.00	08/15/2018 2.66 %	68,545.40 69,561.62	100.06 1.52 %	70,042.49 442.36	0.01 % 480.87	Aaa / AA+ AAA	0.61 0.60
3130A66T9	FHLB Note 1.625% Due 9/11/2020	370,000.00	09/08/2017 1.47 %	371,642.80 370,337.75	100.06 1.52 %	370,224.59 2,338.20	0.05 % (113.16)	Aaa / AA+ AAA	0.61 0.60
3130A66T9	FHLB Note 1.625% Due 9/11/2020	465,000.00	09/08/2017 1.47 %	467,064.60 465,424.46	100.06 1.52 %	465,282.26 2,938.54	0.06 % (142.20)	Aaa / AA+ AAA	0.61 0.60
3130A66T9	FHLB Note 1.625% Due 9/11/2020	195,000.00	09/08/2017 1.47 %	195,865.80 195,178.00	100.06 1.52 %	195,118.37 1,232.29	0.03 % (59.63)	Aaa / AA+ AAA	0.61 0.60
3133XD4P3	FHLB Note 4.625% Due 9/11/2020	2,650,000.00	06/21/2017 1.64 %	2,897,086.00 2,697,874.19	101.87 1.54 %	2,699,441.05 47,663.19	0.37 % 1,566.86	Aaa / AA+ AAA	0.61 0.60
3135G0F73	FNMA Note 1.5% Due 11/30/2020	1,195,000.00	05/30/2017 1.62 %	1,190,095.72 1,193,802.91	99.97 1.53 %	1,194,698.86 3,037.29	0.16 % 895.95	Aaa / AA+ AAA	0.83 0.82
3135G0F73	FNMA Note 1.5% Due 11/30/2020	425,000.00	Various 1.63 %	423,142.07 424,543.25	99.97 1.53 %	424,892.90 1,080.21	0.06 % 349.65	Aaa / AA+ AAA	0.83 0.82
3135G0F73	FNMA Note 1.5% Due 11/30/2020	140,000.00	Various 1.63 %	139,387.53 139,849.42	99.97 1.53 %	139,964.72 355.83	0.02 % 115.30	Aaa / AA+ AAA	0.83 0.82
313371U79	FHLB Note 3.125% Due 12/11/2020	525,000.00	07/25/2017 1.69 %	549,577.00 531,398.83	101.39 1.50 %	532,278.60 2,278.65	0.07 % 879.77	Aaa / AA+ AAA	0.86 0.85
3133XDVS7	FHLB Note 5.25% Due 12/11/2020	50,000.00	08/29/2017 1.54 %	55,913.50 51,581.70	103.09 1.62 %	51,543.25 364.58	0.01 % (38.45)	Aaa / AA+ AAA	0.86 0.84
3135G0H55	FNMA Note 1.875% Due 12/28/2020	610,000.00	05/27/2016 1.40 %	622,803.90 612,605.07	100.38 1.46 %	612,295.43 1,048.44	0.08 % (309.64)	Aaa / AA+ AAA	0.91 0.90
3135G0H55	FNMA Note 1.875% Due 12/28/2020	75,000.00	05/27/2016 1.40 %	76,574.25 75,320.30	100.38 1.46 %	75,282.23 128.91	0.01 % (38.07)	Aaa / AA+ AAA	0.91 0.90

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CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>AGENCY</b>									
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	525,000.00	04/26/2016 1.48 %	522,448.50 524,428.35	99.85 1.52 %	524,198.85 3,268.49	0.07 % (229.50)	Aaa / AA+ AAA	1.05 1.03
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	375,000.00	05/27/2016 1.45 %	373,781.25 374,721.77	99.85 1.52 %	374,427.75 2,334.64	0.05 % (294.02)	Aaa / AA+ AAA	1.05 1.03
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	800,000.00	12/14/2017 2.01 %	784,464.00 794,752.61	99.85 1.52 %	798,779.20 4,980.56	0.11 % 4,026.59	Aaa / AA+ AAA	1.05 1.03
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	225,000.00	Various 1.46 %	224,148.00 224,807.05	99.85 1.52 %	224,656.65 1,400.78	0.03 % (150.40)	Aaa / AA+ AAA	1.05 1.03
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	105,000.00	Various 1.63 %	104,052.90 104,721.56	99.85 1.52 %	104,839.77 653.70	0.01 % 118.21	Aaa / AA+ AAA	1.05 1.03
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	245,000.00	Various 1.87 %	241,188.50 243,748.56	99.85 1.52 %	244,626.13 1,525.30	0.03 % 877.57	Aaa / AA+ AAA	1.05 1.03
3135G0J20	FNMA Note 1.375% Due 2/26/2021	60,000.00	05/23/2017 1.70 %	59,283.30 59,791.15	99.90 1.47 %	59,938.86 355.21	0.01 % 147.71	Aaa / AA+ AAA	1.07 1.05
3135G0J20	FNMA Note 1.375% Due 2/26/2021	200,000.00	05/27/2016 1.45 %	199,346.00 199,848.09	99.90 1.47 %	199,796.20 1,184.03	0.03 % (51.89)	Aaa / AA+ AAA	1.07 1.05
3135G0J20	FNMA Note 1.375% Due 2/26/2021	465,000.00	05/27/2016 1.45 %	463,479.45 464,646.81	99.90 1.47 %	464,526.17 2,752.86	0.06 % (120.64)	Aaa / AA+ AAA	1.07 1.05
3135G0J20	FNMA Note 1.375% Due 2/26/2021	75,000.00	05/27/2016 1.45 %	74,754.75 74,943.03	99.90 1.47 %	74,923.58 444.01	0.01 % (19.45)	Aaa / AA+ AAA	1.07 1.05
3135G0J20	FNMA Note 1.375% Due 2/26/2021	150,000.00	07/25/2017 1.70 %	148,303.50 149,482.52	99.90 1.47 %	149,847.15 888.02	0.02 % 364.63	Aaa / AA+ AAA	1.07 1.05
3135G0J20	FNMA Note 1.375% Due 2/26/2021	475,000.00	07/25/2017 1.70 %	469,627.75 473,361.30	99.90 1.47 %	474,515.98 2,812.07	0.06 % 1,154.68	Aaa / AA+ AAA	1.07 1.05
3130A0XD7	FHLB Note 2.375% Due 3/12/2021	1,300,000.00	08/28/2017 1.63 %	1,333,320.00 1,310,684.86	100.98 1.48 %	1,312,738.70 11,921.18	0.18 % 2,053.84	Aaa / AA+ AAA	1.11 1.09
3133732Y7	FHLB Note 3.625% Due 3/12/2021	1,255,000.00	06/08/2017 1.69 %	1,342,900.20 1,281,625.31	102.33 1.51 %	1,284,241.50 17,565.64	0.18 % 2,616.19	Aaa / AA+ AAA	1.11 1.08
3133732Y7	FHLB Note 3.625% Due 3/12/2021	1,000,000.00	08/28/2017 1.63 %	1,068,490.00 1,021,971.09	102.33 1.51 %	1,023,300.00 13,996.53	0.14 % 1,328.91	Aaa / AA+ AAA	1.11 1.08
3130AB5A0	FHLB Note 1.75% Due 4/7/2021	495,000.00	06/15/2017 1.71 %	495,668.25 495,209.40	100.33 1.47 %	496,635.48 2,743.13	0.07 % 1,426.08	Aaa / AA+ AAA	1.18 1.16
3135G0U27	FNMA Note 2.5% Due 4/13/2021	2,000,000.00	10/11/2019 1.70 %	2,023,580.00 2,018,956.70	101.29 1.41 %	2,025,842.00 15,000.00	0.27 % 6,885.30	Aaa / AA+ AAA	1.20 1.17
313379RB7	FHLB Note 1.875% Due 6/11/2021	2,400,000.00	08/25/2017 1.69 %	2,415,960.00 2,405,832.20	100.56 1.46 %	2,413,437.60 6,250.00	0.33 % 7,605.40	Aaa / AA+ AAA	1.36 1.34
313379RB7	FHLB Note 1.875% Due 6/11/2021	890,000.00	08/29/2017 1.63 %	898,090.10 892,968.29	100.56 1.46 %	894,983.11 2,317.71	0.12 % 2,014.82	Aaa / AA+ AAA	1.36 1.34
313379RB7	FHLB Note 1.875% Due 6/11/2021	765,000.00	Various 1.73 %	769,165.10 766,505.83	100.56 1.46 %	769,283.24 1,992.19	0.10 % 2,777.41	Aaa / AA+ AAA	1.36 1.34

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>AGENCY</b>									
313379RB7	FHLB Note 1.875% Due 6/11/2021	235,000.00	Various 1.73 %	236,263.15 235,456.45	100.56 1.46 %	236,315.77 611.98	0.03 % 859.32	Aaa / AA+ AAA	1.36 1.34
3137EAEC9	FHLMC Note 1.125% Due 8/12/2021	2,500,000.00	12/20/2017 2.12 %	2,413,450.00 2,462,815.74	99.57 1.41 %	2,489,235.00 13,203.13	0.34 % 26,419.26	Aaa / AA+ AAA	1.53 1.50
3137EAEC9	FHLMC Note 1.125% Due 8/12/2021	75,000.00	12/27/2016 2.11 %	71,759.25 73,891.89	99.57 1.41 %	74,677.05 396.09	0.01 % 785.16	Aaa / AA+ AAA	1.53 1.50
3133EHP31	FFCB Note 1.95% Due 11/2/2021	2,500,000.00	12/20/2017 2.16 %	2,481,000.00 2,491,165.06	101.00 1.37 %	2,525,000.00 12,052.08	0.34 % 33,834.94	Aaa / AA+ AAA	1.76 1.71
3133EK6D3	FFCB Note 1.57% Due 11/8/2021	4,610,000.00	11/26/2019 1.62 %	4,605,159.50 4,605,571.32	100.34 1.37 %	4,625,853.79 16,686.92	0.62 % 20,282.47	Aaa / AA+ AAA	1.77 1.73
3130AAB49	FHLB Note 1.875% Due 12/10/2021	2,500,000.00	12/20/2017 2.17 %	2,472,275.00 2,486,702.45	100.86 1.41 %	2,521,450.00 6,640.63	0.34 % 34,747.55	Aaa / AA+ AAA	1.86 1.82
313378WG2	FHLB Note 2.5% Due 3/11/2022	2,500,000.00	09/27/2019 1.65 %	2,550,525.00 2,543,693.98	102.31 1.38 %	2,557,845.00 24,305.56	0.35 % 14,151.02	Aaa / AA+ NR	2.11 2.04
3130A5P45	FHLB Note 2.375% Due 6/10/2022	6,000,000.00	09/24/2019 1.60 %	6,123,420.00 6,107,770.27	102.20 1.42 %	6,131,964.00 20,187.50	0.83 % 24,193.73	Aaa / AA+ AAA	2.36 2.29
3133ELAE4	FFCB Note 1.625% Due 8/22/2022	8,850,000.00	11/26/2019 1.60 %	8,855,079.90 8,854,700.68	100.43 1.45 %	8,888,355.90 27,564.06	1.20 % 33,655.22	Aaa / AA+ AAA	2.56 2.49
313380GJ0	FHLB Note 2% Due 9/9/2022	2,705,000.00	09/13/2019 1.82 %	2,719,363.55 2,717,582.29	101.41 1.45 %	2,743,240.59 21,339.44	0.37 % 25,658.30	Aaa / AA+ NR	2.61 2.51
3133XN4B2	FHLB Note 5.25% Due 12/9/2022	5,000,000.00	09/13/2019 1.83 %	5,533,750.00 5,473,401.87	110.79 1.38 %	5,539,550.00 37,916.67	0.75 % 66,148.13	Aaa / AA+ NR	2.86 2.66
313382AX1	FHLB Note 2.125% Due 3/10/2023	4,050,000.00	10/25/2019 1.67 %	4,109,697.00 4,105,235.90	102.26 1.38 %	4,141,647.45 33,707.81	0.56 % 36,411.55	Aaa / AA+ AAA	3.11 2.98
3133834G3	FHLB Note 2.125% Due 6/9/2023	2,500,000.00	05/28/2019 2.15 %	2,497,150.00 2,497,585.78	102.36 1.40 %	2,559,015.00 7,673.61	0.35 % 61,429.22	Aaa / AA+ NR	3.36 3.23
3133EKSX7	FFCB Note 1.77% Due 6/26/2023	5,000,000.00	06/24/2019 1.85 %	4,984,350.00 4,986,582.09	101.06 1.45 %	5,053,170.00 8,604.17	0.68 % 66,587.91	Aaa / AA+ AAA	3.40 3.29
3130A3DL5	FHLB Note 2.375% Due 9/8/2023	7,775,000.00	08/20/2019 1.49 %	8,043,159.75 8,014,465.12	103.46 1.39 %	8,044,294.90 73,349.57	1.09 % 29,829.78	Aaa / AA+ NR	3.61 3.42
3133EKM1	FFCB Note 2.23% Due 2/23/2024	750,000.00	07/30/2019 1.89 %	761,047.50 759,877.47	103.05 1.45 %	772,879.50 7,340.42	0.10 % 13,002.03	Aaa / AA+ AAA	4.07 3.84
3133EKNX0	FFCB Note 2.16% Due 6/3/2024	2,900,000.00	06/25/2019 1.86 %	2,940,281.00 2,935,583.86	102.91 1.46 %	2,984,471.20 10,092.00	0.40 % 48,887.34	Aaa / AA+ AAA	4.34 4.12
3133EKQU3	FFCB Note 1.95% Due 6/13/2024	1,000,000.00	07/26/2019 1.95 %	999,900.00 999,908.80	102.04 1.47 %	1,020,422.00 2,600.00	0.14 % 20,513.20	Aaa / AA+ AAA	4.37 4.17
3130A1XJ2	FHLB Note 2.875% Due 6/14/2024	9,500,000.00	Various 1.91 %	9,930,866.80 9,884,157.10	106.15 1.42 %	10,084,164.50 35,657.98	1.36 % 200,007.40	Aaa / AA+ NR	4.37 4.10
3135G0V75	FNMA Note 1.75% Due 7/2/2024	5,000,000.00	07/26/2019 1.92 %	4,960,200.00 4,964,100.30	101.60 1.38 %	5,079,955.00 7,048.61	0.68 % 115,854.70	Aaa / AA+ AAA	4.42 4.24

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<b>AGENCY</b>									
3133EKVV4	FFCB Note 1.85% Due 7/26/2024	2,600,000.00	08/27/2019 1.46 %	2,647,554.00 2,643,581.30	101.65 1.47 %	2,642,788.20 668.06	0.36 % (793.10)	Aaa / AA+ AAA	4.49 4.29
<b>Total Agency</b>		<b>113,395,000.00</b>	<b>1.73 %</b>	<b>115,311,455.88</b> <b>114,829,343.37</b>	<b>1.45 %</b>	<b>115,737,016.25</b> <b>591,735.65</b>	<b>15.64 %</b> <b>907,672.88</b>	<b>Aaa / AA+ AAA</b>	<b>2.40</b> <b>2.30</b>
<b>SUPRANATIONAL</b>									
4581X0CX4	Inter-American Dev Bank Note 1.625% Due 5/12/2020	2,500,000.00	05/18/2017 1.59 %	2,502,225.00 2,500,177.40	100.01 1.58 %	2,500,280.00 8,914.93	0.34 % 102.60	Aaa / AAA AAA	0.28 0.28
4581X0CP1	Inter-American Dev Bank Note 1.875% Due 6/16/2020	2,600,000.00	01/27/2017 1.81 %	2,605,746.00 2,600,617.31	100.08 1.65 %	2,602,142.40 6,093.75	0.35 % 1,525.09	Aaa / AAA AAA	0.38 0.37
45950KCG3	International Finance Corp Note 1.625% Due 7/16/2020	5,000,000.00	05/18/2017 1.59 %	5,004,850.00 5,000,699.86	100.02 1.57 %	5,001,215.00 3,385.42	0.67 % 515.14	Aaa / AAA NR	0.46 0.46
459058DH3	Intl. Bank Recon & Development Note 2.125% Due 11/1/2020	2,400,000.00	06/21/2017 1.72 %	2,431,320.00 2,407,129.60	100.40 1.58 %	2,409,676.80 12,750.00	0.33 % 2,547.20	Aaa / AAA AAA	0.75 0.74
4581X0CD8	Inter-American Dev Bank Note 2.125% Due 11/9/2020	60,000.00	09/27/2017 1.77 %	60,634.80 60,160.12	100.45 1.53 %	60,270.72 290.42	0.01 % 110.60	Aaa / AAA AAA	0.78 0.76
459058DY6	Intl. Bank Recon & Development Note 1.625% Due 2/10/2022	2,800,000.00	06/22/2018 2.86 %	2,681,616.00 2,732,378.40	100.37 1.44 %	2,810,427.20 21,612.50	0.38 % 78,048.80	Aaa / AAA AAA	2.03 1.97
45950VLH7	International Finance Corp Note 2% Due 10/24/2022	2,900,000.00	06/21/2018 2.90 %	2,794,382.00 2,831,980.13	101.70 1.36 %	2,949,285.50 15,627.78	0.40 % 117,305.37	Aaa / AAA NR	2.73 2.64
<b>Total Supranational</b>		<b>18,260,000.00</b>	<b>2.04 %</b>	<b>18,080,773.80</b> <b>18,133,142.82</b>	<b>1.53 %</b>	<b>18,333,297.62</b> <b>68,674.80</b>	<b>2.47 %</b> <b>200,154.80</b>	<b>Aaa / AAA AAA</b>	<b>1.07</b> <b>1.04</b>
<b>CORPORATE</b>									
69371RN69	Paccar Financial Corp Note 1.95% Due 2/27/2020	1,490,000.00	02/26/2018 2.56 %	1,472,522.30 1,489,326.00	100.01 1.80 %	1,490,149.00 12,429.10	0.20 % 823.00	A1 / A+ NR	0.07 0.07
166764BP4	Chevron Corp Note 1.991% Due 3/3/2020	1,445,000.00	11/21/2018 2.99 %	1,427,125.35 1,443,689.11	100.02 1.76 %	1,445,271.66 11,827.65	0.20 % 1,582.55	Aa2 / AA NR	0.09 0.09
40428HPR7	HSBC USA Inc Note 2.35% Due 3/5/2020	1,000,000.00	10/19/2018 3.22 %	988,390.00 999,148.31	100.06 1.72 %	1,000,580.00 9,530.56	0.14 % 1,431.69	A2 / A A+	0.09 0.09
30231GAG7	Exxon Mobil Corp Callable Note Cont 2/6/2020 1.912% Due 3/6/2020	1,000,000.00	05/19/2016 1.74 %	1,006,080.00 1,000,022.77	100.00 1.88 %	999,951.00 7,701.11	0.14 % (71.77)	Aaa / AA+ NR	0.10 0.02
30231GAG7	Exxon Mobil Corp Callable Note Cont 2/6/2020 1.912% Due 3/6/2020	218,000.00	05/31/2016 1.73 %	219,427.90 218,005.45	100.00 1.88 %	217,989.32 1,678.84	0.03 % (16.13)	Aaa / AA+ NR	0.10 0.02
30231GAG7	Exxon Mobil Corp Callable Note Cont 2/6/2020 1.912% Due 3/6/2020	205,000.00	05/31/2016 1.73 %	206,342.75 205,005.12	100.00 1.88 %	204,989.96 1,578.73	0.03 % (15.16)	Aaa / AA+ NR	0.10 0.02

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CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
30231GAG7	Exxon Mobil Corp Callable Note Cont 2/6/2020 1.912% Due 3/6/2020	195,000.00	05/31/2016 1.73 %	196,277.25 195,004.87	100.00 1.88 %	194,990.45 1,501.72	0.03 % (14.42)	Aaa / AA+ NR	0.10 0.02
30231GAG7	Exxon Mobil Corp Callable Note Cont 2/6/2020 1.912% Due 3/6/2020	65,000.00	05/31/2016 1.73 %	65,425.75 65,001.62	100.00 1.88 %	64,996.82 500.57	0.01 % (4.80)	Aaa / AA+ NR	0.10 0.02
369550BA5	General Dynamics Corp Note 2.875% Due 5/11/2020	1,065,000.00	05/23/2018 3.00 %	1,062,571.80 1,064,591.29	100.31 1.74 %	1,068,303.63 6,804.17	0.14 % 3,712.34	A2 / A+ NR	0.28 0.28
369550BA5	General Dynamics Corp Note 2.875% Due 5/11/2020	140,000.00	Various 2.95 %	139,804.40 139,964.41	100.31 1.74 %	140,434.28 894.44	0.02 % 469.87	A2 / A+ NR	0.28 0.28
369550BA5	General Dynamics Corp Note 2.875% Due 5/11/2020	530,000.00	Various 2.96 %	529,162.40 529,851.00	100.31 1.74 %	531,644.06 3,386.11	0.07 % 1,793.06	A2 / A+ NR	0.28 0.28
69353RFC7	PNC Bank Callable Note Cont 4/19/2020 2% Due 5/19/2020	1,900,000.00	01/29/2019 2.95 %	1,877,162.00 1,894,589.23	100.06 1.71 %	1,901,071.60 7,600.00	0.26 % 6,482.37	A2 / A A+	0.30 0.22
46625HLW8	JP Morgan Chase Callable Note Cont 5/23/2020 2.75% Due 6/23/2020	285,000.00	04/26/2016 2.21 %	290,996.40 285,477.41	100.30 1.77 %	285,844.17 827.29	0.04 % 366.76	A2 / A- AA-	0.39 0.31
46625HLW8	JP Morgan Chase Callable Note Cont 5/23/2020 2.75% Due 6/23/2020	145,000.00	06/28/2016 1.86 %	149,816.90 145,396.83	100.30 1.77 %	145,429.49 420.90	0.02 % 32.66	A2 / A- AA-	0.39 0.31
458140AQ3	Intel Corp Note 2.45% Due 7/29/2020	590,000.00	06/09/2016 1.57 %	610,756.20 592,552.59	100.38 1.67 %	592,266.19 80.30	0.08 % (286.40)	A1 / A+ A+	0.49 0.49
40428HPV8	HSBC USA Inc Note 2.75% Due 8/7/2020	1,720,000.00	03/19/2018 3.07 %	1,707,512.80 1,717,210.86	100.48 1.80 %	1,728,321.36 22,861.68	0.24 % 11,110.50	A2 / A A+	0.52 0.51
857477AS2	State Street Bank Note 2.55% Due 8/18/2020	1,100,000.00	03/27/2018 2.76 %	1,094,687.00 1,098,746.38	100.46 1.71 %	1,105,024.80 12,700.42	0.15 % 6,278.42	A1 / A AA-	0.55 0.54
25468PDE3	TWDC Enterprises 18 Corp Note 2.15% Due 9/17/2020	365,000.00	06/15/2017 1.85 %	368,449.25 365,679.33	100.31 1.65 %	366,138.44 2,921.01	0.05 % 459.11	A2 / A A	0.63 0.62
25468PDE3	TWDC Enterprises 18 Corp Note 2.15% Due 9/17/2020	125,000.00	06/15/2017 1.85 %	126,181.25 125,232.65	100.31 1.65 %	125,389.88 1,000.35	0.02 % 157.23	A2 / A A	0.63 0.62
713448DC9	Pepsico Inc. Callable Note Cont 9/14/2020 2.15% Due 10/14/2020	300,000.00	06/07/2016 1.60 %	306,768.00 301,011.49	100.35 1.58 %	301,041.90 1,917.08	0.04 % 30.41	A1 / A+ A	0.70 0.61
713448DC9	Pepsico Inc. Callable Note Cont 9/14/2020 2.15% Due 10/14/2020	120,000.00	06/15/2017 1.90 %	120,927.60 120,181.01	100.35 1.58 %	120,416.76 766.83	0.02 % 235.75	A1 / A+ A	0.70 0.61
713448DC9	Pepsico Inc. Callable Note Cont 9/14/2020 2.15% Due 10/14/2020	365,000.00	06/15/2017 1.90 %	367,821.45 365,550.58	100.35 1.58 %	366,267.65 2,332.45	0.05 % 717.07	A1 / A+ A	0.70 0.61
713448DC9	Pepsico Inc. Callable Note Cont 9/14/2020 2.15% Due 10/14/2020	2,100,000.00	06/21/2017 1.92 %	2,115,099.00 2,102,961.31	100.35 1.58 %	2,107,293.30 13,419.58	0.29 % 4,331.99	A1 / A+ A	0.70 0.61

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<b>CORPORATE</b>									
46625HHU7	JP Morgan Chase Note 4.25% Due 10/15/2020	70,000.00	12/27/2016 2.74 %	73,774.40 70,729.20	101.76 1.73 %	71,232.21 875.97	0.01 % 503.01	A2 / A- AA-	0.71 0.69
90331HNG4	US Bank NA Callable Note Cont 9/23/2020 2.05% Due 10/23/2020	2,000,000.00	03/27/2018 2.88 %	1,958,960.00 1,988,023.53	100.22 1.70 %	2,004,354.00 11,161.11	0.27 % 16,330.47	A1 / AA- AA-	0.73 0.64
46625HNX4	JP Morgan Chase Callable Note Cont 09/29/2020 2.55% Due 10/29/2020	3,000,000.00	02/26/2018 2.83 %	2,978,610.00 2,993,829.12	100.53 1.73 %	3,015,867.00 19,550.00	0.41 % 22,037.88	A2 / A- AA-	0.75 0.65
46625HNX4	JP Morgan Chase Callable Note Cont 09/29/2020 2.55% Due 10/29/2020	200,000.00	05/05/2016 2.07 %	204,016.00 200,625.60	100.53 1.73 %	201,057.80 1,303.33	0.03 % 432.20	A2 / A- AA-	0.75 0.65
46625HNX4	JP Morgan Chase Callable Note Cont 09/29/2020 2.55% Due 10/29/2020	300,000.00	05/27/2016 2.24 %	303,852.00 300,613.34	100.53 1.73 %	301,586.70 1,955.00	0.04 % 973.36	A2 / A- AA-	0.75 0.65
46625HNX4	JP Morgan Chase Callable Note Cont 09/29/2020 2.55% Due 10/29/2020	350,000.00	05/27/2016 2.24 %	354,494.00 350,715.56	100.53 1.73 %	351,851.16 2,280.83	0.05 % 1,135.60	A2 / A- AA-	0.75 0.65
46625HNX4	JP Morgan Chase Callable Note Cont 09/29/2020 2.55% Due 10/29/2020	35,000.00	05/27/2016 2.24 %	35,449.40 35,071.56	100.53 1.73 %	35,185.12 228.08	0.00 % 113.56	A2 / A- AA-	0.75 0.65
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	1,000,000.00	05/02/2019 2.71 %	994,020.00 996,922.30	100.35 1.76 %	1,003,525.00 5,622.22	0.14 % 6,602.70	A3 / A A	0.76 0.66
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	2,310,000.00	05/23/2018 3.00 %	2,272,277.70 2,297,977.04	100.35 1.76 %	2,318,142.75 12,987.33	0.31 % 20,165.71	A3 / A A	0.76 0.66
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	365,000.00	05/23/2018 3.00 %	359,039.55 363,100.27	100.35 1.76 %	366,286.63 2,052.11	0.05 % 3,186.36	A3 / A A	0.76 0.66
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	245,000.00	05/23/2018 3.00 %	240,999.15 243,724.84	100.35 1.76 %	245,863.63 1,377.44	0.03 % 2,138.79	A3 / A A	0.76 0.66
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	75,000.00	05/23/2018 3.00 %	73,775.25 74,609.64	100.35 1.76 %	75,264.38 421.67	0.01 % 654.74	A3 / A A	0.76 0.66
69353REU8	PNC Bank Callable Note Cont 10/6/2020 2.45% Due 11/5/2020	750,000.00	07/25/2017 2.03 %	759,742.50 752,127.96	100.54 1.65 %	754,020.00 4,389.58	0.10 % 1,892.04	A2 / A A+	0.76 0.67
69353REU8	PNC Bank Callable Note Cont 10/6/2020 2.45% Due 11/5/2020	4,000,000.00	Various 2.42 %	4,006,480.00 3,999,930.53	100.54 1.65 %	4,021,440.00 23,411.12	0.54 % 21,509.47	A2 / A A+	0.76 0.67
94974BGR5	Wells Fargo Corp Note 2.55% Due 12/7/2020	1,000,000.00	05/19/2016 2.21 %	1,014,540.00 1,002,816.05	100.62 1.81 %	1,006,205.00 3,825.00	0.14 % 3,388.95	A2 / A- A+	0.85 0.84
92826CAB8	Visa Inc Callable Note Cont 11/14/2020 2.2% Due 12/14/2020	300,000.00	06/07/2016 1.71 %	306,360.00 301,261.43	100.43 1.70 %	301,284.00 861.67	0.04 % 22.57	Aa3 / AA- NR	0.87 0.86

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
92826CAB8	Visa Inc Callable Note Cont 2.2% Due 12/14/2020	525,000.00	06/09/2016 1.69 %	536,649.75 527,309.94	100.43 1.70 %	527,247.00 1,507.91	0.07 % (62.94)	Aa3 / AA- NR	0.87 0.86
92826CAB8	Visa Inc Callable Note Cont 2.2% Due 12/14/2020	405,000.00	Various 1.70 %	413,808.75 406,746.84	100.43 1.70 %	406,733.40 1,163.25	0.05 % (13.44)	Aa3 / AA- NR	0.87 0.86
44932HAB9	IBM Credit Corp Note 1.8% Due 1/20/2021	1,700,000.00	11/30/2017 2.23 %	1,678,206.00 1,693,103.24	100.18 1.62 %	1,703,002.20 935.00	0.23 % 9,898.96	A2 / A NR	0.97 0.96
69353RFH6	PNC Bank Callable Note Cont 12/23/2020 2.5% Due 1/22/2021	260,000.00	04/13/2018 3.01 %	256,469.20 258,722.04	100.73 1.67 %	261,893.32 162.50	0.04 % 3,171.28	A2 / A A+	0.98 0.88
459200JF9	IBM Corp Note 2.25% Due 2/19/2021	5,000,000.00	01/29/2019 3.09 %	4,916,850.00 4,956,796.80	100.64 1.63 %	5,031,960.00 50,625.00	0.68 % 75,163.20	A2 / A NR	1.05 1.03
46625HQJ2	JP Morgan Chase Callable Note Cont 2/1/2021 2.55% Due 3/1/2021	350,000.00	07/25/2017 2.30 %	352,961.00 350,867.13	100.91 1.62 %	353,200.05 3,718.75	0.05 % 2,332.92	A2 / A- AA-	1.08 0.98
949746RS2	Wells Fargo Company Note 2.5% Due 3/4/2021	690,000.00	04/26/2016 2.26 %	697,486.50 691,753.13	100.82 1.73 %	695,680.08 7,043.75	0.09 % 3,926.95	A2 / A- A+	1.09 1.06
06051GFW4	Bank of America Corp Note 2.625% Due 4/19/2021	1,590,000.00	01/29/2018 2.70 %	1,586,263.50 1,588,527.64	101.20 1.63 %	1,609,000.50 11,825.64	0.22 % 20,472.86	A2 / A- A+	1.22 1.19
06051GFW4	Bank of America Corp Note 2.625% Due 4/19/2021	7,584,000.00	Various 2.75 %	7,565,809.92 7,572,558.87	101.20 1.63 %	7,674,628.80 56,406.00	1.04 % 102,069.93	A2 / A- A+	1.22 1.19
90331HNP4	US Bank NA Callable Note Cont 3/26/2021 3.15% Due 4/26/2021	1,100,000.00	01/29/2019 3.01 %	1,103,234.00 1,101,748.90	101.78 1.58 %	1,119,633.90 9,143.75	0.15 % 17,885.00	A1 / AA- AA-	1.24 1.13
037833AR1	Apple Inc Note 2.85% Due 5/6/2021	1,700,000.00	11/21/2017 2.28 %	1,732,130.00 1,712,014.38	101.64 1.53 %	1,727,929.30 11,439.58	0.23 % 15,914.92	Aa1 / AA+ NR	1.26 1.23
857477AV5	State Street Bank Note 1.95% Due 5/19/2021	1,140,000.00	01/30/2018 2.66 %	1,114,714.80 1,129,765.10	100.56 1.51 %	1,146,372.60 4,446.00	0.15 % 16,607.50	A1 / A AA-	1.30 1.28
857477AV5	State Street Bank Note 1.95% Due 5/19/2021	670,000.00	Various 2.28 %	662,454.40 667,148.02	100.56 1.51 %	673,745.30 2,613.00	0.09 % 6,597.28	A1 / A AA-	1.30 1.28
02665WBF7	American Honda Finance Note 1.65% Due 7/12/2021	1,470,000.00	05/04/2018 3.08 %	1,406,892.90 1,440,500.44	100.00 1.65 %	1,469,992.65 1,280.13	0.20 % 29,492.21	A2 / A NR	1.45 1.42
665859AM6	Northern Trust Company Note 3.375% Due 8/23/2021	1,335,000.00	04/26/2018 3.03 %	1,349,578.20 1,342,032.10	102.72 1.61 %	1,371,261.27 19,774.70	0.19 % 29,229.17	A2 / A+ AA-	1.56 1.50
02665WBG5	American Honda Finance Note 1.7% Due 9/9/2021	335,000.00	04/13/2018 3.02 %	320,842.90 328,122.34	100.08 1.65 %	335,277.05 2,246.36	0.05 % 7,154.71	A2 / A NR	1.61 1.57
02665WBG5	American Honda Finance Note 1.7% Due 9/9/2021	510,000.00	04/13/2018 3.02 %	488,447.40 499,529.53	100.08 1.65 %	510,421.78 3,419.83	0.07 % 10,892.25	A2 / A NR	1.61 1.57
02665WBG5	American Honda Finance Note 1.7% Due 9/9/2021	85,000.00	04/13/2018 3.02 %	81,407.90 83,254.92	100.08 1.65 %	85,070.30 569.97	0.01 % 1,815.38	A2 / A NR	1.61 1.57
02665WBG5	American Honda Finance Note 1.7% Due 9/9/2021	555,000.00	Various 3.05 %	533,284.50 543,333.47	100.08 1.65 %	555,458.99 3,721.59	0.08 % 12,125.52	A2 / A NR	1.61 1.57

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CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
02665WBG5	American Honda Finance Note 1.7% Due 9/9/2021	180,000.00	Various 3.05 %	172,960.20 176,215.78	100.08 1.65 %	180,148.87 1,207.00	0.02 % 3,933.09	A2 / A NR	1.61 1.57
24422EUK3	John Deere Capital Corp Note 3.125% Due 9/10/2021	4,500,000.00	05/02/2019 2.68 %	4,545,000.00 4,531,162.16	102.32 1.65 %	4,604,616.00 55,078.13	0.63 % 73,453.84	A2 / A A	1.61 1.55
14912L7D7	Caterpillar Finance Serv Corp Note 1.931% Due 10/1/2021	1,550,000.00	12/06/2019 1.89 %	1,550,992.00 1,550,915.20	100.61 1.56 %	1,559,379.05 9,976.84	0.21 % 8,463.85	A3 / A A	1.67 1.63
459200HA2	IBM Corp Note 2.9% Due 11/1/2021	500,000.00	12/14/2017 2.38 %	509,550.00 504,420.64	102.27 1.58 %	511,332.50 3,625.00	0.07 % 6,911.86	A2 / A NR	1.75 1.69
459200HA2	IBM Corp Note 2.9% Due 11/1/2021	105,000.00	12/14/2017 2.38 %	107,005.50 105,928.33	102.27 1.58 %	107,379.83 761.25	0.01 % 1,451.50	A2 / A NR	1.75 1.69
69353REY0	PNC Bank Callable Note Cont 11/09/2021 2.55% Due 12/9/2021	530,000.00	11/27/2018 3.48 %	515,944.40 521,194.71	101.63 1.61 %	538,662.85 1,952.17	0.07 % 17,468.14	A2 / A A+	1.86 1.73
69353REY0	PNC Bank Callable Note Cont 11/09/2021 2.55% Due 12/9/2021	415,000.00	11/27/2018 3.48 %	403,994.20 408,105.30	101.63 1.61 %	421,783.18 1,528.58	0.06 % 13,677.88	A2 / A A+	1.86 1.73
46625HJD3	JP Morgan Chase Note 4.5% Due 1/24/2022	920,000.00	10/29/2018 3.51 %	947,682.80 937,359.71	105.35 1.74 %	969,201.60 805.01	0.13 % 31,841.89	A2 / A- AA-	1.98 1.90
69353RFB9	PNC Bank Callable Note Cont 1/18/2022 2.625% Due 2/17/2022	805,000.00	02/26/2019 2.98 %	796,853.40 799,316.33	101.86 1.66 %	819,935.97 9,626.46	0.11 % 20,619.64	A2 / A A+	2.05 1.89
91159HHC7	US Bancorp Callable Note Cont 2/15/2022 3% Due 3/15/2022	2,500,000.00	06/21/2018 3.30 %	2,474,225.00 2,484,940.84	102.79 1.60 %	2,569,832.50 28,333.33	0.35 % 84,891.66	A1 / A+ AA-	2.12 1.96
91159HHC7	US Bancorp Callable Note Cont 2/15/2022 3% Due 3/15/2022	740,000.00	09/25/2018 3.40 %	730,298.60 733,913.20	102.79 1.60 %	760,670.42 8,386.66	0.10 % 26,757.22	A1 / A+ AA-	2.12 1.96
91159HHC7	US Bancorp Callable Note Cont 2/15/2022 3% Due 3/15/2022	485,000.00	09/25/2018 3.40 %	478,641.65 481,010.67	102.79 1.60 %	498,547.51 5,496.67	0.07 % 17,536.84	A1 / A+ AA-	2.12 1.96
91159HHC7	US Bancorp Callable Note Cont 2/15/2022 3% Due 3/15/2022	205,000.00	09/25/2018 3.40 %	202,312.45 203,313.79	102.79 1.60 %	210,726.27 2,323.33	0.03 % 7,412.48	A1 / A+ AA-	2.12 1.96
24422EUT4	John Deere Capital Corp Note 2.95% Due 4/1/2022	75,000.00	03/20/2019 2.80 %	75,324.75 75,234.91	102.74 1.65 %	77,058.60 737.50	0.01 % 1,823.69	A2 / A A	2.17 2.08
24422EUT4	John Deere Capital Corp Note 2.95% Due 4/1/2022	427,000.00	03/20/2019 2.80 %	428,848.91 428,337.41	102.74 1.65 %	438,720.30 4,198.83	0.06 % 10,382.89	A2 / A A	2.17 2.08
68389XBB0	Oracle Corp Callable Note Cont 3/15/2022 2.5% Due 5/15/2022	515,000.00	11/21/2019 1.88 %	522,225.45 521,656.86	101.81 1.63 %	524,307.08 2,718.05	0.07 % 2,650.22	A1 / A+ A	2.29 2.06
68389XBB0	Oracle Corp Callable Note Cont 3/15/2022 2.5% Due 5/15/2022	3,500,000.00	11/26/2019 1.85 %	3,550,575.00 3,546,820.18	101.81 1.63 %	3,563,252.00 18,472.22	0.48 % 16,431.82	A1 / A+ A	2.29 2.06

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<b>CORPORATE</b>									
02665WCY5	American Honda Finance Note 2.2% Due 6/27/2022	520,000.00	10/29/2019 1.93 %	523,546.40 523,221.36	101.09 1.74 %	525,650.32 1,080.44	0.07 % 2,428.96	A2 / A NR	2.41 2.33
89236TCQ6	Toyota Motor Credit Corp Note 2.8% Due 7/13/2022	695,000.00	03/07/2019 2.86 %	693,596.10 693,964.06	102.84 1.61 %	714,769.97 973.00	0.10 % 20,805.91	Aa3 / AA- A+	2.45 2.36
89236TCQ6	Toyota Motor Credit Corp Note 2.8% Due 7/13/2022	210,000.00	03/20/2019 2.72 %	210,504.00 210,379.27	102.84 1.61 %	215,973.66 294.00	0.03 % 5,594.39	Aa3 / AA- A+	2.45 2.36
89236TCQ6	Toyota Motor Credit Corp Note 2.8% Due 7/13/2022	125,000.00	Various 2.86 %	124,766.40 124,828.54	102.84 1.61 %	128,555.75 175.00	0.02 % 3,727.21	Aa3 / AA- A+	2.45 2.36
459200HG9	IBM Corp Note 1.875% Due 8/1/2022	725,000.00	09/18/2018 3.37 %	686,002.25 699,203.86	100.54 1.66 %	728,888.90 6,796.88	0.10 % 29,685.04	A2 / A NR	2.50 2.41
459200HG9	IBM Corp Note 1.875% Due 8/1/2022	305,000.00	09/25/2018 3.41 %	288,270.75 293,879.09	100.54 1.66 %	306,636.02 2,859.38	0.04 % 12,756.93	A2 / A NR	2.50 2.41
89236TEC5	Toyota Motor Credit Corp Note 2.15% Due 9/8/2022	260,000.00	11/27/2018 3.43 %	248,346.80 251,801.35	101.45 1.58 %	263,782.22 2,220.47	0.04 % 11,980.87	Aa3 / AA- A+	2.61 2.51
92826CAG7	Visa Inc Callable Note Cont 8/15/2022 2.15% Due 9/15/2022	1,435,000.00	06/20/2018 3.21 %	1,374,973.95 1,396,842.01	101.63 1.49 %	1,458,324.49 11,655.38	0.20 % 61,482.48	Aa3 / AA- NR	2.62 2.45
92826CAG7	Visa Inc Callable Note Cont 8/15/2022 2.15% Due 9/15/2022	3,500,000.00	06/21/2018 3.22 %	3,352,510.00 3,406,236.29	101.63 1.49 %	3,556,889.00 28,427.78	0.48 % 150,652.71	Aa3 / AA- NR	2.62 2.45
46625HJE1	JP Morgan Chase Note 3.25% Due 9/23/2022	2,000,000.00	06/26/2018 3.47 %	1,982,500.00 1,988,765.16	103.90 1.73 %	2,078,022.00 23,111.11	0.28 % 89,256.84	A2 / A- AA-	2.65 2.51
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	200,000.00	06/20/2018 3.29 %	193,712.00 195,951.72	102.39 1.60 %	204,772.00 1,472.22	0.03 % 8,820.28	A1 / A+ A	2.71 2.60
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	3,000,000.00	06/21/2018 3.29 %	2,905,560.00 2,939,198.09	102.39 1.60 %	3,071,580.00 22,083.33	0.42 % 132,381.91	A1 / A+ A	2.71 2.60
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	140,000.00	10/15/2019 1.95 %	142,233.00 142,021.21	102.39 1.60 %	143,340.40 1,030.55	0.02 % 1,319.19	A1 / A+ A	2.71 2.60
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	445,000.00	Various 2.52 %	442,856.70 444,662.23	102.39 1.60 %	455,617.70 3,275.70	0.06 % 10,955.47	A1 / A+ A	2.71 2.60
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	855,000.00	Various 2.56 %	849,681.25 853,472.37	102.39 1.60 %	875,400.30 6,293.75	0.12 % 21,927.93	A1 / A+ A	2.71 2.60
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	810,000.00	Various 2.70 %	801,120.10 805,741.98	102.39 1.60 %	829,326.60 5,962.50	0.11 % 23,584.62	A1 / A+ A	2.71 2.60
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	295,000.00	Various 2.75 %	291,175.05 293,016.83	102.39 1.60 %	302,038.70 2,171.53	0.04 % 9,021.87	A1 / A+ A	2.71 2.60
00440EAU1	Chubb INA Holdings Inc Callable Note Cont 9/3/2022 2.875% Due 11/3/2022	230,000.00	09/12/2019 2.03 %	235,595.90 234,905.33	102.98 1.69 %	236,854.69 1,616.39	0.03 % 1,949.36	A3 / A A	2.76 2.48
00440EAU1	Chubb INA Holdings Inc Callable Note Cont 9/3/2022 2.875% Due 11/3/2022	85,000.00	09/12/2019 2.03 %	87,068.05 86,812.84	102.98 1.69 %	87,533.26 597.36	0.01 % 720.42	A3 / A A	2.76 2.48

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CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
459200JC6	IBM Corp Note 2.875% Due 11/9/2022	950,000.00	10/30/2018 3.57 %	925,594.50 932,784.65	103.17 1.70 %	980,102.65 6,221.18	0.13 % 47,318.00	A2 / A NR	2.78 2.65
459200JC6	IBM Corp Note 2.875% Due 11/9/2022	175,000.00	10/30/2018 3.57 %	170,504.25 171,828.75	103.17 1.70 %	180,545.23 1,146.01	0.02 % 8,716.48	A2 / A NR	2.78 2.65
06051GEU9	Bank of America Corp Note 3.3% Due 1/11/2023	1,120,000.00	02/22/2019 3.22 %	1,123,292.80 1,122,543.52	104.47 1.74 %	1,170,024.80 2,053.34	0.16 % 47,481.28	A2 / A- A+	2.95 2.80
808513AT2	Charles Schwab Corp Callable Note Cont 12/25/2022 2.65% Due 1/25/2023	1,050,000.00	06/13/2018 3.32 %	1,019,938.50 1,030,051.33	102.96 1.60 %	1,081,117.80 463.75	0.15 % 51,066.47	A2 / A A	2.99 2.79
037833BU3	Apple Inc Callable Note Cont 12/23/2022 2.85% Due 2/23/2023	330,000.00	12/19/2018 3.25 %	324,918.00 326,207.71	103.59 1.57 %	341,861.19 4,127.75	0.05 % 15,653.48	Aa1 / AA+ NR	3.07 2.75
037833BU3	Apple Inc Callable Note Cont 12/23/2022 2.85% Due 2/23/2023	850,000.00	12/19/2018 3.25 %	836,910.00 840,231.98	103.59 1.57 %	880,551.56 10,632.09	0.12 % 40,319.58	Aa1 / AA+ NR	3.07 2.75
037833BU3	Apple Inc Callable Note Cont 12/23/2022 2.85% Due 2/23/2023	175,000.00	12/19/2018 3.25 %	172,305.00 172,988.94	103.59 1.57 %	181,290.03 2,188.96	0.02 % 8,301.09	Aa1 / AA+ NR	3.07 2.75
084670BR8	Berkshire Hathaway Callable Note Cont 1/15/2023 2.75% Due 3/15/2023	1,665,000.00	12/19/2018 3.35 %	1,625,572.80 1,635,390.34	103.41 1.56 %	1,721,783.16 17,297.49	0.23 % 86,392.82	Aa2 / AA A+	3.12 2.81
911312BK1	UPS Callable Note Cont 3/1/2023 2.5% Due 4/1/2023	740,000.00	01/25/2019 3.11 %	722,536.00 726,538.47	102.61 1.63 %	759,348.78 6,166.67	0.10 % 32,810.31	A2 / A NR	3.17 2.94
911312BK1	UPS Callable Note Cont 3/1/2023 2.5% Due 4/1/2023	425,000.00	01/25/2019 3.11 %	414,970.00 417,268.71	102.61 1.63 %	436,112.48 3,541.67	0.06 % 18,843.77	A2 / A NR	3.17 2.94
911312BK1	UPS Callable Note Cont 3/1/2023 2.5% Due 4/1/2023	330,000.00	01/25/2019 3.11 %	322,212.00 323,996.88	102.61 1.63 %	338,628.52 2,750.00	0.05 % 14,631.64	A2 / A NR	3.17 2.94
911312BK1	UPS Callable Note Cont 3/1/2023 2.5% Due 4/1/2023	75,000.00	01/25/2019 3.11 %	73,230.00 73,635.65	102.61 1.63 %	76,961.03 625.00	0.01 % 3,325.38	A2 / A NR	3.17 2.94
166764BK5	Chevron Corp Callable Note Cont 3/16/2023 2.566% Due 5/16/2023	300,000.00	10/03/2019 1.76 %	308,061.00 307,338.28	102.79 1.65 %	308,368.50 1,603.75	0.04 % 1,030.22	Aa2 / AA NR	3.29 2.99
166764BK5	Chevron Corp Callable Note Cont 3/16/2023 2.566% Due 5/16/2023	275,000.00	10/03/2019 1.77 %	282,256.05 281,605.61	102.79 1.65 %	282,671.13 1,470.10	0.04 % 1,065.52	Aa2 / AA NR	3.29 2.99
166764BK5	Chevron Corp Callable Note Cont 3/16/2023 2.566% Due 5/16/2023	75,000.00	10/03/2019 1.76 %	77,015.25 76,834.57	102.79 1.65 %	77,092.13 400.94	0.01 % 257.56	Aa2 / AA NR	3.29 2.99
24422EUH0	John Deere Capital Corp Note 3.45% Due 6/7/2023	500,000.00	03/08/2019 2.93 %	510,290.00 508,240.46	105.79 1.66 %	528,974.50 2,587.50	0.07 % 20,734.04	A2 / A A	3.35 3.16
24422EUH0	John Deere Capital Corp Note 3.45% Due 6/7/2023	895,000.00	03/08/2019 2.93 %	913,419.10 909,750.43	105.79 1.66 %	946,864.36 4,631.63	0.13 % 37,113.93	A2 / A A	3.35 3.16
90331HNV1	US Bank NA Callable Note Cont 6/23/2023 3.4% Due 7/24/2023	325,000.00	09/13/2019 2.20 %	339,066.00 337,731.91	105.72 1.66 %	343,583.83 214.86	0.05 % 5,851.92	A1 / AA- AA-	3.48 3.21

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
17275RBH4	Cisco Systems Callable Note Cont 7/20/2023 2.2% Due 9/20/2023	420,000.00	09/23/2019 1.91 %	424,468.80 424,069.28	102.11 1.57 %	428,880.90 3,362.33	0.06 % 4,811.62	A1 / AA- NR	3.64 3.31
17275RBH4	Cisco Systems Callable Note Cont 7/20/2023 2.2% Due 9/20/2023	545,000.00	09/23/2019 1.91 %	550,798.80 550,280.38	102.11 1.57 %	556,524.03 4,363.03	0.08 % 6,243.65	A1 / AA- NR	3.64 3.31
17275RBH4	Cisco Systems Callable Note Cont 7/20/2023 2.2% Due 9/20/2023	215,000.00	09/23/2019 1.91 %	217,287.60 217,083.09	102.11 1.57 %	219,546.18 1,721.19	0.03 % 2,463.09	A1 / AA- NR	3.64 3.31
17275RBH4	Cisco Systems Callable Note Cont 7/20/2023 2.2% Due 9/20/2023	75,000.00	09/23/2019 1.91 %	75,798.00 75,726.66	102.11 1.57 %	76,585.88 600.42	0.01 % 859.22	A1 / AA- NR	3.64 3.31
857477AM5	State Street Bank Note 3.7% Due 11/20/2023	340,000.00	05/10/2019 2.78 %	353,215.80 351,225.79	107.48 1.66 %	365,430.98 2,481.06	0.05 % 14,205.19	A1 / A AA-	3.81 3.54
857477AM5	State Street Bank Note 3.7% Due 11/20/2023	95,000.00	05/10/2019 2.78 %	98,692.65 98,136.62	107.48 1.66 %	102,105.72 693.24	0.01 % 3,969.10	A1 / A AA-	3.81 3.54
02665WCT6	American Honda Finance Note 3.55% Due 1/12/2024	1,000,000.00	05/15/2019 2.67 %	1,038,240.00 1,032,749.65	106.62 1.81 %	1,066,167.00 1,873.61	0.14 % 33,417.35	A2 / A NR	3.95 3.69
02665WCT6	American Honda Finance Note 3.55% Due 1/12/2024	725,000.00	07/26/2019 2.41 %	759,517.25 755,798.47	106.62 1.81 %	772,971.08 1,358.37	0.10 % 17,172.61	A2 / A NR	3.95 3.69
91159HHV5	US Bancorp Callable Note Cont 1/5/2024 3.375% Due 2/5/2024	545,000.00	03/27/2019 2.79 %	559,208.15 556,853.21	106.35 1.70 %	579,622.76 8,992.50	0.08 % 22,769.55	A1 / A+ AA-	4.02 3.63
91159HHV5	US Bancorp Callable Note Cont 1/5/2024 3.375% Due 2/5/2024	445,000.00	Various 2.42 %	462,913.35 460,750.75	106.35 1.70 %	473,269.96 7,342.50	0.06 % 12,519.21	A1 / A+ AA-	4.02 3.63
037833CG3	Apple Inc Callable Note Cont 12/9/2023 3% Due 2/9/2024	480,000.00	04/26/2019 2.74 %	485,409.60 484,581.43	104.85 1.75 %	503,289.12 6,880.00	0.07 % 18,707.69	Aa1 / AA+ NR	4.03 3.74
037833CG3	Apple Inc Callable Note Cont 12/9/2023 3% Due 2/9/2024	145,000.00	04/26/2019 2.74 %	146,634.15 146,383.98	104.85 1.75 %	152,035.26 2,078.33	0.02 % 5,651.28	Aa1 / AA+ NR	4.03 3.74
037833CG3	Apple Inc Callable Note Cont 12/9/2023 3% Due 2/9/2024	60,000.00	08/07/2019 2.00 %	62,484.60 62,220.95	104.85 1.75 %	62,911.14 860.00	0.01 % 690.19	Aa1 / AA+ NR	4.03 3.74
24422EUX5	John Deere Capital Corp Note 2.6% Due 3/7/2024	1,475,000.00	07/26/2019 2.38 %	1,489,204.25 1,487,704.39	103.40 1.74 %	1,525,130.83 15,340.00	0.21 % 37,426.44	A2 / A A	4.10 3.85
58933YAU9	Merck & Co Callable Note Cont 2/7/2024 2.9% Due 3/7/2024	570,000.00	08/07/2019 1.91 %	594,242.10 591,761.15	105.04 1.60 %	598,754.79 6,612.00	0.08 % 6,993.64	A1 / AA A+	4.10 3.76
58933YAU9	Merck & Co Callable Note Cont 2/7/2024 2.9% Due 3/7/2024	335,000.00	08/07/2019 1.91 %	349,247.55 347,789.45	105.04 1.60 %	351,899.75 3,886.00	0.05 % 4,110.30	A1 / AA A+	4.10 3.76
58933YAU9	Merck & Co Callable Note Cont 2/7/2024 2.9% Due 3/7/2024	325,000.00	08/07/2019 1.91 %	338,822.25 337,407.67	105.04 1.60 %	341,395.28 3,770.00	0.05 % 3,987.61	A1 / AA A+	4.10 3.76
58933YAU9	Merck & Co Callable Note Cont 2/7/2024 2.9% Due 3/7/2024	185,000.00	08/07/2019 1.91 %	192,868.05 192,062.83	105.04 1.60 %	194,332.70 2,146.00	0.03 % 2,269.87	A1 / AA A+	4.10 3.76
58933YAU9	Merck & Co Callable Note Cont 2/7/2024 2.9% Due 3/7/2024	135,000.00	08/07/2019 1.91 %	140,741.55 140,153.96	105.04 1.60 %	141,810.35 1,566.00	0.02 % 1,656.39	A1 / AA A+	4.10 3.76

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.



As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
58933YAU9	Merck & Co Callable Note Cont 2/7/2024 2.9% Due 3/7/2024	65,000.00	08/07/2019 1.91 %	67,764.45 67,481.53	105.04 1.60 %	68,279.06 754.00	0.01 % 797.53	A1 / AA A+	4.10 3.76
89236TDW2	Toyota Motor Credit Corp Note 2.9% Due 4/17/2024	1,420,000.00	07/30/2019 2.32 %	1,456,465.60 1,452,777.84	104.66 1.75 %	1,486,120.88 11,896.44	0.20 % 33,343.04	Aa3 / AA- A+	4.21 3.94
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	590,000.00	06/14/2019 2.34 %	614,561.70 611,399.60	106.18 1.69 %	626,446.07 5,354.25	0.08 % 15,046.47	Aa2 / AA AA	4.23 3.71
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	235,000.00	06/14/2019 2.34 %	244,783.05 243,523.57	106.18 1.69 %	249,516.66 2,132.63	0.03 % 5,993.09	Aa2 / AA AA	4.23 3.71
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	910,000.00	Various 2.41 %	945,134.65 940,503.24	106.18 1.69 %	966,213.44 8,258.26	0.13 % 25,710.20	Aa2 / AA AA	4.23 3.71
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	305,000.00	Various 2.42 %	316,703.40 315,158.98	106.18 1.69 %	323,840.78 2,767.89	0.04 % 8,681.80	Aa2 / AA AA	4.23 3.71
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	4,900,000.00	Various 1.97 %	5,178,491.00 5,148,877.55	106.18 1.69 %	5,202,687.70 44,467.50	0.71 % 53,810.15	Aa2 / AA AA	4.23 3.71
037833AS9	Apple Inc Note 3.45% Due 5/6/2024	4,000,000.00	07/26/2019 2.26 %	4,214,600.00 4,193,021.93	107.40 1.65 %	4,295,940.00 32,583.33	0.58 % 102,918.07	Aa1 / AA+ NR	4.27 3.95
037833CU2	Apple Inc Callable Note Cont 3/11/2024 2.85% Due 5/11/2024	4,130,000.00	05/28/2019 2.65 %	4,167,087.40 4,162,118.02	104.65 1.67 %	4,321,933.49 26,156.66	0.58 % 159,815.47	Aa1 / AA+ NR	4.28 3.86
037833CU2	Apple Inc Callable Note Cont 3/11/2024 2.85% Due 5/11/2024	235,000.00	05/28/2019 2.65 %	237,110.30 236,827.54	104.65 1.67 %	245,921.16 1,488.33	0.03 % 9,093.62	Aa1 / AA+ NR	4.28 3.86
037833CU2	Apple Inc Callable Note Cont 3/11/2024 2.85% Due 5/11/2024	75,000.00	05/28/2019 2.65 %	75,673.50 75,583.26	104.65 1.67 %	78,485.48 475.00	0.01 % 2,902.22	Aa1 / AA+ NR	4.28 3.86
037833CU2	Apple Inc Callable Note Cont 3/11/2024 2.85% Due 5/11/2024	45,000.00	05/28/2019 2.65 %	45,404.10 45,349.95	104.65 1.67 %	47,091.29 285.00	0.01 % 1,741.34	Aa1 / AA+ NR	4.28 3.86
30231GBC5	Exxon Mobil Corp Callable Note Cont 7/16/2024 2.019% Due 8/16/2024	670,000.00	08/16/2019 1.89 %	674,100.40 673,740.63	101.95 1.56 %	683,039.54 6,200.01	0.09 % 9,298.91	Aaa / AA+ NR	4.55 4.22
<b>Total Corporate</b>		<b>129,209,000.00</b>	<b>2.67 %</b>	<b>129,369,407.63</b> <b>129,598,933.57</b>	<b>1.66 %</b>	<b>132,119,051.04</b> <b>973,218.43</b>	<b>17.90 %</b> <b>2,520,117.47</b>	<b>A1 / A+</b> <b>A+</b>	<b>2.09</b> <b>1.93</b>
<b>TOTAL PORTFOLIO</b>		<b>730,587,084.32</b>	<b>1.77 %</b>	<b>733,256,133.01</b> <b>733,714,131.98</b>	<b>1.38 %</b>	<b>740,321,085.00</b> <b>3,330,277.86</b>	<b>100.00 %</b> <b>6,606,953.02</b>	<b>Aa1 / AA+</b> <b>AAA</b>	<b>2.75</b> <b>2.65</b>
<b>TOTAL MARKET VALUE PLUS ACCRUED</b>						<b>743,651,362.86</b>			

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

## San Joaquin Hills Total Portfolio

## Transaction Ledger

Exhibit #4

12/31/19 Thru 1/31/20

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>ACQUISITIONS</b>										
Purchase	01/17/2020	9128286Z8	6,623,000.00	US Treasury Note 1.75% Due 6/30/2024	100.652	1.60 %	6,666,204.73	5,413.03	6,671,617.76	0.00
Purchase	01/17/2020	9128286Z8	27,187,000.00	US Treasury Note 1.75% Due 6/30/2024	100.652	1.60 %	27,364,352.70	22,220.14	27,386,572.84	0.00
Purchase	01/17/2020	9128286Z8	25,973,000.00	US Treasury Note 1.75% Due 6/30/2024	100.652	1.60 %	26,142,433.24	21,227.93	26,163,661.17	0.00
Purchase	01/17/2020	9128286Z8	46,533,000.00	US Treasury Note 1.75% Due 6/30/2024	100.652	1.60 %	46,836,555.12	38,031.78	46,874,586.90	0.00
Purchase	01/17/2020	912828S35	1,356,000.00	US Treasury Note 1.375% Due 6/30/2023	99.363	1.57 %	1,347,366.09	870.78	1,348,236.87	0.00
Purchase	01/17/2020	912828XH8	3,995,000.00	US Treasury Note 1.625% Due 6/30/2020	100.020	1.58 %	3,995,780.27	3,031.92	3,998,812.19	0.00
Purchase	01/22/2020	62479LHB4	11,000,000.00	MUFG Bank Ltd Discount CP 1.74% Due 8/11/2020	99.024	1.78 %	10,892,603.33	0.00	10,892,603.33	0.00
Purchase	01/27/2020	912828S92	270,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	267,616.41	1,650.82	269,267.23	0.00
Purchase	01/27/2020	912828S92	280,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	277,528.13	1,711.96	279,240.09	0.00
Purchase	01/27/2020	912828S92	515,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	510,453.52	3,148.78	513,602.30	0.00
Purchase	01/27/2020	912828S92	450,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	446,027.34	2,751.36	448,778.70	0.00
Purchase	01/27/2020	912828S92	70,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	69,382.03	427.99	69,810.02	0.00
Purchase	01/27/2020	912828S92	150,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	148,675.78	917.12	149,592.90	0.00
Purchase	01/27/2020	912828YW4	150,000.00	US Treasury Note 1.625% Due 12/15/2022	100.348	1.50 %	150,521.48	286.37	150,807.85	0.00
Purchase	01/27/2020	912828YW4	450,000.00	US Treasury Note 1.625% Due 12/15/2022	100.348	1.50 %	451,564.45	859.12	452,423.57	0.00
Purchase	01/28/2020	89114NG74	9,000,000.00	Toronto Dominion Bank NY Yankee CD 1.68% Due 12/7/2020	100.000	1.68 %	9,000,000.00	0.00	9,000,000.00	0.00
	<b>Subtotal</b>		<b>134,002,000.00</b>				<b>134,567,064.42</b>	<b>102,549.10</b>	<b>134,669,613.72</b>	<b>0.00</b>
<b>TOTAL ACQUISITIONS</b>			<b>134,002,000.00</b>				<b>134,567,064.42</b>	<b>102,549.10</b>	<b>134,669,613.72</b>	<b>0.00</b>

12/31/19 Thru 1/31/20

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>DISPOSITIONS</b>										
Redemption	01/15/2020	5353480\$7	4,560,919.00	US Treasury SLGSDue 1/15/2027	100.000		4,560,919.00	0.00	4,560,919.00	0.00
Redemption	01/15/2020	S353475\$0	26,170,452.00	US Treasury SLGSDue 1/15/2027	100.000		26,170,452.00	0.00	26,170,452.00	0.00
Redemption	01/15/2020	S353479\$0	27,393,548.00	US Treasury SLGSDue 1/15/2027	100.000		27,393,548.00	0.00	27,393,548.00	0.00
Redemption	01/15/2020	S353480\$0	10,206,673.00	US Treasury SLGSDue 1/15/2027	100.000		10,206,673.00	0.00	10,206,673.00	0.00
Redemption	01/15/2020	S353480\$1	14,182,640.00	US Treasury SLGSDue 1/15/2027	100.000		14,182,640.00	0.00	14,182,640.00	0.00
Redemption	01/15/2020	S353480\$2	5,083,027.00	US Treasury SLGSDue 1/15/2027	100.000		5,083,027.00	0.00	5,083,027.00	0.00
Redemption	01/15/2020	S353480\$3	3,535,816.00	US Treasury SLGSDue 1/15/2027	100.000		3,535,816.00	0.00	3,535,816.00	0.00
Redemption	01/15/2020	S353480\$4	4,525,339.00	US Treasury SLGSDue 1/15/2027	100.000		4,525,339.00	0.00	4,525,339.00	0.00
Redemption	01/15/2020	S353480\$5	438,905.00	US Treasury SLGSDue 1/15/2027	100.000		438,905.00	0.00	438,905.00	0.00
Redemption	01/15/2020	S353480\$6	4,353,400.00	US Treasury SLGSDue 1/15/2027	100.000		4,353,400.00	0.00	4,353,400.00	0.00
	<b>Subtotal</b>		<b>100,450,719.00</b>				<b>100,450,719.00</b>	<b>0.00</b>	<b>100,450,719.00</b>	<b>0.00</b>
Maturity	01/09/2020	912796TA7	26,200,000.00	US Treasury Bill 1.796% Due 1/9/2020	100.000		26,200,000.00	0.00	26,200,000.00	0.00
Maturity	01/09/2020	912796TA7	1,101,000.00	US Treasury Bill 1.788% Due 1/9/2020	100.000		1,101,000.00	0.00	1,101,000.00	0.00
Maturity	01/09/2020	912796TA7	7,732,000.00	US Treasury Bill 1.511% Due 1/9/2020	100.000		7,732,000.00	0.00	7,732,000.00	0.00
Maturity	01/10/2020	3133EG3J2	140,000.00	FFCB Note 1.55% Due 1/10/2020	100.000		140,000.00	0.00	140,000.00	0.00
Maturity	01/10/2020	3133EG3J2	415,000.00	FFCB Note 1.55% Due 1/10/2020	100.000		415,000.00	0.00	415,000.00	0.00
Maturity	01/10/2020	3133EG3J2	2,600,000.00	FFCB Note 1.55% Due 1/10/2020	100.000		2,600,000.00	0.00	2,600,000.00	0.00
Maturity	01/21/2020	3135G0A78	65,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		65,000.00	0.00	65,000.00	0.00
Maturity	01/21/2020	3135G0A78	195,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		195,000.00	0.00	195,000.00	0.00
Maturity	01/21/2020	3135G0A78	415,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		415,000.00	0.00	415,000.00	0.00
Maturity	01/21/2020	3135G0A78	195,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		195,000.00	0.00	195,000.00	0.00
Maturity	01/21/2020	3135G0A78	260,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		260,000.00	0.00	260,000.00	0.00

12/31/19 Thru 1/31/20

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>DISPOSITIONS</b>										
Maturity	01/21/2020	3135G0A78	75,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		75,000.00	0.00	75,000.00	0.00
	<b>Subtotal</b>		<b>39,393,000.00</b>				<b>39,393,000.00</b>	<b>0.00</b>	<b>39,393,000.00</b>	<b>0.00</b>
Security Withdrawal	01/24/2020	90CAMP\$05	3,700,000.00	California Asset Mgmt Program CAMP	1.000		3,700,000.00	0.00	3,700,000.00	0.00
	<b>Subtotal</b>		<b>3,700,000.00</b>				<b>3,700,000.00</b>	<b>0.00</b>	<b>3,700,000.00</b>	<b>0.00</b>
<b>TOTAL DISPOSITIONS</b>			<b>143,543,719.00</b>				<b>143,543,719.00</b>	<b>0.00</b>	<b>143,543,719.00</b>	<b>0.00</b>

## Investment Definitions

Exhibit #5

<b>Accrued Interest</b>	The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date.
<b>Basis Point</b>	Unit of interest rates or yields expressed as a percentage. One hundred basis points equal one percent.
<b>Book Value</b>	The value at which an asset is carried on a balance sheet. To calculate, take the cost of an asset adjusted for the cumulative amortization of premium/discount recorded to date.
<b>Book Yield</b>	The yield that equates the current amortized value of the security to its periodic future cash flows.
<b>Call Risk</b>	This reflects the danger that a bond might be called or redeemed during a period of declining interest rates. When high-yielding investments are called during periods of declining interest rates, investors must then reinvest the proceeds in obligations that have lower yields. Fund managers can reduce this risk by holding issues with longer periods of call protection.
<b>Cost Value</b>	The original price paid for the investment, excluding interest purchased.
<b>Coupon Rate</b>	The annual interest rate that a debt issuer promises to pay an investor.
<b>Credit Risk</b>	Reflects the possibility that the issuer will not make promised interest and principal payments on time or in full. Treasury securities are considered to have no risk.
<b>Discount</b>	The amount which is deducted from the par value when purchasing a security that has a coupon rate lower than the current market value.
<b>Duration</b>	The weighted average time to maturity of a bond where the weights are the present value of future cash flows. Duration measures the price sensitivity of a bond to changes in interest rates.
<b>Event Risk</b>	This reflects the chance that a leveraged buyout, takeover, or other recapitalization would materially weaken the claims of existing bondholders, sometimes to the benefit of stockholders. A classic example was the buyout of RJR Nabisco. The company's bond prices declined after its creditworthiness was downgraded to reflect a higher debt load.
<b>Fixed Income Security</b>	A debt instrument with a fixed or variable interest component and a maturity date.
<b>Gain /Loss</b>	The unrealized gain or loss on the security, compared to either cost or amortized value, as of the date of the report.

# Investment Definitions

<b>Interest Pur/Sold</b>	The accrued interest purchased or sold on the transaction. When a bond is purchased or sold between coupon payment dates, the accrued interest up to the settlement date of the transaction is included in the net proceeds.
<b>Interest Rate (or Market) Risk</b>	The risk that the market value of the portfolio will rise or fall when interest rates fluctuate. When interest rates rise, bond prices fall. The longer the maturity of the bond and the lower the coupon rate, the greater the vulnerability to a change in interest rates.
<b>Liquidity Risk</b>	Esoteric securities and other thinly traded securities carry the danger of not being easily or quickly sold. This means that the fund manager may have to accept a sub-optimal bid for securities if a competitive market does not exist and the manager must liquidate the position on short notice.
<b>Market Value</b>	The current fair value of an investment, as determined by transactions between willing buyers and sellers.
<b>Maturity Date</b>	The date on which the principal or last principal payment on a debt is due and payable.
<b>Money Market Security</b>	A short-term debt instrument such as a treasury bill or commercial paper.
<b>Mkt YTM (Market Yield to Maturity)</b>	The internal rate of return that equates the periodic future cash flows (interest payments and redemption value) to the market price, assuming that all cash flows are invested at the same yield to maturity rate.
<b>Par Value/Units</b>	The face value of a security which represents the amount to be paid by the issuer at maturity.
<b>Premium</b>	The amount above the par value which is paid to purchase a security that has a coupon rate higher than the current market rate.
<b>Reinvestment Risk</b>	When interest rates fall, so do the rates at which bond interest payments can be reinvested. This reduces realized yields, since the bondholder will earn less “interest on interest.” Zero-coupon bonds do not make periodic interest payments, and as such, are not subject to reinvestment risk.
<b>Yield</b>	The internal rate of return on an investment. Yield encompasses the following factors: historical cost, coupon rate, interest payments and their reinvestment and maturity date.



*Transportation Corridor Agencies™*

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**Human Resources Legal Services Contract Extension**  
**File Number: 2020J-020**

*COMMITTEE TRANSMITTAL*

DATE: March 12, 2020  
TO: Members of Board of Directors  
FROM: Amy Potter, Chief Financial Officer  
SUBJECT: Human Resources Legal Services Contract Extension

Joint Finance and Investment Committee Meeting of February 26, 2020

Present: Tony Beall (Chair), Will O'Neill, (Vice-Chair), Yasie Malek Goebel, Janine Heft, Patricia Kelley, Lucille Kring, Fred Minagar, Mike Munzing, Christina Shea

Absent: Lisa Bartlett, Joseph L. Muller, Scott Voigts

***Committee Review***

Staff presented a recommendation to extend the contract for Human Resources Legal Services with the law firm of Atkinson, Andelson, Loya, Ruud and Romo (AALRR) through May 31, 2021. This will allow for continuity of HR legal services while a procurement for a bench of legal services contracts is completed. During the course of discussion, it was confirmed that AALRR is a well respected firm and has been performing at a highly satisfactory level for TCA. It was also noted that the contract with AALRR can be canceled without notice or penalty.

***Committee Recommendation***

The Committee unanimously moved staff's recommendation to forward the item to the Boards for their consideration.

***Committee Vote***

Motion: Shea  
Second: Kelley  
Vote: Unanimous



SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **04**

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY



## **BOARDS OF DIRECTORS**

(DATE OF BOARD MEETING)

FILE NUMBER: 2020J-020

### **HUMAN RESOURCES LEGAL SERVICES CONTRACT EXTENSION**

#### **RECOMMENDATION**

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

Authorize the Chief Executive Officer (CEO) to extend the term of Contract No. K000979 with Atkinson, Andelson, Loya, Ruud & Romo (AALRR) to provide human resources legal services through May 31, 2021, in an amount not-to-exceed \$59,500.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

Authorize the Chief Executive Officer (CEO) to extend the term of Contract No. K000979 with Atkinson, Andelson, Loya, Ruud & Romo (AALRR) to provide human resources legal services through May 31, 2021, in an amount not-to-exceed \$89,250.

#### **SUMMARY**

The Board-approved contract with AALRR was executed in May 2015 and is now set to expire on May 14, 2020. While staff was preparing for a new procurement, discussion during the Joint Strategic Planning Committee on October 24, 2019, led to the decision to instead pursue a bench of legal services which will encompass human resources legal services.

As a result, this one-year extension to the AALRR contract will ensure continuity for human resources legal services until the bench procurement is complete on or before May 31, 2021. Contract authorization increases the contract value by a not-to-exceed amount of \$148,750; however, this amount includes funding for contingencies whereas only necessary costs will actually be incurred.

#### **BUDGET**

Staff is requesting contract authorization in the amount of \$148,750 for a one-year extension. This amount includes \$11,250 in Fiscal Year (FY) 2020 costs which is already included in the approved budget. Funding of the contract for FY 2021 costs will be included in that fiscal year's proposed budget.

San Joaquin Hills:       \$59,500

Foothill/Eastern:       \$89,250

Contractor/Consultant:   N/A

#### **BACKGROUND**

A competitive procurement process was completed in May, 2015 and the Boards of Directors approved the execution of Contract No. K000979 with AALRR to provide human resources legal services to TCA over a three-year period ending on May 14, 2018 with options to extend for up to two additional one-year periods. The options to extend were exercised and the contract is now set to expire on May 14, 2020.

Staff was preparing a Request for Proposals (RFP) for a new procurement of human resources legal services. However, following discussion during the Joint Strategic Planning Committee on October 24, 2019, it was determined that TCA would undergo a competitive procurement for a bench of legal services which will encompass human resources legal services.

As a result, the procurement for the bench of legal services will take the place of a separate procurement for human resources legal services. This extension is necessary to continue to have human resources legal services counsel services available and in place, while the bench procurement is completed.

## **DISCUSSION**

AALRR provides human resources legal services including employee relations counsel, employment policy review and select training. These services are provided on an as-needed basis and billed at negotiated hourly rates ranging from \$270 to \$310. Budgeting for human resources legal services includes contingency funding due to the unforeseeable nature of matters which often arise unexpectedly.

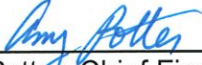
As discussed above, TCA is undergoing a competitive procurement for a bench of legal services which will encompass human resources legal services. This process is anticipated to be completed during FY21 and extending the expiration of the contract with AALRR through May 31, 2021 will allow sufficient time for transition to the newly established contract. If the bench of new legal services contracts is in place sooner than May 31, 2021, the contract with AALRR can be canceled sooner without incurring any additional expenses or penalties.

## **CONCLUSION**

To maintain access to consistent, high quality legal counsel while the new procurement process is underway, staff is recommending the Board authorize an extension to the contract with AALRR through May 31, 2021.

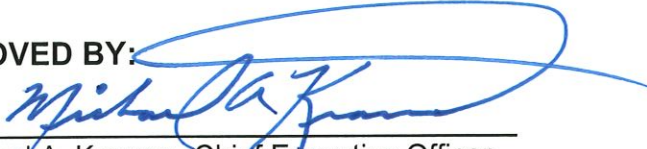
Report Written By: Susan Rohde, Director of Human Resources

**REVIEWED BY:**



\_\_\_\_\_  
Amy Potter, Chief Financial Officer  
(949) 754-3498

**APPROVED BY:**



\_\_\_\_\_  
Michael A. Kraman, Chief Executive Officer

Attachments:

PSR  
Transmittal



## Transportation Corridor Agencies

### PROCUREMENT SUMMARY REPORT

**File No.:** 2020J-020

**Contract No.:** K000979  
**Contract Title:** Human Resources Legal Services  
**Amendment No.:** A6

**Consultant:** Atkinson, Andelson, Loya, Ruud & Romo  
(Cerritos, CA)

**Subconsultant:** None

**Procurement Process**

**Type:** Negotiated Amendment  
**Award Criteria:** Continuity of Service  
**Price:** Not-to-Exceed \$148,750  
**Contingency:** N/A

#### **NOTES:**

This proposed amendment authorizes Consultant to provide continued legal counsel in all aspects of California public sector labor and employment matters through May 31, 2021.

TCA is undergoing a competitive procurement for a bench of legal services which will encompass human resources legal services. This extension will ensure continuity for human resources legal services until that procurement is complete. Staff estimates that the procurement will be completed with new contracts in place by May 31, 2021. Contract authorization increases the contract value by a not-to-exceed amount of \$148,750; however, this amount includes funding for contingencies whereas only necessary costs will be incurred. Further, if a new contract is in place sooner than May 31, 2021, the current contract can and will be terminated for convenience without incurring any additional expenses or penalties.

Compensation remains on an hourly-rate basis, with no change to the previously established hourly rates.

#### **COMPENSATION:**

	<b>SJHTCA</b>	<b>F/ETCA</b>	<b>TOTAL</b>	<b>DESCRIPTION</b>
FY15/FY16 Budget	\$100,000	\$100,000	\$200,000	FY15/FY16 HR Legal Services
FY15/FY16 Adjustment	(\$ 27,738)	(\$ 27,738)	(\$ 55,476)	FY15/FY16 Adjustment
FY17 Budget	\$ 78,000	\$122,000	\$200,000	FY17 HR Legal Services
FY17 Adjustment	(\$ 46,248)	(\$ 76,653)	(\$122,901)	FY17 Adjustment
FY18 Budget	\$ 66,276	\$108,132	\$174,408	FY18 HR Legal Services
FY18 Adjustment	(\$ 55,212)	(\$ 90,828)	(\$146,040)	FY18 Adjustment
FY19 Budget	\$ 48,000	\$ 72,000	\$120,000	FY19 HR Legal Services
FY19 Adjustment	(\$ 41,704)	(\$ 62,557)	(\$104,261)	FY19 Adjustment
FY20 Budget	\$ 31,500	\$ 47,250	\$ 78,750*	FY20 HR Legal Services
Current NTE Amount	<u>\$152,874</u>	<u>\$191,606</u>	<u>\$344,480</u>	Current NTE Amount
Proposed Amendment No. 6	\$ 59,500	\$ 89,250	\$148,750	Continued HR Legal Services
Revised NTE Amount	<u>\$212,374</u>	<u>\$280,856</u>	<u>\$493,230</u>	

\* Amount through contract expiration date of May 14, 2020



*Transportation Corridor Agencies*

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**6C TRANSPONDER SUPPLIER**

**File Number: 2020J-018**

*COMMITTEE TRANSMITTAL*

DATE: March 12, 2020

TO: Members of Board of Directors

FROM: Samuel Johnson, Chief Toll Operations Officer

SUBJECT: 6C Transponder Supplier

SUBJECT: Joint Toll Operations Committee Meeting – January 22, 2020

Present: Janine Heft (Chair), Lucille Kring (Vice-Chair), Tony Beall, Cynthia Conners, Patricia Kelley, Lucille Kring, Fred Minagar, Joseph L. Muller, Mike Munzing, Chuck Puckett, Christina Shea, Scott Voigts

Absent: Fred Minagar, Joseph L. Muller, Will O'Neill

***Committee Review***

The Joint Toll Operations Committee discussed this item at its January 22, 2020 meeting. Staff presented background on the statewide requirement to support the 6C protocol and the selection approach for transponder suppliers along with the process to obtain pricing and issue purchase orders to one of the pre-qualified firms. The current status of issued 6C sticker transponders and Title-21 hardcase switchables was also highlighted, pointing out the need to procure switchable 6C transponders towards the end of the fiscal year.

Staff informed the Committee how customers wanting to be eligible for carpool discounts on other facilities need switchable transponders. Staff cited that TCA's customers incur about two million trips per month on other facilities and that customer service fulfills requests for about five thousand new switchable transponders per month.

Staff responded to the Committee's inquiries regarding 6C technology being an open standard protocol and the status of TCA's current inventory. Staff anticipated awarding an order of 50,000 6C switchables for late spring delivery and noted that

TransCore's addition to the supplier list could be timely since it would create more competition if the pricing aligns with other California contract awards.

***Committee Recommendation***

The Committee unanimously moved staff's recommendation to forward the item to the Boards for their consideration.

***Committee Vote***

Motion: Kring

Second: Shea

Vote: Unanimous

Director Voigts was not present for the vote.



## **BOARDS OF DIRECTORS**

March 12, 2020

**FILE NUMBER: 2020J-018**

### **6C TRANSPONDER SUPPLIER**

#### **RECOMMENDATION**

##### **San Joaquin Hills Transportation Corridor Agency Recommendation:**

1. Authorize the addition of TransCore to the approved 6C transponder supplier bench contract K001201.
2. Authorize the Chief Executive Officer (CEO) to approve future additions of qualified firms, with independently certified 6C transponder products, to the supplier bench contract.

##### **Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Authorize the addition of TransCore to the approved 6C transponder supplier bench contract K001201.
2. Authorize the Chief Executive Officer (CEO) to approve future additions of qualified firms, with independently certified 6C transponder products, to the supplier bench contract.

#### **SUMMARY**

Staff conducted an innovative procurement to establish an open list of suppliers who can continually compete to provide the Transportation Corridor Agencies (TCA) with the various models of 6C transponders which will need to be procured over the next few years. The Boards authorized two firms as qualified suppliers in August 2018 after receiving their statements of qualifications. At the time of authorization, staff advised the Boards that any new suppliers requesting to be added to the bench would be brought forward for consideration. Staff has received the statement of qualifications information from TransCore and is recommending adding TransCore to the bench as an authorized 6C transponder supplier.

#### **BUDGET**

The Boards' adopted FY20 budget already includes funding for the purchase of transponders from authorized suppliers. Future funding will be included in each year's proposed budget for Board consideration.

#### **BACKGROUND**

TCA and the members of the California Toll Operators Committee (also know as CTOC) worked with Caltrans to adopt the 6C protocol as the state's new standard for tolling. A major impetus for this



adoption was the significant cost savings that could be realized by purchasing 6C sticker tags instead of traditional battery-powered hard-case transponders.

TCA posted a Request for Statement of Qualifications (RFSOQ) K001201 on the PlanetBids e-procurement system on May 1, 2018 and originally received two proposals from Kapsch and Neology. The Boards approved the establishment of the supplier bench with these two firms. In light of the growing market, the intent of the procurement was to establish an open listing of suppliers who would continually compete for TCA's business through simplified periodic requests for price quotes.

The RFSOQ requested that firms interested in supplying transponders to TCA submit their general qualifications for TCA's evaluation, demonstrating the firm's ability to provide 6C transponders. Core to staff's evaluation was the requirement for firms to provide independently certified transponders in compliance with the international standard and the 6C specification developed by the various tolling agencies using or planning to use 6C, including TCA ("6C This requirement is intended to foster competition through an open market; ease TCA's procurement process and ensure interoperability with other 6C toll facilities in California and other states.

## **DISCUSSION**

TCA's contracting approach for transponders is structured to support innovation and continual competition by allowing suppliers with 6C compliant products to compete for TCA's business in a simplified manner. Subsequent to the Board authorizing the initial bench of suppliers, TransCore developed and began selling a compliant switchable transponder and has submitted documentation to support being added to TCA's list of 6C suppliers. TransCore is a major manufacturer of transponders and previously served as TCA's primary supplier for several years.

To date, TCA has distributed 6C sticker tags to all FasTrak customers and issued legacy Title-21 switchable transponders to customers who wish to purchase them. The Title-21 transponders will continue to work until 2024, when California tolling agencies begin discontinuing support for this technology. Staff is planning to procure 6C switchable transponders as the replacement for Title-21 switchable transponders to be consistent with the State's direction and to further leverage cost savings.

As identified in the supplier contracts, TCA will request price proposals for identified quantities and types of transponders as needed and issue purchase orders to the lowest bidder from the bench. Staff is anticipating placing an order for approximately 50,000 6C switchable transponders to support customer demands for the remaining calendar year and anticipates placing additional annual orders. TransCore's 6C switchable transponder could be competitive based on the pricing afforded to other California toll agencies; therefore, TransCore's submission is timely and appropriate.

Since the process for recommending additions to the supplier list is primarily based on achieving independent certification for a 6C transponder product along with the firm's experience/capability to supply the products to TCA, staff is also recommending that the CEO be authorized to approve future additions of suppliers.

## **CONCLUSION**

In order to retain competitive pricing and leverage advances in technology, it is anticipated that TCA would continually prequalify multiple firms capable of providing 6C compliant transponders. Utilizing the approved supplier list, specific pricing will then be requested from qualified firms for specified transponders as needs arise. Staff would issue a purchase order to the firm with the most competitive price, based on TCA's schedule requirements.

Having a strong pool of resources to provide transponders is advantageous for flexibility and competition. Therefore, staff recommends agreements be authorized for qualified transponder

suppliers. With Board approval of staff's recommended actions, as other qualified suppliers of certified 6C transponders are identified, their submittals will be reviewed and the CEO would authorize their addition to TCA's supplier list to continually promote competition and retain flexibility.

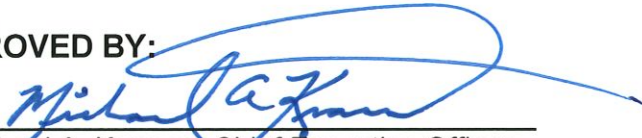
Report Written By: Natasha Ahsan, Program Manager, Toll Operations

**REVIEWED BY:**



\_\_\_\_\_  
Samuel Johnson, Chief Operations Officer  
(949) 754-3480

**APPROVED BY:**



\_\_\_\_\_  
Michael A. Kraman, Chief Executive Officer



***Transportation Corridor Agencies***

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**PROCUREMENT SUMMARY REPORT**

**File No.:** 2020J-018  
**Contract No.:** K001322  
**Title:** ISO 18000 6C Compliant Transponders  
**Recommend Award To:** TransCore, LP (San Diego, CA)

**Procurement Process**  
**Type:** Request for Statement of Qualifications  
**Award Criteria:** Independent 3<sup>rd</sup> party 6C Certification

**VENDOR SOURCING:**

The Agencies' Contracts Department posted RFSOQ K001201 on the Agencies' PlanetBids e-procurement system to prequalify firms capable of providing the Agencies with 6C compliant transponders. This RFSOQ remains open in order to continually prequalify suppliers and add them to the Board-approved 6C Transponder Supplier Bench. This proposed contract will add TransCore LP to the bench, for a total of three approved suppliers.

Specific pricing will be requested for transponders as needs arise. Staff will issue a purchase order/delivery contract to the supplier with the most competitive price, based on TCA's schedule requirements.

**Contract Notes:**

- Delivery Contracts will be issued to suppliers on the 6C Transponder Supplier Bench.



*Transportation Corridor Agencies*

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**SPECIAL MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**Minutes of the Foothill/Eastern Special Meeting on February 13,  
2020**

**File Number: 2020F-001**

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **06**



Transportation Corridor Agencies™

## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020F-001

### APPROVAL OF MINUTES

#### RECOMMENDATION

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

Approve Minutes.

#### SUMMARY

Approval of the minutes of the February 13, 2020 Special Meeting of the Foothill/Eastern Transportation Corridor Agency.

Report Written By: Mark Mahan, Clerk of the Board

#### REVIEWED BY:

Mark Mahan, Clerk of the Board  
(949) 754-3402

#### APPROVED BY:

Michael A. Kraman, Chief Executive Officer

Attachment



Transportation Corridor Agencies™

# **SPECIAL MEETING OF THE BOARD OF DIRECTORS**

## **FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY**

### **MINUTES**

**February 13, 2020**  
**8:30 a.m. – 9:30 a.m.**  
**(TIME CERTAIN ADJOURNMENT)**

**TCA Offices**  
125 Pacifica, Board Room  
Irvine, California 92618

#### **I. CALL TO ORDER**

##### **INVOCATION**

(Director Kring)

##### **PLEDGE OF ALLEGIANCE**

(Vice-Chair Puckett)

#### **ROLL CALL – FOOTHILL/EASTERN BOARD OF DIRECTORS**

Chair Christina Shea	City of Irvine
Vice-Chair Charles Puckett	City of Tustin
Director Lucille Kring	City of Anaheim
Director Joseph L. Muller	City of Dana Point
Director Scott Voigts	City of Lake Forest
Director Patricia Kelley	City of Mission Viejo
Director Mark Murphy	City of Orange
Director Tony Beall	City of Rancho Santa Margarita
Director Kathy Ward	City of San Clemente
Director John Taylor	City of San Juan Capistrano
Director David Penaloza	City of Santa Ana
Director Donald P. Wagner	County of Orange, 3 <sup>rd</sup> District
Alternate Al Jabbar	County of Orange, 4 <sup>th</sup> District
Alternate Yasie Goebel	County of Orange, 5 <sup>th</sup> District
Director Ryan Chamberlain	Caltrans, Ex-Officio Member

##### **ABSENT:**

Director Doug Chaffee	County of Orange, 4 <sup>th</sup> District
Director Lisa Bartlett	County of Orange, 5 <sup>th</sup> District
Director Peggy Huang	City of Yorba Linda

## **II. CLOSED SESSION**

### **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**

(Subdivisions (a) and (d)(1) of Government Code Section 54956.9)

- City of San Clemente v. Foothill/Eastern Transportation Corridor Agency, et al.,  
Riverside County Superior Court, Consolidated Case No. RIC 1800232

### **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**

(Subdivisions (a) and (d)(1) of Government Code Section 54956.9)

- The Reserve Maintenance Corporation v. Foothill/Eastern Transportation Corridor Agency, et al.,  
Riverside County Superior Court, Consolidated Case No. RIC 1800232

No reportable action.

## **III. PUBLIC COMMENTS**

No public comments speakers.

### **CHIEF EXECUTIVE OFFICER'S REPORT**

(Michael A. Kraman, Chief Executive Officer)

### **DIRECTOR'S REPORTS AND NEW BUSINESS**

(Chair Christina Shea)

## **IV. ADJOURNMENT – 9:30 a.m. TIME CERTAIN**

- The next regularly scheduled meeting of the Foothill/Eastern Board of Directors will be held February 13, 2020 at 9:30 a.m.
- Meeting adjourned at 9:19 a.m.



*Transportation Corridor Agencies™*

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**Foothill/Eastern Investment Report – January 2020**  
**File Number: 2020F-003**



SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **07**

Foothill/Eastern Transportation Corridor Agency



## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020F-003

### FOOTHILL/EASTERN INVESTMENT REPORTS AS OF JANUARY 31, 2020

#### RECOMMENDATION

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

Receive and file.

#### SUMMARY

Enclosed are the monthly investment reports for the Foothill/Eastern Transportation Corridor Agency (F/ETCA) as of January 31, 2020. As of January 31, 2020, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-indenture funds are invested in compliance with both the California Government Code and F/ETCA Investment Policy.

#### BUDGET

Foothill/Eastern: N/A

#### BACKGROUND

The F/ETCA issues a monthly report to the Board of Directors detailing the types of investments in the portfolio, the dollar amount invested in each category, the rate of interest in each category, the total portfolio yield, and the transactions for the month.

#### DISCUSSION

##### Compliance

Enclosed are the investment reports for the F/ETCA for the month ended January 31, 2020. These investment reports reflect the assets held by the Trustee (Bank of New York-Mellon), which include 2013, 2015 and 2019 indenture accounts and five non-indenture accounts in addition to investments made directly with Local Government Investment Pools. As of January 31, 2020, all indenture funds are invested in accordance with the permitted investment section of the respective indentures and all non-indenture funds are invested in compliance with both the California Government Code and F/ETCA Investment Policy.

##### Portfolio Update

Since December 31, 2019, the book value of the portfolio decreased by approximately \$18.0 million to \$677.9 million. The decrease in January is due to semi-annual debt service payments totaling \$34.8 million. Other changes include toll revenue transfers of \$17.7 million, the receipt of development impact

fees of \$0.8 million and interest earnings of \$0.9 million offset by toll operations-related expenses of \$1.5 million, and planning, environmental and construction related expenditures of \$1.1 million.

This report focuses exclusively on the earnings generated by the Agency's investment portfolio and does not reflect the positive financial impacts resulting from the savings generated by the December 2013 or 2019 bond refundings.

The weighted average maturity of the F/ETCA portfolio is 1.3 years. The weighted average book yield at December 31, 2019 and January 31, 2020 was 2.17 percent.

The portfolio's market value including accrued interest is \$9.8 million or 1.43 percent higher than the book value at January 31, 2019. This represents unrealized net gains, and as the Agency expects to hold these investments until maturity, no realized gains or losses are expected. Market values reported herein have been obtained by Chandler Asset Management from Interactive Data Corporation. These market values are compared for reasonableness with the market values provided by the Trustee.

### **Credit Update**

To maintain safety, adherence to an investment policy strategy of purchasing top-rated securities and diversification of security types and maturities is required. As shown in Exhibit 2, approximately 40 percent of the entire portfolio is invested in U.S. Treasuries, agency bonds and supranationals that are rated AA+ by Standard and Poor's and Aaa by Moody's. The remainder of the portfolio is invested in local and state government investment pools, money market investments rated Aaa / AAA by Moody's and Standard and Poor's respectively, medium-term corporate notes rated in one of the three highest rating categories by at least two nationally recognized statistical rating agencies, and negotiable certificates of deposit and short-term commercial paper rated at least "A-1/P-1", the highest rating by the two rating agencies noted above.

### **Economic Update**

The Federal Open Market Committee ("FOMC") unanimously voted to leave the federal funds target range unchanged in January in a range of 1.50 percent to 1.75 percent. In their policy statement, the FOMC revised their description of household spending to "moderate" as compared to the previous description of "strong". Otherwise, there were no significant changes to the statement and FOMC Chair Powell continued to signal that monetary policy is likely to remain on hold. Powell's press conference was viewed as somewhat dovish, but the FOMC remains cautiously optimistic about the overall economic outlook. Powell said the FOMC would likely begin scaling back its current practice of buying \$60 billion per month in US Treasury bills sometime in the April to June time frame. After that, the FOMC's balance sheet is expected to grow as necessary to maintain an ample level of bank reserves.

U.S. nonfarm payrolls rose by 225,000 in January, well above expectations of 165,000. Payrolls for November and December were also revised up by a total of 7,000. On a trailing 3-month and 6-month basis, payrolls increased an average of 211,000 and 206,000 per month, respectively. The unemployment rate ticked up to 3.6 percent from 3.5 percent in the prior month as the participation rate rose to 63.4 percent from 63.2 percent. A broader measure of unemployment called the U-6, which includes those who are marginally attached to the labor force and employed part time for economic reasons, also increased to 6.9 percent in January from 6.7 percent in December. Wages edged up 0.2 percent in January. On a year-over-year basis, wages were up 3.1 percent in January, versus up 3.0 percent in December. The average workweek was unchanged at 34.3 hours.

The Consumer Price Index ("CPI") was up 2.3 percent year-over-year in December, up from 2.1 percent in November. Core CPI (CPI less food and energy) was up 2.3 percent year-over-year in December, unchanged from November. The Personal Consumption Expenditures ("PCE") index was up 1.6 percent year-over-year in December versus up 1.4 percent year-over-year in November. Core PCE, which is

the FOMC's primary inflation gauge, was also up 1.6 percent year-over-year in December versus 1.5 percent year-over-year in November. Nevertheless, Core PCE remains below the FOMC's 2.0 percent inflation target.

Housing starts rose 16.9 percent in December to a 1.6 million annualized rate, the highest rate since December 2006. Single-family starts jumped 11.2 percent in December to an annualized rate of 1,055,000, while multi-family starts surged 29.8 percent to an annualized rate of 553,000. Although better than average weather may have been a contributing factor for the December gains, the underlying trends suggest low mortgage rates and a strong labor market continue to drive housing activity. According to the Case-Shiller 20-City home price index, home prices were up 2.6 percent year-over-year in November, versus up 2.2 percent year-over-year in October, which suggests that pricing in the sector is gaining momentum.

According to the advance estimate, fourth quarter 2019 Gross Domestic Product ("GDP") grew at a 2.1 percent annualized rate, in line with expectations. This follows growth of 2.1 percent in the third quarter, 2.0 percent in the second quarter, and 3.1 percent in the first quarter. Overall, GDP grew 2.3 percent in 2019, down from 2.9 percent in 2018. Fourth quarter growth was fueled by net exports and consumer spending. The consensus estimate for current quarter growth signals a slowdown to 1.5 percent growth. The consensus forecast calls for GDP growth of 1.8 percent for the full year 2020.

## **Exhibits**

### **1. Portfolio Summary by Sector**

This report provides a summary of the F/ETCA total portfolio value by asset sector on a book value basis (historical cost adjusted for the cumulative amortization of premium/discount recorded to date), a market value basis (fair value based on quoted market prices) and a market value plus accrued interest basis. Also, inclusive in this report are book and market yield returns along with the percentage held within each sector based upon market value plus accrued interest.

### **2. Sector Distribution Summary Graphs – Market Value Including Accrued Interest**

The pie charts are representations of the percentage of each asset sector in the portfolio based upon the market value plus accrued interest. The investment policy specifies percentage limitations on certain asset categories. At January 31, 2020, the Agency holdings were all below the maximum percentage limits.

### **3. Holdings Report – Total Portfolio**

This report provides a detailed description and the associated ratings of each fixed income security held in the F/ETCA portfolio at January 31, 2020. This report includes all Agency security holdings including money market funds and local government investment pools. The report also includes an unrealized gain/loss position, average maturity, and duration for each security. All the Agency's investments were rated at or above the minimum rating required per the Agency's investment policy and debt agreements.

### **4. Transaction Ledger**

This schedule details the F/ETCA investment transactions during the month.

### **5. Investment Definitions**

This is a list of common terminology used to describe the Agency's investment portfolio. Staff has provided this glossary to assist the Board in their review of the Agency's investment practices.

**CONCLUSION**

N/A

Report Written By: Daryn A. Martin, Manager, Treasury Operations

**REVIEWED BY:**



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Amy Potter, Chief Financial Officer  
(949) 754-3498

**APPROVED BY:**



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Michael A. Kraman, Chief Executive Officer

Attachment

## Portfolio Summary By Sector

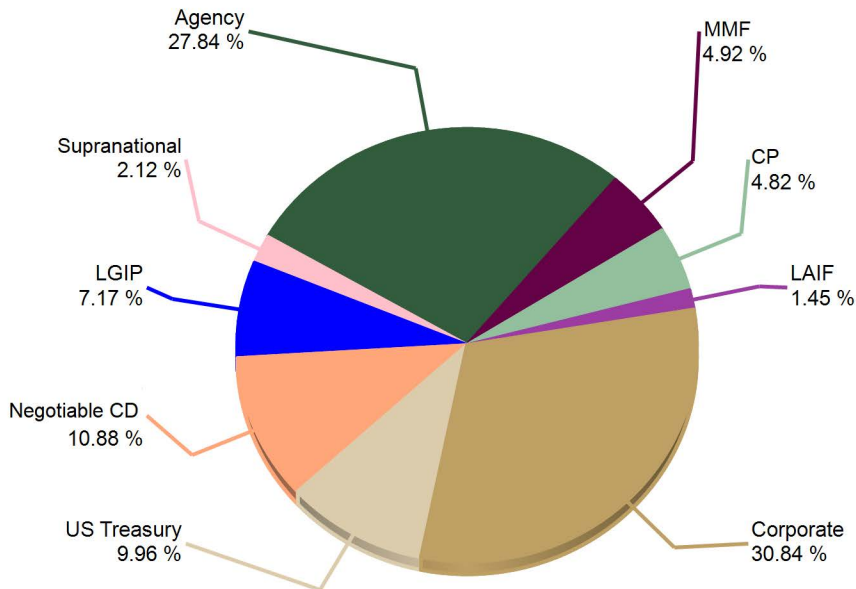
As of 1/31/2020

Sector	Book Value	Book Yield	Market Value	Accrued Interest	Market Value Plus Accrued	Market Yield	% Held
Money Market Fund FI	\$33,858,312.68	1.47%	\$33,858,312.68	\$0.00	\$33,858,312.68	1.47%	4.92 %
Local Gov Investment Pool	\$49,212,765.16	1.78%	\$49,212,765.16	\$83,308.21	\$49,296,073.37	1.78%	7.17 %
LAIF	\$10,000,000.00	1.94%	\$10,000,000.00	\$539.70	\$10,000,539.70	1.94%	1.45 %
Negotiable CD	\$73,000,000.00	2.66%	\$73,000,000.00	\$1,786,448.20	\$74,786,448.20	2.66%	10.88 %
Commercial Paper	\$33,163,310.33	1.83%	\$33,163,310.33	\$0.00	\$33,163,310.33	1.83%	4.82 %
US Treasury	\$68,088,388.30	1.77%	\$68,301,686.79	\$190,847.47	\$68,492,534.26	1.50%	9.96 %
Agency	\$188,346,270.20	1.86%	\$190,328,971.23	\$1,115,370.20	\$191,444,341.43	1.45%	27.84 %
Supranational	\$14,477,952.86	1.97%	\$14,503,458.25	\$73,960.07	\$14,577,418.32	1.57%	2.12 %
Corporate	\$207,708,943.43	2.70%	\$210,591,252.18	\$1,455,141.92	\$212,046,394.10	1.68%	30.84 %
<b>Total Portfolio</b>	<b>\$677,855,942.96</b>	<b>2.17 %</b>	<b>\$682,959,756.62</b>	<b>\$4,705,615.77</b>	<b>\$687,665,372.39</b>	<b>1.71 %</b>	<b>100.00 %</b>

Foothill/Eastern Total Portfolio

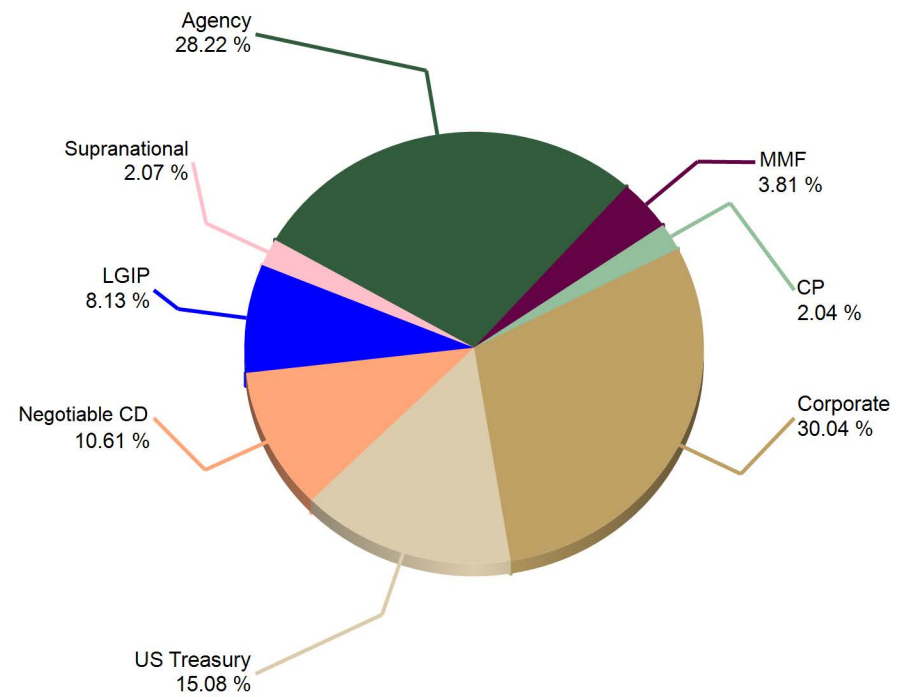
January 31, 2020

\$687,665,372.39



December 31, 2019

\$703,437,190.95



As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>MONEY MARKET FUND FI</b>									
09248U718	Blackrock Treasury Money Market Fund	23,018,826.07	Various 1.49 %	23,018,826.07 23,018,826.07	1.00 1.49 %	23,018,826.07 0.00	3.35 % 0.00	Aaa / AAA NR	0.00 0.00
316175108	Fidelity Institutional Govt Money Market Fund	10,839,486.61	Various 1.45 %	10,839,486.61 10,839,486.61	1.00 1.45 %	10,839,486.61 0.00	1.58 % 0.00	Aaa / AAA NR	0.00 0.00
<b>Total Money Market Fund FI</b>		<b>33,858,312.68</b>	<b>1.47 %</b>	<b>33,858,312.68</b>	<b>1.47 %</b>	<b>33,858,312.68</b> <b>0.00</b>	<b>4.92 %</b> <b>0.00</b>	<b>Aaa / AAA</b> <b>NR</b>	<b>0.00</b> <b>0.00</b>
<b>LOCAL GOV INVESTMENT POOL</b>									
90CAMP\$01	California Asset Mgmt Program CAMP	15,160,254.48	Various 1.78 %	15,160,254.48 15,160,254.48	1.00 1.78 %	15,160,254.48 22,889.38	2.21 % 0.00	NR / AAA NR	0.00 0.00
90CAMP\$04	California Asset Mgmt Program CAMP	34,052,510.68	Various 1.78 %	34,052,510.68 34,052,510.68	1.00 1.78 %	34,052,510.68 60,418.83	4.96 % 0.00	NR / AAA NR	0.00 0.00
<b>Total Local Gov Investment Pool</b>		<b>49,212,765.16</b>	<b>1.78 %</b>	<b>49,212,765.16</b>	<b>1.78 %</b>	<b>49,212,765.16</b> <b>83,308.21</b>	<b>7.17 %</b> <b>0.00</b>	<b>NR / AAA</b> <b>NR</b>	<b>0.00</b> <b>0.00</b>
<b>LAIF</b>									
90LAIF\$00	Local Agency Investment Fund State Pool	10,000,000.00	Various 1.94 %	10,000,000.00 10,000,000.00	1.00 1.94 %	10,000,000.00 539.70	1.45 % 0.00	NR / NR NR	0.00 0.00
<b>Total LAIF</b>		<b>10,000,000.00</b>	<b>1.94 %</b>	<b>10,000,000.00</b>	<b>1.94 %</b>	<b>10,000,000.00</b> <b>539.70</b>	<b>1.45 %</b> <b>0.00</b>	<b>NR / NR</b> <b>NR</b>	<b>0.00</b> <b>0.00</b>
<b>NEGOTIABLE CD</b>									
06417G5G9	Bank of Nova Scotia Yankee CD 2.69% Due 2/25/2020	9,500,000.00	02/22/2019 2.69 %	9,500,000.00 9,500,000.00	100.00 2.69 %	9,500,000.00 242,062.64	1.42 % 0.00	P-1 / A-1 F-1+	0.07 0.07
86958J5N5	Svenska Handelsbanken Yankee CD 2.68% Due 2/27/2020	18,500,000.00	02/26/2019 2.68 %	18,500,000.00 18,500,000.00	100.00 2.68 %	18,500,000.00 466,878.34	2.76 % 0.00	P-1 / A-1+ F-1+	0.07 0.07
06370RVP1	Bank of Montreal Chicago Yankee CD 2.69% Due 3/5/2020	12,000,000.00	03/06/2019 2.69 %	12,000,000.00 12,000,000.00	100.00 2.69 %	12,000,000.00 297,693.33	1.79 % 0.00	P-1 / A-1 F-1+	0.09 0.09
65558TFA8	Nordea Bank ABP New York Yankee CD 2.63% Due 3/6/2020	4,000,000.00	03/06/2019 2.63 %	4,000,000.00 4,000,000.00	100.00 2.63 %	4,000,000.00 97,017.78	0.60 % 0.00	P-1 / A-1+ F-1+	0.10 0.09
89114MWF0	Toronto Dominion Bank Yankee CD 2.63% Due 3/6/2020	10,000,000.00	03/06/2019 2.63 %	10,000,000.00 10,000,000.00	100.00 2.63 %	10,000,000.00 241,813.89	1.49 % 0.00	P-1 / A-1+ F-1+	0.10 0.09
65558TFW0	Nordea Bank ABP New York Yankee CD 2.64% Due 3/23/2020	15,000,000.00	03/21/2019 2.64 %	15,000,000.00 15,000,000.00	100.00 2.64 %	15,000,000.00 348,700.00	2.23 % 0.00	P-1 / A-1+ F-1+	0.14 0.14
89114MYP6	Toronto Dominion Bank Yankee CD 2.62% Due 4/2/2020	4,000,000.00	03/21/2019 2.62 %	4,000,000.00 4,000,000.00	100.00 2.62 %	4,000,000.00 92,282.22	0.60 % 0.00	P-1 / A-1+ F-1+	0.17 0.17
<b>Total Negotiable CD</b>		<b>73,000,000.00</b>	<b>2.66 %</b>	<b>73,000,000.00</b>	<b>2.66 %</b>	<b>73,000,000.00</b> <b>1,786,448.20</b>	<b>10.88 %</b> <b>0.00</b>	<b>Aaa / AAA</b> <b>AAA</b>	<b>0.10</b> <b>0.10</b>

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>COMMERCIAL PAPER</b>									
62479LB38	MUFG Bank Ltd Discount CP 2.05% Due 2/3/2020	3,000,000.00	Various 2.10 %	2,975,071.66 2,999,658.33	99.99 2.10 %	2,999,658.33 0.00	0.44 % 0.00	P-1 / A-1 NR	0.01 0.01
89233GE51	Toyota Motor Credit Discount CP 1.88% Due 5/5/2020	6,400,000.00	08/21/2019 1.93 %	6,313,770.67 6,368,583.11	99.51 1.93 %	6,368,583.11 0.00	0.93 % 0.00	P-1 / A-1+ NR	0.26 0.26
89233GG75	Toyota Motor Credit Discount CP 1.72% Due 7/7/2020	10,000,000.00	01/29/2020 1.76 %	9,923,555.56 9,924,988.89	99.25 1.76 %	9,924,988.89 0.00	1.44 % 0.00	P-1 / A-1+ NR	0.43 0.43
62479LHB4	MUFG Bank Ltd Discount CP 1.74% Due 8/11/2020	14,000,000.00	01/22/2020 1.78 %	13,863,313.33 13,870,080.00	99.07 1.78 %	13,870,080.00 0.00	2.02 % 0.00	P-1 / A-1 NR	0.53 0.52
<b>Total Commercial Paper</b>		<b>33,400,000.00</b>	<b>1.83 %</b>	<b>33,075,711.22</b> <b>33,163,310.33</b>	<b>1.83 %</b>	<b>33,163,310.33</b> <b>0.00</b>	<b>4.82 %</b> <b>0.00</b>	<b>Aaa / AA+</b> <b>NR</b>	<b>0.40</b> <b>0.40</b>
<b>US TREASURY</b>									
912828J84	US Treasury Note 1.375% Due 3/31/2020	50,000.00	02/16/2017 1.58 %	49,685.71 49,982.73	99.96 1.62 %	49,979.60 232.92	0.01 % (3.13)	Aaa / AA+ AAA	0.16 0.16
912828K58	US Treasury Note 1.375% Due 4/30/2020	5,120,000.00	02/23/2017 1.51 %	5,098,417.16 5,118,236.31	99.94 1.62 %	5,116,800.00 17,986.81	0.75 % (1,436.31)	Aaa / AA+ AAA	0.25 0.25
912828K58	US Treasury Note 1.375% Due 4/30/2020	505,000.00	02/23/2017 1.51 %	502,871.22 504,826.04	99.94 1.62 %	504,684.38 1,774.09	0.07 % (141.66)	Aaa / AA+ AAA	0.25 0.25
912828XU9	US Treasury Note 1.5% Due 6/15/2020	7,055,000.00	08/15/2018 2.60 %	6,917,482.62 7,026,602.98	99.97 1.58 %	7,052,798.84 13,878.69	1.03 % 26,195.86	Aaa / AA+ AAA	0.37 0.37
912796WW5	US Treasury Bill 1.505% Due 7/9/2020	2,940,000.00	01/24/2020 1.54 %	2,919,843.03 2,920,457.57	99.34 1.54 %	2,920,457.57 0.00	0.42 % 0.00	P-1 / A-1+ F-1+	0.44 0.44
912828XM7	US Treasury Note 1.625% Due 7/31/2020	4,680,000.00	03/14/2017 1.81 %	4,651,131.30 4,675,646.90	100.02 1.59 %	4,680,730.08 208.93	0.68 % 5,083.18	Aaa / AA+ AAA	0.50 0.50
912828L32	US Treasury Note 1.375% Due 8/31/2020	5,155,000.00	05/23/2017 1.55 %	5,126,624.49 5,149,876.04	99.88 1.58 %	5,148,958.34 29,988.22	0.75 % (917.70)	Aaa / AA+ AAA	0.58 0.57
912828L65	US Treasury Note 1.375% Due 9/30/2020	4,665,000.00	05/23/2017 1.57 %	4,635,130.47 4,658,961.93	99.87 1.57 %	4,658,986.82 21,731.76	0.68 % 24.89	Aaa / AA+ AAA	0.67 0.66
912828M98	US Treasury Note 1.625% Due 11/30/2020	510,000.00	07/27/2017 1.60 %	510,400.15 510,098.57	100.05 1.56 %	510,278.97 1,426.54	0.07 % 180.40	Aaa / AA+ AAA	0.83 0.82
912828N89	US Treasury Note 1.375% Due 1/31/2021	5,735,000.00	09/27/2017 1.68 %	5,678,117.26 5,717,690.07	99.86 1.51 %	5,727,160.26 216.64	0.83 % 9,470.19	Aaa / AA+ AAA	1.00 0.99
912828N89	US Treasury Note 1.375% Due 1/31/2021	315,000.00	09/27/2017 1.68 %	311,875.66 314,049.24	99.86 1.51 %	314,569.40 11.90	0.05 % 520.16	Aaa / AA+ AAA	1.00 0.99
912828P87	US Treasury Note 1.125% Due 2/28/2021	4,600,000.00	05/27/2016 1.35 %	4,553,116.97 4,589,100.78	99.60 1.50 %	4,581,673.60 21,894.23	0.67 % (7,427.18)	Aaa / AA+ AAA	1.08 1.06
912828Q78	US Treasury Note 1.375% Due 4/30/2021	50,000.00	07/27/2017 1.69 %	49,437.67 49,809.20	99.88 1.47 %	49,941.40 175.65	0.01 % 132.20	Aaa / AA+ AAA	1.25 1.23
912828Q78	US Treasury Note 1.375% Due 4/30/2021	5,745,000.00	07/27/2017 1.69 %	5,680,388.01 5,723,077.53	99.88 1.47 %	5,738,266.86 20,182.46	0.84 % 15,189.33	Aaa / AA+ AAA	1.25 1.23

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.



As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>US TREASURY</b>									
912828QN3	US Treasury Note 3.125% Due 5/15/2021	5,400,000.00	12/20/2017 2.05 %	5,588,789.06 5,472,847.45	102.10 1.47 %	5,513,275.80 36,160.71	0.81 % 40,428.35	Aaa / AA+ AAA	1.29 1.26
912828R77	US Treasury Note 1.375% Due 5/31/2021	5,535,000.00	09/27/2017 1.74 %	5,464,101.35 5,508,818.12	99.92 1.43 %	5,530,677.16 13,100.26	0.81 % 21,859.04	Aaa / AA+ AAA	1.33 1.31
912828R77	US Treasury Note 1.375% Due 5/31/2021	315,000.00	09/27/2017 1.74 %	310,965.12 313,509.97	99.92 1.43 %	314,753.99 745.54	0.05 % 1,244.02	Aaa / AA+ AAA	1.33 1.31
912828S76	US Treasury Note 1.125% Due 7/31/2021	2,720,000.00	01/18/2018 2.25 %	2,616,300.01 2,675,045.49	99.58 1.41 %	2,708,630.40 84.07	0.39 % 33,584.91	Aaa / AA+ AAA	1.50 1.48
912828R69	US Treasury Note 1.625% Due 5/31/2023	3,660,000.00	12/17/2019 1.68 %	3,652,994.54 3,653,215.12	101.04 1.31 %	3,697,888.32 10,237.51	0.54 % 44,673.20	Aaa / AA+ AAA	3.33 3.23
912828S92	US Treasury Note 1.25% Due 7/31/2023	3,425,000.00	01/24/2020 1.51 %	3,394,763.67 3,394,879.16	99.82 1.30 %	3,418,711.70 117.61	0.50 % 23,832.54	Aaa / AA+ AAA	3.50 3.41
912828VS6	US Treasury Note 2.5% Due 8/15/2023	60,000.00	12/17/2019 1.69 %	61,710.94 61,657.10	104.11 1.31 %	62,463.30 692.93	0.01 % 806.20	Aaa / AA+ AAA	3.54 3.35
<b>Total US Treasury</b>		<b>68,240,000.00</b>	<b>1.77 %</b>	<b>67,774,146.41</b> <b>68,088,388.30</b>	<b>1.50 %</b>	<b>68,301,686.79</b> <b>190,847.47</b>	<b>9.96 %</b> <b>213,298.49</b>	<b>Aaa / AA+</b> <b>AAA</b>	<b>1.11</b> <b>1.09</b>
<b>AGENCY</b>									
3133EJCN7	FFCB Note 2.07% Due 2/14/2020	3,070,000.00	03/19/2018 2.39 %	3,051,794.90 3,069,619.48	100.02 1.53 %	3,070,577.16 29,479.69	0.45 % 957.68	Aaa / AA+ AAA	0.04 0.04
3135G0T29	FNMA Note 1.5% Due 2/28/2020	5,000,000.00	02/27/2017 1.56 %	4,991,550.00 4,999,746.01	99.99 1.60 %	4,999,555.00 31,875.00	0.73 % (191.01)	Aaa / AA+ AAA	0.08 0.08
3135G0T29	FNMA Note 1.5% Due 2/28/2020	2,880,000.00	03/01/2017 1.67 %	2,866,147.20 2,879,619.82	99.99 1.60 %	2,879,743.68 18,360.00	0.42 % 123.86	Aaa / AA+ AAA	0.08 0.08
3135G0T29	FNMA Note 1.5% Due 2/28/2020	45,000.00	03/01/2017 1.67 %	44,783.55 44,994.06	99.99 1.60 %	44,996.00 286.88	0.01 % 1.94	Aaa / AA+ AAA	0.08 0.08
313378J77	FHLB Note 1.875% Due 3/13/2020	400,000.00	03/17/2016 1.33 %	408,480.00 400,250.81	100.03 1.60 %	400,124.40 2,875.00	0.06 % (126.41)	Aaa / AA+ NR	0.12 0.12
313378J77	FHLB Note 1.875% Due 3/13/2020	7,000,000.00	11/21/2017 1.86 %	7,001,750.00 6,999,985.16	100.03 1.60 %	7,002,177.00 50,312.50	1.03 % 2,191.84	Aaa / AA+ NR	0.12 0.12
3133EHHB2	FFCB Note 1.45% Due 4/27/2020	7,000,000.00	11/21/2017 1.87 %	6,929,650.00 6,992,810.88	99.97 1.55 %	6,998,166.00 26,502.78	1.02 % 5,355.12	Aaa / AA+ AAA	0.24 0.24
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	400,000.00	04/25/2017 1.54 %	398,036.00 399,827.87	99.95 1.58 %	399,794.80 1,375.01	0.06 % (33.07)	Aaa / AA+ AAA	0.25 0.25
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	900,000.00	Various 1.40 %	899,739.00 899,929.05	99.95 1.58 %	899,538.30 3,093.76	0.13 % (390.75)	Aaa / AA+ AAA	0.25 0.25
3137EADR7	FHLMC Note 1.375% Due 5/1/2020	6,850,000.00	Various 1.42 %	6,842,931.50 6,849,073.32	99.95 1.58 %	6,846,485.96 23,546.87	1.00 % (2,587.36)	Aaa / AA+ AAA	0.25 0.25
31331SZY2	FFCB Note 4.55% Due 6/8/2020	655,000.00	04/25/2017 1.60 %	713,380.15 661,745.21	101.06 1.52 %	661,931.21 4,387.59	0.10 % 186.00	Aaa / AA+ AAA	0.35 0.35

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>AGENCY</b>									
3133834H1	FHLB Note 1.375% Due 6/12/2020	60,000.00	09/27/2017 1.64 %	59,574.60 59,941.01	99.93 1.58 %	59,955.54 112.29	0.01 % 14.53	Aaa / AA+ AAA	0.36 0.36
3135G0D75	FNMA Note 1.5% Due 6/22/2020	350,000.00	03/17/2016 1.40 %	351,466.50 350,135.68	99.96 1.59 %	349,870.15 568.75	0.05 % (265.53)	Aaa / AA+ AAA	0.39 0.39
3135G0D75	FNMA Note 1.5% Due 6/22/2020	450,000.00	05/27/2016 1.31 %	453,325.50 450,325.30	99.96 1.59 %	449,833.05 731.25	0.07 % (492.25)	Aaa / AA+ AAA	0.39 0.39
3135G0D75	FNMA Note 1.5% Due 6/22/2020	4,000,000.00	12/09/2015 1.76 %	3,954,808.00 3,995,904.69	99.96 1.59 %	3,998,516.00 6,500.00	0.58 % 2,611.31	Aaa / AA+ AAA	0.39 0.39
313370US5	FHLB Note 2.875% Due 9/11/2020	420,000.00	05/27/2016 1.38 %	445,935.00 423,796.43	100.77 1.61 %	423,213.42 4,695.83	0.06 % (583.01)	Aaa / AA+ AAA	0.61 0.60
313370US5	FHLB Note 2.875% Due 9/11/2020	325,000.00	05/27/2016 1.38 %	345,068.75 327,937.71	100.77 1.61 %	327,486.58 3,633.68	0.05 % (451.13)	Aaa / AA+ AAA	0.61 0.60
3133ECZY3	FFCB Note 2.84% Due 9/17/2020	55,000.00	08/29/2017 1.52 %	57,147.20 55,450.40	100.82 1.52 %	55,449.68 581.41	0.01 % (0.72)	Aaa / AA+ AAA	0.63 0.62
3135G0F73	FNMA Note 1.5% Due 11/30/2020	4,950,000.00	05/30/2017 1.62 %	4,929,685.20 4,945,041.31	99.97 1.53 %	4,948,752.60 12,581.24	0.72 % 3,711.29	Aaa / AA+ AAA	0.83 0.82
3133XDVS7	FHLB Note 5.25% Due 12/11/2020	65,000.00	08/29/2017 1.54 %	72,687.55 67,056.21	103.09 1.62 %	67,006.23 473.96	0.01 % (49.98)	Aaa / AA+ AAA	0.86 0.84
3135G0H55	FNMA Note 1.875% Due 12/28/2020	5,390,000.00	05/27/2016 1.40 %	5,503,136.10 5,413,018.62	100.38 1.46 %	5,410,282.57 9,264.07	0.79 % (2,736.05)	Aaa / AA+ AAA	0.91 0.90
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	400,000.00	03/17/2016 1.52 %	397,236.00 399,393.32	99.85 1.52 %	399,389.60 2,490.28	0.06 % (3.72)	Aaa / AA+ AAA	1.05 1.03
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	4,650,000.00	05/27/2016 1.45 %	4,634,887.50 4,646,549.96	99.85 1.52 %	4,642,904.10 28,949.47	0.68 % (3,645.86)	Aaa / AA+ AAA	1.05 1.03
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	450,000.00	Various 1.50 %	447,293.10 449,402.72	99.85 1.52 %	449,313.30 2,801.57	0.07 % (89.42)	Aaa / AA+ AAA	1.05 1.03
3135G0J20	FNMA Note 1.375% Due 2/26/2021	35,000.00	05/27/2016 1.45 %	34,885.55 34,973.42	99.90 1.47 %	34,964.34 207.20	0.01 % (9.08)	Aaa / AA+ AAA	1.07 1.05
3133732Y7	FHLB Note 3.625% Due 3/12/2021	985,000.00	06/08/2017 1.69 %	1,053,989.40 1,005,897.16	102.33 1.51 %	1,007,950.50 13,786.58	0.15 % 2,053.34	Aaa / AA+ AAA	1.11 1.08
313382K69	FHLB Note 1.75% Due 3/12/2021	4,390,000.00	06/08/2017 1.70 %	4,398,384.90 4,392,524.58	100.26 1.51 %	4,401,361.32 29,662.99	0.64 % 8,836.74	Aaa / AA+ AAA	1.11 1.09
3130A1W95	FHLB Note 2.25% Due 6/11/2021	175,000.00	09/27/2017 1.78 %	177,934.75 176,100.27	101.08 1.44 %	176,897.18 546.88	0.03 % 796.91	Aaa / AA+ AAA	1.36 1.34
313379RB7	FHLB Note 1.875% Due 6/11/2021	1,845,000.00	08/29/2017 1.63 %	1,861,771.05 1,851,153.37	100.56 1.46 %	1,855,330.16 4,804.69	0.27 % 4,176.79	Aaa / AA+ AAA	1.36 1.34
313379RB7	FHLB Note 1.875% Due 6/11/2021	495,000.00	08/29/2017 1.63 %	499,499.55 496,650.90	100.56 1.46 %	497,771.51 1,289.06	0.07 % 1,120.61	Aaa / AA+ AAA	1.36 1.34
3137EAEC9	FHLMC Note 1.125% Due 8/12/2021	6,030,000.00	04/26/2018 2.72 %	5,729,886.90 5,887,149.81	99.57 1.41 %	6,004,034.82 31,845.94	0.88 % 116,885.01	Aaa / AA+ AAA	1.53 1.50

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>AGENCY</b>									
3135G0N82	FNMA Note 1.25% Due 8/17/2021	540,000.00	04/13/2018 2.60 %	516,904.20 529,061.05	99.82 1.37 %	539,045.82 3,075.00	0.08 % 9,984.77	Aaa / AA+ AAA	1.55 1.52
3135G0N82	FNMA Note 1.25% Due 8/17/2021	435,000.00	04/13/2018 2.60 %	416,395.05 426,188.06	99.82 1.37 %	434,231.36 2,477.08	0.06 % 8,043.30	Aaa / AA+ AAA	1.55 1.52
3135G0N82	FNMA Note 1.25% Due 8/17/2021	55,000.00	04/13/2018 2.60 %	52,647.65 53,885.85	99.82 1.37 %	54,902.82 313.19	0.01 % 1,016.97	Aaa / AA+ AAA	1.55 1.52
3133EKAK2	FFCB Note 2.53% Due 2/14/2022	3,980,000.00	02/26/2019 2.52 %	3,980,995.00 3,980,683.25	102.30 1.38 %	4,071,420.60 46,710.83	0.60 % 90,737.35	Aaa / AA+ AAA	2.04 1.96
313378WG2	FHLB Note 2.5% Due 3/11/2022	6,500,000.00	09/24/2019 1.64 %	6,634,615.00 6,615,762.25	102.31 1.38 %	6,650,397.00 63,194.44	0.98 % 34,634.75	Aaa / AA+ NR	2.11 2.04
3130A5P45	FHLB Note 2.375% Due 6/10/2022	6,500,000.00	09/24/2019 1.60 %	6,633,705.00 6,616,751.12	102.20 1.42 %	6,642,961.00 21,869.79	0.97 % 26,209.88	Aaa / AA+ AAA	2.36 2.29
313379Q69	FHLB Note 2.125% Due 6/10/2022	2,550,000.00	10/03/2019 1.48 %	2,592,865.50 2,587,763.91	101.76 1.36 %	2,594,959.05 7,676.56	0.38 % 7,195.14	Aaa / AA+ AAA	2.36 2.29
313379Q69	FHLB Note 2.125% Due 6/10/2022	450,000.00	10/03/2019 1.46 %	457,821.00 456,889.96	101.76 1.36 %	457,933.96 1,354.69	0.07 % 1,044.00	Aaa / AA+ AAA	2.36 2.29
313380GJ0	FHLB Note 2% Due 9/9/2022	10,240,000.00	Various 1.66 %	10,342,465.30 10,329,332.10	101.41 1.45 %	10,384,762.88 80,782.22	1.52 % 55,430.78	Aaa / AA+ NR	2.61 2.51
313383WD9	FHLB Note 3.125% Due 9/9/2022	6,185,000.00	12/19/2018 2.77 %	6,262,498.05 6,240,119.93	104.53 1.35 %	6,465,143.39 76,238.71	0.95 % 225,023.46	Aaa / AA+ AAA	2.61 2.48
3133EHM91	FFCB Note 2.08% Due 11/1/2022	3,050,000.00	09/09/2019 1.59 %	3,096,055.00 3,090,428.30	101.68 1.46 %	3,101,130.20 15,860.00	0.45 % 10,701.90	Aaa / AA+ AAA	2.75 2.66
3133EC4Q4	FFCB Note 1.82% Due 11/23/2022	336,000.00	02/22/2019 2.62 %	326,514.72 328,792.46	100.98 1.46 %	339,303.22 1,155.09	0.05 % 10,510.76	Aaa / AA+ AAA	2.81 2.72
3130A3KM5	FHLB Note 2.5% Due 12/9/2022	5,275,000.00	Various 1.59 %	5,427,042.00 5,409,135.11	103.18 1.36 %	5,442,718.63 19,048.62	0.79 % 33,583.52	Aaa / AA+ NR	2.86 2.75
3133XN4B2	FHLB Note 5.25% Due 12/9/2022	5,000,000.00	09/13/2019 1.83 %	5,533,750.00 5,473,401.87	110.79 1.38 %	5,539,550.00 37,916.67	0.81 % 66,148.13	Aaa / AA+ NR	2.86 2.66
3133XN4B2	FHLB Note 5.25% Due 12/9/2022	5,410,000.00	12/19/2018 2.77 %	5,910,857.80 5,775,626.19	110.79 1.38 %	5,993,793.10 41,025.83	0.88 % 218,166.91	Aaa / AA+ NR	2.86 2.66
3133EG5Y7	FFCB Note 2.23% Due 2/2/2023	260,000.00	01/25/2019 2.72 %	255,153.60 256,323.10	102.33 1.43 %	266,054.10 2,882.89	0.04 % 9,731.00	Aaa / AA+ AAA	3.01 2.87
3133EG5Y7	FFCB Note 2.23% Due 2/2/2023	155,000.00	01/25/2019 2.72 %	152,110.80 152,808.00	102.33 1.43 %	158,609.18 1,718.65	0.02 % 5,801.18	Aaa / AA+ AAA	3.01 2.87
3133EG5Y7	FFCB Note 2.23% Due 2/2/2023	85,000.00	01/25/2019 2.72 %	83,415.60 83,797.94	102.33 1.43 %	86,979.23 942.48	0.01 % 3,181.29	Aaa / AA+ AAA	3.01 2.87
3133EJY60	FFCB Note 3.02% Due 3/3/2023	4,755,000.00	03/08/2019 2.48 %	4,850,955.90 4,830,273.16	104.76 1.44 %	4,981,276.19 59,035.97	0.73 % 151,003.03	Aaa / AA+ AAA	3.09 2.92
3130ADRG9	FHLB Note 2.75% Due 3/10/2023	3,000,000.00	01/25/2019 2.70 %	3,005,970.00 3,004,558.95	104.11 1.39 %	3,123,426.00 32,312.50	0.46 % 118,867.05	Aaa / AA+ NR	3.11 2.95

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>AGENCY</b>									
31331YN55	FFCB Note 5.22% Due 5/15/2023	258,000.00	03/08/2019 2.54 %	285,234.48 279,675.34	112.06 1.45 %	289,126.93 2,843.16	0.04 % 9,451.59	Aaa / AA+ AAA	3.29 3.03
3130A3DL5	FHLB Note 2.375% Due 9/8/2023	9,000,000.00	08/20/2019 1.49 %	9,310,410.00 9,277,194.36	103.46 1.39 %	9,311,724.00 84,906.25	1.37 % 34,529.64	Aaa / AA+ NR	3.61 3.42
3133EHN25	FFCB Note 2.2% Due 11/1/2023	1,985,000.00	09/06/2019 1.50 %	2,040,361.65 2,035,234.16	102.68 1.46 %	2,038,261.52 10,917.50	0.30 % 3,027.36	Aaa / AA+ AAA	3.75 3.58
3130A0F70	FHLB Note 3.375% Due 12/8/2023	300,000.00	08/07/2019 1.56 %	322,674.00 320,234.12	107.50 1.37 %	322,501.20 1,490.63	0.05 % 2,267.08	Aaa / AA+ AAA	3.85 3.61
3130AAHE1	FHLB Note 2.5% Due 12/8/2023	3,320,000.00	06/24/2019 1.86 %	3,410,038.40 3,398,309.20	104.15 1.39 %	3,457,809.88 12,219.44	0.50 % 59,500.68	Aaa / AA+ NR	3.85 3.66
3133EKMx1	FFCB Note 2.23% Due 2/23/2024	2,000,000.00	07/30/2019 1.89 %	2,029,460.00 2,026,339.93	103.05 1.45 %	2,061,012.00 19,574.44	0.30 % 34,672.07	Aaa / AA+ AAA	4.07 3.84
3130A0XE5	FHLB Note 3.25% Due 3/8/2024	2,160,000.00	03/27/2019 2.25 %	2,260,180.80 2,243,885.85	107.28 1.42 %	2,317,297.68 27,885.00	0.34 % 73,411.83	Aaa / AA+ NR	4.10 3.81
3130A1XJ2	FHLB Note 2.875% Due 6/14/2024	3,405,000.00	07/23/2019 1.91 %	3,557,509.95 3,541,961.97	106.15 1.42 %	3,614,376.86 12,780.57	0.53 % 72,414.89	Aaa / AA+ NR	4.37 4.10
3130A1XJ2	FHLB Note 2.875% Due 6/14/2024	255,000.00	07/23/2019 1.91 %	266,421.45 265,257.06	106.15 1.42 %	270,680.21 957.14	0.04 % 5,423.15	Aaa / AA+ NR	4.37 4.10
3130A1XJ2	FHLB Note 2.875% Due 6/14/2024	10,000,000.00	Various 1.90 %	10,456,561.50 10,406,139.32	106.15 1.42 %	10,614,910.01 37,534.72	1.55 % 208,770.69	Aaa / AA+ NR	4.37 4.10
3135G0V75	FNMA Note 1.75% Due 7/2/2024	9,500,000.00	07/26/2019 1.92 %	9,424,380.00 9,431,790.56	101.60 1.38 %	9,651,914.50 13,392.36	1.41 % 220,123.94	Aaa / AA+ AAA	4.42 4.24
3133EKWV4	FFCB Note 1.85% Due 7/26/2024	5,600,000.00	08/07/2019 1.59 %	5,668,488.00 5,662,100.71	101.65 1.47 %	5,692,159.20 1,438.89	0.83 % 30,058.49	Aaa / AA+ AAA	4.49 4.29
3133EKA63	FFCB Note 1.6% Due 8/16/2024	3,575,000.00	08/16/2019 1.50 %	3,592,052.75 3,590,560.52	100.57 1.47 %	3,595,227.35 26,216.67	0.53 % 4,666.83	Aaa / AA+ AAA	4.55 4.34
<b>Total Agency</b>		<b>185,839,000.00</b>	<b>1.86 %</b>	<b>188,713,355.55</b> <b>188,346,270.20</b>	<b>1.45 %</b>	<b>190,328,971.23</b> <b>1,115,370.20</b>	<b>27.84 %</b> <b>1,982,701.03</b>	<b>Aaa / AA+</b> <b>AAA</b>	<b>2.31</b> <b>2.20</b>
<b>SUPRANATIONAL</b>									
4581X0CX4	Inter-American Dev Bank Note 1.625% Due 5/12/2020	7,250,000.00	11/22/2017 1.94 %	7,195,407.50 7,243,487.04	100.01 1.58 %	7,250,812.00 25,853.30	1.06 % 7,324.96	Aaa / AAA AAA	0.28 0.28
459058GA5	Intl. Bank Recon & Development Note 1.625% Due 9/4/2020	7,250,000.00	11/22/2017 1.99 %	7,178,950.00 7,234,465.82	100.04 1.56 %	7,252,646.25 48,106.77	1.06 % 18,180.43	Aaa / AAA AAA	0.59 0.58
<b>Total Supranational</b>		<b>14,500,000.00</b>	<b>1.96 %</b>	<b>14,374,357.50</b> <b>14,477,952.86</b>	<b>1.57 %</b>	<b>14,503,458.25</b> <b>73,960.07</b>	<b>2.12 %</b> <b>25,505.39</b>	<b>Aaa / AAA</b> <b>AAA</b>	<b>0.44</b> <b>0.43</b>
<b>CORPORATE</b>									
40428HPR7	HSBC USA Inc Note 2.35% Due 3/5/2020	11,020,000.00	10/19/2018 3.22 %	10,891,950.10 11,010,606.63	100.06 1.72 %	11,026,391.60 105,026.72	1.62 % 15,784.97	A2 / A A+	0.09 0.09

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As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
30231GAG7	Exxon Mobil Corp Callable Note Cont 2/6/2020 1.912% Due 3/6/2020	2,516,000.00	05/31/2016 1.73 %	2,532,479.80 2,516,062.85	100.00 1.88 %	2,515,876.72 19,375.99	0.37 % (186.13)	Aaa / AA+ NR	0.10 0.02
713448CS5	PepsiCo Inc Callable Note Cont 3/30/2020 1.85% Due 4/30/2020	1,625,000.00	05/27/2016 1.65 %	1,637,138.75 1,625,527.91	100.03 1.67 %	1,625,477.75 7,599.13	0.24 % (50.16)	A1 / A+ A	0.25 0.17
369550BA5	General Dynamics Corp Note 2.875% Due 5/11/2020	70,000.00	05/23/2018 3.00 %	69,840.40 69,973.14	100.31 1.74 %	70,217.14 447.22	0.01 % 244.00	A2 / A+ NR	0.28 0.28
369550BA5	General Dynamics Corp Note 2.875% Due 5/11/2020	5,625,000.00	05/31/2018 2.89 %	5,623,762.50 5,624,541.31	100.31 1.74 %	5,642,448.75 35,937.50	0.83 % 17,907.44	A2 / A+ NR	0.28 0.28
369550BA5	General Dynamics Corp Note 2.875% Due 5/11/2020	6,000,000.00	Various 2.95 %	5,992,020.00 5,998,496.73	100.31 1.74 %	6,018,612.00 38,333.34	0.88 % 20,115.27	A2 / A+ NR	0.28 0.28
69353RFC7	PNC Bank Callable Note Cont 4/19/2020 2% Due 5/19/2020	8,545,000.00	Various 3.06 %	8,397,639.10 8,517,792.70	100.06 1.71 %	8,549,819.38 34,180.00	1.25 % 32,026.68	A2 / A A+	0.30 0.22
46625HHS2	JP Morgan Chase Note 4.4% Due 7/22/2020	1,000,000.00	05/15/2019 2.61 %	1,020,680.00 1,008,399.36	101.25 1.74 %	1,012,539.00 1,100.00	0.15 % 4,139.64	A2 / A- AA-	0.47 0.47
94974BGM6	Wells Fargo Corp Note 2.6% Due 7/22/2020	220,000.00	06/28/2016 1.85 %	226,437.20 220,776.60	100.37 1.81 %	220,818.18 143.00	0.03 % 41.58	A2 / A- A+	0.47 0.47
94974BGM6	Wells Fargo Corp Note 2.6% Due 7/22/2020	3,125,000.00	Various 1.88 %	3,213,561.25 3,135,542.85	100.37 1.81 %	3,136,621.88 2,031.25	0.46 % 1,079.03	A2 / A- A+	0.47 0.47
458140AQ3	Intel Corp Note 2.45% Due 7/29/2020	180,000.00	06/09/2016 1.57 %	186,332.40 180,778.76	100.38 1.67 %	180,691.38 24.50	0.03 % (87.38)	A1 / A+ A+	0.49 0.49
40428HPV8	HSBC USA Inc Note 2.75% Due 8/7/2020	4,375,000.00	03/19/2018 3.07 %	4,343,237.50 4,367,905.55	100.48 1.80 %	4,396,166.25 58,151.05	0.65 % 28,260.70	A2 / A A+	0.52 0.51
02665WAZ4	American Honda Finance Note 2.45% Due 9/24/2020	3,018,000.00	04/16/2019 2.71 %	3,007,014.48 3,012,948.34	100.51 1.65 %	3,033,391.80 26,084.74	0.44 % 20,443.46	A2 / A NR	0.65 0.64
06051GFT1	Bank of America Corp Note 2.625% Due 10/19/2020	7,000,000.00	04/22/2019 2.75 %	6,987,820.00 6,993,919.06	100.61 1.76 %	7,042,749.00 52,062.50	1.03 % 48,829.94	A2 / A- A+	0.72 0.70
46625HNX4	JP Morgan Chase Callable Note Cont 09/29/2020 2.55% Due 10/29/2020	4,760,000.00	05/27/2016 2.24 %	4,821,118.40 4,769,731.62	100.53 1.73 %	4,785,175.64 31,019.34	0.70 % 15,444.02	A2 / A- AA-	0.75 0.65
46625HNX4	JP Morgan Chase Callable Note Cont 09/29/2020 2.55% Due 10/29/2020	8,500,000.00	Various 2.50 %	8,531,540.00 8,501,650.81	100.53 1.73 %	8,544,956.50 55,391.66	1.25 % 43,305.69	A2 / A- AA-	0.75 0.65
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	2,500,000.00	05/15/2019 2.53 %	2,491,800.00 2,495,683.70	100.35 1.76 %	2,508,812.50 14,055.56	0.37 % 13,128.80	A3 / A A	0.76 0.66
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	6,971,000.00	Various 3.28 %	6,837,466.25 6,920,014.71	100.35 1.76 %	6,995,572.78 39,192.51	1.02 % 75,558.07	A3 / A A	0.76 0.66
92826CAB8	Visa Inc Callable Note Cont 11/14/2020 2.2% Due 12/14/2020	2,300,000.00	06/07/2016 1.71 %	2,348,760.00 2,309,670.99	100.43 1.70 %	2,309,844.00 6,606.11	0.34 % 173.01	Aa3 / AA- NR	0.87 0.86

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
92826CAB8	Visa Inc Callable Note Cont 11/14/2020 2.2% Due 12/14/2020	740,000.00	06/09/2016 1.69 %	756,420.60 743,255.92	100.43 1.70 %	743,167.20 2,125.45	0.11 % (88.72)	Aa3 / AA- NR	0.87 0.86
69353RFH6	PNC Bank Callable Note Cont 12/23/2020 2.5% Due 1/22/2021	5,000,000.00	10/29/2018 3.32 %	4,912,200.00 4,960,812.07	100.73 1.67 %	5,036,410.00 3,125.00	0.73 % 75,597.93	A2 / A A+	0.98 0.88
459200JF9	IBM Corp Note 2.25% Due 2/19/2021	12,000,000.00	Various 3.04 %	11,776,360.00 11,902,941.04	100.64 1.63 %	12,076,704.00 121,500.00	1.77 % 173,762.96	A2 / A NR	1.05 1.03
69371RM94	Paccar Financial Corp Note 2.25% Due 2/25/2021	5,000,000.00	12/20/2017 2.36 %	4,983,200.00 4,994,208.48	100.71 1.57 %	5,035,685.00 48,750.00	0.74 % 41,476.52	A1 / A+ NR	1.07 1.04
857477AG8	State Street Bank Note 4.375% Due 3/7/2021	10,392,000.00	Various 2.54 %	10,965,251.52 10,597,833.04	102.98 1.63 %	10,702,107.67 181,860.00	1.58 % 104,274.63	A1 / A AA-	1.10 1.06
06051GFW4	Bank of America Corp Note 2.625% Due 4/19/2021	4,270,000.00	01/18/2018 2.68 %	4,263,168.00 4,267,317.34	101.20 1.63 %	4,321,026.50 31,758.13	0.63 % 53,709.16	A2 / A- A+	1.22 1.19
06051GFW4	Bank of America Corp Note 2.625% Due 4/19/2021	6,000,000.00	05/02/2019 2.74 %	5,986,800.00 5,991,590.73	101.20 1.63 %	6,071,700.00 44,625.00	0.89 % 80,109.27	A2 / A- A+	1.22 1.19
90331HNP4	US Bank NA Callable Note Cont 3/26/2021 3.15% Due 4/26/2021	4,000,000.00	01/29/2019 3.01 %	4,011,760.00 4,006,359.62	101.78 1.58 %	4,071,396.00 33,250.00	0.60 % 65,036.38	A1 / AA- AA-	1.24 1.13
06051GEH8	Bank of America Corp Note 5% Due 5/13/2021	285,000.00	12/03/2019 1.92 %	297,408.90 296,078.67	104.20 1.67 %	296,975.70 3,087.50	0.04 % 897.03	A2 / A- A+	1.28 1.24
166764BG4	Chevron Corp Callable Note Cont 4/15/2021 2.1% Due 5/16/2021	3,230,000.00	06/28/2016 1.73 %	3,285,071.50 3,244,264.87	100.69 1.52 %	3,252,125.50 14,131.25	0.47 % 7,860.63	Aa2 / AA NR	1.29 1.19
02665WBF7	American Honda Finance Note 1.65% Due 7/12/2021	70,000.00	01/19/2018 2.55 %	67,904.90 69,106.04	100.00 1.65 %	69,999.65 60.96	0.01 % 893.61	A2 / A NR	1.45 1.42
02665WBF7	American Honda Finance Note 1.65% Due 7/12/2021	6,500,000.00	05/04/2018 3.08 %	6,220,955.00 6,369,559.76	100.00 1.65 %	6,499,967.50 5,660.42	0.95 % 130,407.74	A2 / A NR	1.45 1.42
02665WBG5	American Honda Finance Note 1.7% Due 9/9/2021	2,500,000.00	04/19/2018 3.09 %	2,389,250.00 2,445,913.13	100.08 1.65 %	2,502,067.50 16,763.89	0.37 % 56,154.37	A2 / A NR	1.61 1.57
69353REY0	PNC Bank Callable Note Cont 11/09/2021 2.55% Due 12/9/2021	700,000.00	12/14/2017 2.45 %	702,513.00 701,168.07	101.63 1.61 %	711,441.50 2,578.33	0.10 % 10,273.43	A2 / A A+	1.86 1.73
69353REY0	PNC Bank Callable Note Cont 11/09/2021 2.55% Due 12/9/2021	6,330,000.00	Various 3.24 %	6,206,540.65 6,251,801.54	101.63 1.61 %	6,433,463.86 23,315.50	0.94 % 181,662.32	A2 / A A+	1.86 1.73
46625HJD3	JP Morgan Chase Note 4.5% Due 1/24/2022	3,175,000.00	10/29/2018 3.51 %	3,270,535.75 3,234,909.83	105.35 1.74 %	3,344,799.00 2,778.13	0.49 % 109,889.17	A2 / A- AA-	1.98 1.90
91159HHC7	US Bancorp Callable Note Cont 2/15/2022 3% Due 3/15/2022	3,370,000.00	09/18/2018 3.36 %	3,330,267.70 3,345,194.19	102.79 1.60 %	3,464,134.21 38,193.33	0.51 % 118,940.02	A1 / A+ AA-	2.12 1.96

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
91159HHC7	US Bancorp Callable Note Cont 2/15/2022 3% Due 3/15/2022	245,000.00	09/18/2018 3.36 %	242,111.45 243,196.61	102.79 1.60 %	251,843.59 2,776.67	0.04 % 8,646.98	A1 / A+ AA-	2.12 1.96
91159HHC7	US Bancorp Callable Note Cont 2/15/2022 3% Due 3/15/2022	185,000.00	09/18/2018 3.36 %	182,818.85 183,638.26	102.79 1.60 %	190,167.61 2,096.67	0.03 % 6,529.35	A1 / A+ AA-	2.12 1.96
68389XBB0	Oracle Corp Callable Note Cont 3/15/2022 2.5% Due 5/15/2022	2,225,000.00	11/21/2019 1.88 %	2,256,216.75 2,253,760.20	101.81 1.63 %	2,265,210.20 11,743.06	0.33 % 11,450.00	A1 / A+ A	2.29 2.06
68389XBB0	Oracle Corp Callable Note Cont 3/15/2022 2.5% Due 5/15/2022	7,000,000.00	Various 1.90 %	7,098,540.00 7,086,899.23	101.81 1.63 %	7,126,504.00 36,944.45	1.04 % 39,604.77	A1 / A+ A	2.29 2.06
459200HG9	IBM Corp Note 1.875% Due 8/1/2022	1,090,000.00	09/18/2018 3.37 %	1,031,368.90 1,051,216.83	100.54 1.66 %	1,095,846.76 10,218.75	0.16 % 44,629.93	A2 / A NR	2.50 2.41
89236TEC5	Toyota Motor Credit Corp Note 2.15% Due 9/8/2022	1,120,000.00	11/27/2018 3.43 %	1,069,801.60 1,084,682.75	101.45 1.58 %	1,136,292.64 9,565.11	0.17 % 51,609.89	Aa3 / AA- A+	2.61 2.51
68389XAP0	Oracle Corp Note 2.5% Due 10/15/2022	3,350,000.00	10/15/2019 1.95 %	3,403,432.50 3,398,364.64	102.39 1.60 %	3,429,931.00 24,659.72	0.50 % 31,566.36	A1 / A+ A	2.71 2.60
459200JC6	IBM Corp Note 2.875% Due 11/9/2022	3,070,000.00	10/30/2018 3.57 %	2,991,131.70 3,014,367.20	103.17 1.70 %	3,167,279.09 20,104.23	0.46 % 152,911.89	A2 / A NR	2.78 2.65
808513AT2	Charles Schwab Corp Callable Note Cont 12/25/2022 2.65% Due 1/25/2023	5,105,000.00	06/13/2018 3.32 %	4,958,843.85 5,008,011.47	102.96 1.60 %	5,256,291.78 2,254.71	0.76 % 248,280.31	A2 / A A	2.99 2.79
166764BK5	Chevron Corp Callable Note Cont 3/16/2023 2.566% Due 5/16/2023	100,000.00	10/03/2019 1.78 %	102,613.00 102,378.79	102.79 1.65 %	102,789.50 534.58	0.02 % 410.71	Aa2 / AA NR	3.29 2.99
166764BK5	Chevron Corp Callable Note Cont 3/16/2023 2.566% Due 5/16/2023	1,300,000.00	10/03/2019 1.76 %	1,334,786.70 1,331,667.95	102.79 1.65 %	1,336,263.51 6,949.59	0.20 % 4,595.56	Aa2 / AA NR	3.29 2.99
166764BK5	Chevron Corp Callable Note Cont 3/16/2023 2.566% Due 5/16/2023	125,000.00	10/03/2019 1.78 %	128,266.25 127,973.49	102.79 1.65 %	128,486.88 668.23	0.02 % 513.39	Aa2 / AA NR	3.29 2.99
17275RBH4	Cisco Systems Callable Note Cont 7/20/2023 2.2% Due 9/20/2023	4,825,000.00	09/23/2019 1.91 %	4,876,338.00 4,871,748.33	102.11 1.57 %	4,927,024.63 38,626.81	0.72 % 55,276.30	A1 / AA- NR	3.64 3.31
17275RBH4	Cisco Systems Callable Note Cont 7/20/2023 2.2% Due 9/20/2023	475,000.00	09/23/2019 1.91 %	480,054.00 479,602.17	102.11 1.57 %	485,043.88 3,802.64	0.07 % 5,441.71	A1 / AA- NR	3.64 3.31
857477AM5	State Street Bank Note 3.7% Due 11/20/2023	400,000.00	05/10/2019 2.78 %	415,548.00 413,206.82	107.48 1.66 %	429,918.80 2,918.89	0.06 % 16,711.98	A1 / A AA-	3.81 3.54
857477AM5	State Street Bank Note 3.7% Due 11/20/2023	365,000.00	05/10/2019 2.78 %	379,187.55 377,051.22	107.48 1.66 %	392,300.91 2,663.49	0.06 % 15,249.69	A1 / A AA-	3.81 3.54

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.

As of 1/31/20

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss (1)	Moody/S&P Fitch	Maturity Duration
<b>CORPORATE</b>									
857477AM5	State Street Bank Note 3.7% Due 11/20/2023	4,580,000.00	05/15/2019 2.69 %	4,774,549.00 4,745,501.69	107.48 1.66 %	4,922,570.26 33,421.28	0.72 % 177,068.57	A1 / A AA-	3.81 3.54
02665WCT6	American Honda Finance Note 3.55% Due 1/12/2024	335,000.00	05/15/2019 2.67 %	347,810.40 345,971.13	106.62 1.81 %	357,165.95 627.66	0.05 % 11,194.82	A2 / A NR	3.95 3.69
02665WCT6	American Honda Finance Note 3.55% Due 1/12/2024	1,275,000.00	07/26/2019 2.41 %	1,335,702.75 1,329,162.83	106.62 1.81 %	1,359,362.93 2,388.85	0.20 % 30,200.10	A2 / A NR	3.95 3.69
037833CG3	Apple Inc Callable Note Cont 12/9/2023 3% Due 2/9/2024	65,000.00	04/26/2019 2.74 %	65,732.55 65,620.40	104.85 1.75 %	68,153.74 931.67	0.01 % 2,533.34	Aa1 / AA+ NR	4.03 3.74
24422EUX5	John Deere Capital Corp Note 2.6% Due 3/7/2024	2,578,000.00	07/26/2019 2.38 %	2,602,826.14 2,600,204.69	103.40 1.74 %	2,665,618.49 26,811.20	0.39 % 65,413.80	A2 / A A	4.10 3.85
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	4,920,000.00	06/14/2019 2.34 %	5,124,819.60 5,098,450.89	106.18 1.69 %	5,223,923.16 44,649.00	0.77 % 125,472.27	Aa2 / AA AA	4.23 3.71
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	1,090,000.00	06/14/2019 2.34 %	1,135,376.70 1,129,534.85	106.18 1.69 %	1,157,332.58 9,891.76	0.17 % 27,797.73	Aa2 / AA AA	4.23 3.71
931142DP5	Wal-Mart Stores Callable Note Cont 1/22/2024 3.3% Due 4/22/2024	55,000.00	06/14/2019 2.34 %	57,289.65 56,994.88	106.18 1.69 %	58,397.52 499.13	0.01 % 1,402.64	Aa2 / AA AA	4.23 3.71
037833AS9	Apple Inc Note 3.45% Due 5/6/2024	3,500,000.00	07/26/2019 2.26 %	3,687,775.00 3,668,894.19	107.40 1.65 %	3,758,947.50 28,510.42	0.55 % 90,053.31	Aa1 / AA+ NR	4.27 3.95
037833CU2	Apple Inc Callable Note Cont 3/11/2024 2.85% Due 5/11/2024	490,000.00	05/28/2019 2.65 %	494,400.20 493,810.61	104.65 1.67 %	512,771.77 3,103.33	0.08 % 18,961.16	Aa1 / AA+ NR	4.28 3.86
037833CU2	Apple Inc Callable Note Cont 3/11/2024 2.85% Due 5/11/2024	335,000.00	05/28/2019 2.65 %	338,008.30 337,605.21	104.65 1.67 %	350,568.46 2,121.67	0.05 % 12,963.25	Aa1 / AA+ NR	4.28 3.86
037833CU2	Apple Inc Callable Note Cont 3/11/2024 2.85% Due 5/11/2024	4,000,000.00	Various 2.16 %	4,119,480.00 4,107,088.14	104.65 1.67 %	4,185,892.00 25,333.34	0.61 % 78,803.86	Aa1 / AA+ NR	4.28 3.86
<b>Total Corporate</b>		<b>207,115,000.00</b>	<b>2.70 %</b>	<b>207,621,035.04</b> <b>207,708,943.43</b>	<b>1.68 %</b>	<b>210,591,252.18</b> <b>1,455,141.92</b>	<b>30.84 %</b> <b>2,882,308.75</b>	<b>A1 / A</b> <b>A+</b>	<b>1.56</b> <b>1.44</b>
<b>TOTAL PORTFOLIO</b>		<b>675,165,077.84</b>	<b>2.17 %</b>	<b>677,629,683.56</b> <b>677,855,942.96</b>	<b>1.71 %</b>	<b>682,959,756.62</b> <b>4,705,615.77</b>	<b>100.00 %</b> <b>5,103,813.66</b>	<b>Aa2 / AA</b> <b>AA+</b>	<b>1.27</b> <b>1.21</b>
<b>TOTAL MARKET VALUE PLUS ACCRUED</b>						<b>687,665,372.39</b>			

(1) Gain/Loss values are unrealized; however, if the security is held to maturity it will not result in a gain or loss on the security.



12/31/19 Thru 1/31/20

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>ACQUISITIONS</b>										
Purchase	01/22/2020	62479LHB4	14,000,000.00	MUFG Bank Ltd Discount CP 1.74% Due 8/11/2020	99.024	1.78 %	13,863,313.33	0.00	13,863,313.33	0.00
Purchase	01/27/2020	912796WW5	2,940,000.00	US Treasury Bill 1.505% Due 7/9/2020	99.314	1.54 %	2,919,843.03	0.00	2,919,843.03	0.00
Purchase	01/27/2020	912828S92	3,125,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	3,097,412.11	19,106.66	3,116,518.77	0.00
Purchase	01/27/2020	912828S92	300,000.00	US Treasury Note 1.25% Due 7/31/2023	99.117	1.51 %	297,351.56	1,834.24	299,185.80	0.00
Purchase	01/29/2020	89233GG75	10,000,000.00	Toyota Motor Credit Discount CP 1.72% Due 7/7/2020	99.236	1.76 %	9,923,555.56	0.00	9,923,555.56	0.00
	<b>Subtotal</b>		<b>30,365,000.00</b>				<b>30,101,475.59</b>	<b>20,940.90</b>	<b>30,122,416.49</b>	<b>0.00</b>
Security Contribution	01/31/2020	90LAIF\$00	10,000,000.00	Local Agency Investment Fund State Pool	1.000		10,000,000.00	0.00	10,000,000.00	0.00
	<b>Subtotal</b>		<b>10,000,000.00</b>				<b>10,000,000.00</b>	<b>0.00</b>	<b>10,000,000.00</b>	<b>0.00</b>
<b>TOTAL ACQUISITIONS</b>			<b>40,365,000.00</b>				<b>40,101,475.59</b>	<b>20,940.90</b>	<b>40,122,416.49</b>	<b>0.00</b>
<b>DISPOSITIONS</b>										
Maturity	01/09/2020	912796TA7	27,301,300.00	US Treasury Bill 1.674% Due 1/9/2020	100.000		27,301,300.00	0.00	27,301,300.00	0.00
Maturity	01/09/2020	912796TA7	4,664,000.00	US Treasury Bill 1.732% Due 1/9/2020	100.000		4,664,000.00	0.00	4,664,000.00	0.00
Maturity	01/09/2020	912796TA7	6,396,000.00	US Treasury Bill 1.511% Due 1/9/2020	100.000		6,396,000.00	0.00	6,396,000.00	0.00
Maturity	01/09/2020	912796TA7	5,651,000.00	US Treasury Bill 1.792% Due 1/9/2020	100.000		5,651,000.00	0.00	5,651,000.00	0.00
Maturity	01/17/2020	3137EAEE5	4,800,000.00	FHLMC Note 1.5% Due 1/17/2020	100.000		4,800,000.00	0.00	4,800,000.00	0.00
Maturity	01/21/2020	3135G0A78	3,075,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		3,075,000.00	0.00	3,075,000.00	0.00
Maturity	01/21/2020	3135G0A78	300,000.00	FNMA Note 1.625% Due 1/21/2020	100.000		300,000.00	0.00	300,000.00	0.00
Maturity	01/22/2020	89233GAN6	5,000,000.00	Toyota Motor Credit Discount CP 2.17% Due 1/22/2020	98.915		5,000,000.00	0.00	5,000,000.00	0.00
	<b>Subtotal</b>		<b>57,187,300.00</b>				<b>57,187,300.00</b>	<b>0.00</b>	<b>57,187,300.00</b>	<b>0.00</b>

12/31/19 Thru 1/31/20

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>DISPOSITIONS</b>										
Security Withdrawal	01/24/2020	90CAMP\$04	8,000,000.00	California Asset Mgmt Program CAMP	1.000		8,000,000.00	0.00	8,000,000.00	0.00
	<b>Subtotal</b>		<b>8,000,000.00</b>				<b>8,000,000.00</b>	<b>0.00</b>	<b>8,000,000.00</b>	<b>0.00</b>
<b>TOTAL DISPOSITIONS</b>			<b>65,187,300.00</b>				<b>65,187,300.00</b>	<b>0.00</b>	<b>65,187,300.00</b>	<b>0.00</b>

## Investment Definitions

Exhibit #5

<b>Accrued Interest</b>	The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date.
<b>Basis Point</b>	Unit of interest rates or yields expressed as a percentage. One hundred basis points equal one percent.
<b>Book Value</b>	The value at which an asset is carried on a balance sheet. To calculate, take the cost of an asset adjusted for the cumulative amortization of premium/discount recorded to date.
<b>Book Yield</b>	The yield that equates the current amortized value of the security to its periodic future cash flows.
<b>Call Risk</b>	This reflects the danger that a bond might be called or redeemed during a period of declining interest rates. When high-yielding investments are called during periods of declining interest rates, investors must then reinvest the proceeds in obligations that have lower yields. Fund managers can reduce this risk by holding issues with longer periods of call protection.
<b>Cost Value</b>	The original price paid for the investment, excluding interest purchased.
<b>Coupon Rate</b>	The annual interest rate that a debt issuer promises to pay an investor.
<b>Credit Risk</b>	Reflects the possibility that the issuer will not make promised interest and principal payments on time or in full. Treasury securities are considered to have no risk.
<b>Discount</b>	The amount which is deducted from the par value when purchasing a security that has a coupon rate lower than the current market value.
<b>Duration</b>	The weighted average time to maturity of a bond where the weights are the present value of future cash flows. Duration measures the price sensitivity of a bond to changes in interest rates.
<b>Event Risk</b>	This reflects the chance that a leveraged buyout, takeover, or other recapitalization would materially weaken the claims of existing bondholders, sometimes to the benefit of stockholders. A classic example was the buyout of RJR Nabisco. The company's bond prices declined after its creditworthiness was downgraded to reflect a higher debt load.
<b>Fixed Income Security</b>	A debt instrument with a fixed or variable interest component and a maturity date.
<b>Gain /Loss</b>	The unrealized gain or loss on the security, compared to either cost or amortized value, as of the date of the report.

# Investment Definitions

<b>Interest Pur/Sold</b>	The accrued interest purchased or sold on the transaction. When a bond is purchased or sold between coupon payment dates, the accrued interest up to the settlement date of the transaction is included in the net proceeds.
<b>Interest Rate (or Market) Risk</b>	The risk that the market value of the portfolio will rise or fall when interest rates fluctuate. When interest rates rise, bond prices fall. The longer the maturity of the bond and the lower the coupon rate, the greater the vulnerability to a change in interest rates.
<b>Liquidity Risk</b>	Esoteric securities and other thinly traded securities carry the danger of not being easily or quickly sold. This means that the fund manager may have to accept a sub-optimal bid for securities if a competitive market does not exist and the manager must liquidate the position on short notice.
<b>Market Value</b>	The current fair value of an investment, as determined by transactions between willing buyers and sellers.
<b>Maturity Date</b>	The date on which the principal or last principal payment on a debt is due and payable.
<b>Money Market Security</b>	A short-term debt instrument such as a treasury bill or commercial paper.
<b>Mkt YTM (Market Yield to Maturity)</b>	The internal rate of return that equates the periodic future cash flows (interest payments and redemption value) to the market price, assuming that all cash flows are invested at the same yield to maturity rate.
<b>Par Value/Units</b>	The face value of a security which represents the amount to be paid by the issuer at maturity.
<b>Premium</b>	The amount above the par value which is paid to purchase a security that has a coupon rate higher than the current market rate.
<b>Reinvestment Risk</b>	When interest rates fall, so do the rates at which bond interest payments can be reinvested. This reduces realized yields, since the bondholder will earn less “interest on interest.” Zero-coupon bonds do not make periodic interest payments, and as such, are not subject to reinvestment risk.
<b>Yield</b>	The internal rate of return on an investment. Yield encompasses the following factors: historical cost, coupon rate, interest payments and their reinvestment and maturity date.



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SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

MARCH 12, 2020

**Annual Mitigation Monitoring And Reporting Program Status  
Report; Foothill/Eastern Transportation Corridor (State Route 133,  
261, And Portions Of The 241)  
File Number: 2020F-010**

COMMITTEE TRANSMITTAL

DATE: March 12, 2020

TO: Members of Board of Directors

FROM: Valarie McFall, Chief Environmental Planning Officer

SUBJECT: Annual F/E Mitigation Monitoring and Reporting Program Status Report

Joint Environmental Committee Meeting of February 26, 2020

Present: Doug Chaffee, Cynthia Conners, Patricia Kelley, Lucille Kring (Vice-Chair), Joseph Muller, Chuck Puckett, Christina Shea (Chair)

Absent: Janine Heft, Scott Voigts

***Committee Review***

Staff presented an update to the Committee on the status of the Foothill/Eastern Transportation Corridor Agency's remaining obligations of the Mitigation Monitoring and Reporting Program for construction of the 133, 261 and portions of the 241 Toll Roads. Committee discussion included a description of the three remaining mitigation measures: the wildlife undercrossings, the Limestone Mitigation Site, and the Environmental Compliance Program.

***Committee Recommendation***

The Committee unanimously moved staff's recommendation to forward this item to the Board for their consideration.

***Committee Vote***

Motion: Muller  
Second: Kring  
Vote: Unanimous

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **08**

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY



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## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020F-010

### **ANNUAL MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT; FOOTHILL/EASTERN TRANSPORTATION CORRIDOR (STATE ROUTES 133, 261 AND PORTIONS OF THE 241)**

#### **RECOMMENDATION**

##### **Foothill/Eastern Transportation Corridor Agency Recommendation:**

Receive and file.

#### **SUMMARY**

The Annual Mitigation Monitoring and Reporting Program Status Report provides an update regarding the implementation of the mitigation measures adopted as part of the Eastern Transportation Corridor Environmental Impact Report No. 2 (State Routes 133, 261 and portions of the 241) for the Foothill/Eastern Transportation Corridor Agency (Agency). While the majority of the mitigation measures have been completed and verified, three measures associated with biological performance monitoring activities are still in the process of being implemented and include: (1) wildlife undercrossings; (2) the Limestone Canyon Mitigation Site; and (3) the cowbird trapping program. The status of each mitigation measure is outlined in the discussion below.

#### **BUDGET**

Not Applicable.

#### **BACKGROUND**

As part of the approvals for the construction of the Eastern Transportation Corridor Project (State Routes (SR) 133, 261 and portions of the 241, the Foothill/Eastern Transportation Corridor Agency Board of Directors (Board) adopted a Mitigation Monitoring and Reporting Program. The intent of the program was to demonstrate the effective implementation of mitigation measures adopted as part of the certified Environmental Impact Report (EIR). All but three of the mitigation measures associated with design and construction of the Project have been completed and verified.

#### **DISCUSSION**

The remaining three mitigation measures are associated with biological performance monitoring activities. They are as follows:

### Wildlife Undercrossings

The Agency conducted a five-year study that documented wildlife usage of the wildlife undercrossings built along the 241 Toll Road (see Attachment 1 for locations) as a permit condition for the construction of the 133, 261 and portions of the 241 Toll Roads. Upon concluding the initial five-year study, U.S. Fish and Wildlife Service (USFWS) notified Agency staff that they had concerns with the performance of the undercrossings, specifically the number of at-grade crossings that were occurring along the SR 241.

In 2011, the Agency contracted with the University of California, Davis Wildlife Health Center (UCD) to study the undercrossings and adjacent fencing to formulate recommendations to enhance wildlife movement along SR 241. In December 2013, staff received Board authorization to improve the wildlife fence, and in February 2014, received approval from USFWS allowing the Agency to proceed with the construction of the Wildlife Fence Improvement Project (project).

Project construction was initiated in 2014 and included the construction of a new wildlife safety fence along both sides of the SR 241, from SR-91 to the SR 241/261 intersection at Santiago Canyon Road (a total of six miles). Upon completing the project in 2015, the Agency was required to conduct three years of post-construction monitoring to document the wildlife movement within the area. In 2019, UCD completed the final report documenting the 3-year post construction monitoring, effectiveness of the fence and efficacy of the undercrossings.

The report included information gathered from the wildlife monitoring cameras, data from Caltrans, and a summary of the previous years of monitoring. Staff has submitted the final report to USFWS and has requested their concurrence that the Agency has met the performance standards established for the project. Staff is currently scheduling a site visit with USFWS to document the project's compliance and will provide the results of the field visit and request for concurrence to the Board in the next annual report.

### Limestone Canyon Mitigation Site

The Agency's Limestone Canyon Mitigation Site, which is part of the County of Orange's Limestone Regional Park, consists of a 50-acre wetland and coastal sage scrub mitigation area located along Santiago Canyon Road, west of Cook's Corner and east of Santiago Creek. Prior to the Agency implementing its planned habitat restoration, the site was used for gravel and sand mining operations. The site includes 34.6 acres of restored willow woodland, mulefat scrub, sycamore woodland, oak woodland, and floodplain scrub, as well as approximately five acres of coastal sage scrub enhancement.

The wetland mitigation areas have achieved compliance with all the conditions contained in the California Department of Fish and Wildlife Streambed Alteration Agreement, U.S. Army Corps of Engineers Individual Permit, and the USFWS Biological Opinions. In 2017, staff informed the identified regulatory agencies that the Agency had met the performance standards established in the project permits, submitted a final report of the status of the Limestone site, and requested their concurrence. Staff is in communication with the regulatory agencies and will provide the results of the concurrence request to the Board in 2021 or sooner.

### Environmental Compliance Program

In order to comply with the terms and conditions listed in the biological opinions issued by the USFWS for the SR 133, 261 and portions of the 241 Toll Roads, the Agency is required to operate an annual compliance program that safeguards the federally protected coastal California gnatcatcher within the project area. To provide these safeguards, the Agency is required to operate an annual cowbird trapping program in perpetuity. As a result of the Agency's annual program, and in conjunction with other regional agency efforts, the coastal California gnatcatcher has a greater opportunity for reproductive



success. The Agency is coordinating with the USFWS, the Natural Communities Coalition (NCC), and other partners to evaluate the feasibility of transferring the Agency's program to the NCC.

Report Written By: Virginia Gomez, Environmental Analyst

REVIEWED BY:



Valarie McFall, Chief Environmental Planning Officer  
(949) 754-3475

APPROVED BY:



Michael A. Kraman, Chief Executive Officer

Attachment: F/ETCA (SR 133, 241, 261) – Environmental Mitigation Map

ATTACHMENT:

# FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY SR 133/241/261

## Environmental Mitigation

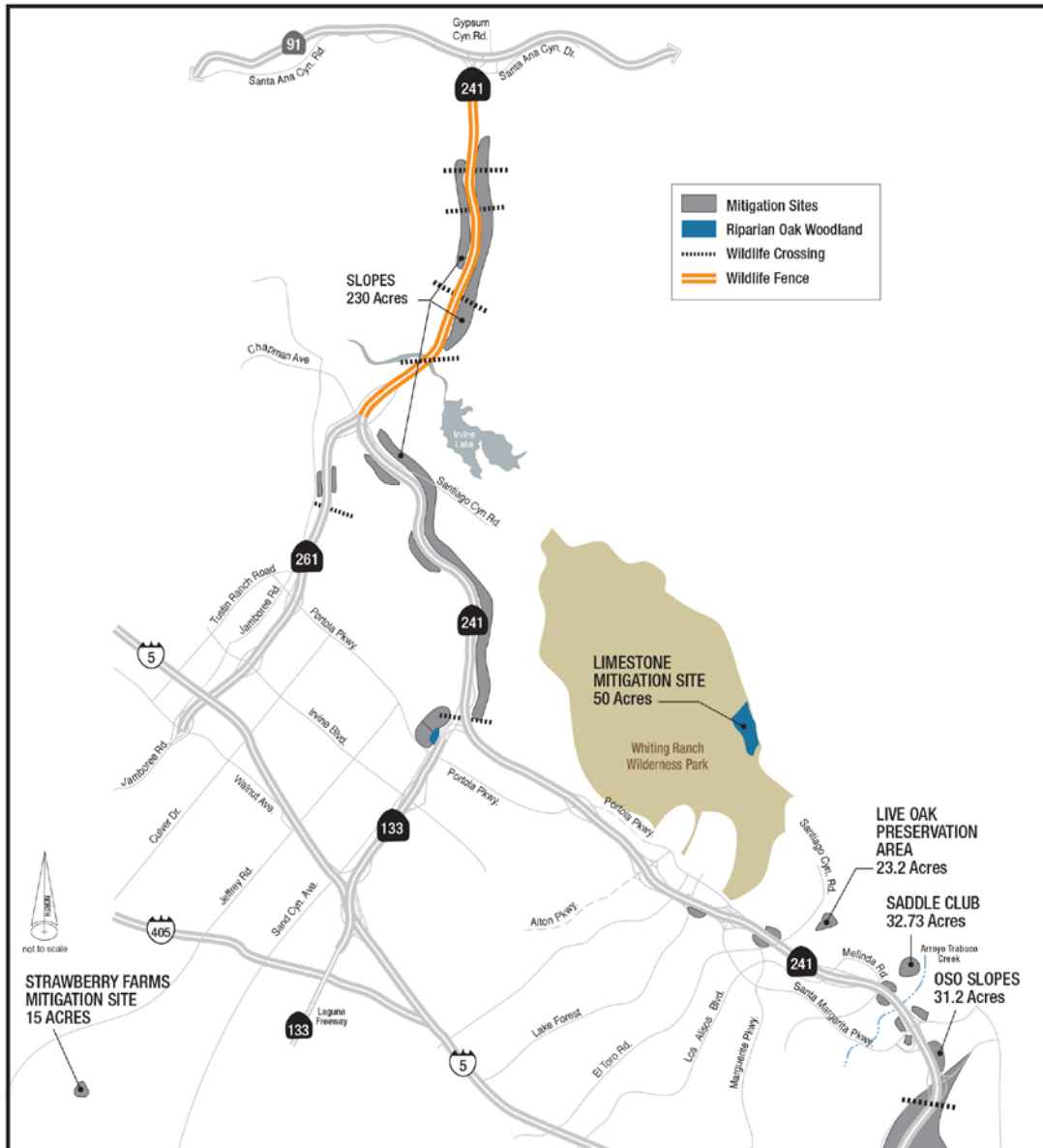


FIGURE 1

009-18A



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**JOINT MEETING OF THE BOARDS OF DIRECTORS**

MARCH 12, 2020

**South County Traffic Relief Effort Project Scoping Summary And  
Alternatives Screening Report  
File Number: 2020F-013**

COMMITTEE TRANSMITTAL

DATE: March 12, 2020

TO: Members of Board of Directors

FROM: Valarie McFall, Chief Environmental Planning Officer

SUBJECT: South County Traffic Relief Effort Project Scoping Summary and Alternatives Screening Report

South County Traffic Relief Effort Ad Hoc of February 27, 2020

Present: Tony Beall, Yasie Goebel (Alternate to Lisa Bartlett), Patricia Kelley, Joseph Muller (Chair), Christina Shea, John Taylor (Vice Chair)

Absent: Lisa Bartlett, Mark Murphy

***Committee Review***

Staff presented an update to the Ad Hoc on the South County Traffic Relief Effort Project (SCTRE) Scoping Summary and Alternatives Screening Report. The Committee discussed staff's recommendation to collaborate with its regional partners to advance Alternative 1 (the No Build) and Alternative 22 Untolled (Los Patrones Parkway Extension) for further study. Staff provided an overview on the types of stakeholder outreach conducted during the public scoping period and the number and general themes of public comments received during the 94 day public scoping period. Staff also provided a detailed overview of the methodology used for the screening summary that included whether an alternative met the SCTRE Project's purpose and need, the amount of congestion relief provided by an alternative, as well its impacts on the community and environment. As a result of this scoping effort, and in coordination with the Agency's regional partners (Caltrans and OCTA), three near term priority projects have been identified for South Orange County which include: Alternative 22 Untolled (Los Patrones Parkway Extension) and Caltrans and OCTA's advancement of high occupancy vehicle lane improvements on Interstate 5 (between Avenida Pico and the San Diego County Line) and the Ortega Highway widening in San Juan Capistrano.

***Committee Recommendation***

The Committee unanimously moved staff's recommendation to forward this item to the Board for its consideration.

***Committee Vote***

Motion: Kelley  
Second: Muller  
Vote: Unanimous

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **09**

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY



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## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020F-013

# SOUTH COUNTY TRAFFIC RELIEF EFFORT PROJECT SCOPING SUMMARY AND ALTERNATIVES SCREENING REPORT

## RECOMMENDATIONS

### Foothill/Eastern Transportation Corridor Agency Recommendation:

1. Adopt the South County Traffic Relief Effort Project Scoping Summary and Alternatives Screening Report (SCTRE Report) and its recommendation to advance Alternative 22 Untolled (Los Patrones Parkway Extension).
2. Direct staff to collaborate with the County of Orange to advance Alternative 22 Untolled (Los Patrones Parkway Extension) as a County major thoroughfare and return to the Board with a project development plan in conjunction with regional partners.
3. Support the California Department of Transportation (Caltrans) and the Orange County Transportation Authority (OCTA) effort to advance high occupancy vehicle (HOV) lane improvements on Interstate 5 between Avenida Pico and the San Diego County Line.
4. Support OCTA and Caltrans effort to complete the Ortega Highway (State Route 74) widening in San Juan Capistrano.
5. Direct staff to collaborate with Caltrans and OCTA to implement the SCTRE Report recommendations which conclude the Agency's efforts to identify solutions for a southerly extension of the 241 Toll Road.

## SUMMARY

Consistent with Foothill/Eastern Transportation Corridor Agency (Agency) Board approvals on December 13, 2018, that authorized the Project Approval/Environmental Document (PA/ED) Phase for the South County Traffic Relief Effort Project (SCTRE), staff is providing the results of the input collected as part of the public scoping phase and alternatives screening analysis that are detailed in the SCTRE Report. The Report recommends Alternative 1 (the No Build) and Alternative 22 Untolled (Los Patrones Parkway Extension) as the two alternatives that should be advanced for further consideration.

Based on current traffic modeling and traffic projections, extending Los Patrones Parkway as an untolled County major thoroughfare from its southern terminus near Cow Camp Road to Avenida La Pata accomplishes the Agency's efforts to complete the southern extension of the SR 241 Toll Road as it transitions the tolled portion of the roadway into the regional arterial network, similar to the SR 261 Toll Road and Jamboree Road.

The location of SCTRE Alternative 22 Untolled is shown on Figure 1 (Attachment 1). Benefits associated with implementing Alternative 22 Untolled compared to the No Build include:

- Ten percent decrease in congestion within the Study Area (south of the I-5/I-405 interchange to San Diego County line);
- Improved system redundancy;
- Reduced congestion for portions of Ortega and Antonio Parkways;
- Opportunity to extend Class I bicycle facility; and
- Free flow movement onto the 241 Toll Road at Oso Parkway.

The SCTRE Report's recommendations are based on the public input received as part of the project scoping phase and the preliminary technical data, such as the evaluation of traffic improvements, potential impacts to communities (right-of-way), potential impacts to the natural or built environment (e.g., land uses, biological resources, sites of environmental concern), including whether an alternative achieved the preliminary Purpose and Need for the SCTRE Project.

As a result of the SCTRE Project formal scoping process, and in conjunction with OCTA's 2008 South Orange County Major Investment Study (SOCMIS) and its 2018 Long Range Transportation Plan, Caltrans, OCTA and the Agency have concluded that there are three near-term South County priority projects. These projects include:

#### **Near Term Priority Projects**

- Extending Los Patrones Parkway as an untolled major thoroughfare from its southern terminus near Cow Camp Road to Avenida La Pata in San Clemente (SCTRE Alternative 22 Untolled)
- Caltrans, as the Lead Agency, advancing the HOV lane on Interstate (I)-5 between Avenida Pico and the San Diego County line
- Caltrans, as the Lead Agency, completing the Ortega Highway (State Route [SR]-74) widening in San Juan Capistrano

## **BUDGET**

Not applicable.

## **BACKGROUND**

In December 2018, the Board approved staff's request to begin the PA/ED Phase for the proposed SCTRE Project. The purpose and fundamental objective of the proposed SCTRE Project is to improve north-south regional mobility in South Orange County and accommodate regional travel demand. Since receiving the Board's approval, work on the Project was initiated pursuant to requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This work was led by the Department of Transportation (Caltrans), the Project's Lead Agency under CEQA and NEPA, and included the release and posting of the Project's Notice of Preparation (NOP) of an Environmental Impact Report (EIR) under CEQA and a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) under NEPA on November 8, 2019.

In addition to issuing the NOP and NOI, a Preliminary Scoping Report was distributed that explained in greater detail the proposed alternatives under consideration. In compliance with CEQA and NEPA, and under the direction of Caltrans, the NOP was posted on California's Office of Planning and Research State Clearinghouse web portal (SCH #2019110190) and the NOI was published in the Federal Register. The public were notified of their availability by publishing ads in local and regional newspapers.

Beyond the requirements of CEQA and NEPA, the Agency took additional steps to notify the public of the NOP, NOI and Preliminary Scoping Report's availability by posting these notices and documents on

the Project's website ([www.SCTRE.org](http://www.SCTRE.org)) and by emailing every stakeholder who previously requested notifications regarding the SCTRE Project. Postcards were also mailed to approximately 28,000 stakeholders within the Project Study Area notifying them of the public scoping period and the public scoping meetings.

Distribution of the NOP, NOI and the Preliminary Scoping Report informed the public, local and regional agencies, elected officials, and governmental agencies about the SCTRE Project and the environmental review process, including the proposed schedule, and advised them of the planned public scoping meetings. Additionally, comments were solicited on the preliminary Purpose and Need, the identified Project alternatives and issues or concerns that need to be addressed as part of the proposed EIR and EIS documents.

Ten (10) proposed Project alternatives, along with four variations of Alternative 23, were included in the public noticing as shown on Figure 2 (Attachment 2).

The formal scoping period for the Project was from November 8, 2019 through February 10, 2020 for a total period of 94 days. As part of the formal scoping period, two public scoping meetings were also held. These meetings were held on November 20, 2019 in Mission Viejo and on December 4, 2019 in Dana Point. Approximately 215 members of the public, as well as representatives of the media and elected officials attended the public scoping meetings. During the public scoping period, approximately 1,650 comments were submitted to Caltrans via mail, email, the Project website and through the comment cards and transcripts submitted at each of the public scoping meetings.

## DISCUSSION

As stated above, approximately 1,650 comments were submitted during the formal scoping period. However, of these comments, some were submitted in duplicate. The public comments received by Caltrans have demonstrated both support and opposition to the proposed process of identifying a traffic solution for South Orange County. The following is a representative example of the general themes among the comments received:

- support for alternatives that shift east and away from an already built out area
- concerns with potential impacts to the community or protected lands and open space
- objection to tolling or conversion of HOV lanes or existing arterial highways to tolled lanes
- lack of support for Alternatives 9 and 18
- opposition to a toll road extension connecting to I-5 in South Orange County, specifically Alternatives 13, 14 and 17
- request for project deferral or study to OCTA and others

A detailed listing of comments received is included in the attached SCTRE Report (Attachment 3).

The results of the public input were analyzed and used to develop the screening criteria provided in the attached report that equally considered whether an alternative met the Project's preliminary Purpose and Need, and specific comments received were used to identify the amount of public opposition to an alternative. The screening criteria then quantified each alternative by:

- the amount of congestion relief provided on I-5 and all roadways within the Study Area
- its overall cost and cost effectiveness
- potential impacts to land uses (open space, parks and recreational resources, designated farmlands, etc.), known cultural resource sites, and known hazardous sites
- right-of-way (partial and full takes of residential and non-residential property)



- potential impacts to environmental justice communities<sup>1</sup>

Potential impacts to land uses, known sites of environmental concern, right-of-way, and environmental justice communities are all based on preliminary engineering designs, which at this phase of project development represent a worst-case scenario regarding the maximum disturbance limits. Potential impacts to these resources would likely be reduced through implementation of avoidance and minimization measures and refined engineering designs.

The technical analysis completed to date and the public outreach conducted through the SCTRE Project process have provided a clear path forward to ensuring that South County's mobility needs are met. Technical analysis shows that, based on current modeling and traffic projections (through 2050), Alternative 22 Untolled (Los Patrones Parkway Extension) provides nearly double the reduction in vehicle hours of delay as compared to Alternative 14 (extend the SR 241 toll road south to the I-5 freeway). Public outreach, in the form of comments received during scoping, show support for Alternative 22 Untolled while for Alternative 14 there is a high degree of public opposition and controversy. The results and recommendations from the SCTRE Project process recognize the critical roles that both stakeholder input and technical analysis play in successful transportation planning and project implementation.

It is important to note that Caltrans District 12, in coordination with OCTA, has ongoing managed lane studies and OCTA is currently undertaking the second phase of the SOCMIS through the South Orange County Multimodal Transportation Study (SOCMTS). OCTA is also undertaking an Express Lanes Network Study. In addition to these current studies for future projects, improvements on I-5 from SR-57 to Avenida Pico are either underway or will be completed by OCTA through the Measure M funding program.

In order to avoid redundancy and prioritize improvements along this corridor, alternatives related to improvements on I-5 would be analyzed further in system planning documents, such as the SOCMIS, Long-Range Transportation Plan, and Regional Transportation Plan/Sustainable Communities Strategy. OCTA will work with stakeholders including TCA and Caltrans, to develop an updated system planning document where alternatives that include improvements solely to I-5 can be considered prior to any further project level studies. The need for such improvements will be defined as part of SOCMTS.

Based on the attached Report, it is recommended that the Agency work with regional partners to advance the following alternatives forward for further consideration:

- **Alternative 1 (No Build Alternative)**. A No Build Alternative must be included in an environmental evaluation as a benchmark against which to compare both the performance and environmental consequences of the other project alternative(s).
- **Alternative 22 Untolled (Los Patrones Parkway Extension)**. Alternative 22 Untolled meets the SCTRE Project's Purpose and Need, has no right-of-way impacts to residential or non-residential uses, has low public opposition and provides high relief to vehicle hours of delay on I-5 and all roadways within the Study Area. Additionally, this alternative performs well when considering the cost to construct in comparison to the congestion relief benefits it provides. Therefore, considering these metrics along with environmental considerations, Alternative 22 Untolled should be advanced for further consideration. Alternative 22 Untolled does not include improvements on the State highway system and would likely not involve federal funding or other involvement from the Federal Highway Administration or Caltrans.

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<sup>1</sup> Consideration of Environmental Justice Communities is based on Title IV of the Civil Rights Act of 1964 and Executive Order 12898 that directs programs, policies, and activities not have a disproportionately higher and adverse human health and environmental effect on minority and low-income populations.

## CONCLUSION

Since the last status update on the PA/ED Phase of the SCTRE Project, the public scoping phase has been completed, and the information obtained as part of this phase is detailed in the attached Scoping Summary and Alternatives Screening Report. The results of this report are based upon the input received from the public and other project stakeholders, and the technical merits of each alternative. These technical merits included the amount of congestion relief provided by each alternative, its cost, as well as its potential impacts to open space, parks and recreational resources, known sites of environmental concern, right-of-way and other metrics measured equally against the SCTRE Project's preliminary Purpose and Need.

Based on this input and technical analysis, staff recommends that the Agency work with our regional partners to advance Alternative 1 (the No Build) and Alternative 22 Untolled (Los Patrones Parkway Extension) for further study.

Report Written By: Valarie McFall, Chief Environmental Planning Officer

### REVIEWED BY:



Valarie McFall, Chief Environmental Planning Officer  
(949) 754-3475

### APPROVED BY:

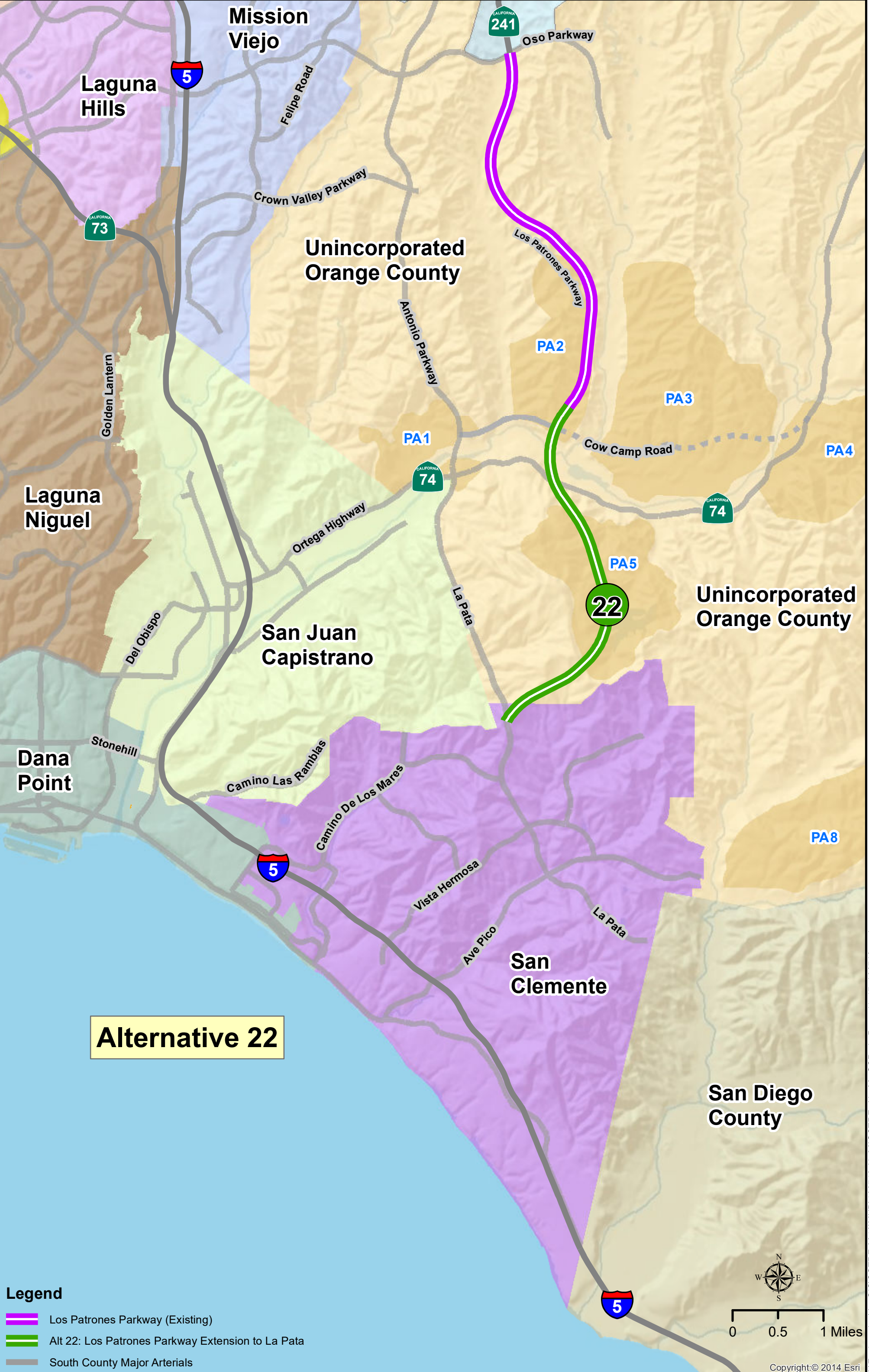


Michael A. Kraiman, Chief Executive Officer




### Attachments:

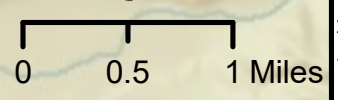
1. Figure 1: Alternative 22 Untolled (Los Patrones Parkway Extension) Map
2. Figure 2: SCTRE Proposed Project Alternatives Map
3. Scoping Summary and Alternatives Screening Report

# Alternative 22



### Legend

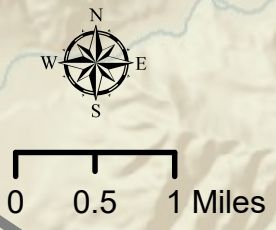
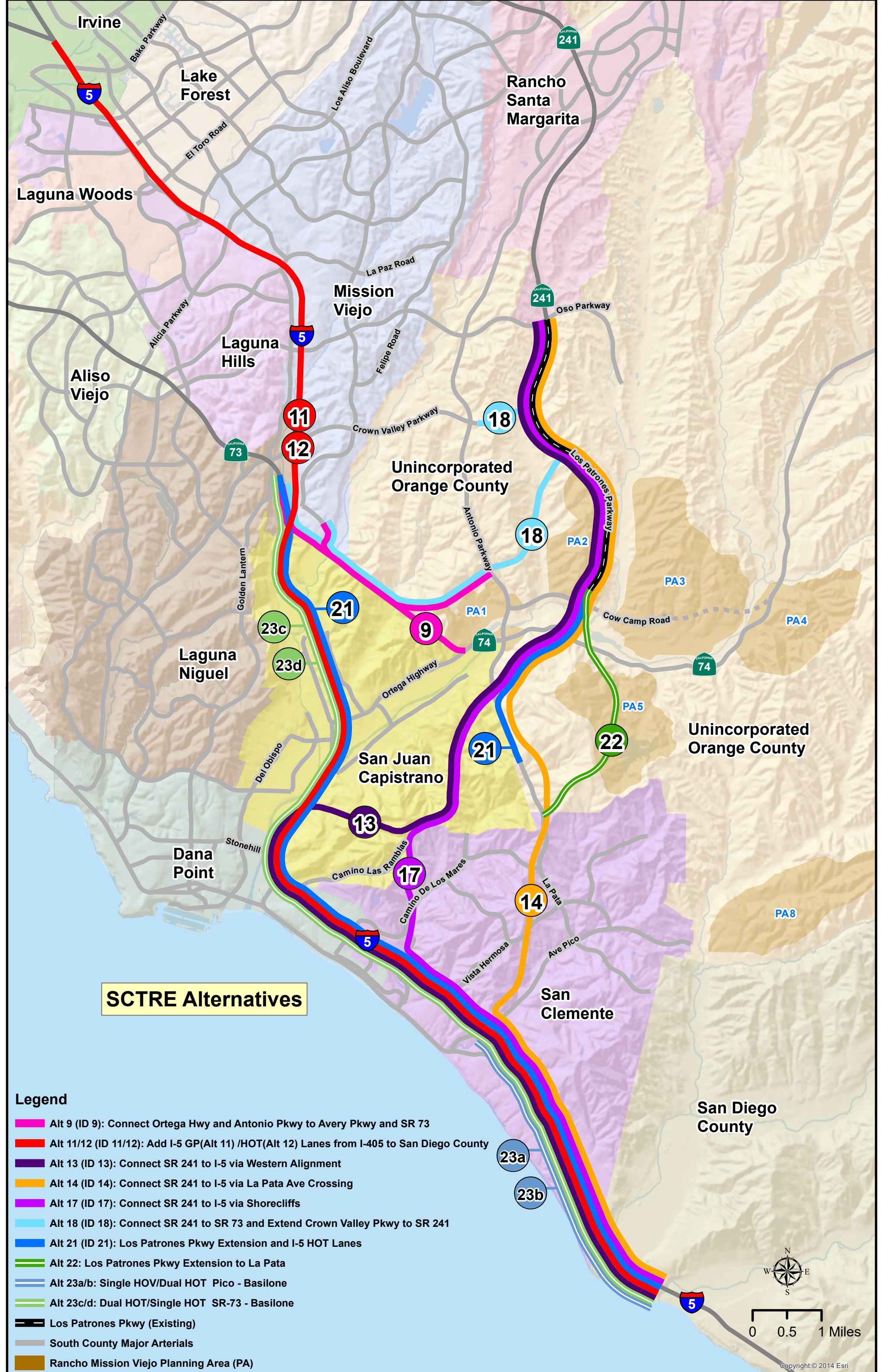
-  Los Patrones Parkway (Existing)
-  Alt 22: Los Patrones Parkway Extension to La Pata
-  South County Major Arterials



# SCTRE Alternatives

## Legend

- █ Alt 9 (ID 9): Connect Ortega Hwy and Antonio Pkwy to Avery Pkwy and SR 73
- █ Alt 11/12 (ID 11/12): Add I-5 GP(Alt 11) /HOT(Alt 12) Lanes from I-405 to San Diego County
- █ Alt 13 (ID 13): Connect SR 241 to I-5 via Western Alignment
- █ Alt 14 (ID 14): Connect SR 241 to I-5 via La Pata Ave Crossing
- █ Alt 17 (ID 17): Connect SR 241 to I-5 via Shorecliffs
- █ Alt 18 (ID 18): Connect SR 241 to SR 73 and Extend Crown Valley Pkwy to SR 241
- █ Alt 21 (ID 21): Los Patrones Pkwy Extension and I-5 HOT Lanes
- █ Alt 22: Los Patrones Pkwy Extension to La Pata
- █ Alt 23a/b: Single HOV/Dual HOT Pico - Basilone
- █ Alt 23c/d: Dual HOT/Single HOT SR-73 - Basilone
- █ Los Patrones Pkwy (Existing)
- █ South County Major Arterials
- █ Rancho Mission Viejo Planning Area (PA)





**SCTRE**

SOUTH COUNTY TRAFFIC RELIEF EFFORT

FINAL

**SCOPING SUMMARY  
AND  
ALTERNATIVES SCREENING REPORT**

**SOUTH COUNTY TRAFFIC RELIEF EFFORT PROJECT  
ORANGE COUNTY, CALIFORNIA**



March 2020

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## EXECUTIVE SUMMARY

This Scoping Summary and Alternatives Screening Report is a culmination of five years of public engagement for the South County Traffic Relief Effort Project (SCTRE Project or Project). This report summarizes the formal scoping period for the South County Traffic Relief Effort (SCTRE) project, which began on November 8, 2019, and concluded on February 10, 2020.

In 2015, the Foothill/Eastern Transportation Corridor Agencies (F/ETCA) began seeking input from the community, locally elected officials, and environmental organizations aimed at identifying transportation solutions within the Project's study area in absence of a preferred alignment for State Route (SR) 241. At this time, the F/ETCA commissioned an in-depth Community Ascertainment Study designed to dig deep into the local community conducting numerous one-on-one interviews with a variety of stakeholders in South Orange County cities. In 2016, F/ETCA staff presented the results of a Community Ascertainment Study to the Board. The study found that there was widespread agreement that an Interstate (I-) 5 mobility problem exists, but recommendations varied greatly as to how to address the issue. As a result, F/ETCA, in collaboration with other regional agencies, including the California Department of Transportation (Caltrans), the County of Orange (County), and the Orange County Transportation Authority (OCTA), embarked on a thorough public process to gather detailed information as to the types of transportation solutions desired.

This process included multiple mobility workshops with leaders from environmental groups such as the Surfrider Foundation, the Endangered Habitats League, and Sierra Club, as well as separate workshops with locally elected officials. In 2016 and 2017, F/ETCA expanded these efforts to include three public forums.

Upon completion of multiple mobility workshops and the three public forums, meetings were held to solicit input and provide feedback to and from the community and interested stakeholders. The communities included in this outreach process included: Orange County cities (including the Cities of Mission Viejo, Rancho Santa Margarita, Dana Point, San Juan Capistrano, and San Clemente) and unincorporated areas of the County of Orange. Through this early outreach, several transportation ideas were suggested by the public for study. Some of these ideas were determined infeasible due to permitting, costs, or that they were already being advanced by other agencies. The remaining ideas suggested through the early engagement were analyzed in a Caltrans Project Study Report-Project Development Support (PSR/PDS) document, which was approved on May 7, 2019, and serves as the precursor to initiating the formal state and federal environmental review process.

As a result of the early community engagement, the Project's preliminary Purpose and Need was shared with the Project Development Team (PDT) in 2017. The PDT was developed in consultation with Caltrans and includes representatives from Caltrans function units, TCA, OCTA, and local jurisdictions with the potential to be impacted by the project, including the Cities of Irvine, Laguna Hills, Laguna Woods, Rancho Santa Margarita, Aliso Viejo, Mission Viejo, Dana Point, San Juan Capistrano, San Clemente, along with representatives from the County of Orange and Rancho Mission Viejo. The Purpose and Need was refined with the PDT's input as follows:

## Purpose

The purpose and fundamental objectives of the SCTRE Project are to materially improve north-south regional mobility in South Orange County and accommodate regional travel demand in a manner that promotes the supporting objectives related to mobility in South Orange County:

- Improve regional mobility by reducing congestion on I-5 during peak commuting hours and weekends
- Provide additional north-south capacity in case of traffic incidents on I-5
- Enhance bike and pedestrian opportunities
- The Project would also provide additional north-south capacity that would benefit potential evacuations in case of emergencies.

## Need

Transportation infrastructure improvements are necessary to address the existing and future deficiencies for north-south regional mobility in South Orange County. Roadway deficiencies and mobility limitations in South Orange County are described below:

- Demand approaches or exceeds capacity on I-5 during peak commuting hours and weekends
- The lack of redundant north-south capacity increases congestion during traffic incidents on I-5
- Additional bike and pedestrian facilities are needed to connect highways with local sidewalks and bikeways, consistent with Caltrans' *Sustainability Implementation Action Plan* (2016)
- In addition, lack of sufficient north-south regional mobility impairs potential evacuations in case of emergencies such as wildfires, major storms, or other disasters.

**Section 1** of this report provides detailed information on the formal scoping process followed for the SCTRE Project including: the Notice of Preparation/Notice of Intent, the Efficient Environmental Review Process for Cooperating and Participating Agency coordination pursuant to 23 USC 139, public scoping meetings, and scoping comments received during the public review period.

**Section 2** of this report provides detailed information on the Alternatives Screening Analysis conducted for the SCTRE Project. The Alternatives Screening Analysis provides an evaluation of the SCTRE Project alternatives to determine their ability to meet the above-stated Purpose and Need, relative degree of cost per benefits received from vehicle hours of delay (VHD) reduction, right-of-way impacts, and other environmental factors that may affect feasibility of implementation. A No Build Alternative and ten build alternatives, plus four variations of Alternative 23, were included in this analysis based on the initial set of alternatives identified in the PSR/PDS, as well as alternatives or variations that were identified subsequent to approval of the PSR/PDS in May 2019.



The technical analysis completed to date, and the public outreach done through the SCTRE Project, have provided a clear path forward to ensuring South County’s mobility needs are met, while also recognizing the critical role that stakeholder input and support play in successful transportation planning and project implementation.

Based on the results of this Alternatives Screening Analysis, Caltrans has identified the following alternatives to move forward for further consideration:

- **Alternative 1 (No Build Alternative)**
  - A No Build Alternative must be included in an environmental evaluation as a benchmark against which to compare both the performance and environmental consequences of the other project alternative(s).
  
- **Alternative 22 Untolled**
  - Alternative 22 Untolled meets the SCTRE Project’s Purpose and Need;
  - has no right-of-way impacts to residential or non-residential uses;
  - has low public opposition;
  - provides high relief to vehicle hours of delay on I-5 and all roadways within the Study Area; and
  - performs well when considering the cost to construct in comparison to the congestion relief benefits it provides.

Therefore, considering these metrics along with environmental considerations, Alternative 22 Untolled should be advanced for further consideration. Alternative 22 Untolled does not include improvements on the State highway system and would likely not involve federal funding or other involvement from the Federal Highway Administration or Caltrans.

Table ES.1 below provides the summary data of the alternatives compared with the criteria detailed in this report.

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**Table ES.1: SCTRE Screening Summary**

Screening Criteria	Alt 1	Alt 9	Alt 11	Alt 12	Alt 13	Alt 14	Alt 17	Alt 18	Alt 21	Alt 22 Tolloed	Alt 22 Untolloed	Alt 23a	Alt 23b	Alt 23c	Alt 23d
	Existing lane configurations & route adoptions for SR-241 & I-5	Connect Ortega Hwy & Antonio Pkwy to Avery Pkwy and SR-73	Add I-5 General-Purpose Lanes from I-405 to San Diego County	Add I-5 High-Occupancy/Toll (HOT) Lanes from I-405 to San Diego County	Connect SR-241 to I-5 via Western Alignment (Connect at La Novia Ave)	Connect SR-241 to I-5 via La Pata Ave Crossing (Connect at Avenida Pico)	Connect SR-241 to I-5 via Shore Cliffs (Connect at Avenida Vaquero)	Connect SR-241 to SR-73 & Extend Crown Valley Pkwy to SR-241	Los Patrones Pkwy Extension & I-5 High-Occupancy/Toll (HOT) Lanes	Los Patrones Pkwy Extension – Tolloed	Los Patrones Pkwy Extension – Untolloed	One I-5 HOV Lane from Avenida Pico to San Diego County	Two I-5 High-Occupancy/Toll (HOT) Lanes from Avenida Pico to San Diego County	Two I-5 High-Occupancy/Toll (HOT) Lanes from SR-73 to San Diego County	One I-5 High-Occupancy/Toll (HOT) Lane from SR-73 to San Diego County
Purpose & Need (Yes or No)	No	No	Yes	Yes	No	Yes	No	No	Yes <sup>1</sup>	Yes	Yes	No	No	Yes	No
Public Opposition Alignments <sup>2</sup>	Low	High	Low	Low	High	High	High	High	Moderate	Low	Low	Low	Low	Low	Low
Public Opposition Tolling <sup>3</sup>	N/A	N/A	N/A	High	High	High	High	N/A	High	High	N/A	N/A	High	High	High
<b>Traffic Metrics</b>															
VHD Reduction on I-5	0	-1070	-11480	-3670	-340	-1740	-1370	-610	-4330	-1990	-3270	-150	-150	-3190	-720
Percent Change VHD I-5 <sup>4</sup>	0	-3.0%	-37.0%	-12.0%	-1.0%	-6.0%	-4.0%	-2.0%	-14.0%	-6.0%	-10.0%	-0.5%	-0.5%	-10.0%	-2.0%
VHD Reduction on All Roadways	0	-1670	-14360	-4970	-200	-2350	-1920	-2290	-5470	-3000	-4520	-170	-170	-3780	-750
Percent Change VHD All Roadway <sup>4</sup>	0	-3.0%	-22.0%	-8.0%	-0.3%	-4.0%	-3.0%	-4.0%	-8.0%	-5.0%	-7.0%	-0.3%	-0.3%	-6.0%	-1.0%
<b>Cost (millions)</b>															
Cost	0	\$1,174	\$2,542	\$2,204	\$2,927	\$1,707	\$1,927	\$1,198	\$1,568	\$350	\$330	\$420	\$515	\$1,237	\$1,037
Cost/VHD Reduction on I-5	0	\$1.10	\$0.22	\$0.60	\$8.61	\$0.98	\$1.41	\$1.96	\$0.36	\$0.18	\$0.10	\$2.80	\$3.43	\$0.39	\$1.44
Cost/VHD Reduction on All Roadways	0	\$0.70	\$0.18	\$0.44	\$14.64	\$0.73	\$1.00	\$0.52	\$0.29	\$0.12	\$0.07	\$2.47	\$3.03	\$0.33	\$1.38
<b>Land Uses (acres)<sup>5</sup></b>															
Designated Critical Habitat <sup>4</sup>	0	0	14.4	14.4	375.8	246.7	294.5	0	31.9	68.8	68.8	0	0	5.4	3.7
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>	<i>High</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>
Open Space, Reserve, Preserve Lands	0	266.5	13.2	13.2	622.4	547.9	506.7	423.6	183.6	116.0	116.0	0	0	1.5	0.3
Parks and Recreational Resources <sup>7</sup>	0	53.9	1.6	1.5	1.2	1.51	0.4	53.9	0.7	0	0	0	0	0.23	0.05
Designated Farmlands	0	16.0	1.7	1.7	1.7	1.7	1.7	36.6	1.7	0	0	0	1.1	1.1	0
<b>Total Land Use Impacts<sup>8</sup></b>	<b>0</b>	<b>336.4</b>	<b>16.5</b>	<b>16.4</b>	<b>625.3</b>	<b>551.1</b>	<b>508.8</b>	<b>514.1</b>	<b>186.0</b>	<b>116.0</b>	<b>116.0</b>	<b>0</b>	<b>1.1</b>	<b>2.8</b>	<b>0.4</b>
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>High</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>
<b>Known Sites of Environmental Concern<sup>5</sup></b>															
Known Cultural Resource Sites <sup>9</sup>	0	64	106	98	59	45	44	58	106	22	22	6	8	65	54
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>
Known Hazardous Sites	0	2	32	24	35	17	20	3	18	1	1	2	2	12	7
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Low</i>	<i>High</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>
<b>Rights-of-Way<sup>5</sup></b>															
ROW Residential (partial/full takes)	0	67	134	61	44	34	86	53	39	0	0	9	26	38	16
Total ROW (residential + non-residential [excluding vacant])	0	92	275	152	82	58	105	78	76	0	0	11	40	74	31
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>
<b>Environmental Justice Communities<sup>5,10</sup></b>															
Hispanic/Latino	0	1	5	3	1	1	1	1	3	0	0	1	1	3	3
Racial Minority	0	1	5	3	1	1	1	1	3	0	0	1	1	3	3
Below Level of Poverty	0	0	5	4	3	3	3	0	4	0	0	2	3	4	4
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Low</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>High</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>

<sup>1</sup> Alt 21 includes a combination of improvements that would be accomplished by Alt 22 (extension of Los Patrones Parkway [LPP]) and 23c (I-5 HOT Lanes). However, the benefit of Alt 21 is not equal to the sum of the benefits of Alts 22 and 23c for two main reasons. First, Alt 22 includes a direct connection for Rancho Mission Viejo's Planning Area 5 (PA 5) to LPP, while Alt 21 does not and assumes PA 5 traffic would gain access only from Ortega Highway. Therefore, Alt 21 provides a lower benefit than Alt 22 with respect to the VHD reduction associated with PA 5. Second, the benefits from the sum of the separately modelled network improvements (Alts 22 and 23c) are greater than the results of those improvements modelled as a package (Alt 21), because the available inefficiencies in the system are reduced with the addition of each improvement.

<sup>2</sup> Public Opposition to Alignments is ranked Low, Moderate, and High based on the relative number of comments expressing opposition to a particular alternative submitted during the formal public scoping period. Refer to Section 2.2.8 of this report for a detailed discussion of the methodology for quantifying public opposition. (Low = 0-50; Moderate 51-100; High = 101+ for comments made on specific alternatives; not including comments providing general opposition to broader categories).

<sup>3</sup> Public Opposition to Tolling refers to the 267 comments that expressed opposition to tolled facilities. If an alternative included tolling, the ranking was considered "High" based on the methodology described in footnote 2 above. If an alternative does not include tolling, this was considered "Not Applicable (N/A)".

<sup>4</sup> The percent change in VHD for I-5 and for All Roadways can be interpreted as the percent change in delay reduction that would be expected per driver (e.g., Alternative 22 Untolloed would result in a 10% reduction in delay per driver for users on I-5 and a 7% reduction in delay for users on all roadways.)

<sup>5</sup> Potential impacts to land uses, known sites of environmental concern, rights-of-way, and environmental justice communities are all based on preliminary engineering designs, which at this stage represent a worst-case scenario regarding the maximum disturbance limits. Potential impacts to these resources would likely be reduced through implementation of avoidance and minimization measures and refined engineering designs.

<sup>6</sup> The Rankings provided in this table are on a scale of low to high and express degree of impact.

<sup>7</sup> Parks and recreational resources may be subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 through 23 CFR 774. According to the County of Orange Master Plan of Regional Recreational Facilities (October 2012), the Prima Deshecha Landfill is designated as a "Proposed Regional Park." However, the land within the boundaries of the Landfill is not included in the Parks and Recreation Resources acreage as according to the most recent Solid Waste Facility Permit issued for Prima Deshecha on April 19, 2019, the revised estimated closure year for Zone 4 of the landfill is 2102 (CalRecycle, 2019.)

<sup>8</sup> Designated critical habitat may overlap with acreages for protected land uses, parks and recreational resources, and/or designated farmland and is therefore not aggregated with the total sensitive land uses.

<sup>9</sup> Cultural Resource Sites include previously recorded archaeological, paleontological, or historic sites documented within the disturbance limits of the alternatives.

<sup>10</sup> Environmental justice communities include the number of census tracts within the disturbance limits of an alternative that include higher Latino/Hispanic populations, higher minority populations, and higher low-income populations than the County as a whole. A single census tract may have higher populations than the County as a whole for one, two, or all three of these categories. Therefore, rankings are considered low if the quantities for each category are between 0-1; moderate for 2-3; and high for 4 and above. In addition, the analysis presented in this report is intended to provide a preliminary evaluation of performance and potential impacts for each alternative. The alternatives recommended to be carried forward as a result of this analysis would undergo detailed technical analyses, such as a formal Community Impact Assessment, to provide a more refined and robust analysis of potential environmental impacts.

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## **APPENDICES (ON CD)**

- A: NOP
- B: MASTER DISTRIBUTION LIST
- C: FIRST EXTENSION NOTIFICATION LETTER
- D: SECOND EXTENSION NOTIFICATION LETTER
- E: SECOND EXTENSION DISTRIBUTION LIST
- F: STAMPED COPIES OF THE NOP
- G: NOI AND FEDERAL REGISTER PUBLICATION
- H: PUBLIC SCOPING NOTICE
- I: COOPERATING AND PARTICIPATING AGENCY LETTERS
- J: USPS MAIL DELIVERY RECEIPTS AND CONFIRMATIONS
- K: NOP/NOI RESPONSE LETTERS
- L: NEWSPAPER ADS
- M: PRELIMINARY SCOPING REPORT
- N: POSTCARD COPY
- O: E-BLAST COPIES
- P: SCOPING PERIOD WEBSITE SCREENSHOT
- Q: COOPERATING/PARTICIPATING AGENCY COORDINATION
- R: COMMUNITY INPUT SURVEY, FACT SHEET, AND MEETING ROAD MAP
- S: SCOPING MEETING DISPLAY BOARDS AND SIGN-IN SHEETS
- T: SCOPING MEETING COMMENT CARDS
- U: SCOPING MEETING TRANSCRIPTS
- V: OTHER CORRESPONDENCE

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## 1.0 SCOPING SUMMARY

### 1.1 BACKGROUND

The major infrastructure improvements provided by the Transportation Corridor Agencies (TCA), including the State Routes (SR) 73, 133, 261, and 241 Toll Roads were constructed as part of a planned circulation system necessary to support the planned development of the County of Orange (County) in accordance with its General Plan Land Use Elements of both the County and local cities. These facilities, including the SR-241, were planned to relieve recurrent congestion on the County's major arterials and the freeways.

Solving the congestion problem on Interstate (I-) 5 is a regional issue requiring a countywide and regional Southern California partnership approach. It involves a diverse set of stakeholders including: neighborhoods and residents; the business community; regional transportation agencies; regulatory agencies (i.e., agencies with jurisdiction over resources that may be affected by the project or that will take discretionary actions regarding the project); elected representatives; environmental groups; goods movement advocates; landowners and developers; cities within Orange County; and the County.

In 2015, in order to gain a better understanding of these complex transportation issues, the Foothill/Eastern Transportation Corridor Agency (F/ETCA) Board of Directors authorized staff to conduct a Community Ascertainment Study (Study). The purpose of the Study was to understand how local residents feel about the transportation problems and gauge their capacity for entertaining solutions. The Study involved in-depth one-on-one interviews with grassroots leaders from the community and the neighborhoods. Over the course of the Study, 45 individuals were interviewed, and their input was included in the Study that was published in January 2016.

The broad-based recommendations from the Study included:

- Establishing an inclusive process for elected officials comprised of officials representing the cities affected by the I-5 congestion problem and whose interests are impacted by the problem.
- Develop and implement a public information and communications plan to inform the community about the elected officials' process. Ensure the plan provides for open, fact-based, on-going, timely, accessible communication about the process that rigorously continues F/ETCA's commitment to "start the problem-solving process with input from the community."
- Depending on the status of the elected officials' process, be prepared to develop and implement a comprehensive community involvement plan that facilitates the public being informed about the congestion relief solutions under consideration through the elected official process and any potential alignments under consideration for the extension of the SR-241 toll road.
- Ensure that a process for working with Surfrider is implemented so that its leaders' thinking and priorities are received and proactively factored into the elected officials' problem-solving process.

- Reach out to and reengage with those individuals who actively participated in the prior public involvement process related to extending SR-241.
- Some express skepticism and disillusionment with the benefit of participating in such a process.
- Provide accurate information to help them understand the technical and political reasons why the previously identified extension of SR-241 was not approved and how the current planning process is focused on exploring collaborative solutions.
- Encourage and facilitate their re-involvement to ensure robust, representative community participation in the problem-solving process.

In support of the Study's above stated recommendations, F/ETCA initiated several actions. First, F/ETCA implemented a comprehensive community involvement plan with elected officials, business groups, and the general public between January 2016 and June 2017. In addition, the South Orange County Mobility Working Group (SOCMWG), which is made up of South Orange County elected officials who hold a seat on a regional transportation board, was formed and met seven times. The SOCMWG included representatives from the Cities of Rancho Santa Margarita, Mission Viejo, San Juan Capistrano, Dana Point, and San Clemente as well as the County of Orange, OCTA, TCA and Caltrans.

The SOCMWG defined the mobility problem as follows. A regional transportation mobility problem exists that:

- Is most easily seen in I-5 congestion;
- Is intermittent;
- Is seen in excessive northbound/southbound I-5 congestion weekday a.m. and p.m. peak hours, weekends, or when there is an incident on I-5;
- Creates difficulty using local arterials;
- Creates safety concerns;
- Lacks meaningful transit options as a potential solution; and
- Is getting worse with more development

Second, in addition to F/ETCA facilitating the seven SOCMWG meetings during 2016 with elected officials from South Orange County cities and transportation agencies, discussions with environmental groups, including Surfrider, as well as community leaders were held to examine mobility options in South Orange County.

F/ETCA also held three public forums to understand the South Orange County communities' priorities as well as receive input regarding regional mobility.

The first public forum was held in June 2016. Formal presentations at the forum provided context regarding local, regional, and statewide transportation issues, as well as factors contributing to traffic congestion issues in South Orange County. The public was then asked to identify transportation solutions to address this growing problem. Input from the public and elected officials generated 15 of the ideas evaluated in this initial screening to improve mobility throughout South Orange County and the region. This forum was attended by more than 100 members of the public as well as more than 100 individuals online.

The second public forum was held in October 2016. At the forum, more than 200 members of the community reviewed the 15 different transportation ideas, along with both the anticipated benefits and challenges of each of these transportation ideas based on a cursory and preliminary analysis conducted by transportation planners. The public was also provided with a transportation index highlighting how those ideas would negatively or positively affect traffic flow. More than 100 individuals attended online.

The third public forum was held in June 2017. At that forum, more than 600 members of the community attended in person and more than 3,000 people viewed a live stream of the event online. Attendees were provided presentations by transportation agencies (Caltrans, F/ETCA, and OCTA) outlining a process to consider mobility ideas and fully evaluate the ideas through a rigorous technical and environmental process.

As a result of the third public forum and subsequent input, additional ideas were suggested, for a total of 20 ideas that were evaluated as part of an initial preliminary screening effort that was presented to the TCA Board of Directors in December 2017.

Based on the results of this screening effort, F/ETCA began working with Caltrans on the Project Initiation Document (PID) Phase, which included development of the Project Development Team (PDT). The PDT is comprised of staff from F/ETCA, Caltrans, the Orange County Transportation Authority, and local jurisdictions including the cities of Irvine, Lake Forest, Laguna Hills, Laguna Woods, Aliso Viejo, Laguna Niguel, Mission Viejo, Rancho Santa Margarita, San Juan Capistrano, Dana Point, and San Clemente, and unincorporated areas in Orange and San Diego Counties. The PDT provided input on the project Purpose and Need as well as the Project Study Report/Project Development Support (PSR/PDS). The role of the PDT is to provide input and make recommendations on the purpose and need, alternatives studied, and technical analysis throughout the PID and PA/ED processes.

### **1.1.1 Purpose and Need**

As described above, a substantial amount of input from the PDT, the public, resource agencies, and other stakeholders has been utilized in the development of the Purpose and Need of the Project.

The evaluative information produced during screening was then used to provide the technical rationale for narrowing the range of alternatives to a reduced set of alternatives that best meet the Purpose and Need of the SCTRE Project.

#### 1.1.1.1 Purpose

The purpose and fundamental objectives of the SCTRE Project are to materially improve north-south regional mobility in South Orange County and accommodate regional travel demand in a manner that promotes the supporting objectives related to mobility in South Orange County:

- Improve regional mobility by reducing congestion on I-5 during peak commuting hours and weekends
- Provide additional north-south capacity in case of traffic incidents on I-5
- Enhance bike and pedestrian opportunities
- The Project would also provide additional north-south capacity that would benefit potential evacuations in case of emergencies.

#### 1.1.1.2 Need

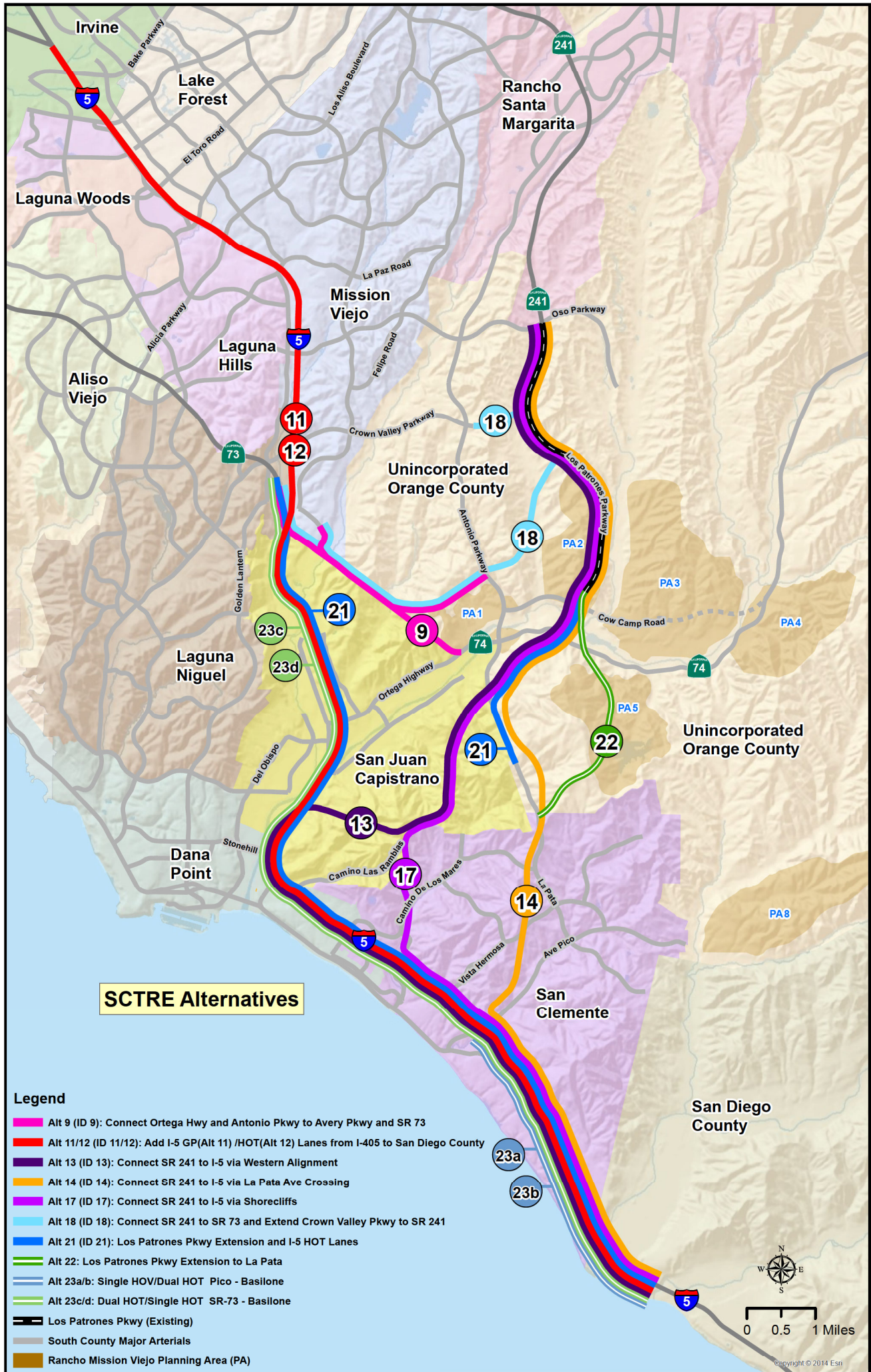
Transportation infrastructure improvements are necessary to address the existing and future deficiencies for north-south regional mobility in South Orange County. Roadway deficiencies and mobility limitations in South Orange County are described below:

- Demand approaches or exceeds capacity on I-5 during peak commuting hours and weekends
- The lack of redundant north-south capacity increases congestion during traffic incidents on I-5
- Additional bike and pedestrian facilities are needed to connect highways with local sidewalks and bikeways, consistent with Caltrans' *Sustainability Implementation Action Plan (2016)*
- In addition, lack of sufficient north-south regional mobility impairs potential evacuations in case of emergencies such as wildfires, major storms, or other disasters.

#### 1.1.2 Project Alternatives

The alternatives analyzed in this report included the alternatives studied in the PSR/PDS (May 2019), as well as those alternatives suggested subsequent to approval of the PSR/PDS for the SCTRE Project (Exhibit 1).

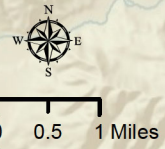
**Alternative 1: No Build.** Alternative 1 does not include improvements to the existing lane configurations and route adoptions for SR-241 and I-5. Under Alternative 1, no extension of the tolled SR-241 lanes to I-5, new general-purpose lanes or High Occupancy Toll (HOT) lanes on I-5, or new connections between Ortega Highway, Antonio Parkway, Avery Parkway, and SR-73 would occur. Alternative 1 does include other projects on the financially constrained project list in the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Authority (OCTA) 2018 Long Range Transportation Plan (LRTP) in the Project Limits on I-5. Additional land areas would not be impacted, and existing and projected traffic congestion would not be alleviated beyond that associated with other projects in approved plans.



**SCTRE Alternatives**

**Legend**

- █ Alt 9 (ID 9): Connect Ortega Hwy and Antonio Pkwy to Avery Pkwy and SR 73
- █ Alt 11/12 (ID 11/12): Add I-5 GP(Alt 11) /HOT(Alt 12) Lanes from I-405 to San Diego County
- █ Alt 13 (ID 13): Connect SR 241 to I-5 via Western Alignment
- █ Alt 14 (ID 14): Connect SR 241 to I-5 via La Pata Ave Crossing
- █ Alt 17 (ID 17): Connect SR 241 to I-5 via Shorecliffs
- █ Alt 18 (ID 18): Connect SR 241 to SR 73 and Extend Crown Valley Pkwy to SR 241
- █ Alt 21 (ID 21): Los Patrones Pkwy Extension and I-5 HOT Lanes
- █ Alt 22: Los Patrones Pkwy Extension to La Pata
- █ Alt 23a/b: Single HOV/Dual HOT Pico - Basilone
- █ Alt 23c/d: Dual HOT/Single HOT SR-73 - Basilone
- Los Patrones Pkwy (Existing)
- South County Major Arterials
- Rancho Mission Viejo Planning Area (PA)



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**Alternative 9: Connect Ortega Highway and Antonio Parkway to Avery Parkway and SR-73.**

Alternative 9 would construct four-lane (two lanes in each direction) arterial connections from SR-73 to Ortega Highway and Antonio Parkway, consistent with Highway Design Manual (HDM) standards for median widths for expressways under restrictive conditions. This arterial facility would include connector structures over I-5 where the arterial facility would exit SR-73 to a signalized intersection at Avery Parkway. The arterial connection would continue east from Avery Parkway and the northbound segment would terminate with a new signalized intersection at Antonio Parkway. The southbound segment would terminate with a new signalized intersection at Ortega Highway.

**Alternative 11: Add I-5 General Purpose Lane (from I-405 to San Diego County).** Alternative 11 would widen I-5 with the addition of one general purpose lane in each direction from the I-405/I-5 Junction to Basilone Road, just south of the Orange County/San Diego County line. The existing I-5 High Occupancy Vehicle (HOV) lanes north of Avenida Pico are intended to function as HOV lanes in the opening year (2025) but would be converted to High Occupancy Toll (HOT) lanes by Caltrans as part of its regionwide regional express/HOT lane network by 2040, consistent with the financially-constrained Project list in the 2016 RTP/SCS (RTP ID No. 7120013).

**Alternative 12: Add I-5 HOT Lane from I-405 to San Diego County.** Alternative 12 would convert two existing HOV lanes to HOT lanes in each direction on I-5 from I-405 to Alicia Parkway. One existing HOV lane would be converted to a HOT lane and another HOT lane would be added in each direction from Alicia Parkway to Avenida Pico. Two HOT lanes would be added in each direction from Avenida Pico to Basilone Road, just south of the Orange County/San Diego County line.

**Alternative 13: Connect SR-241 to I-5 via Western Alignment (Local Connection at La Novia Avenue).** Alternative 13 would widen Los Patrones Parkway and convert it to a tolled facility from Oso Parkway to north of Cow Camp Road, and extend SR-241 by adding a new four-lane tolled highway (two tolled lanes in each direction) from north of Cow Camp Road to I-5. Alternative 13 would cross Ortega Highway and La Pata Avenue in unincorporated Orange County, and would run adjacent to the western boundary of Prima Deshecha Landfill in the City of San Juan Capistrano. Alternative 13 would land within the I-5 footprint at La Novia Avenue in the City of San Juan Capistrano. Where Alternative 13 lands within the I-5 footprint and subsequently runs parallel thereto, two lanes in each direction would be provided in the median (widening I-5 to the outside) south to the Orange County/San Diego County line. Alternative 13 would transition to the existing alignment of I-5 in San Diego County, connecting with the I-5 at Basilone Road. Alternative 13 would convert one existing HOV lane to a HOT lane, and add another HOT lane in each direction on I-5 from La Novia Avenue to Avenida Pico. From Avenida Pico to the Orange County/San Diego County line, two HOT lanes would be added in each direction on I-5.

**Alternative 14: Connect SR-241 to I-5 via La Pata Avenue Crossing (Local Connection at Avenida Pico).** Alternative 14 would widen Los Patrones Parkway and convert to a tolled facility from Oso Parkway to north of Cow Camp Road and extend SR-241 by adding a new four-lane tolled highway (two tolled lanes in each direction) from north of Cow Camp Road to I-5. Alternative 14 would cross Ortega Highway in unincorporated Orange County, and would run parallel to La Pata Avenue and cross Prima Deshecha Landfill in unincorporated Orange County and the City of San Clemente. Alternative 14 would land within the I-5 footprint at Avenida Pico in the City of San Clemente. Where Alternative 14 lands within the I-5 footprint and subsequently runs parallel thereto, two

lanes in each direction would be provided in the median (widening I-5 to the outside) to the Orange County/San Diego County line. Alternative 14 would transition to the existing alignment of I-5 in San Diego County and would end and connect with I-5 at Basilone Road. Alternative 14 would add two HOT lanes in each direction on I-5 from Avenida Pico to the Orange County/San Diego County line.

**Alternative 17: Connect SR-241 to I-5 via Shore Cliffs (Local Connection at Avenida Vaquero).**

Alternative 17 would widen Los Patrones Parkway and convert it to a tolled facility from Oso Parkway to north of Cow Camp Road and extend SR-241 by adding a new four-lane tolled highway (two tolled lanes in each direction) from north of Cow Camp Road to I-5. Alternative 17 would cross Ortega Highway and La Pata Avenue in unincorporated Orange County, and would run adjacent to the western boundary of Prima Deshecha Landfill in the City of San Juan Capistrano. Alternative 17 would cross through Shorecliff Golf Course and would land within the I-5 footprint at Avenida Vaquero in the City of San Clemente. Where Alternative 17 lands within the I-5 footprint and subsequently runs parallel thereto, two lanes in each direction would be provided in the median (widening I-5 to the outside) to the Orange County/San Diego County line. Alternative 17 would transition to the existing alignment of I-5 in San Diego County and would end and connect with I-5 at Basilone Road. Alternative 17 would convert one existing HOV lane to a HOT lane, and add another HOT lane on I-5 from Avenida Vaquero to Avenida Pico. From Avenida Pico to the Orange County/San Diego County line, two HOT lanes would be added in each direction on I-5.

**Alternative 18: Connect SR-241 to SR-73 and Extend Crown Valley Parkway to SR-241.** Alternative 18 would construct a four-lane (two lanes in each direction) arterial connection from SR-73 to Antonio Parkway, consistent with HDM standards for median widths for expressways under restrictive conditions. This arterial facility would include connector structures over I-5 where the arterial would exit SR-73 to a signalized intersection at Avery Parkway. The arterial connection would continue northeast from Avery Parkway to a signalized intersection at Antonio Parkway and continue northeast to Los Patrones Parkway, ultimately providing access to SR-241 via Los Patrones Parkway. Crown Valley Parkway would also be extended to connect to Los Patrones Parkway, ultimately providing access to SR-241 via Los Patrones Parkway.

**Alternative 21: Los Patrones Parkway Extension and I-5 HOT Lanes.** Alternative 21 consists of two separate roadway segments. The first segment would extend Los Patrones Parkway with two lanes in each direction from Cow Camp Road to Avenida La Pata, north of Vista Montana. During the PSR/PDS and within the NOI and NOP, it was stated that the determination for Los Patrones Parkway as tolled or untolled from Oso Parkway to Vista Montana would be further evaluated during the PA/ED phase. For this alternative, traffic forecasts are based upon an untolled scenario for the existing four-mile segment of Los Patrones Parkway and the extension. The second segment would provide a median-to-median HOT lane connector from SR-73 to I-5. In addition, on I-5, one existing HOV lane would be converted to a HOT lane and another HOT lane would be added in each direction from SR-73 HOT lane connectors to Avenida Pico. Alternative 21 would provide two HOT lanes in each direction parallel to I-5 from Avenida Pico to Basilone Road, just south of the Orange County/San Diego County line. Depending on the results of detailed traffic modeling that will take place later in Project development, spot improvements to local intersections may be also included within the scope of Alternative 21.



**Alternative 22: Extension of Los Patrones Parkway to Avenida La Pata (Tolled/Untolled).**

Alternative 22 proposes the extension of Los Patrones Parkway with two lanes in each direction from Cow Camp Road to Avenida La Pata. Truck climbing lanes would be included, as necessary. Los Patrones Parkway is a county secondary arterial that currently extends from Oso Parkway to Chiquita Canyon Drive and provides connectivity to SR-241. The proposed alignment would measure 4.1 miles and would begin north of Cow Camp Road and end at Avenida La Pata to the south, approximately 3,700 feet north of Camino del Rio. The proposed alignment would traverse southeast across San Juan Creek into Rancho Mission Viejo's future Planning Area 5. Near the southern end of the planning area, the alignment would turn west into Prima Deshecha landfill, where it would cross existing open space and run through an area proposed for future landfill use. The alignment would ultimately intersect with Avenida La Pata at its southern terminus, north of Camino Del Rio. The alignment may allow for consideration of ingress and egress at access points for future development along the conceptual alignment. The determination of Los Patrones Parkway as a managed lane facility (tolled or untolled) from Oso Parkway to Avenida La Pata has been vetted during the public scoping period and recommendations related thereto are provided in Section 2.6. Depending on the results of detailed traffic modeling that will take place later in project development, spot improvements to local intersections may also be included within the scope of Alternative 22.

**Alternative 23: I-5 Managed Lanes from Avenida Pico to Basilone Road [HOV Lanes or HOT Lanes].**

Alternative 23 proposes the extension of managed lanes on I-5 in each direction consisting of HOV or HOT lanes, depending on the option. The HOV/HOT lanes would begin at the southern end, in the vicinity of the Basilone Road interchange near the Orange County line/San Diego County line, and terminate at the northern end either near the Avenida Pico interchange or at the terminus of SR-73. The existing mainline would be widened to the outside to accommodate the managed lanes. Bridge widening and replacement would take place at several locations, new retaining walls would be constructed, and the I-5 centerline would shift to minimize right-of-way impacts. Alternative 23 would consist of four standalone options.

- Option A (also referred to as Alternative 23A) would consist of the addition of a single HOV lane in each direction from Avenida Pico to Basilone Road.
- Option B (also referred to as Alternative 23B) would consist of the addition of two HOT lanes in each direction from Avenida Pico to Basilone Road.
- Option C (also referred to as Alternative 23C) would convert one existing HOV lane to a HOT lane, and add another HOT lane in each direction from the SR-73 HOT lane connectors to Avenida Pico. This option would then add two HOT lanes in each direction on I-5 from Avenida Pico to Basilone Road.
- Option D (Also referred to as Alternative 23D) would convert one existing HOV lane to a HOT lane in each direction from the SR-73 HOT lane connectors to Avenida Pico. This option would then add one HOT lane in each direction on I-5 from Avenida Pico to Basilone Road.

## 1.2 INTRODUCTION TO THE SCTRE SCOPING PROCESS

Caltrans District 12, in cooperation with the F/ETCA acting as a sponsoring agency, is working to study alternatives to materially improve north/south regional mobility and accommodate regional travel demand within South Orange County. The jurisdictions within South Orange County that have the potential to be impacted by the Project make up the Study Area, which includes all or parts of the cities of Irvine, Lake Forest, Laguna Hills, Laguna Woods, Aliso Viejo, Laguna Niguel, Mission Viejo, Rancho Santa Margarita, San Juan Capistrano, Dana Point, and San Clemente, and unincorporated areas in Orange and San Diego Counties. The alternatives initially under study include the extension of the tolled SR-241 lanes to I-5, the extension of Crown Valley Parkway to SR-241, new connections between Ortega Highway, Antonio Parkway, Avery Parkway, and SR-73, new general purpose lanes on I-5, new managed lanes on I-5, or combinations of these preliminary alternatives.

As stated in the Notice of Preparation/Notice of Intent, based on the alternatives identified to date, and the results of the Preliminary Environmental Analysis Report (PEAR), it is anticipated that a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) would be prepared for the SCTRE Project. The purpose of the PEAR was to identify anticipated environmental commitments and approvals during the PID Phase, and is included as Attachment E to the PSR/PDS. The first step in preparing the Draft EIR/EIS is to conduct formal scoping in order to introduce the proposed project to the general public and public agencies in order to solicit input regarding the scope of the analysis to be included in the Draft EIR/EIS, the suite of alternatives evaluated, and the Project's Purpose and Need.

The California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) encourage public participation during the environmental document preparation process for a project. This initial public participation phase is called "scoping." Scoping focuses on defining the environmental issues and alternatives that should be taken into consideration and evaluated during the CEQA/NEPA process. This report summarizes the scoping outreach activities, distribution of notices, and comments received during the SCTRE scoping period from November 8, 2019 to February 10, 2020.

As CEQA/NEPA Lead Agency, Caltrans approved the definition of study area and methodology for the scoping process and associated public outreach efforts, which were developed in consultation with F/ETCA. Because the primary goal of scoping (as well as the environmental process in general) is to identify and understand the potential impacts of a project, it is reasonable to limit the scoping study area to that area that would be potentially impacted by a project. For the SCTRE Project, the scoping study area was inclusive (in full or in part) of the following cities: Irvine, Lake Forest, Laguna Hills, Laguna Woods, Aliso Viejo, Laguna Niguel, Mission Viejo, Rancho Santa Margarita, San Juan Capistrano, Dana Point, San Clemente, and unincorporated areas of Orange and San Diego Counties.

## 1.3 NOTICE OF PREPARATION AND NOTICE OF INTENT

The scoping process for SCTRE was initiated with the preparation and distribution of a Notice of Preparation (NOP) via mail and posting at the State Clearinghouse, and the publication and distribution of a Notice of Intent (NOI) in the *Federal Register*. Both the NOP and NOI are intended

to inform public agencies and the general public about the Project and the environmental review process, advise the public of scoping meetings, and solicit comments on the NOP and NOI and the scope of the Draft EIR/EIS. Comments and suggestions were invited from all interested parties in order to ensure that the full range of issues related to the proposed project, including reasonable alternatives and mitigation measures, are identified in the Draft EIR/EIS.

### **1.3.1 Notice of Preparation**

The NOP (posted at SCH #2019110190) was circulated to public agencies and other interested parties in compliance with Section 15082 of the *State CEQA Guidelines* on November 7, 2019. Copies of the NOP are provided in Appendix A and a copy of the master distribution list, which shows recipients of the NOP, is provided in Appendix B.

Caltrans, as lead agency and in coordination with F/ETCA, elected to extend the scoping period in response to public requests. The scoping period was formally extended twice, for an additional sixty days in total. The first extension, adding thirty days to the scoping period, occurred on November 22, 2019. A notification letter was provided to the State Clearinghouse, which is included in Appendix C. The second extension, adding an additional thirty days to the scoping period, occurred on December 13, 2019. In total, the scoping period was ninety-four (94) days, ending on February 10, 2020. A notification letter was provided to the State Clearinghouse and is included in Appendix D. That notification letter was also mailed to the Distribution List, which was updated based on new information and returned mailings since the initial mailing of the NOP. The Distribution List for the second extension of the scoping period is included in Appendix E.

The Notice of Preparation was filed and posted with the County Clerks in both Orange and San Diego Counties on Friday, November 8, 2019. Similarly, the postings were extended on Monday, December 2, 2019 and Thursday, January 9, 2020 at the Orange County Clerk and on Thursday, January 9, 2020 at the San Diego County Clerk, in accordance with the extensions of the scoping period. The first scoping extension letter was mailed to both the Orange County and San Diego County Clerks, and the San Diego County Clerk confirmed via telephone and email on Tuesday, November 26, 2019 that they would re-post the NOP that day without an in-person posting.

Stamped copies of the NOP from the Orange County and San Diego County Clerks are included in Appendix F.

### **1.3.2 Notice of Intent**

The NOI was published on November 7, 2019, in the Office of the *Federal Register* in compliance with federal regulation 40 CFR 1508.22. The NOI was distributed to public agencies and other interested parties with the NOP on November 7, 2019. The NOI and *Federal Register* publication are provided in Appendix G. A copy of the master distribution list, which shows recipients of the NOI and NOP, is provided in Appendix B.

All of recipients on the master distribution list received a public scoping notice in English and Spanish, the NOI and NOP with a map of the SCTRE Alternatives. Federal, state, and local agencies invited to be a Cooperating and/or Participating Agency also received a formal invitation letter.

More information regarding the Cooperating/Participating Agency invitations and associated process under 23 United States Code (USC) 139 can be found in Section 1.5 of this document. Copies of the Public Scoping Notice and Cooperating/Participating Agency letters are provided in Appendix H and Appendix I, respectively.

Packages containing the contents listed above were mailed to the Distribution List on November 6, 2019 via United States Postal Service (USPS) Priority Mail. Delivery receipts/confirmations are provided in Appendix J.

As outlined in Section 1.3.1 above, the scoping period was extended twice, for a total of 94 days, ending on February 10, 2020. Refer to Section 1.3.1, above, for details about the supplemental mailings to notify agencies and interested parties of the scoping period extensions and to provide the extended NOP and NOI. The NOI associated with the first extension was published in the Federal Register on December 3, 2019 and the NOI associated with the second extension was published in the Federal Register on December 20, 2019. Copies of each NOI are provided in Appendix G.

### **1.3.3 NOP/NOI Responses**

Responses to the NOP/NOI were received by Caltrans and will be considered in developing the alternatives and issues to be analyzed in the Draft EIR/EIS. Many of the comments received provided valuable insights into the issues and concerns of potentially affected agencies, groups, communities, and individuals, and identified areas of concern that Caltrans expects to analyze in the Draft EIR/EIS. A summary of all substantive comments and key issues raised in the letters from federal, State, and regional, county, and city agencies, elected officials, school districts, utility providers, and tribal groups are listed in Table 1.1 (for documentation purposes, the full table is located at the end of this chapter). Due to the substantial number of commenters received from the public, comment summaries for all other comments received are not provided in Table 1.1 but can be found in the record of NOP/NOI response letters provided in Appendix K.

## **1.4 SUMMARY OF PUBLIC OUTREACH EFFORTS**

In addition to the issuance of the NOP under CEQA and the publication of the NOI under NEPA, additional outreach was undertaken to ensure that the public, agencies, and elected officials were aware of the scoping comment period and public scoping meetings. This additional outreach took several forms: public notification in local newspapers, e-mail blasts, postcard mailing, and the Project website at <http://www.SCTRE.org>.

A “Public Scoping Notice/Availability of Notice of Preparation of an Environmental Impact Report (EIR) and Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Notice of Public Meetings” (public notice) was published in newspapers of local and general circulation as indicated in Table 1.2. The specific dates of publication are listed in Table 1.2. Generally, the public notice ran two times in each publication: once at the start of the scoping period and once prior to the second and final scoping meeting. The newspaper ads are provided in Appendix L. A copy of the public notices is included in Appendix H.

To supplement the mailing of the public notice, NOP, and NOI to the agencies and persons included on the Distribution List, another mailing containing the public notice and Preliminary Scoping Report

was distributed via regular mail on Wednesday, November 13, 2019. A copy of the Preliminary Scoping Report is included in Appendix M.

A postcard mailer was sent to residences (both owners and occupants, if different) and businesses within 500 feet of the proposed alignments, totaling approximately 28,000 recipients. The postcard notified recipients of the scoping period and public scoping meetings and methods for submittal of comments, as well as the Project’s website URL. A copy of the postcard is included in Appendix N.

**Table 1.2: Publication Information**

<b>Newspaper</b>	<b>Date of Publication(s)</b>
Capistrano Dispatch	November 8, 2019 and December 13, 2019*
The Coast News	November 8, 2019 and November 29, 2019*
The Coto de Caza News	November 8, 2019 and November 29, 2019*
The Dana Point Times	November 8, 2019 and November 29, 2019*
Excelsior	November 8, 2019 and November 29, 2019*
Irvine World News	November 14, 2019 and December 5, 2019*
Laguna Beach Independent	November 8, 2019 and November 29, 2019*
Laguna Woods Globe	November 14, 2019 and December 5, 2019*
The Mission Viejo News	November 8, 2019 and November 29, 2019*
Orange County Business Journal	November 11, 2019 and November 25, 2019*
Orange County Register	November 8, 2019 and December 1, 2019*
Saddleback Valley News	November 14, 2019 and December 5, 2019*
The San Clemente News	November 8, 2019 and November 29, 2019*
The San Clemente Times	November 14, 2019 and November 27, 2019*

An asterisk (\*) indicates a publication in which a revised ad with the scoping end date of January 8, 2020.

E-mail blasts were sent to those who had previously requested notice and provided an email address to F/ETCA. The first email blast, notifying recipients of the beginning of the scoping period, was sent on November 8, 2019. On November 12, 2019, an email blast (eblast) was sent directing recipients to the various documents available for download on the Project website (NOI, NOP, Preliminary Scoping Report, and map of project alternatives), along with information regarding the upcoming public scoping meetings. On November 19, 2019, an eblast reminding recipients of the first public scoping meeting was sent, and on December 3, 2019, an eblast reminding recipients of the second public scoping meeting was sent. The final e-blast reminder was sent approximately one week prior to the end of scoping, on Monday, February 3, 2020. Copies of each e-blast are included in Appendix O.

The Project website (<http://www.SCTRE.org>) was launched on November 8, 2019. It was intended to be the primary clearinghouse for project-related information. The top of the website’s landing page contains a link to an overview video very similar to the one played at the public scoping meeting (minor modifications were made to tailor the videos for each context) that provided an overview of the Project and scoping process. Directly below the video link, project documents were available for download (the NOP, NOI, public notice [English and Spanish], Preliminary Scoping Report, and map of project alternatives. Below the Project documents, information regarding the time and location of the public scoping meetings and duration of the comment period was provided. Following that and scrolling further down the page, the materials provided at the scoping meetings (the overview video, display boards, road map [English and Spanish], Preliminary Scoping Report, project fact sheet

[English and Spanish], map of project alternatives, and three videos related to speed and congestion in the Study Area on weekdays, Saturday, and Sunday) were also made available for download.

Instructions on how to submit formal scoping comments were provided following those materials, as well as a form in which contact information could be submitted to sign up for further updates on the Project. Finally, links to Caltrans District 12 and F/ETCA's websites were provided near the bottom of the webpage. A screen shot of the website as it appeared during the scoping period is included in Appendix P.

## **1.5 COOPERATING AND PARTICIPATING AGENCY INVITATIONS**

NEPA requires that the federal Lead Agency invite other federal agencies that have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project to be Cooperating Agencies during the environmental process for a proposed project. In addition, 23 United States Code (U.S.C.) 139, Efficient Environmental Reviews for Project Decision Making, requires that federal and nonfederal agencies that may have an interest in the Project be invited to become a Participating Agency in the Project's environmental review process. Cooperating and Participating Agencies are notified of opportunities to provide input during the environmental review process including comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency and to address any environmental issues of concern to the agency. 23 USC 139(h)(4) stipulates that an issue resolved by the lead agency with the concurrence of the participating agencies may not be reconsidered unless significant new information or circumstances arise.

A federal agency can elect to be both a Cooperating and a Participating Agency. Generally, with limited exceptions, only federal agencies can be Cooperating Agencies.

California participated in the "Surface Transportation Project Delivery Pilot Program" Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007 and ending September 30, 2012. With the Pilot Program, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed, all USDOT Secretary's responsibilities under NEPA. The Moving Ahead for Progress in the 21st Century Act (MAP-21) amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, on October 1, 2012, the Department entered into a Memorandum of Understanding with FHWA, pursuant to 23 USC 327 that bridged the Pilot Program with establishment of the permanent program. On December 23, 2016, the bridging MOU was replaced with an MOU that is renewable every 5 years. In summary, Caltrans continues to assume FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Pilot Program. Caltrans also continues to assume all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects. For purposes of carrying out the responsibilities assumed under 23 USC 327, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities.

Therefore, Caltrans sent Cooperating Agency letters to four federal agencies, inviting them to be Cooperating and Participating Agencies for the EIR/EIS for the proposed project. If an agency elects

to become a Cooperating Agency, they are also considered Participating Agencies. Copies of the Cooperating Agency letters are provided in Appendix I.

The list of agencies invited to be Cooperating Agencies is provided in Table 1.3. The United States Army Corps of Engineers (USACE) and United States Environmental Protection Agency (USEPA) Region IX accepted the invitation to be a Cooperating Agency. The U.S. Department of the Interior, U.S. Fish and Wildlife Service (USFWS), declined to be a Cooperating Agency due to workload constraints but agreed to act as a Participating Agency. Should a federal agency not respond, they are considered to be a Participating Agency by default.

**Table 1.3: Agencies Invited to Become Cooperating Agencies**

<b>Agency Name</b>	
1.	U.S. Army Corps of Engineers, Los Angeles District, Regulatory District Office
2.	U.S. Department of Commerce, National Oceanic & Atmospheric Administration, National Marine Fisheries Service, West Coast Regional Office
3.	U.S. Department of the Interior, U.S. Fish and Wildlife Service, Ecological Services, Carlsbad Fish and Wildlife Office
4.	U.S. Environmental Protection Agency, Environmental Review Section

Caltrans also sent Participating Agency invitation letters on November 8, 2019, to agencies that may have an interest in the Project. Letters were sent differentiating whether the agency had legislative or regulatory jurisdiction over portions of the Study Area or whether the agency may have interest over the legislative or regulatory jurisdiction of the Study Area. A response to the invitation was requested by December 9, 2019. A secondary set of Participating Agency invitation letters were sent to the same agencies to correct a typo in the original letter on November 21, 2019. The second invitation superseded and replaced the initial invitation. A response by December 21, 2019, was requested. The list of agencies invited to be Participating Agencies is also provided in Table 1.4.

**Table 1.4: Agencies Invited to Become Participating Agencies**

<b>Agency Name</b>	
1.	Advisory Council on Historic Preservation
2.	U.S. Department of Agriculture, Natural Resources Conservation Service
3.	U.S. Department of Health and Human Services
4.	U.S. Centers for Disease Control, National Center for Environmental Health
5.	U.S. Coast Guard
6.	U.S. Department of Commerce, Bureau of Economic Analysis
7.	U.S. Department of Energy, Federal Energy Regulatory Commission
8.	U.S. Department of Energy, Federal Energy Regulatory Commission
9.	U.S. Department of Homeland Security, Federal Emergency Management Agency
10.	U.S. Department of Housing and Urban Development
11.	U.S. Department of the Interior, Bureau of Indian Affairs
12.	U.S. Department of the Interior, Bureau of Ocean Energy Management
13.	U.S. Department of the Interior, Bureau of Reclamation
14.	U.S. Department of the Interior, Geological Survey

**Table 1.4: Agencies Invited to Become Participating Agencies**

<b>Agency Name</b>	
15.	U.S. Department of the Interior, National Park Service
16.	U.S. Department of the Interior, Office of Environmental Policy and Compliance
17.	U.S. Department of the Interior, Office of Surface Mining
18.	U.S. Department of Transportation, Federal Railroad Administration
19.	California Air Resources Board
20.	California Coastal Commission
21.	California Coastal Conservancy
22.	California Department of Conservation
23.	California Department of Fish and Wildlife
24.	California Department of Food and Agriculture
25.	California Department of Forestry and Fire Protection
26.	California Department of Housing and Community Development
27.	California Department of Parks and Recreation, State Parks
28.	California Department of Resources Recycling and Recovery (CalRecycle)
29.	California Department of Toxic Substances Control
30.	California Department of Water Resources
31.	California Energy Commission
32.	California Environmental Protection Agency
33.	California Health and Human Services Agency
34.	California Highway Patrol
35.	California Natural Resources Agency
36.	California Office of Historic Preservation
37.	California Public Utilities Commission
38.	California State Lands Commission
39.	California State Water Resources Control Board
40.	Orange County Transportation Authority
41.	Regional Water Quality Control Board
42.	San Diego Association of Governments
43.	South Coast Air Quality Management District
44.	Southern California Association of Governments
45.	City of Dana Point
46.	City of Irvine
47.	City of Laguna Hills
48.	City of Laguna Niguel
49.	City of Laguna Woods
50.	City of Lake Forest
51.	City of Mission Viejo
52.	City of Rancho Santa Margarita
53.	City of San Clemente
54.	City of San Juan Capistrano
55.	County of San Diego, Department of Parks and Recreation
56.	County of San Diego, Department of Public Works
57.	Orange County Department of Parks and Recreation
58.	OC Public Works

Copies of the Participating Agency letters are provided in Appendix I.



Table 1.5 summarizes the agencies that replied to the invitation to become a Cooperating and/or Participating Agency. The response letters and relevant follow-up coordination are provided in Appendix Q. As indicated previously, a federal agency’s nonresponse is considered an acceptance of the invitation; therefore, all federal agencies listed in Table 1.4 that did not decline the invitation are considered Participating Agencies for the Project.

**Table 1.5: Summary of Cooperating/Participating Agencies**

	Agency Name	Status
1.	U.S. Army Corps of Engineers	Cooperating Agency/ Participating Agency
2.	U.S. Environmental Protection Agency	Cooperating Agency/ Participating Agency
3.	U.S. Department of Commerce, National Oceanic & Atmospheric Administration, National Marine Fisheries Service, West Coast Regional Office	Participating Agency
4.	U.S. Department of Agriculture, Natural Resources Conservation Service	Participating Agency
5.	U.S. Department of Health and Human Services	Participating Agency
6.	U.S. Department of Commerce, Bureau of Economic Analysis	Participating Agency
7.	U.S. Department of Homeland Security, Federal Emergency Management Agency, Region IX	Participating Agency
8.	U.S. Department of Housing and Urban Development, Los Angeles Field Office	Participating Agency
9.	U.S. Department of the Interior, Bureau of Indian Affairs, Pacific Region Office	Participating Agency
10.	U.S. Department of the Interior, Fish and Wildlife Services	Participating Agency
11.	U.S. Department of the Interior, National Park Service	Participating Agency
12.	U.S. Department of the Interior, Office of Environmental Policy and Compliance	Participating Agency
13.	U.S. Department of the Interior, Office of Surface Mining	Participating Agency
14.	U.S. Department of the Interior, Federal Railroad Administration	Participating Agency
15.	California Air Resources Board	Participating Agency
16.	California Coastal Commission	Participating Agency
17.	California Coastal Conservancy	Participating Agency
18.	California Department of Fish and Wildlife, South Coast Region	Participating Agency
19.	California Department of Parks and Recreation, State Parks	Participating Agency
20.	Orange County Transportation Authority	Participating Agency
21.	City of Dana Point	Participating Agency
22.	City of Irvine	Participating Agency
23.	City of Laguna Hills	Participating Agency
24.	City of Laguna Niguel	Participating Agency
25.	City of Laguna Woods	Participating Agency
26.	City of Lake Forest	Participating Agency
27.	City of Mission Viejo	Participating Agency
28.	City of Rancho Santa Margarita	Participating Agency
29.	City of San Juan Capistrano	Participating Agency
30.	City of San Clemente	Participating Agency
31.	County of San Diego, Department of Public Works	Participating Agency
32.	Orange County Department of Parks and Recreation (OC Parks)	Participating Agency
33.	OC Public Works, Infrastructure Programs	Participating Agency

## 1.6 SCOPING MEETINGS

### 1.6.1 Scoping Meetings

During the review period of the NOP and NOI, scoping meetings were held in the Study Area in two different locations to provide an overview of the Project, the preliminary suite of alternatives and preliminary Purpose and Need, a summary of the environmental process and preliminary schedule, and to receive input from the public on the information presented and the scope and content of the EIR/EIS.

#### 1.6.1.1 Public Notification

As previously discussed, materials notifying the public, elected officials, and agencies of the commencement of the scoping period also included information regarding the public scoping meetings. This included the email blasts, the Project website, newspaper advertisements (public notice), and postcards.

### 1.6.2 Scoping Meetings

#### 1.6.2.1 Public Scoping Meetings

The public scoping meetings were held on November 20 and December 4, 2019, at Norman P. Murray Community and Senior Center in Mission Viejo and The Ocean Institute in Dana Point, respectively. Approximately 95 people attended the November 20, 2019, scoping meeting, and approximately 120 people attended the December 4, 2019, scoping meeting. Spanish translators were available at both public scoping meetings.

The public scoping meetings were held in an open house format beginning at 5:00 p.m. and ending at 8:00 p.m. No formal presentation was provided and attendees could arrive at any time. Six exhibit stations were provided at the meetings, as described below. At both meetings, comment boxes and comment cards were provided at various locations within the room so that comments could be drafted and submitted at whatever location was most convenient for attendees.

- **Station 1 – Sign-in.** At this station, attendees were asked (but not required) to sign in and were provided a voluntary Community Input Survey (for purposes of Title VI tracking and compliance), a project fact sheet, and a meeting road map. A display board titled “Start Here: Introduction and How to Participate” was provided at this station. The Community Input Survey, project fact sheet, and meeting road map are included in Appendix R.
- **Station 2 – Overview and Video.** At this station, an introductory video about the SCTRE Project was continuously played on several smaller screens, and attendees could listen via headphones provided or read along with the closed captioning. In addition, a display board outlining an overview of the scoping process was provided at this station.
- **Station 3 – Preliminary Purpose and Need.** This station provided an overview of the preliminary purpose and need for the Project, as well as traffic-related data and information related to the needs identified. Display boards and a short video related to congestion in the Study Area were provided at this station, and staff was available to answer questions.

- Station 4 – Project Alternatives and Development.** At this station, an overview of the suite of alternatives was provided. This included the currently proposed alternatives as well as alternatives previously considered during the PSR/PDS process, prior to the start of formal scoping. Display boards were provided showing the alternative maps, and staff was available to answer questions.
- Station 5 – Environmental Review Process.** At this station, display boards showing environmental milestones, resources areas to be studied in the EIR/EIS, and next steps in the Project development process were provided, along with staff available to answer questions.
- Station 6 – Comment Station.** The comment station was set up to provide various methods for submitting comments. Court reporters were available to receive verbal comments, and tables and chairs were set up to provide an area for attendees to write comments on provided comment cards. Comment boxes in which attendees could submit comment cards were provided at this station.

The scoping meeting display boards and sign-in sheets are provided in Appendix S. The Scoping Meeting Comment Cards and Scoping Meeting Transcripts are provided in Appendix T and Appendix U, respectively. In addition to the dedicated stations, light refreshments were provided at the meetings. Tables 1.6 through 1.9 provide additional Scoping Meeting details.

1.6.2.2 Comments Received at the Scoping Meetings

**Table 1.6: November 20, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, November 20, 2019 – Norman P. Murray Community and Senior Center,</b> <b>Mission Viejo, California</b>	
Gloria	Opines that Alternative 18 is not a good alternative.
Robin Hook	Opines that Southern Orange County needs to be sensitive to building homes to close to roads such that the roads cannot be widened in the future.
Unknown	Requests that Alternatives 13, 17, 9, 18, and 14 be removed from consideration.
Unknown	Concerned about noise impacts and how they will be mitigated. Concerned about subsequent impacts to quality of life.
Phil Malamatenios	States that South County residents mostly universally oppose additional roads. Prefers Trestles option. Would select Alternatives that add tolled lanes to I-5 over any other option. Opposes arteries through neighborhoods or that would impact schools. Specifically opposed to Alternatives 9 and 18 because they would create more traffic.
Beth Malamatenios	Feels that the projected benefits of the project do not outweigh the environmental, community, and financial disadvantages. Toll lanes on freeways are only option that makes sense as they are less costly, no new environmental impact or impact to homeowners and schools.
Unknown	Opposed to toll road.
Unknown	Opposed to Alternatives 9 and 18.
Patty O. Connor	Suggestions eliminating Alternatives 9 and 18 from consideration because they do not meet the purpose of the project.
Barbara Lenmark	Feels that toll roads should not be constructed as they are too expensive and not heavily used. Feels that more toll roads should not be constructed given that other toll roads in region are not paid off, specifically SR-73. Opposes toll roads.
Brian Mills	Alternatives 9 and 18 do not meet the purpose and need of the project. Supports a solution that is north-south focused, such as widening of or improvements to I-5.

**Table 1.6: November 20, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, November 20, 2019 – Norman P. Murray Community and Senior Center,</b> <b>Mission Viejo, California</b>	
Rita Tayenaka	Alternatives 21, 22, and 23 are preferred. Traffic relief is necessary.
Barbara Lenmark	Suggests improvements to roadways parallel to I-5, such as Moulton, Muirlands, or Jeronimo. Feels that more people would use roadways parallel to I-5, such as Moulton, Muirlands, or Jeronimo if the lights were timed better or if there was more free flow.
Susan O'Carroll	Requests that screening report and PSR be posted to website.
Gary Stewart	Opposed to Alternatives 9 and 18. Opposed to converting existing carpool lanes to tolled lanes as this option would favor wealthier commuters. Suggests more general purpose lanes.
Unknown	Opposed to more toll roads in South orange County.
Jay Elliott	Opposed to Alternatives 9 and 18. Feels that Alternatives 23 has the least negative impact on neighborhoods.
Patrick D. McGinley	Feels that traffic on SR-241 and I-5 would increase if the two roads were connected. Of the Alternatives, most in support of 22 and 14. Feels that SR-241 has too little traffic to have any beneficial impact.
Jay Elliott	Alternatives 9, 18, 13, 14, and 17 would be destructive to Rancho Mission Viejo, Ladera Ranch, and San Clemente. Alternative 23 is the best option.
Alan and Susan DeMendoza	Los Patrones Parkway should remain free. Concerned about conversion to toll road.
Michael Metcalf	No build is best option. Suggests alternatives to automobile and truck transportation to reduce congestion.
Barbara Moody	Traffic on I-5 generates unbearable noise and rubberized asphalt is necessary.
Karan Singh	Oso is the only entrance/exit to Coto de Caza and it gets very crowded, especially with the construction of the Oso bridge. Alternative 9 and 18 would ease this traffic issue and are essential.
Terry Yapp	Opposed to conversion of carpool lanes into tolled lanes on I-5 and I-405.
Karen Whistler	Concerned about the noise impacts from Alternative 9 because homes are so close by. Alternative 9 could also crowd Ortega Highway.
Dennis Etlin	Opposed to toll roads south of Oso parkway. Improve I-5 through Camp Pendleton. Alternative 14 is not needed.
Sherrie Pawley	Opposed to any additional toll roads. Very strongly opposed to Alternatives 13, 14 and 17 because of their negative impact on existing properties. Need to utilize existing streets to manage traffic flow. No build option is best. These alternatives would enhance traffic.
Joanne Frank	Main concern is a toll road that would affect existing homes. Alternative 14 would affect many, Alternative 22 would not. Where Alternative 14 meets I-5 is congested no matter what.
Anthony Elia	Oppose Alternative 23. Freeway widening would be adequate for 20 years. HOT lanes are a second sales tax and are elitist. TCA has not standing and their traffic data is overly optimistic/incorrect. Current toll roads need to be paid off, and no additional toll roads should be built.
Delbert Mortenson	Alternatives 9 and 18 do not meet the project's goals because they are east/west roads and they should be eliminated from consideration.
Anonymous	Traffic in SJC is inevitable. Prefers Alternatives 14 and 17 if I-5 cannot be widened. Ortega is too small to accommodate an increase in through traffic.

**Table 1.6: November 20, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards Wednesday, November 20, 2019 – Norman P. Murray Community and Senior Center, Mission Viejo, California</b>	
Lisa Mills	Based on the cost estimates and data, Alternatives 9 and 18 would not benefit the commuters nor provide traffic relief. Project would reduce access to open spaces/green spaces. Issues during peak commuter hours should not determine something so major. Public transportation should be improved instead. Shopping centers should be located closer to peoples homes to minimize travel, and telecommuting should be more common. Current widening efforts are more necessary. Wants to keep Orange County more natural. States that tax impacts will cause businesses to relocate outside of California or go out of business.
Eugene Tyler	Agrees with redundancy, and feels that there is and will not be any local demand for a direct route to Yorba Linda from the San Diego County border. Alternatives 21 and 22 with provision that Los Patrones remain a free road should be the only ones to move forward because they have the least takes of residential and commercial property. OCTA should oversee and manage Alternative 22 as they are already overseeing Alternative 21, and TCA should stop construction and pay off existing roads.
Margaret Novak	Concerned about additional development in region, such as RMV, without additional transportation and public safety improvements. Concerned about ease of mobility and economy due to additional development. Supports TCA, Caltrans, and OCTA efforts to develop traffic solutions, particularly along I-5. Feels that the purpose and need is important and defines a path forward for South Orange County. Requests that no changes are made to the Purpose and Need, or if any changes are made, all references to north-south travel and weekends, are retained. Concerned that additional development in RMV will also become an issue during weekdays. Expresses concern for Alternative 9 and 18, as they do not address north-south travel demand. Expresses support for additional study to find traffic relief solutions. Expresses support for managed/HOT lanes on I-5. States that there is support within Ladera Ranch and other areas within South Orange County that support toll roads and OCTA. Feels that TCA and OCTA should continue to work together. Suggests that Ortega Highway between Antonio parkway and I-5 need to be widened.
Ed Moody	Dust and dirt from current project is unacceptable. Current project did not use sound absorbing asphalt and the new noise level is unacceptable.
Will Powers, Sharon Barth, Ric Barth	Alternatives 9 and 18 should be removed from further consideration. Alternatives 9 and 18 are the least effective and the most expensive. Alternatives 9 and 18 require the greatest use of eminent domain. Alternatives 9 and 18 face challenges, such as legal, engineering, environmental, and practical challenges. Alternatives 9 and 18 are subject to restrictive open space conservation easements, and are unlikely to be permitted. Alternatives 9 and 18 are east-west corridors that do not address the purpose/need of the project, which is to improve north-south mobility. TCA did not want to include Alternatives 9 and 18, and only did so because of public input. TCA's original studies found Alternatives 9 and 18 to be infeasible. The OC Southern Subregion Habitat Conservation Plan determined which areas of RMV should be perpetually preserved and which areas could be developed. Alternatives 9 and 18 were not contemplated in the HCP, and they would fragment at least two of the open space conservation easements that directly involve mediated protection of five endangered species. Construction operations would degrade essential habitat. Replacement conservation parcels that would be considered mitigation would not be viable given the comprehensive and intertwined nature of the open space conservation easements. The open space conservation easements protect the land from development. The OC Southern Subregion HCP did not contemplate Alternatives 9 and 18. Mitigation land would not be viable. The regulatory constraints of the open space conservation

**Table 1.6: November 20, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, November 20, 2019 – Norman P. Murray Community and Senior Center,</b> <b>Mission Viejo, California</b>	
	<p>easements and the federal take permit are significant. The traffic volume on I-5 in San Clemente is half what it is in Mission Viejo per day. SR-73 provides little relief to those commuting north. TCA should be focused on congestion north of Oso Parkway. Traffic volumes on SR-241 do not support the need for an extension to I-5 to the south. East-west arterials carry a significant load of traffic, and traffic volume on SR-241 between Santa Margarita and Oso Parkway is very low. This all suggests that drivers are heading to work centers in the Irvine area. Alternatives 9 and 18 are redundant with existing east-west roadways. The primary traffic congestion problem is north of Oso Parkway. SR-241 volume is very low since more drivers are heading north. Alternatives 9 and 18 are redundant and not needed. The focus of mobility improvements should be north of Oso Parkway. Alternatives 9 and 18, constructed as arterials or as toll roads, provide minimal traffic relief for congestion on I-5 compared to all other options. Alternatives 9 and 18 would have significant adverse effects on scenic vistas/aesthetics in the areas near these alignments and would introduce a new source of light and glare in an area intended to be maintained as habitat and open space. The flyover connector from SR-73 to Alternative 9 would negatively impact the aesthetic qualities in Mission Viejo, Laguna Niguel, and San Juan Capistrano neighborhoods. The flyover would be massive/elevated in order to negotiate the geography of the area, and the aesthetic impacts cannot be overstated. Alternatives 9 and 18 would produce an increase in criteria air pollutants for sensitive receptors. Senior communities and schools are both within the vicinity of 9 and 18. Alternatives 9 and 18 would interfere with open spaces protected by conservation easements, and the habitat for endangered plant and animal species. Alternatives 9 and 18 would interfere with wildlife movement. Alternatives 9 and 18 would harm six federally endangered/threatened species. Replacement conservation parcels are not a viable form of mitigation. Alternatives 9 and 18 would be built on the Capistrano Formation, which is prone to landslides. Noise impacts would be significant in adjacent neighborhoods and would disturb natural environments. Land Use impacts would include the fact that the Ranch Plan Map shows multiple planning areas and anticipated roadways, and that Alternatives 9 and 18 were not ever included/contemplated. Alternative 9 would cause the loss of over 100 homes and the displacement of long-time residents. Most long-time residents cannot afford similar homes in the area. The decrease in home values would decrease property tax revenue for the County. Alternatives 9 and 18 do nothing to alleviate I-5 traffic and may increase congestion on arterials such as Antonio and Ortega. Traffic studies indicate little need for another east-west roadway. Air pollution caused by Alternative 9 would cause health issues. Critical habitat would be destroyed by Alternatives 9 and 18. The area is prone to landslides and is not suitable for roadways and/or tunnel. Alternatives 9 and 18 were not contemplated at the time of the Ranch Map Plan or RMV's EIRs. The loss of homes through eminent domain would cause undue hardship on displaced residents. Alternatives 9 and 18 would negatively affect adjacent property values and decrease tax revenue for the County. Alternatives 9 and 18 would increase congestion on Antonio and Ortega, which is counter to the goal of improving mobility. Alternative 9 would require the extensive use of eminent domain. Conservatively, it is estimated that 100 homes and two schools would need to be acquired, and while the values of the schools are not known, the value of the homes exceeds \$150 million. These costs combined with the cost of elevating and/or tunneling roadway for minimal traffic improvement make Alternative 9 infeasible.</p>

**Table 1.7: November 20, 2019 Scoping Meeting Comments Taken by Court Reporter Summary**

<b>Public Scoping Meeting Comments Taken by Court Reporter Wednesday, November 20, 2019 – Norman P. Murray Community and Senior Center, Mission Viejo, California</b>	
Rolland Graham	The project should address the possibility of addressing congestion on I-5 by improving the signalization or coordination of parallel peripheral roads. Flow on surface streets needs to be improved through improved coordination between cities and Caltrans. The alternatives propose adding HOV and/or HOT lanes to I-5, but this is already being done under separate projects throughout South OC. Tearing up recent improvements on I-5 to build new improvements is not financially sensible. This would be a waste of taxpayer dollars. Suggests rerouting rail lines inland and expanding tracks/systems to provide a north/south mobility option parallel to I-5. Feels that roads alone won't solve the problem. An alternate form of transit needs to be investigated, as the roadway infrastructure cannot support increasing housing densities. Suggests pursuing rail, improvement to surface streets, and improvements to signalization. There is not enough coordination between the City and Caltrans, and there are no proposals for alternate modes of transportation or alternate solutions. No long-range planning about tearing down or building over recently improvements facilities is happening. Taxpayers pay the costs for these issues.
Michael Metcalf	San Clemente is for the no build option. Alternatives 11, 12, 13, 14, 18, 17, 21, 22, 23 all require more automobile and truck infrastructure. There should be non-automobile/truck alternatives such as rail that do not require more highways.
Susan Demendoza	Expresses concern for cost of tolls as per implementing the alternatives.
Al Holguin	Suggests that since the goal is to solve the north and southbound traffic problems, the alternatives should not go east/west to Avery Parkway.
Mandy Holguin	Expresses opposition to Alternatives 9 and 18.
John Foster	Expresses opposition to Alternatives 9 and 18, and states concern that the alternatives would ruin the open space aesthetic.

**Table 1.8: December 4, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b>	
<b>Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
<p>Glenn J Ohl, Robert Chamberlain, Kathleen M Ohl, Gail Chamberlain, Randall W Brooks, Marlyce M Brooks, Kevin E Walsh, Alan Gordoni, Linda Gordoni, Joan B Walsh, Cornelia Lee, Joan Silver, Jeanne Silver, Elyse Rosenbaum, Michael Rosenbaum Stan Sokolove, Angela Sokolove, Cynthia Eyster, Cindy Peterson, Frank Mangio, Connie Mangio, Herb Richter, Lori Richter, Christine Ermacoff, Ilene Miller, Steven Miller, Mary Kay Karr, Gulbann Hamir, Monamed Hamir, Merrill Van Riper, Cathleen M. Stipek, Jan Sanchez, Ken Sanchez, Steve Cormiek, Mary Miller, Dominic and Lenore Vlastic, Jill Martin, Roger K. Smith, Jan Marie Robertson, Bill Robertson, Alice Cormier, Arthur Greenberg, Linda Greenberg, Frances Segal, Joe Impellizeri, Heidi Flores, Frank S. Flores, Charles Weisbin, Alison Weisbin, Carl Swallow, Ellen Swallow, Joseph Macko, Laurie Macko, Joan Lyons, Anthony and Lynn Cristina, Robert Lyons, Paul J Desruisseaux, Margaret Desruisseaux, Linda Johansen, Terrie Johansen, Alanna Lyon</p>	<p>Alts 9 and 18 do not fit the purpose and need to provide traffic relief. Alts 9 and 18 do not provide material improvement in daily vehicle hours of delay. Alts 9 and 18 do not reduce traffic on I-5. Alts 9 and 18 do not add additional capacity during peak hours. Alts 9 and 18 do not add additional capacity in the event of an emergency. Only an option that complies with all laws and regulations should be advanced. Alternatives 9 and 18 involve significant and unacceptable environmental impacts.</p> <p>These commenters all provided the same or similar versions of the same form letter to provide comments.</p>
<p>Cathy Pechsteot</p>	<p>No good options for south Orange County density. The larger problem is a lack of coordination and planning between building density, mass transit, and roads. Density should not be allowed to continue in south County because available land for the kind of roads required doesn't exist. TCA will only be creating additional "induced demand" with the 241 road extension alternatives. None of the proposed alternatives work well. Ultimately, it's just a mammoth additional surcharge to I-5. The environmental impacts are too great and damage to the beach communities is too great. Rampant development needs to stop including highways.</p>
<p>Harold Cross</p>	<p>Does not think that Alternatives 9 and 18 will improve north-south regional mobility, the stated goal of the project.</p>



**Table 1.8: December 4, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
Dawn Urbanek	Supports the No Build Alternative. Feels the project is fraudulent. Feels that the project is harming students and the environment. Feels that the project is mischaracterized as a "minor" amendment because the alignment of SR-241 south of Oso Parkway has been shifted 10 percent and the road designation has changed from an "F" Street Collector Road to a segment of the SR-241 Toll Road. Asks what TCA will do to mitigate the air quality health risks to students at Tesoro High School during construction since there is no valid CEQA or NEPA analysis. Indicates they will submit their full comments via email and provide a map of Tesoro High School.
Edward Farfan	Feels that the proposed extension of SR-241 serves the interest of TCA more than the public. Feels that the proposed widening of I-5 would alleviate traffic more than extending the toll road that many would not find to be a viable alternative route. Indicates that I-5 serves the most traffic and has surface street alternatives which exist currently. Proposes a new alternative which is to build a second freeway over the existing I-5 (double deck).
Dennis Lynch	Is concerned about any proposed road that splits Sendero from Ladera Ranch (i.e., Alternatives 9 and 18). States that the area described above is the only open space left.
Bill Ivie	Because the best route option (least disruptive to the community) was legally removed, believes the focus should be on the least disruptive alternative that provides improved traffic flow, which seems to be Alternative 22 with some increase in HOV lanes on I-5. Does not feel that proposing the toll road down Pico would provide traffic benefits that outweigh the negative effects to the community.
Robert Mikolatcznik	Alternatives 13 and 17 are unacceptable because the I-5 freeway between Camino Capistrano and Camino de Estrella is extremely congested during the morning and evening peak hours and weekends. Traffic from SR241 would complicate the already congested traffic conditions. The proposed extension would decimate neighborhoods that have been in existence for many years and would not dramatically improve the north/south traffic flow. Alternative 17 would cut through the wilderness park area. Do not want or approve of Alternatives 13 or 17.
Mark Dally	Prefers Alternative 14. Feels that SR-241 should be fully utilized by connecting to I-5.
Nancy Carlson	Opposed to Alternatives 9 and 18 because they do not fit the purpose and need for traffic relief. Should be eliminated from further consideration. Alternatives 9 and 18 do not provide material improvement in daily vehicle hours of delay. Alternatives 9 and 18 provide the least benefit to reduction of traffic congestion on I-5. Alternatives 9 and 18 provide the least benefit to reduction of traffic congestion on I-5.
Deborah Camack	Alternatives 9 and 18 provide the least benefit to reduction of traffic congestion on I-5. Alternatives 9 and 18 do not provide material improvement in daily vehicle hours of delay. Alternatives 9 and 18 do not provide additional capacity on I-5 during peak hours. Opposed to Alternatives 9 and 18 because they do not fit the purpose and need for traffic relief. Should be eliminated from further consideration.
Gloria Swanson	Requests that Alternatives 9 and 18 be removed from consideration.
Eric Swanson	Requests that Alternatives 9 and 18 be removed from consideration.
Linda Orcutt	Supports the No Build Alternative. Feels TCA is an irresponsible organization. Feels TCA is unable to manage finances. Roads would destroy dedicated open spaces and existing communities. Taking of trails systems and ridgelines is not consistent with the City of San Juan Capistrano's General Plan. Roads would increase fire danger.
Debra Franzi	Supports Alternatives 6 and 9. Appreciates the opportunity to come and learn what is being proposed. CHP office is very friendly and knowledgeable and the event was well organized.
Terri Mear	Supports only no build option. Opposes new toll roads and the widening of I-5.

**Table 1.8: December 4, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
Ric Franzl	Supports Alternatives 6 and 9. Considers them good ideas that would relieve congestion on Ortega Highway for people that travel east and west during peak hours. Also supports Alternative 18 as a good idea to relieve congestion from Antonio.
Kaye Romo	Considers Alternative 8 from the original 20 Alternatives as the best route. Considers Alternative 15, as shown on the original 20 Alternatives, as the second best route. Considers Alternative 20 (double deck freeway) I-5 and I405 as the least liked alternative. Considers all other alternatives as not good. Does not want any more toll roads. Need to get rid of TCA; considers them an agency that is not responsible to voters.
Jerome Pierce Jr.	Strongly opposed to any southbound extension of SR-241 through south county communities. Feels it would be damaging to quality of life and health. Feels that major arteries traversing south county communities would destroy the aesthetics of the neighborhoods. Air and noise pollution would drastically affect quality of life. Property values would be significantly affected. The use of eminent domain could require the destruction of private homes, schools, businesses, and open spaces. Thinks the TCA should be disbanded because they believe they are self-serving, wasteful, and possibly corrupt. Thinks planning is their only major accomplishment since no new roads have been built. Notes that the Legislature is considering a proposal to block the agency from constructing new roads or bridges after Jan. 1, 2020. Also notes that Representative Mike Levin has requested an audit by State Controller Betty Yee related to alleged mismanagement and waste as outlined in the L.A. Time investigative report published in March 2019. Both of which TCA opposes.
C. Lindsay Cross	Sees no evidence to support the purpose and need to ease north/south traffic concerns under Alternatives 9 and 18 presently or in the future. Also does not see how either Alternatives 9 or 18 would address the need of increasing north/south capacity as both of these proposals would run mostly in an east/west direction. Notes that during the scoping meeting, nobody could explain how Alternatives 9 and 18 would alleviate north/south traffic through south Orange County.
Michael Mortes	Prefers that traffic be shifted to Dana Point and San Clemente to avoid San Juan Capistrano.
Denise Dorin	Additional infrastructure is definitely needed. As more housing is built and planned for, traffic will get worse, and the alternative may not be implemented for 10 years.
Jack and LoRee Curtis	Oppose Alternatives 9 and 18 as they would not bring relief to south bound traffic.
Soussan Ahmadi	Concerned about Alts 9 and 18 because of air quality. Concerned about Alts 9 and 18 because of geology and soils. Concerned about Alts 9 and 18 because of noise and vibration. Concerned about Alts 9 and 18 because of water quality and the health effects of storm water runoff. Concerned about Alts 9 and 18 because of greenhouse gas and climate change. Concerned about Alts 9 and 18 because of paleontological resources. All of the environmental impacts would impact a 55 and over community (Sendero).
Mark McNabb	Region is not in need of traffic relief. Prefers No Build Alternative. Roadway would foster economic development, which is wanted or needed in the region.
Nancy Anthis	The expansion of I-5 has made noise unbearable. The expansion of I-5 has made noise unbearable. The roadway would displace thousands of birds and animals. Oppose Alt 17. Prefers a southern alignment through Basilione.
Dee Ann Pope	Alternative 9 and 18 should be eliminated because they will not resolve the majority of the traffic issue.

**Table 1.8: December 4, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
Ann McClure	Alts 13 and 17 travel directly through walking trails where many citizens come to enjoy nature. The alternatives would disturb an idyllic area. Cannot understand why the proposed routes are north of the landfill, and not further east away from communities.
Kathleen Dally	Against any toll road that would disrupt any communities. Likes the idea of widening I-5 (Alt 23). Alt 22 / improvements to La Pata are acceptable. If there is no good solution, don't extend the toll road. Alternative 14 is out because it goes through existing communities and near the high school, which is not acceptable.
Sam Roberts	Supports the no build option. The reason they moved to SJC was because of the open spaces and trail systems. It is peaceful and quite, and any option other than the no build would destroy these qualities. If these alternatives move forward, they will need to move, but their property value will be lower.
Nancy Ettlin	Opposed to Alternatives 9 and 18 because any connection to Ortega is a bad idea due to existing traffic congestion and potential harm to adjacent neighborhoods.
John Ettling	There is no need for Alts 9 and 18. They harm local neighborhoods, and the bad outweighs the good. Caltrans should improve the southbound offramp at SR-74. It should have 3 left turn lanes.
Stephen McClure	Alt 14 would travel right over the baseball diamond at San Clemente High School. It does not make sense to even propose this alternative. TCA isn't even a government agency. If this road is necessary, it should go behind Talega.
Jim Moore	Noted that presentation was well done. No substantive comment.
Mike Slingerland	Alternatives 9 and 18 should be eliminated because they do not help north or south traffic.
Debbie Mellah	Opposes toll road.
Amy Spurgeon	No on Alternative 18. Ladera Ranch is full of students who walk and bike to school, and has many CUSD schools.
Larry Mear	Prefers no build alternative. San Clemente would be ruined by the widening of I-5 and/or toll roads through or near San Clemente.
Cindy Scott	No toll road. Has issues with Alts 22, 14, 17, 21, 13 - all directly run through San Clemente. These proposals would have a terrible impact on surrounding communities. Please do not extend the toll road through San Clemente, right over homes.
Luke Anthis	Alternative 17 would go through a golf course that provides habitat for many bird species that would not be covered by the Migratory Bird Treaty Act. Previous freeway construction did not include adequate soundwalls and noise in the area is already bad. Alternative 17 would result in noise pollution.
Olivia Gaddini	Opposed to Alts 9 and 18. They do not fit the purpose and need for the project. Alts 9 and 18 do not provide material improvement in daily vehicle hours of delay. Alts 9 and 18 have the least benefit to reduction of traffic.
Raymond Chien	Alternatives 9 and 18 do not fit the purpose and need to bring traffic relief to South Orange County.
Michael Metcalf	If project proceeds, RMV should fund it fully, including right of way, as it is essentially an access road for RMV. No build alternative is best.
Ted Benderev	Alternatives 13 and 17 would disturb an existing trail network and open spaces. Does not understand why Alts 13 and 17 are just north of the landfill and not further east toward La Pata and away from existing communities.
Jennifer and Craig Reynolds	Concerned about noise, pollution, and trash/debris. Property values will decrease. The toll road should go through TCA board members' property.

**Table 1.8: December 4, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
Richard Eyster	The project's purpose is to reduce the volume on I-5 in South County on weekends and during peak hours. East-west routes, such as Alts 9 and 18, will not help and may add to the problem. Alts 14 and 17 have the best change of reducing the flow of traffic on I-5. Alts 14 and 22 are the best change to reduce the volume of traffic on I-5.
Kathy Cannon	Traffic is a problem and a solution should keep residents in mind. No toll increase. Improve existing roads first. Consider open space. Improve I-5 first. No additional "freeway" in San Juan Capistrano.
David DeZarn	Alternative 22 needs to be connected to Alternative 13 to reach I-5. Alternative 18 needs to be developed to resolved serious traffic on Crown Valley and Ortega. Suggests Alt 13 connected to Alts 22 and 18 to improve traffic flow. Eastwest routes must also be developed to deal with future traffic in Mission Viejo and SJC.
Jennifer McNabb	Everyone feels the impact of I-5 traffic. Issue should not be compounding by building into existing neighborhoods and rare open spaces. Alt 23 is the most logical to ease traffic and preserve natural resources. Alternative 22 preserves more existing neighborhoods than any other alternative. Opposed to Alts 13 and 17. San Juan Capistrano set aside open space and any disruption there will impact animal communities and their habitats.
George Allen	Enjoys open space in San Clemente. The most direct route to I-5 would cut through open space areas. Alt 17 would be the worst because the route comes very close to the Forster Ranch neighborhood. Alt 22 leaves the most homes alone. Wants the no build option. Widening I-5 to Pico/Cristianitos with a toll lane may be the least harm to residential areas. Preferred alternatives are 23 and 22, but opposed to 17 and 14. Glad that viable options are being researched, but hopes that as little open space as possible is taken.
Gene Welch	Prefers options that use existing roadway rather than construct new ones through neighborhoods. The noise and aesthetics would negatively impact adjacent neighborhoods, and their property values would suffer. A fair assessment of the impacts would include adequate compensation to all homes, not just those directly impacted by construction. Home owners should be compensated with a portion of the toll revenues to offset the impacts.
Ken Kinnvcan	There would be little benefit to north/south traffic congestion on I-5 under Alternatives 9 or 18. These alternatives would require use of eminent domain on schools and homes. Studies show that the other alternatives are much more effective.
Karen Fisher	Opposed to all toll road options. Concerns include pollution, noise, quality of life, destruction of existing communities and open spaces. All of the alternatives will destroy our communities and precious open spaces. Not convinced that problems shown by 2019 traffic data will exist in 2050 because of the increased use of self driving cars and telecommuting.
Kenneth and Rosemary Beck	Traffic near Avery parkway is bad throughout the day due to adjacent schools (Capo High school and Saddleback College). The I-5 off-ramp at Avery experiences severe congestion. These issues would need to be addressed before additional roads at Avery are planned/constructed.
Sky Scott	Alternatives 23c/23d are the best choices in that they are the only alternatives that increase use of the existing I-5 footprint. However, prefers free lanes or lanes restricted by number of occupants than tolled lanes. Toll roads are underutilized. Suggests improving connection of SR-241 to SR-91.

**Table 1.8: December 4, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
Sam Sumilani	Whatever alternative is selected should meet the project's purpose and needs. Alts 9 and 18 do not meet the purpose and need. Does not support any options that will require taking from homeowners. Traffic alleviation is needed, but not at expense of property owners. Supports Alt 22 and keeping all of the roads free. SR-241 at Oso should continue to provide revenue to TCA.
Natalie Simmons	Opposed to Alts 9 and 18. They do not meet the stated goals of the project. Alts 9 and 18 are challenging in terms of geography and geology. Alts 9 and 18 are east-west roads and help people getting in and out of RMV. The alternatives have been studied and deemed ineffective. The area is a wildlife corridor. Opposed to adding lanes to I-5 through SJC. SJC is an old City with history and a congested road would be devastating to the area. Please consider alternatives to cars, such as trains, busses, and park and rides.
Mia Tragus	Alternatives 9 and 18 are bad ideas that will decrease home values, decrease safety, and create traffic. The alternatives would be built on top of the homes of people who cannot afford the toll roads. Focus on north/south alternatives, not east/west ones.
Laura Schmidt	Alternatives 9 and 18 do not solve the north-south traffic problem because they are east-west roads. Alternative 22 only makes sense if combined with Alternatives 14, and the part of Alternative 14 past where it would combine with 22 is unnecessary. Any roadway that was not originally paid for by TCA should not be allowed to become a toll road. Taxpayers would have to pay a second time. Due to technological advances, people may not be relying on cars in 2050. Therefore, public and alternatives forms of transit (such as trains) should be expanded.
David Fancher	Signalization needs to be improved at I-5 on ramps in Dana Point and San Clemente, specifically at Stonehill and Las Ramblas, to improve north/south traffic flow in the area.
MaryAnn Comes	Supports the no built alternative only. Feels satisfied with existing improvements to the HOV lanes on I-5. Toll roads do not work and are too expensive. SR-73 was supposed to be free. Lanes built by Measure M funds should not be converted to tolled lanes. Opposed to Alternative 22. It would induce traffic in the area and at the connection to I-5, which would not relieve traffic in the San Clemente area.
Marilyn Loraine Smith	Homeowners in RMV purchased there due to the quiet, non-polluted environment. Safety on the roads and in the community is important. Alternatives 9 and 18 do not fit the purpose and need and should be removed from consideration. Alternatives 9 and 18 do not provide material improvement in vehicle hours of delay. Alternatives 9 and 18 provide the least benefit to reduction of traffic congestion. Alternatives 9 and 18 do not provide additional capacity to I-5 during peak hours. Alternatives 9 and 18 do not provide any alternate capacity in the case of emergencies. Would only support the advancement of an alternative that meets the purpose and need and complies with all laws and regulations.
Unknown	Project would impose environmental hardships, such as pollution, on residents of San Clemente. The alternatives do not take into consideration changing technology and focus on something permanent such as building concrete roadway. Toll roads cannot improve traffic flow; the congestion is near Camp Pendleton/Oceanside. Visitors to San Diego need to plan better around the traffic, but there is no commuter traffic to San Diego. Toll roads are discriminatory and cater to higher income groups. There are too many planning agencies and process is too expensive. Northern cities should not influence what happens in Southern cities.

**Table 1.8: December 4, 2019 Scoping Meeting Comment Card Summary**

<b>Public Scoping Meeting Comment Cards</b> <b>Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
Mark Rodrigues	South County traffic density has been increasing for years due to development, and SR-241 was the roadway designed to mitigate the impacts of growth, but some of the Alternatives proposed under this project (specifically 9 and 18) would not successfully complete the connection of SR-241 to I-5. Alternatives 9 and 18 fail to facilitate north/south traffic flow and have a high construction cost and the most environmental impacts. SR-241 should not lead to nowhere (currently Oso/Cow Camp Road). The South County north/south traffic flow plan must be completed by adopting Alternative 14.
Sandra Rodrigues	East/west alternatives would not benefit in any way, and would dump traffic onto I-5 in SJC where it is already congested. Alternatives 9 and 18 would destroy a designated nature reserve/mitigation area. There is a major gas line running under some of the Alternatives and building near this would be very dangerous and increase fire risks. Most in favor of Alternative 14.
Sarah Rodrigues	Opposed to east-west alternatives because they will increase traffic on I-5. The toll road should meet I-5 as far south as possible. Alternatives 9 and 18 would destroy a designated nature reserve. Alternative 14 is best.
Thomas Lorch	Opposed to the connection of additional roadways/highways to I-5 in San Clemente or near San Diego County because they would increase traffic. Suggests a new route between SR-91 and I-5. Suggests that I-5 in project area could be considered a scenic highway. Suggests coordination between Riverside and San Diego Counties to merge lanes. Includes attachment of a map showing approximate areas for possible new roadways. Requested that the suggestions made be adopted as an additional alignment.
Irene Purcel	Opposes a toll road through San Juan Capistrano. It would be environmentally disastrous.

**Table 1.9: December 4, 2019 Scoping Meeting Comments Taken by Court Reporter Summary**

<b>Public Scoping Meeting Comments Taken by Court Reporter                      Wednesday, December 4, 2019 – The Ocean Institute, Dana Point, California</b>	
Ed Farfan	An extension of SR-241 would not serve public interest for moving traffic. Alternatives that include I-5 widening would be most efficient to actually move traffic. None of the SR-241 to I-5 connections are viable.
Diana Doalson	Has three main issues with a proposed toll road: 1), all of the proposed alternatives would pose an undue hardship on the residents of San Clemente 2) the alternatives do not take into consideration changing technology and infrastructure and use an outdated solution. Suggests higher housing density near transportation centers, or charging people who drive above a certain number of miles to incentivize carpooling or another means of transportation. 3) toll roads do not improve traffic flow and are discriminatory. States that OC residents do not commute to SD for work, so this project would be spending hundreds of millions to provide greater access to leisure opportunities and is not justified. There are too many planning agencies for traffic, and TCA is redundant. They should be dissolved, and traffic would be helped if SR-73 was free. TCA and Northern OC cities should not dictate what happens in San Clemente.
Jim Moore	The traffic problem in South OC needs to be alleviated. It was disclosed to people who purchased homes in South OC that it someday might be a toll road. SR-73 and SR-133 are helpful, so residents should be open-minded. 14,000 homes and cars have to go somewhere and we need better ways to commute.
Thomas Larch	Expresses concern that alternatives run through the open spaces. Expresses concern for traffic gridlock in south Orange County.
Dirk Clinton	Expresses concern about design of alternatives, and states opposition to Alternative 9.
Dan Stewart	Expresses concern that Alternative 17 would destroy the property values of commenter's house and community. Expresses concern that a toll road extension will not relieve any congestion. States that Alternatives 22 and 14 would be the least disruptive to the San Clemente aesthetic and communities as it directs traffic around to the south. States that alternatives 23 a/b/c/d would be viable options, compared to routing traffic through residential communities. Expresses concern that alternatives would disrupt open space surrounding the community. The process is unnecessary and a poor use of money. It would destroy established communities unnecessarily. Traffic on the proposed SR-241 extension would create a bottleneck on I-5.
Maryann Comes	Expresses support for No Build Alternative.

**1.7 OTHER RELATED CORRESPONDENCE**

In addition to comments received from agencies, interest groups, and the public providing input during the formal scoping period, other correspondence related to the Project is included in Appendix V. Although these comments were not submitted through the formal channels established for scoping process (e.g., providing comments in person at scoping meetings, emailing comments to [scoping@SCTRE.org](mailto:scoping@SCTRE.org), or mailing comments to Caltrans District 12) and are not comments on the NOP, NOI, other materials, or related to the breadth and scope of issues to be evaluated in the EIR/EIS, they are relevant to the Project and the process, and as such, have been included in this report. Table 1.10 lists additional relevant correspondence.

**Table 1.10: Other Related Correspondence**

<b>Commenter</b>	<b>Summary of Comment</b>
Patricia Bates, William P. Brough (November 21, 2019)	Addresses California Department of Transportation Director Omishakin to suggest a 90-day scoping period in order to provide more opportunity for the public to engage and increase transparency. Also requested for the email comments for the Project to be collected through a Caltrans’ domain rather than the current process in which TCA is the first recipient of the information.
Patricia Bates, William P. Brough (February 7, 2020)	Addresses California State Transportation Agency Secretary Kim to request immediate action to suspend the environmental review activities taking place for the SCTRE Alternatives and to convene Caltrans and OCTA to discuss how to proceed with transportation planning efforts within South Orange County.  Identifies a departure from statutorily designated roles and responsibilities as they pertain to projects on the interstate highway system, resulting in an unnecessary duplication of efforts and public confusion on the parts of Caltrans and TCA. Suggests OCTA as the correct transportation planning agency lead the effort.

**1.8 NEXT STEPS**

This report summarizes the activities undertaken during the formal CEQA/NEPA scoping process. Following the closure of the public scoping period, an alternatives screening analysis was performed in order to evaluate the preliminary feasibility of the current range of alternatives. The full alternatives screening analysis is provided in Section 2 below.



**Table 1.1: NOP/NOI Comment Summary**

Agency and/or Commenter Name	Summary of Comments
<b>Federal Agencies</b>	
U.S. Geologic Survey (USGS) (J. Michael Norris)	USGS has no comment at this time.
US DOE, Office of Energy Management (Yardena Mansoor)	OEM declines participating agency status.
US DOE, Federal Energy Regulatory Commission (Heather Campbell)	FERC declines participating agency status.
US EPA, Region 9 (Clifton Meek)	EPA requested KMZ files of the alternatives. EPA accepts invitation to become cooperating agency under 23 USC 139. EIS should be clear if and how multiple/suite of alternatives may be implemented; fits within regional vision of managed lanes, relates to settlement agreement. Recommends that multi-use corridor be evaluated and all modes prioritized equally. Recommends environmental design and energy efficiency be incorporated into construction and maintenance. Concerns regarding nearby aquatic resources. Potential impacts to San Juan Creek/San Mateo Creek in particular. Concerns regarding intermittent/ephemeral drainages potentially impacted. Must clearly demonstrate the alternative is the LEDPA. Suggests initiating the NEPA/404 process. Waters assessment should be appropriate scope and detail to provide decision makers with adequate information. Must explore on site alternatives to avoid/minimize impacts to specific waters. Special status wildlife impacts should be evaluated and coordination to avoid/minimize impacts should be performed. Concerns about air quality impacts and region's nonattainment status. Cumulative impact assessment should be thorough. Concerns on growth impacts and induced travel analysis. EIS should include analysis of impacts to environmental justice populations.
Advisory Council on Historic Preservation (Sarah Stokely)	ACHP does not participate in NEPA reviews and declines participating agency status under 23 USC 139. Caltrans obligated to notify ACHP of an adverse effect pursuant to Section 106 PA; provided information regarding that process.
DHS FEMA Region 9 (Alessandro Amaglio)	The project lays within the boundaries of communities who are participant in the National Flood Insurance Program. Development must not increase base flood elevation levels. Many local communities have their own floodplain management building requirements that must be adhered to.
NOAA Marine Fisheries (Jessica Adams)	Expresses thanks for providing notice to NMFS. NMFS expects endangered southern California steelhead to be present within the study area. Fish passage should be incorporated into the study and any fish passage barriers within the action area should be remediated as per SB-857. NMFS requests to review the draft EIR/EIS once developed and would like to coordinate with Caltrans during the design process.
FEMA Region 9 (Gregor Blackburn, CFM, Branch Chief)	Summarizes Base Flood Elevation level requirement for buildings constructed in a floodplain. States that development must not increase base flood elevation levels and that hydrologic and hydraulic analyses must be performed prior to the start of development. Outlines requirements for buildings constructed within coastal high hazard area. Outlines what is needed for development that changes existing Special Flood Hazard Areas/FIRM revisions. Contact local community floodplain manager for NFIP participating communities that have adopted requirements that are more restrictive than federal standards.
USFWS, Regions 8 and 10 (John Garn (on behalf of Jonathan D. Snyder))	Accepts participating agency status per 23 USC 139.
USFWS (Jonathan D. Snyder)	Declined cooperating agency status under 23 USC 139, but accepted participating agency status.

<b>Agency and/or Commenter Name</b>	<b>Summary of Comments</b>
USFWS, Regions 8 and 10 (Scott Sobiech c/o John Garn)	The project has the potential to impact the habitat reserve established for the Orange County Southern Subregion Habitat Conservation Plan (Southern Subregion HCP). USFWS issued permits to local agencies to implement the HCP. The project impacts existing mitigation areas and unmitigable impacts to these areas should be addressed to ensure that the reserves continue to function as designated. If the project does impact the habitat reserve for the HCP, the habitat reserve should be made whole, both in acreage and function. Road infrastructure projects can result in habitat fragmentation and other ecological impacts, and cause noise, lighting, hydrology, and wildfire impacts, as well as creating barriers to movement and introducing nonnative vegetation. Recommends that the DEIS include detailed information on the number and distribution of federally listed species, as well as aerial photographs, mapping, and tables to summarize such information.
NOAA/NMFS (Anthony Spina)	NMFS expects endangered southern California steelhead to be present within the study area. Fish passage should be incorporated into the study.
U.S. Coast Guard (Carl T Hausner)	USCG reviewed the preliminary scoping report and determined that no portion of the project involves proposed bridges over navigable waters of the United States (33 CFR 2.36). The project does not require Coast Guard involvement for bridge permitting purposes.
USACE (Mark D. Cohen)	Corps accepts invitation to be a cooperating agency on development of the EIS. Corps will provide input on permitting timetable, purpose and need, alternatives, jurisdictional determination, review compensatory mitigation proposals, etc. If project receives federal funds and results in 5+ acres of impacts, NEPA/404 process applies. Suggests to find ways to avoid/minimize adverse impacts on aquatic environment.
DOI Bureau of Reclamation (John E. Simes, Jr)	Declines participating agency status under 23 USC 139.
U.S. Bureau of Economic Analysis (Brian C. Moyer)	Declines invitation to be participating agency under 23 USC 139.
<b>State Agencies</b>	
CA Dept. of Housing and Community Development (Mindi Galli)	Declines participating agency status under 23 USC 139.
CA Coastal Commission (Zach Rehm)	States that the California Coastal Commission accepts the invitation to join as Participating Agency. Concerned that I-5 bisects coastal resources and environmentally sensitive habitats within South Orange County. Feels that future transportation improvements occurring within the Coastal Zone should preserve the natural environment to the greatest extent possible. States that Alternatives 14, 17, and 22 should be reviewed to ensure that they exist outside of the avoidance area and Coastal Zone. Feels that the EIR should identify the Coastal Zone boundary in relation to the region. States that Alternatives 11, 12, 21, and 23 would include segments within the Coastal Zone, and that in order to avoid impacts the biological resources, the EIR should analyze alternatives that do not require paving habitat areas or open space. Suggests that public transit options should be considered as part of the project. States that the project should consider the future impacts due to both local and global sea level rise. States that the EIR should also identify adaptation measures to avoid adverse impacts to coastal resources, enhance public access to the coast, avoid the need for shoreline armoring, and minimize the placement of infrastructure within potentially hazardous conditions. States that Alternatives 11, 12, 21, and 23, involve expansion within low-lying areas that could be subject to coastal flooding and erosion. States that the EIR should evaluate transportation improvements for consistency with policies in the Coastal Act, and that there should be an analysis of how the alternatives will maximize access to the coast and include options for alternative modes of transportation throughout the region. States

Agency and/or Commenter Name	Summary of Comments
	that the EIR should consider the extent to which various transportation alternatives will encourage either the concentration of development or encourage development sprawl. States that each alternative should be analyzed to consider greenhouse gas emissions targets, particularly in relation to improved transit and non-motorized transportation options. States the Coastal Commission staff recommends Caltrans to analyze alternatives that do not include new highway building or widening, and suggests that other potential alternatives could include conversion of general purpose lanes to high-occupancy/toll lanes or provide incentives to carpool or travel off-peak hours. States that complementary improvements, such as restoration of biological resources, should be provided in tandem with the project.
CA Coastal Conservancy (Megan Cooper)	Accepted participating agency status and provided updated contact information.
CA DTSC (Dave Kerezis)	Requested change in contact, provided phone number, mailing address, and email.
NAHC (Andrew Green)	Describes the applicability of AB 52 and SB 18 under CEQA and makes note that the tribal consultation requirements of Section 106 of the NHPA under NEPA may apply. Provides a detailed overview of the specific additional requirements of AB 52 under CEQA. Main topics include: 1) 14 day period to provide NOC of an application/decision to undertake a project; 2) Begin consultation within 30 days of receiving a Tribe's request for consultation before releasing the CEQA document; 3) Mandatory topics of consultation if requested by a Tribe; 4) Discretionary topics of consultation; 5) Confidentiality of information submitted by a Tribe during the environmental review process; 6) Discussion of impacts to tribal cultural resources in the environmental document; 7) Conclusion of consultation; 8) Recommending mitigation measures agreed upon in consultation in the environmental document; 9) Required consideration of feasible mitigation; 10) Examples of mitigation measures that, if feasible, may be considered to avoid or minimize significant adverse impacts to tribal cultural resources; and, 11) Prerequisites for certifying an EIR or adopting a MND or ND with a significant impact on an identified tribal cultural resources. Also provides a link to obtain the NAHC's presentation called ""Tribal Consultation Under AB 52: Requirements and Best Practices." Provides an overview of SB 18 and its applicability. Describes SB 18 provisions which include: 1) Tribal Consultation; 2) No statutory time limit on SB 18 tribal consultation; 3) Confidentiality; and, 4) Conclusion of SB 18 tribal consultation. Concludes by noting that neither AB 52 and SB 18 precludes agencies from initiating tribal consultation with traditionally and culturally affiliated tribes within their jurisdictions before timeframes provided in these bills. Provides recommendations/actions for cultural resources assessments to adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources. First Action: contract the appropriate regional CHRIS center for a records search. Second Action: If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. Third Action: Contact the NAHC for a Sacred Lands File Search and a Native American Tribal Consultation List. Fourth Action: Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
State Clearinghouse (Scott Morgan)	Copy of distribution letter provided by SCH, NOC, and NOP distribution list.
CA Health and Human Services Agency (Tran Duong/Gabriel Ravel)	CHHS declines participating agency status. CHHS suggests including a local public health stakeholder in the process, such as the Los Angeles County Department of Public Health and its PLACE Program, and Southern California Public Health Association.
CA Health and Human Services Agency (Gabriel Ravel)	Declines participating agency status under 23 USC 139.

Agency and/or Commenter Name	Summary of Comments
CARB (Jennifer Gress)	Accepts participating agency status under 23 USC 139 and identifies contacts for coordination efforts.
CA State Parks (Riley Pratt)	Accepts participating agency status under 23 USC 139.
CDFW (Ed Pert)	Accepts participating agency status under 23 USC 139.
CDFW (Gail Sevrens)	<p>Many of the Build Alternatives could impact wildlife connectivity and specifically species of special concern (SSC) such as red-diamond rattlesnake, California glossy snake, two-striped garter snake, coast horned lizard, southern California legless lizard, western spadefoot, arroyo toad, arroyo toad (also federally endangered), western pond turtle, and CDFW watch list species such as the orange-throated whiptail. CDFW recommends that the DEIR include an analysis of the potential affects that a new road would have on wildlife crossing and habitat fragmentation resulting from each Build Alternative. The DEIR should utilize the Essential Habitat Connectivity analysis and suggested guidance texts. The DEIR should evaluate the project's effects on HCP designated wildlife corridors and habitat linkages. Many of the Build Alternatives impact sensitive species and communities. The project area and 300 feet beyond each of the alternatives should be evaluated for suitable habitat. The DEIR should include a habitat assessment and analysis of the project's potential impacts to the species. Protocol surveys should be conducted and adequate mitigation employed. Project features cannot create a barrier to fish passage. Many of the alternatives cross with San Juan Creek and other tributaries that provide habitat to T&amp;E species. The DEIR should include an analysis of all major steam crossings in the context of fish passage and SB 857. Many Build Alternatives would have potential impacts related to the Southern Orange County Subregional Habitat Conservation Plan. Many of the build alternatives would impact areas identified as open space in the HCP. The DEIR needs to evaluate the existing protections for these conserved areas and describe mitigation for loss of habitat. The Build Alternatives have the potential to impact aquatic, riparian, and wetland resources. The DEIR should provide a complete assessment of the flora and fauna within and adjacent to each alternative, including staging/construction areas. Adverse impacts to a species protected by CESA are significant without mitigation. If the project or construction would result in take of a T&amp;E species, or a candidate species, the project should seek authorization under CESA prior to implementation. Adverse impacts from lighting, noise, human activity, exotic species, drainages, and areas open space should be included. A cumulative analysis under CEQA should be developed. The DEIR must include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats.</p>
CHP (Warren Stanley)	CHP accepts invitation to become participating agency per 23 USC 139.
<b>Regional Agencies</b>	
OCTA (Kurt Brotcke/Shae De Kruyf)	<p>Expresses concerns with how SCTRE was developed and the direction it is heading, but most of the concerns could be addressed through sufficient planning-level analysis. Caltrans should partner with OCTA and other stakeholders on a technical system-level study of south Orange County multimodal transportation needs and improvements. A new multi-modal plan for south Orange County must precede the project PA/ED phase for any other project-level studies related to the SCTRE. The SCTRE is not part of the transportation system vision. The SCTRE lacks justification. The SCTRE conflicts with recent and planned investments. The SCTRE is being developed at-risk. If Caltrans continues PA/ED work, it will be viewed by OCTA as an attempt to justify the SCTRE project through large and unjustified expenditures, rather than data-driven planning and stakeholder consensus-building. Suggests that Caltrans halt all PA/ED work and partner with OCTA and other south Orange County stakeholders to build on the SOCMIS through a multi-modal transportation study. If PA/ED proceeds, a) Caltrans would be expected to receive a formal statement from FHWA determining if the SCTRE is in a "high-risk" category as it relates to NEPA assignment, b) eliminate from further consideration alternatives that later the design and/or operation of voter-approved local sales tax measure freeway projects that are within their designated 20-year useful life, c) eliminate from</p>

Agency and/or Commenter Name	Summary of Comments
	further consideration alternatives that do not address the stated need for "redundant north-south capacity", d) eliminate from further consideration alternatives that are inconsistent with locally approved circulation elements and/or the MPAH, e) defer environmental analysis of alternatives that propose extending locally controlled facilities to the appropriate local jurisdictions, f) include a non-capacity expanding alternative that considers with policies and objectives stated in the Caltrans Strategic Management Plan, g) follow all relevant state and federal guidance to ensure a transparent process, h) conduct public outreach as required, and as extensively as needed, to ensure public stakeholders understand the issues and have adequate opportunities for input.
OCTA (Dan Phu)	Accepts participating agency status. Believes action taken by agency is premature and lacks foundation for system planning in south OC. There should have been a thorough regional planning process that preceded the environmental phase of the project. OCTA would like to be included in all meetings, plan reviews, and discussion of project.
SCAQMD (Lijin Sun)	Requests that a copy of EIR/EIS, and all technical studies related to air quality, health risk, and greenhouse gas analysis, is sent to SCAQMD upon public release. States that without receiving documents in a timely manner, additional time for review beyond the comment period may be needed. Recommends the lead agency use CALEEMod land use emissions software be used. Recommends that the lead agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds. Recommends that localized air quality impacts are calculated and compared to localized significance thresholds, and that the lead agency performs a localized analysis. Requests that the lead agency identifies potential adverse air quality impacts that could occur from all phases of the proposed project. Recommends that the lead agency identifies overlapping construction phases, quantifies the emissions, and compares them to South Coast AQMD air quality CEQA significance thresholds. Recommends that the lead agency uses best efforts to quantify and disclose potential adverse air quality impacts from incremental increase in VMT. Recommends that the lead agency uses its best efforts to identify overlapping years of construction and operational activities. Recommends that the lead agency performs a mobile source health risk assessment, and that an analysis of all toxic air contaminant impacts should be included. Provides guidance on siting incompatible land uses. Provides suggested mitigation measures. States that the discussion of a reasonable range of potentially feasible alternatives, including a no project alternative, is intended to foster informed decision making and public participation. States that if implementation of the project requires a permit, SCAQMD should be identified as a responsible agency. Provides information on SCAQMD data sources. States that SCAQMD staff are available to work with the lead agency regarding project's air quality and health risk impacts.
<b>County Agencies</b>	
OC Public Works (Nardy Khan)	Accepts participating agency status under 23 USC 139 and provides contact information for coordination efforts. Alternative 9 should fully analyze the proposed new intersections at Antonio and Ortega Highway. The study of Alternative 13 should include an analysis of the impacts of conversion of a free facility to a tolled facility to understand the impacts to parallel facilities and existing communities. Proposed new intersections should be fully analyzed. Alternative 14 would convert a recently completed facility from a nontolled facility to a tolled facility. The effects of this conversion should be fully analyzed. Alternative 17 would involve significant policy and legislative actions to convert a non-tolled facility to a tolled facility. The County must be involved in decisions affecting existing County Rights of Way. Alternative 18 would extend SR-73 and the impacts at proposed new intersections should be fully analyzed. Alternative 21 should be fully analyze the impacts at proposed new intersections and the impacts to Stallion Ridge Road and San Juan Hills High School. For Alternative 22,

Agency and/or Commenter Name	Summary of Comments
	<p>significant coordination would take place with the County is the area is County owned. Regional impacts using the Orange County Transportation Analysis Model should be employed. Alternative 14 runs through an existing landfilling area. Construction of Alternative 14 would require millions of dollars of construction and significant coordination with multiple regulators. This Alternative may impact Environmental Mitigation and Conservation Easement areas south of the landfill. It would require significant geotechnical remediation due to the nature of soils and rock in the area. OCWR would like to be involved in the development of Alternative 21 due to its proximity to PDL. The analysis of Alternative 22 should analyze impacts to the airspace capacity of PDL and impacts to OCWR mitigation areas and an OCWR supplemental open space conservation easement. Coordination with USFWS may also be required. There are various Orange County Flood Control District flood control facilities within the limited of the proposed alternatives. Impacts to OCFCD facilities should be identified and appropriately mitigated in consultation with OC Public Works. Adequacy of existing facilities should be analyzed and conditions should not be worsened because of the project. Work done within OCFCD's right-of-way for flood control facilities should be conducted so as not to impact a channel's conveyance, capacity, structural integrity, hydraulic flow, access and maintainability. Any work within a FEMA special flood hazard area or 100-year floodplain should be coordinated with the floodplain manager for the respective jurisdictions. The County anticipates significant future coordination with Caltrans on any of the selected alternatives.</p>
Orange County Department of Parks and Recreation (Eric Hull)	Accepts participating agency status under 23 USC 139.
County of San Diego Department of Public Works (Richard Y Chin)	Accepts participating agency status under 23 USC 139.
<b>City Agencies</b>	
City of Rancho Santa Margarita (Brendan Dugan)	Accepts participating agency status under 23 USC 139 and provides contact information.
City of Mission Viejo (Mark Chagnon)	Accepts participating agency status under 23 USC 139.
City of Mission Viejo (Renata Winter/Dennis Wilberg)	Supports project, but requests that Alternatives 9 and 18 be removed from consideration due to high costs and little traffic relief.
City of San Clemente (City c/o BBK)	<p>NOP does not provide legally adequate project description, only alternatives. Objectives contrived to support alternatives. NOP legally inadequate as project location not specified. NOP internally inconsistent. City opposes any alternative that would connect 241 to 5 through City boundaries (11, 12, 14, 17, 21). TCA/CT do not have authority to construct 241 extension in San Clemente, alts should be removed from consideration. Should disclose modeling assumptions utilized. Should consider key transportation planning strategies (eliminating tolls on roadways and dynamic pricing). Ability to analyze impacts impeded by lack of project location. Project size indicates all CEQA checklist resources would be affected. EIR/EIS should analyze aesthetics. EIR/EIS Should analyze air quality. EIR/EIS should analyze biological resources, specifically wildlife movement and sensitive resources in the project area. EIR/EIS should analyze greenhouse gas emissions. EIR/EIS should analyze land use and planning. EIR/EIS should analyze noise impacts to residents. EIR/EIS should analyze transportation, specifically VMT, and weekday non-peak hour trips.</p>
City of San Juan Capistrano (Ben Siegel)	Accepts participating agency status under 23 USC 139.
City of San Juan Capistrano (Steve May)	City opposes alts 13, 17, 9, 18 due to impacts and poor performance. Supportive of lower Ortega widening project; should be accelerated independent of SCTRE project.

Agency and/or Commenter Name	Summary of Comments
City of Lake Forest (Debra Rose)	Accepts participating agency status under 23 USC 139 and provides contact information for coordination efforts.
City of Dana Point (Matthew Sinacori)	By agreeing to be participating agency under 23 USC 139 the city does not imply they are in support of project. City has serious concerns and objects to the majority of alignments proposed, with the exception of Alternative 22 which warrants further study. Feels that all alternatives except for 22 would increase congestion within Dana Point.
City of Irvine (Marika Poynter/Melissa Dugan)	Accepts participating agency status and identifies Melissa Dugan as contact for PA.
City of Irvine (Marika Poynter)	Additional information on projects not identified as being advanced or implemented in the Preliminary Scoping Report should be provided. The City of Irvine should be included in the process as the alternatives are evaluated.
City of Irvine (David Steinkraus)	City staff commented that the PSR stated that alternatives not advanced after the screening phase due to being advanced or implemented by other agencies be described in more detail. City staff requests that the City be included in the process as alternatives are further evaluated and requests that City of Irvine performance criteria for traffic conditions be used for study area locations within Irvine.
City of Laguna Woods (City c/o Rutan & Tucker)	Accepted invitation to become participating agency per 23 USC 139. SCTRE is not defined project, just list of alternatives; impossible to understand what is being proposed. Concern that this error will be carried into EIR/EIS (incomplete project description). Range of alternatives cannot be a stable proposed project, should reissue NOP after determining what is proposed. Information about alternatives not enough for agencies/public to provide meaningful comments. Need to identify proposed project and alternatives for analysis and define accurate, stable finite project description. NOP has internal inconsistency. Project fact sheet fails to provide full descriptions of alternatives. NOP indicates that tolling decisions will be deferred and therefore alternatives are not accurate/stable. Caltrans and EIR/EIS should be transparent about purpose/objective of project to provide toll facilities or conversion of lanes to toll lanes. EIR/EIS needs to be clear whether or not raising revenues for TCA has been factor used in screening of alternatives. Will non-toll alternatives be evaluated in EIR/EIS? Would be appropriate given stated objectives. Will Caltrans include alternatives that reduce congestion on I-5 by adding capacity elsewhere? Screening of alternatives should complement planned projects, not cause taxpayers to pay twice for improvements, necessary to address identified system need. Key cumulative projects that should be complemented include planned improvements on I-5. Conflicts between Measure M funded projects in vicinity of Laguna Woods and Alts 11 and 12. EIR/EIS should include objective that specifies SCTRE cannot repurpose facilities paid for via Measure M as toll lanes. Alternatives should be necessary, recent information suggests that need for further improvements on I-5 may not be necessary; should be taken into account in evaluating need for alts 11/12. Caltrans Managed Lanes study did not find HOV lanes between 5/405 and 73 to be degraded; should be taken into account in evaluating need for alts 11/12. Alts 11/12 not consistent with 2016-2040 RTP/SCS; should be taken into account in evaluating need for alts 11/12. OCTA concerned about traffic study methodology used to establish purpose and need; no alternatives that involve construction on I-5 should be included if consensus between agencies not reached. Project features are mitigation and should be included as such in EIR. EIR must specify significance thresholds and include CEQA summary table. AQ analysis should address SCAQMD pollutants, MSATs, include HRA. EIR/EIS should include photo simulations to evaluate visual impacts. EIR/EIS must evaluate consistency with General Plans. EIR/EIS must disclose right of way impacts taking into account services for senior citizens. Impacts to Avenida de la Carlota and Via Puerta must be assessed. EIR/EIS should address exceedances of Noise Abatement Criteria and significance under CEQA; soundwall feasibility and how relates to impacts. Caltrans should use CEQA thresholds/noise standards of affected cities. Should address substantial increase (temp or permanent) in ambient noise levels in excess of

Agency and/or Commenter Name	Summary of Comments
	standards established by other agencies. EIR/EIS should include vibration impact analysis and disclose significance threshold. EIR/EIS should include VMT and LOS analysis for mainline, ramps, intersections and information on change in system performance. Traffic analysis should be based on current cumulative projects list. Traffic analysis should disclose changes in local roadway infrastructure and traffic engineers from each city should be consulted. Traffic analysis should include consistency of project with programs, plans, ordinances, and policies of General Plans, LRTP, Multimodal Transportation Plan, RTP/SCS, and MPAH.
City of Laguna Hills (David Chantarangsu)	Accepts participating agency status under 23 USC 139.
City of Laguna Niguel (Kathy Nguyen)	City accepts invitation to become a participating agency per 23 USC 139 and intends to comment in future and would like to contribute feedback for any bicycle or pedestrian components added under any of the build alternatives.
<b>Elected Officials</b>	
Dan Bane, Mayor Pro Tem - San Clemente City Council	The City of San Clemente believes that the SCRTE process is illegitimate and is subject to a lawsuit the City brought against Caltrans and TCA filed July 28, 2017, OCSC Case No. 30-2017-00934703-CU-PT-CXC. It is critical to the City's residents that the local needs be heard and addressed while TCA, in conjunction with Caltrans, review potential routes to extend SR-241. Since the beginning of this process, the City and its residents have opposed all proposal of the extension of SR-241 through San Clemente. At the November 13, 2019 Toll Road Town Hall Meeting, the community requested to extend the public comment period for the preliminary draft screening criteria to 90 days to ensure adequate time for public participation. The holidays provides difficulties for sufficient public participation. At the November 13, 2019 Toll Road Town Hall Meeting, the community felt that at the conclusion of the SCTRE scoping process, the program should be terminated as a significant amount of money has been wasted reviewing unrealistic alternatives with minimal mobility improvements. At the November 13, 2019 Toll Road Town Hall Meeting, the community supported the County of Orange's efforts to explore an acceptable alignment to the Los Patrones Parkway extension. A toll-free solution is San Clemente's locally preferred option that would be cost effective and provide significant mobility improvements to South Orange County. At the November 13, 2019 Toll Road Town Hall Meeting, the community requested to allow OCTA to be the lead agency in addressing any I-5 freeway or arterial enhancements, specifically the already identified single HOV lane in each direction from Avenida Pico to San Diego as originally approved in the 2008 South Orange County Major Investment Study and recent PSR-PDS prepared by OCTA.
Troy A. Bourne - San Juan Capistrano City Council	City firmly opposes Alternatives 9, 13, 17, and 18 as they would have a devastating impact on established San Juan Capistrano neighborhoods. These Alternatives do not meet the project's purpose and need and should not be considered viable alternatives. Eliminating them would eliminate anxiety in the community. City is supportive of Caltrans' Lower Ortega Highway Widening project.
Kathy Ward - San Clemente City Council/FETCA Board	Opposed to all options proposed as toll road not proven necessary by traffic counts, Foothill North not the same scenario (open space). TCA should not be involved in OCTA/Caltrans projects. Lack of transparency; Caltrans should remove selves from this process. East/west arterial solutions not in MPAH should be supported rather than toll road extension. Supports no build; TCA should halt effort.



<b>Agency and/or Commenter Name</b>	<b>Summary of Comments</b>
Senator Patricia Bates and Assemblyman William Brough	Mobility is critical but cannot support mobility improvements at cost of disrupting existing communities. Notice of Preparation does not provide for complete and stable project description. NOP is internally inconsistent; needs to indicate roles of agencies. Alts 9, 11, 12, 13, 14, 17, 21 are flawed and should be removed from consideration. Should analyze Alt 22 untolled. Should disclose modeling assumptions and evidence; industry standard of practice for weekend traffic model. Consider additional alternatives/key transportation planning strategies (eliminating tolls and dynamic pricing). EIR/EIS should analyze aesthetics, air quality, biological resources, GHG emissions, land use/planning, noise, transportation (VMT). Purpose could apply to any transportation project; no measure for assessing success/failure given. Project indicates lack of regional planning, fails to consider MPAH. TCA debt burden is concerning, development impact fees unaffordable. Need clear delineation of jurisdictions by agencies, concerns about development and direction of SCTRE project.
<b>School Districts</b>	
CUSD (Ryan Burris)	District has serious concerns about alternatives 6, 13, 14, 17, 21 (if Los Patrones converted to toll facility), and 22 (if Los Patrones is converted to toll facility) due to proximity to district schools. Impacted schools are Esencia, Capo Valley High, San Clemente High, San Juan High, Shorecliffs Middle, and Tesoro High. CEQA requires an alternative be defined as the proposed project, unlike NEPA. Should analyze air quality impacts and propose mitigation as schools and students are sensitive receptors. Should analyze hazards in context of DPM and consult with school district. Should analyze noise impacts as schools are sensitive receptors and propose mitigation. Impacts of traffic to/from impacted schools should be analyzed. Cumulative impacts should be evaluated and mitigation proposed.
CUSD (Clark Hampton)	District has serious concerns about alternatives 6, 13, 14, 17, 21 (if Los Patrones converted to toll facility), and 22 (if Los Patrones is converted to toll facility) due to proximity to district schools. Impacted schools are Esencia, Capo Valley High, San Clemente High, San Juan High, Shorecliffs Middle, and Tesoro High. CEQA requires an alternative be defined as the proposed project, unlike NEPA. Should analyze air quality impacts and propose mitigation as schools and students are sensitive receptors. Should analyze hazards in context of DPM and consult with school district. Should analyze noise impacts as schools are sensitive receptors and propose mitigation. Impacts of traffic to/from impacted schools should be analyzed. Cumulative impacts should be evaluated and mitigation proposed.
<b>Utility Providers</b>	
Santa Margarita Water District	Many of the SCTRE alternatives would impact existing SMWD facilities or planned future improvements. Please include SMWD in future documentation.
SoCal Gas	EIR should analyze impacts to SoCal Gas facilities, recommends documenting the process to identify facility locations, coordination with So Cal Gas if relocation or modification of utilities needed.
<b>Tribal Groups</b>	
Rincon Band of Luiseno Indians (Cheryl Madrigal)	Rincon does not have knowledge of cultural resources within or in close proximity to the proposed project sites. Tribal monitoring should occur during all ground-disturbing activities, as part of mitigation. Looks forward to opportunity to comment on DEIR.
San Pasqual Band of Mission Indians (Angelina Gutierrez on behalf of David L. Toler)	Tribe has determined that the project is not within the boundaries of the recognized San Pasqual Indian Reservation. Tribe will defer to the wishes of Tribes in closer proximity to the project area.
Agua Caliente Band of Cahuilla Indians (Arysa Gonzalez Romero)	The project is not located within the Tribe's Traditional Use Area. The Tribe will defer to other tribes in the area, and will not consult on this project further.

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## 2.0 ALTERNATIVES SCREENING

### 2.1 INTRODUCTION TO SCREENING

As described in Section 1 above, the formal environmental review process for SCTRE Project commenced with the formal scoping period on November 8, 2019, with the issuance of an NOP for an EIR for CEQA. The NOP was distributed to interested parties, elected officials, and agencies, and posted at the State Clearinghouse. The NOI to prepare an EIS under NEPA was published in the *Federal Register* on November 7, 2019.

During the scoping period, input was gathered from the public and stakeholders on the preliminary Purpose and Need for the Project, the suite of proposed alternatives, the environmental review process, and next steps in project development. The results of this input were analyzed and used to develop the screening criteria provided in this report and specific comments received are used to provide the substantiation for the rankings related to public opposition shown in Table ES.1 of the Executive Summary and described in Section 2.2.8 below. This screening analysis also provides quantitative comparisons of the potential environmental impacts of each build alternative. Potential impacts to land uses, known sites of environmental concern, right-of-way, and environmental justice communities are all based on preliminary engineering designs, which at this stage represent a worst-case scenario regarding the maximum disturbance limits. Potential impacts to these resources would likely be reduced through implementation of avoidance and minimization measures and refined engineering designs.

#### 2.1.1 Planning Process Related to Improvements on I-5

As described in Section 1.1.2, Project Alternatives, above, Build Alternatives 11, 12, 21, and 23a-d would provide improvements solely to the I-5 corridor. It is important to note that Caltrans District 12, in coordination with OCTA have ongoing managed lane studies and OCTA is currently revisiting the South Orange County Major Investment Study (SOCMIS) through the South Orange County Multimodal Transportation Study (SOCMTS). OCTA is also undertaking an Express Lanes Network Study. In addition to these current studies for future projects, several improvements on I-5 will be completed by OCTA through the Measure M funding program. In order to avoid redundancy and prioritize improvements along this corridor, alternatives related to improvements on I-5 should be analyzed further in system planning documents, such as SOCMTS, the Long-Range Transportation Plan, and the Regional Transportation Plan/Sustainable Communities Strategy. OCTA should work with stakeholders including TCA and Caltrans, to develop an updated system planning document where alternatives that include improvements solely to I-5 can be considered prior to any further project level studies. The need for such improvements will be defined as part of the SOCMTS.

### 2.2 ALTERNATIVES SCREENING CRITERIA

#### 2.2.1 Traffic and Transportation

The preliminary traffic analysis conducted for the Project utilized a design year of 2050 for operations, and included the following intersections and freeway mainline and ramps the AM and PM peak hours on a typical weekday:

- 
- I-5: All the mainline segments and ramp junctions between I-405 and Orange County/San Diego County line.
  - SR-241/Los Patrones Parkway: All the mainline segments, ramp junctions, and ramp terminal intersections between Oso Parkway and I-5.
  - Arterial roadway segments at selected locations were evaluated to understand daily traffic demand changes during a typical weekday.

In addition, weekend analysis was conducted at five mainline segments along I-5 during the Saturday (southbound) and Sunday (northbound) peak hours. Table 2.1, below, provides an overall summary of traffic and transportation measures for both weekday and weekend condition, including vehicle hours of delay (VHD) reduction, level of service (LOS) improvements, added capacity to address incidents and/or emergencies, and pedestrian/bicycle opportunities.

#### 2.2.1.1 Vehicle Hours of Delay

To capture the broader impact of the alternatives being considered, the study used VHD to measure how much delay drivers experience on a typical weekday. Although measured on a 24-hour basis, the vast majority of the delay would occur during peak commute hours. Table 2.2 below provides a graphic comparison of the VHD reduction benefit provided by each alternative. The percent change in VHD for I-5 and for All Roadways can be interpreted as the percent change in delay reduction that would be expected per driver. Table 2.3 below provides the percent change in VHD for each alternative.

#### 2.2.1.2 Level of Service

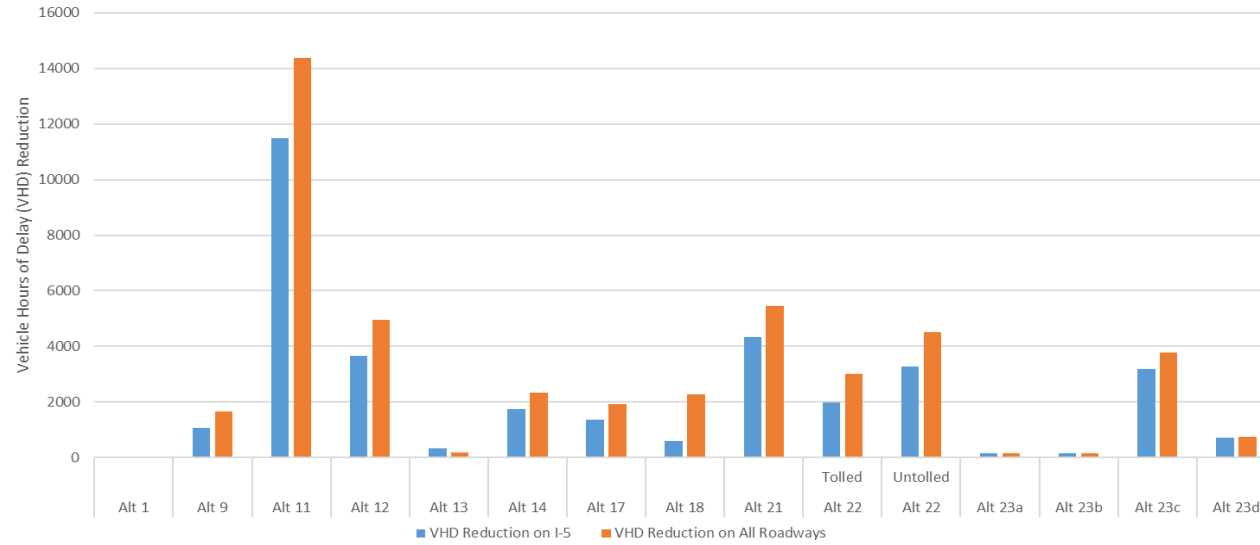
Caltrans does not have an adopted standard for measuring transportation performance over a broad area, as the only adopted standard is LOS, which measures the performance of a specific location (such as a ramp, intersection, or freeway segment). LOS is a quantitative measure of traffic operating conditions whereby a letter rating, from A (the best) to F (the worst), is assigned. These ratings represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. Such a measure is useful, but only if aggregated over the Study Area. Therefore, this study quantified the number of freeway locations that meet these conditions: (1) are projected to operate at worse than the Caltrans standard (LOS D); and (2) would realize at least one grade level improvement as a consequence of a project alternative. Freeway mainline and ramps were evaluated using Highway Capacity Software (HCS) equivalent spreadsheet, while the intersections were analyzed using the Synchro traffic operations software. A detailed discussion of the traffic methodology is provided in the TEPA (Attachment J to the PSR/PDS).

In addition, the traffic data for the Study Area show that volumes are approximately 30 percent higher on a weekend than weekday in the southern portion of the I-5 Study Area. The southern portion of the I-5 Study Area includes two locations: (1) Avenida Califa to Cristianitos Road and (2) Avenida Vista Hermosa to Avenida Pico. Moreover, the observed queues are significantly longer on weekends (southbound on Saturday and northbound on Sunday) than weekdays. Table 2.1, below, notes if an alternative would result in a change in the peak hour LOS from LOS E or F to LOS D or better at these two locations.

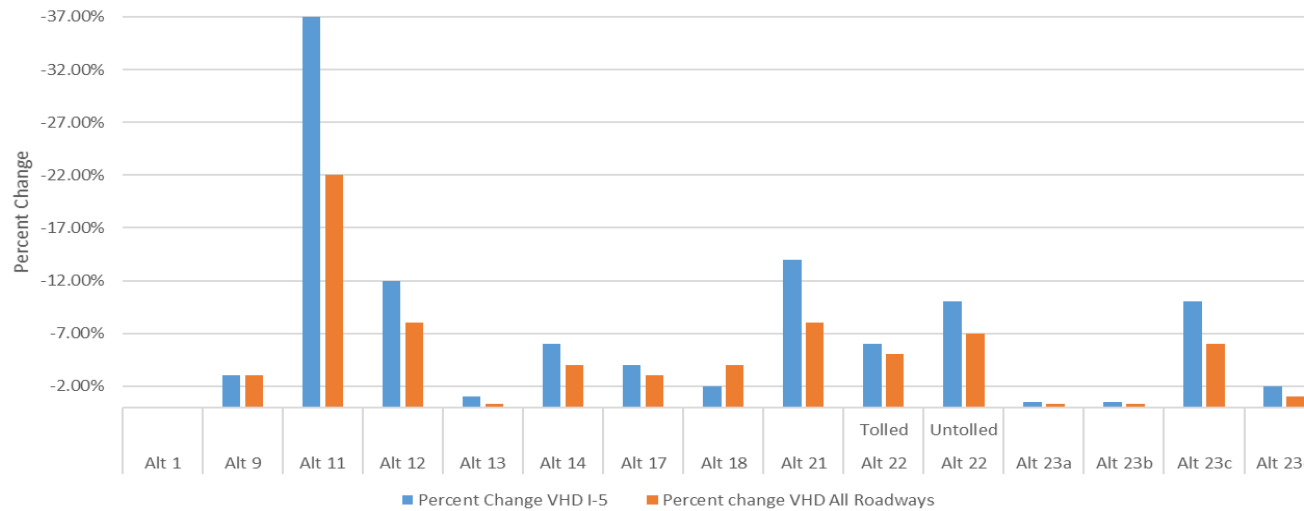
**Table 2.1: Traffic and Transportation Results**

Alternative	Description	Weekday		I-5 Locations Improved from LOS E to LOS D or better, or from LOS F to LOS E or better	Weekends Improved Peak Hour LOS from LOS E or F to LOS D or better at Two I-5 locations	Additional north-south capacity in case of incidents on I-5	Enhance pedestrian/bicycle opportunities	Provide additional north-south capacity in case of emergencies (fire, flood, other evacuations)
		Daily VHD Reduction						
		I-5	All Roadways					
<b>Alt 1 (No Build)</b>	Existing lane configurations and route adoptions for SR-241 and I-5	0	0	No	No	No	No	No
<b>Alt 9</b>	Connect Ortega Highway and Antonio Parkway to Avery Parkway and SR-73	-1,070	-1,670	7%	No	No	Partial	No
<b>Alt 11</b>	Add I-5 General-Purpose Lanes from I-405 to San Diego County	-11,480	-14,360	56%	Partial, 1 of 2	Partial	No	Yes
<b>Alt 12</b>	Add I-5 High-Occupancy/Toll (HOT) Lanes from I-405 to San Diego County	-3,670	-4,970	42%	Yes	Partial	No	Yes
<b>Alt 13</b>	Connect SR-241 to I-5 via Western Alignment (Local Connection at La Novia Avenue)	-340	-200	18%	Yes	Yes	Yes	Yes
<b>Alt 14</b>	Connect SR-241 to I-5 via La Pata Avenue Crossing (Local Connection at Avenida Pico)	-1,740	-2,350	30%	Yes	Yes	Yes	Yes
<b>Alt 17</b>	Connect SR-241 to I-5 via Shore Cliffs (Local Connection at Avenida Vaquero)	-1,370	-1,920	23%	Partial, 1 of 2	Yes	Yes	Yes
<b>Alt 18</b>	Connect SR-241 to SR-73 and Extend Crown Valley Parkway to SR-241	-610	-2,290	2%	No	No	Partial	No
<b>Alt 21</b>	Los Patrones Parkway Extension and I-5 High-Occupancy/Toll (HOT) Lanes	-4,330	-5,470	25%	Yes	Partial	Yes	Yes
<b>Alt 22 (Untolled)</b>	Los Patrones Parkway Extension – Untolled	-3,270	-4,520	11%	Partial, 1 of 2	Partial	Yes	Yes
<b>Alt 22 (Tolled)</b>	Los Patrones Parkway Extension – Tolled	-1,990	-3,000	5%	No	Partial	Yes	Yes
<b>Alt 23a</b>	One I-5 HOV Lane from Avenida Pico to San Diego County	-150	-170	6%	Partial, 1 of 2	Partial	No	Yes
<b>Alt 23b</b>	Two I-5 High-Occupancy/Toll (HOT) Lanes from Avenida Pico to San Diego County	-150	-170	6%	Partial, 1 of 2	Partial	No	Yes
<b>Alt 23c</b>	Two I-5 High-Occupancy/Toll (HOT) Lanes from SR-73 to San Diego County	-3,190	-3,780	27%	Yes	Partial	No	Yes
<b>Alt 23d</b>	One I-5 High-Occupancy/Toll (HOT) Lane from SR-73 to San Diego County	-720	-750	17%	Yes	Partial	No	Yes

**Table 2.2: Vehicle Hours of Delay Reduction Comparison of Alternatives**



**Table 2.3: Percent Change in Vehicle Hours of Delay Comparison of Alternatives**



### 2.2.1.3 Other Transportation Improvements

Other supporting transportation objectives of the SCTRE Project include: (1) provide additional north-south capacity in case of traffic incidents on I-5; (2) provide additional north-south capacity in case of emergencies; and (3) enhance multi-modal mobility opportunities. Providing additional north-south capacity includes additional lanes on I-5 or on north-south arterials in the Study Area. Traffic incidents include accidents or spills or other incidents that would require a temporary lane closure(s). Emergencies include fire, flood, or other evacuations not related to an incident on I-5. Multi-modal opportunities include new bicycle/pedestrian facilities and links to existing facilities. Table 2.1 notes if an alternative would achieve these supporting objectives. A “partial” value for additional north-south capacity in case of traffic incidents on I-5 indicates that either a lane would be added on I-5 or parallel capacity would be provided without a direct I-5 connection, as opposed to a “Yes” value, which indicates that parallel capacity with a direct I-5 connection would be provided.

### 2.2.1.4 Cost Per VHD Reduction (Cost Effectiveness)

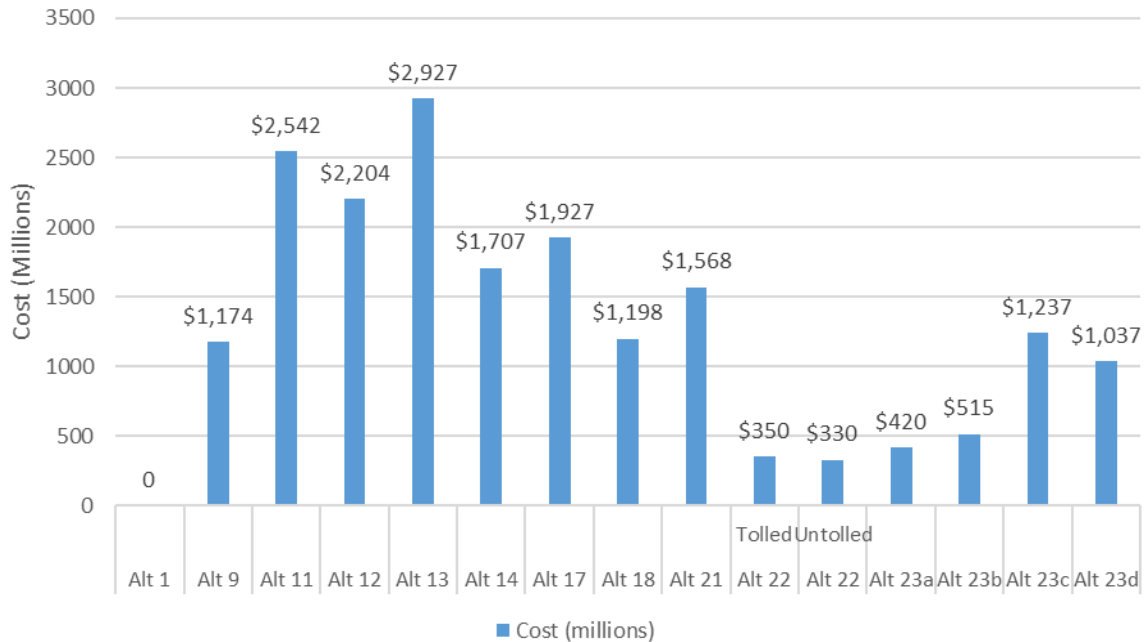
The approximate cost of each alternative compared to the overall traffic benefits received provides context for the overall cost effectiveness of the alternatives. The overall project cost was calculated as the sum of the approximate construction, support, and right-of-way costs, which are provided for each alternative in Table 2.4 below. Table 2.5 above provides a comparison of the vehicle hours of delay benefit received compared to the cost of each alternative.

The construction costs for each of the alternatives were determined by developing preliminary plans based upon Caltrans highway design standards for freeways. Preliminary plans including horizontal alignments, typical cross sections, preliminary grading limits, and preliminary limits for required right-of-way acquisitions. Based upon these preliminary plans, quantities were developed for earthwork, paving, bridges and areas required for rights-of-way, and then preliminary capital cost and rights-of-way cost estimates were prepared for each alternative.

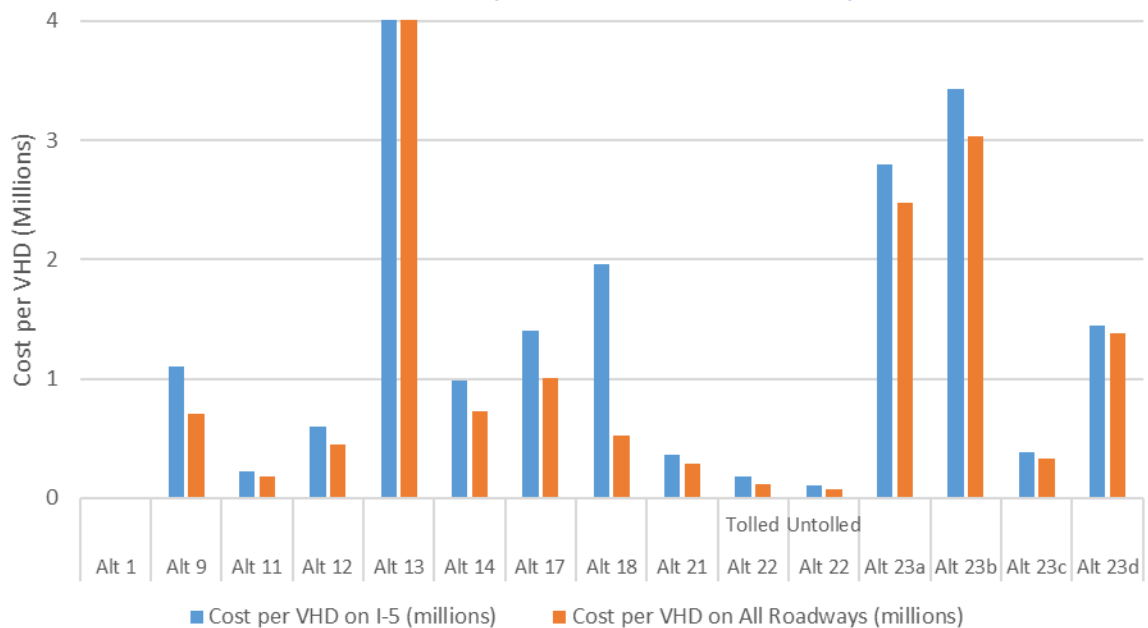
The support costs were determined by applying a percentage to the capital cost for a list of required project development activities including: Environmental Document and Project Report, project permitting, final design, Construction Engineering Management, right-of-way support and Caltrans’ support cost. The percentages used for each of these support cost categories are shown in the Project cost estimates, and collectively represent 32 percent. Hence the total estimated cost for each alternative is the sum of: capital cost, support cost (32 percent times capital cost), and right-of-way cost.

The right-of-way costs were determined based upon the preliminary plans that indicate the preliminary grading limits along with typical assumptions for the offset from the grading limit to the right-of-way line.

**Table 2.4: Total Cost of Alternatives**



**Table 2.5: Cost per Vehicle Hours of Delay**



VHD = vehicle hours of delay

At locations along existing roads such as alternatives that include widening along I-5, design features such as retaining walls were utilized in order to minimize impacts to parcels along the existing rights-of-way. At locations where alternatives traverse vacant land, the preliminary rights-of-way limits



were established with consideration of potential remedial grading (slope stability) and typical offsets to proposed rights-of-way limits of approximately 20 feet beyond the limits of grading. Assumptions used to establish grading limits, locations of proposed retaining walls, the potential for partial or full acquisition of affected right-of-way parcels was consistently applied to each alternative to provide a consistent basis for impacts.

### **2.2.2 Right-of-Way**

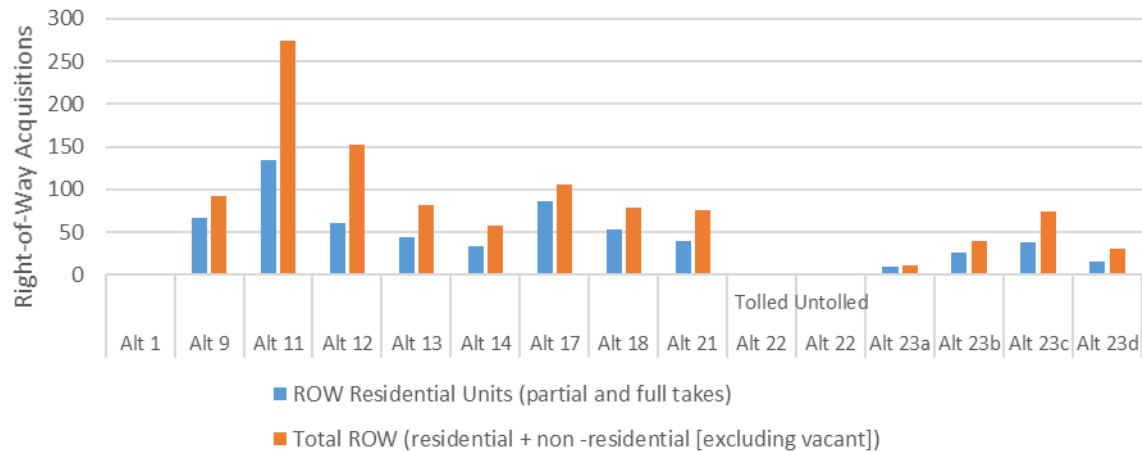
Based on the preliminary geometric alignments, some of the build alternatives would result in displacements and relocations within the disturbance limits as a result of partial and full right-of-way acquisitions required to build, operate, and maintain the proposed improvements. The number of existing residential, non-residential, and vacant parcels that would be impacted by each alternative was evaluated. Residential displacements are also broken down into single-family and multi-family designations. The number of acquisitions recorded is within the maximum disturbance limits currently defined for each build alternative. Table 2.6, below, provides a comparison of the acquisitions that may be required by each alternative. Table 2.7, below, provides a detailed breakdown of the partial and full acquisitions that may be required for each alternative. Due to the preliminary nature of this phase of engineering development, conservative assumptions were made to help ensure that the impacts would not increase in subsequent phases of more detailed design. However, engineering designs will continue to be refined throughout the PA/ED and final design processes, and opportunities to reduce potential impacts will be identified and implemented where feasible.

### **2.2.3 Environmental Justice Communities**

The goals of the screening for environmental justice communities are to identify areas where minority and low-income populations are located and determine if any minority or low-income populations could bear disproportionately high and adverse portions of the overall project impacts. These data include census tract information from the U.S. Census Bureau American Community Survey 5-Year 2013–2017 data.

This screening criteria is based on "Title VI of the Civil Rights Act of 1964" and related statutes which assure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations.

**Table 2.6: Right-of Way Impacts**



**Table 2.7: Potential Right-of-Way Impact Breakdown**

Acquisition	Alt 1	Alt 9	Alt 11	Alt 12	Alt 13	Alt 14	Alt 17	Alt 18	Alt 21	Alt 22	Alt 23a	Alt 23b	Alt 23c	Alt 23d
<b>Single Family Residential (SFR)</b>														
Full	0	59	85	49	26	22	70	51	25	0	8	20	26	12
Partial	0	8	12	6	12	5	14	2	9	0	1	6	7	2
<b>Total</b>	<b>0</b>	<b>67</b>	<b>97</b>	<b>55</b>	<b>38</b>	<b>27</b>	<b>84</b>	<b>53</b>	<b>34</b>	<b>0</b>	<b>9</b>	<b>26</b>	<b>33</b>	<b>16</b>
<b>Multi-Family Residential (MFR)</b>														
Full	0	0	27	5	5	0	1	0	5	0	0	0	5	0
Partial	0	0	10	1	1	7	1	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>
<b>Total Residential (SFR + MFR)</b>														
Full	0	59	112	54	31	22	71	51	30	0	8	20	31	15
Partial	0	8	22	7	13	12	15	2	9	0	1	6	7	1
<b>Total</b>	<b>0</b>	<b>67</b>	<b>134</b>	<b>61</b>	<b>44</b>	<b>34</b>	<b>86</b>	<b>53</b>	<b>39</b>	<b>0</b>	<b>9</b>	<b>26</b>	<b>38</b>	<b>16</b>
<b>Non-Residential<sup>1</sup></b>														
Full	0	8	35	23	16	11	8	8	9	0	1	6	10	3
Partial	0	17	106	68	22	13	11	17	28	0	1	8	26	12
<b>Total</b>	<b>0</b>	<b>25</b>	<b>141</b>	<b>91</b>	<b>38</b>	<b>24</b>	<b>19</b>	<b>25</b>	<b>37</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>36</b>	<b>15</b>
<b>Total Residential and Non-Residential</b>														
Full	0	67	147	77	47	33	79	59	39	0	9	26	41	18
Partial	0	25	128	75	35	25	26	19	37	0	2	14	33	15
<b>Total</b>	<b>0</b>	<b>92</b>	<b>275</b>	<b>152</b>	<b>82</b>	<b>58</b>	<b>105</b>	<b>78</b>	<b>76</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>74</b>	<b>31</b>
<b>Vacant Land<sup>2</sup></b>														
Full	0	12	13	7	44	8	48	12	1	0	0	2	2	1
Partial	0	32	7	6	28	35	21	48	16	17	3	5	5	3
<b>Total</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>13</b>	<b>72</b>	<b>43</b>	<b>69</b>	<b>60</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>4</b>

<sup>1</sup> Non-Residential land uses include commercial, industrial, institutional, or other similar land uses that are not residential but have some form of development.

<sup>2</sup> Vacant land uses include open space, recreation, landfill, or similar uses that are on undeveloped land.

MFR = multi-family residential

SFR = single-family residential

The percent of Hispanic/Latino populations, minority populations, and low-income populations for the census tracts within the disturbance limits of each alternative were compared with the percent of Hispanic/Latino populations, minority populations, and low-income populations in the County as a whole. Table 2.8 provides the number of census tracts within the disturbance limits of each alternative with the number of environmental justice communities that may be potentially impacted and a relative ranking of the degree of impact on a scale from low to high. Of the alternatives considered in this study, four alternatives, including the No Build Alternative, would have a low degree of impact on environmental justice communities, five would have a moderate degree of impact, and five would have a high degree of impact. It is important to note that the analysis presented in this report is intended to provide a preliminary evaluation of performance and potential impacts for each alternative. The alternatives recommended to be carried forward as a result of this analysis would undergo detailed technical analyses, such as a formal Community Impact Assessment, to provide a more refined and robust analysis of potential environmental impacts.

**Table 2.8: Potential Impacts to Environmental Justice Communities**

Alternative	Environmental Justice Community Indicators <sup>1</sup>			Ranking
	Hispanic/Latino	Minority	Low-Income	
<b>Alt 1 (No Build)</b>	0	0	0	Low
<b>Alt 9</b>	1	1	0	Low
<b>Alt 11</b>	5	5	5	High
<b>Alt 12</b>	3	3	4	High
<b>Alt 13</b>	1	1	3	Moderate
<b>Alt 14</b>	1	1	3	Moderate
<b>Alt 17</b>	1	1	3	Moderate
<b>Alt 18</b>	1	1	0	Low
<b>Alt 21</b>	3	3	4	High
<b>Alt 22 (Tolled/Untolled)</b>	0	0	0	Low
<b>Alt 23a</b>	1	1	2	Moderate
<b>Alt 23b</b>	1	1	3	Moderate
<b>Alt 23c</b>	3	3	4	High
<b>Alt 23d</b>	3	3	4	High

Source: U. S. Census Bureau American Community Survey (ACS) 5-Year 2013–2017 B03002 Minority By Census Tract and B17001 Poverty by Census Tract.

<sup>1</sup> The below poverty population provided in the ACS data is used as a proxy for the low-income population. The minority population includes both Hispanic/Latino populations as well as other racial minority groups by taking the inverse of the non-Hispanic, White only population provided in the ACS data.

### 2.2.4 Parks and Recreational Resources

Potential impacts to parks and recreational resources are important environmental considerations due to these resources protection under Section 4(f) of the U.S. Department of Transportation Act of 1966, which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, applies only to the U.S. Department of Transportation (USDOT) and is implemented by the FHWA and the Federal Transit Administration (FTA) through the

regulation 23 Code of Federal Regulations (CFR) 774.<sup>1</sup> Potential impacts to historic resources protected under Section 4(f) are discussed in further detail in Section 2.2.6 below.

Potential impacts to parks and recreational resources protected under Section 4(f) may occur from the build alternatives carried forward for further technical studies through use of the resources. The most common form of use is when land is permanently incorporated into a transportation facility. The second form of use is commonly referred to as temporary occupancy and results when Section 4(f) property, in whole or in part, is required for project construction-related activities. The third and final type of use is called constructive use. A constructive use involves no actual physical use of the Section 4(f) property via permanent incorporation of land or a temporary occupancy of land into a transportation facility. A constructive use occurs when the proximity impacts of a proposed project adjacent to, or nearby, a Section 4(f) property result in substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f). As a general matter, this means that the value of the resource, in terms of its Section 4(f) purpose and significance, will be meaningfully reduced or lost.

Before approving a project that uses Section 4(f) property, the FHWA must determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties and that the Project includes all possible planning to minimize harm to the Section 4(f) properties; or the FHWA makes a finding that the Project has a *de minimis* impact on the Section 4(f) property. Table 2.9 below lists the number of parks and recreational resources within the disturbance limits of each build alternative.

**Table 2.9: Potential Impacts to Parks and Recreational Resources**

Alternative	Parks and Recreation Resources Within the Disturbance Limits	Area (acres)
<b>Alt 1 (No Build)</b>	0	0
<b>Alt 9</b>	2	53.9
<b>Alt 11</b>	13	1.64
<b>Alt 12</b>	12	1.52
<b>Alt 13</b>	8	1.24
<b>Alt 14</b>	5	<b>1.51</b>
<b>Alt 17</b>	7	0.43
<b>Alt 18</b>	2	53.91
<b>Alt 21</b>	10	0.70
<b>Alt 22</b>	0	0
<b>Alt 23a</b>	0	0
<b>Alt 23b</b>	0	0
<b>Alt 23c</b>	4	0.22
<b>Alt 23d</b>	1	0.05

Source: County Orange General Plan (2005); OC Parks (County) and CPAD (California Protected Areas Database)

<sup>1</sup> Title 23 Code of Federal Regulations 774. Website: <https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=4d6e96ee8621f248ff93759fb1c8e4d6&rgn=div5&view=text&node=23:1.0.1.8.46&idno=23> (accessed January 2020).

## 2.2.5 Land Uses

### 2.2.5.1 Designated Critical Habitat

The purpose of this screening exercise is to determine which alternatives avoid or have minimal impact on Threatened, Endangered and Sensitive plant and animal species by identifying potential impacts to designated critical habitat. When a species is proposed for listing as endangered or threatened under the Endangered Species Act, the U.S. Fish and Wildlife Service (USFWS) may designate areas as “critical habitat” if it is believed to be essential to the species' conservation. A critical habitat designation does not necessarily restrict further development. Rather, this designation requires Federal agencies to ensure that actions they plan to undertake, fund, or authorize do not destroy or adversely modify that habitat. Impacts to critical habitat require consultation with USFWS and may increase the complexity of a build alternative due to permitting and mitigation requirements. The potential impacts to critical habitat for each of the alternatives were determined by overlaying the maximum disturbance limits of the build alternatives with areas of designated critical habitat using GIS analysis. The potential impacts to critical habitat are listed in Table 2.10 below. For potential impacts to federally-listed species and/or critical habitat, a Biological Assessment will be submitted to USFWS and Section 7 Consultation will be required. Through Section 7 Consultation, the USFWS will provide a Biological Opinion where terms and conditions will be provided to ensure that the proposed actions would not jeopardize the survival of the species.

**Table 2.10: Potential Impacts to Critical Habitat (acres)**

Critical Habitat	Alt 1	Alt 9	Alt 11	Alt 12	Alt 13	Alt 14	Alt 17	Alt 18	Alt 21	Alt 22	Alt 23a	Alt 23b	Alt 23c	Alt 23d
Arroyo Toad	0	0	5.2	5.2	24.8	38.4	19.1	0	22.3	68.8	0	0	2.2	1.4
Coastal California Gnatcatcher	0	0	9.2	9.2	332.8	190.1	257.2	0	9.6	0	0	0	3.2	2.3
Thread-leaved brodiaea	0	0	0	0	18.2	18.2	18.2	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>14.4</b>	<b>375.8</b>	<b>246.7</b>	<b>294.5</b>	<b>0</b>	<b>31.9</b>	<b>68.8</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>3.7</b>
<i>Ranking</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>	<i>High</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>

Source: U.S. Fish & Wildlife (2020).

Table 2.10 provides the results for the potential acreage of impacts to designated critical habitat within the disturbance limits of each alternative as well as a ranking of the degree of potential environmental impact on a scale from low to high. Alternatives were ranked low if they included a total potential impact acreage of 0 indicating no impacts would occur; were ranked moderate if the total was below 70 acres of potential impacts; and were ranked high if the alternative had the potential to impact 71 or more acres of designated critical habitat. Of the alternatives considered in this Study, five alternatives, including the No Build Alternative, would have a low degree of impact (indicating no impact) to designated critical habitat, six would have a moderate degree of impact, and three would have a high degree of impact.

### 2.2.5.2 Reserves, Preserves, Open Space, and Conservation Lands

The land uses discussed in this section include reserves, preserves, open space, and conservation lands. Potential impacts to these lands are important to discuss because this land may include a legal mechanism for protection. For example, if land was preserved part of a Natural Communities Conservation Plan, Habitat Conservation Plan, or as mitigation for another project’s environmental impacts, the potential cost of mitigation for impacts to this land may be higher than the cost mitigating impacts to lands without such designations. Impacts to these lands may also require additional coordination with regulatory agencies.

Of the alternatives considered in this study, five alternatives, including the No Build, would have no impact on reserve, preserve, open space, and/or conservation lands. See Table 2.11, below. Six alternatives would only impact land designated as open space (either Camino Ronda, Ladera Ranch, Regulatory Action, or Rancho Mission Viejo designations). Alternatives 9 and 18 would impact a small portion of the Avery O-Neill Trust (approximately 0.004 acre). Alternative 14 would also impact land within the Bellota Offsite Restoration Area (approximately 1.78 acres), conservation easements for the Forster Ranch development (approximately 45.7 acres of proposed conservation easement and approximately 41.9 acres of recorded conservation easement), and USACE drainage conservation easement (approximately 6.5 acres). Potential impacts to these land uses may require the establishment of potential conservation easements providing replacement reserve or preserve lands for any loss of these protected land uses, or other mitigation developed in coordination with the landowner, regulatory agencies, and lead agency.

**Table 2.11: Potential Impacts to Reserves, Preserves, Open Space and Conservation Lands**

Alternative	Open Space <sup>1</sup>	Reserve/Preserve Areas <sup>2</sup>	Conservation Easements <sup>3</sup>	Total
<b>Alt 1 (No Build)</b>	0	0	0	0
<b>Alt 9</b>	266.5	0.004	0	266.5
<b>Alt 11</b>	13.2	0	0	13.2
<b>Alt 12</b>	13.2	0	0	13.2
<b>Alt 13</b>	622.4	0	0	622.4
<b>Alt 14</b>	452.0	1.8	94.1	547.9
<b>Alt 17</b>	506.7	0	0	506.7
<b>Alt 18</b>	423.6	0.004	0	423.6
<b>Alt 21</b>	183.6	0	0	183.6
<b>Alt 22 (Tolled/Untolled)</b>	116.0	0	0	116.0
<b>Alt 23a</b>	0	0	0	0
<b>Alt 23b</b>	0	0	0	0
<b>Alt 23c</b>	0	0	0	0
<b>Alt 23d</b>	0	0	0	0

Source: CPAD; USFWS MSHCP; Orange County Southern Subregion HCP; and Rancho Mission Viejo Planning Areas; The Ranch Plan (2006); Ladera Ranch Plan (1995); Forster Ranch Specific Plan (1998); City of San Juan Capistrano (2019); The Reserve at Rancho Mission Viejo (2020).

<sup>1</sup> Open Space designations include lands designated Camino Ronda Open Space, Ladera Ranch Open Space, Regulatory Action Open Space, and Rancho Mission Viejo Open Space. This category is not reflective of individual Cities or the County of Orange General Plan land use designations.

<sup>2</sup> Reserve/Preserve Areas include the Avery O’Neill Trust and Bellota Off-Site Restoration Area.

<sup>3</sup> Conservation Easements include the Forster Ranch Conservation Easement and USACE Drainage Conservation Easement.

### 2.2.5.3 Farmlands/Timberlands

For environmental review purposes under CEQA, the categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land constitute 'agricultural land' (Public Resources Code Section 21060.1). The purpose of this screening exercise is to determine which alternatives would impact prime and unique farmlands or farmlands of importance under the Farmland Protection Policy Act.

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, and other agricultural crops. Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops. Designation of prime or unique farmland is made by the Natural Resources Conservation Service, under the U.S. Department of Agriculture. Table 2.12, below, provides a summary of the acres of designated farmland that would be impacted by the build alternatives.

**Table 2.12: Potential Impacts to Designated Farmland**

Alternative	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Importance	Total
<b>Alt 1 (No Build)</b>	0	0	0	0	<b>0</b>
<b>Alt 9</b>	0	16.0	0	0	<b>16.0</b>
<b>Alt 11</b>	0	0	0	1.7	<b>1.7</b>
<b>Alt 12</b>	0	0	0	1.7	<b>1.7</b>
<b>Alt 13</b>	0	0	0	1.7	<b>1.7</b>
<b>Alt 14</b>	0	0	0	1.7	<b>1.7</b>
<b>Alt 17</b>	0	0	0	1.7	<b>1.7</b>
<b>Alt 18</b>	6.9	17.1	12.6	0	<b>36.6</b>
<b>Alt 21</b>	0	0	0	1.7	<b>1.7</b>
<b>Alt 22 (Tolled/Untolled)</b>	0	0	0	0	<b>0</b>
<b>Alt 23a</b>	0	0	0	0	<b>0</b>
<b>Alt 23b</b>	0	0	0	1.1	<b>1.1</b>
<b>Alt 23c</b>	0	0	0	1.1	<b>1.1</b>
<b>Alt 23d</b>	0	0	0	0	<b>0</b>

Source: California Department of Conservation, Farmland Mapping and Monitoring Program. Orange County Important Farmland 2014; California Department of Conservation, Williamson Act Program, November 2010; County of Orange General Plan, 2012.

Of the alternatives considered in this study, four alternatives, including the No Build Alternative, would have no impact on agricultural lands. Eight alternatives would have relatively low impacts to Farmland of Local Importance (i.e., less than 2.0 acres). Alternative 9 would result in 16.0 acres of impacts to Unique Farmland and Alternative 18 would result in 36.6 acres of potential impacts to a combination of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance.

Potential impacts to designated farmland may require the establishment of potential farmland conservation easements providing replacement farmland in perpetuity for any loss of designated farmland, or other mitigation developed among the County Agricultural Commissioner in coordination with the lead agency.

## 2.2.6 Known Cultural Sites/Resources

A cultural resource record search conducted for the Study Area indicates that previous cultural resource studies (including survey, testing, monitoring, and overviews) cover nearly the entirety of the Study Area; however, the majority of the studies are more than 10 years old. Historic resources must be a minimum of 50 years old for eligibility for the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register). Therefore, historic resources may have been added to either the National Register or California Register since publication of these studies. Potential impacts to known cultural resources including historic and prehistoric sites may occur as a result of the build alternatives carried forward for further technical studies.

Table 2.13 provides the results for the number of known cultural resource sites located within the disturbance limits of each alternative as well as a ranking of the degree of potential environmental impact on a scale from low to high. Alternatives were ranked low if they included a total number of known sites between 0-40; moderate if the total was between 41-80; and high if the alternative had the potential to impact 81 or more known sites. Of the alternatives considered in the this study, seven alternatives, including the No Build, would have a low degree of impact from known hazardous waste sites, four would have a moderate degree of impact, and three would have a high degree of impact.

**Table 2.13: Potential Impacts to Known Cultural Resources**

Alternative	Cultural Resources Within the Disturbance Limits	Ranking
Alt 1 (No Build)	0	Low
Alt 9	64	Moderate
Alt 11	106	High
Alt 12	98	High
Alt 13	59	Moderate
Alt 14	45	Moderate
Alt 17	44	Moderate
Alt 18	58	Moderate
Alt 21	106	High
Alt 22 (Tolled/Untolled)	15	Low
Alt 23a	6	Low
Alt 23b	8	Low
Alt 23c	65	Moderate
Alt 23d	54	Moderate

Source: South Central Coastal Information Center (2017)

Due to the potential impacts to cultural resources from the build alternatives, it is anticipated that monitoring during construction may be necessary. Mitigation measures will be included in the environmental document during PA/ED to ensure the proper handling of buried resources, tribal cultural resources, and/or human remains and implementation of environmental commitments identified through the Section 106 process and Assembly Bill (AB) 52 consultation.



### 2.2.7 Known Hazardous Waste Sites

Potentially hazardous sites have been classified in this level of analysis as high-priority, medium-priority and low-priority. The evaluation is based the results of the Initial Site Assessment (2018) and subsequent research conducted by WSP, utilizing the guidance from the Federal Highway Administration (FHWA 1988; 1995; 1997) and the following resources: Certified Sanborn® Map Report, The EDR DataMap™ Environmental Atlas™, EnviroStor, GeoTracker, NRCS on-line soil surveys, National Pipeline Mapping System, University of California at Davis Soil Web, and NETROnline Historic Aerial Imagery. Following is a definition of each of these classifications. The table following shows the various sites being impacted by each alternative.

- The **high-priority sites** are classified as such because they could entail high remediation costs and can involve coordination with multiple regulatory agencies at both state and federal levels. These sites may involve soil and/or groundwater contamination requiring an extensive or long-term remediation effort to meet regulatory cleanup goals.
- The **medium-priority sites** are classified as such because due to the nature of operations, they have potential to impact soil and groundwater beneath the site. However, these sites are not currently listed as hazardous material release sites.
- The **low-priority sites** are classified as such because they either have been remediated, have been investigated and not found to need remediation, or are anticipated not to require large-scale remediation.

Table 2.14, below, provides the results for the number of high, medium, and low priority sites are located within the disturbance limits of each alternative as well as a ranking of the degree of potential environmental impact on a scale from low to high. . Alternatives were ranked low if they included a total number of known sites between 0-10; moderate if the total was between 11-20; and high if the alternative had the potential to impact 21 or more known sites. Of the alternatives considered in the this study, seven alternatives, including the No Build, would have a low degree of impact from known hazardous waste sites, four would have a moderate degree of impact, and three would have a high degree of impact. Of the alternatives that include high priority sites, Alternatives, 13, 14, 17, 21, and 22 would all have potential impacts to land within the boundaries of the Prima Deshecha Landfill.

**Table 2.14: Potential Impacts to Known Hazardous Waste Sites**

Alternative	Low Priority	Medium Priority	High Priority	Total	Ranking
Alt 1 (No Build)	0	0	0	0	Low
Alt 9	2	0	0	2	Low
Alt 11	18	11	3	32	High
Alt 12	14	7	3	24	High
Alt 13	27	7	1	35	High
Alt 14	10	6	1	17	Moderate
Alt 17	13	6	1	20	Moderate
Alt 18	3	0	0	3	Low
Alt 21	12	4	2	18	Moderate
Alt 22 (Tolled/Untolled)	0	0	1	1	Low
Alt 23a	2	0	0	2	Low
Alt 23b	1	1	0	2	Low
Alt 23c	8	4	0	12	Moderate
Alt 23d	5	2	0	7	Low

Source: WSP, Initial Site Assessment (2018).

### 2.2.8 Public Opposition

As described in Section 1.0 above, approximately 1,650 comments were received during the formal public scoping period. However, of these comments, some were received in duplicate. The scoping comments received were placed into spreadsheet and a filter was used to quantify this screening criteria. All comments were filtered to identify the number of comment letters received that mentioned opposition to a specific alternative were counted. In addition to opposition to a particular alternative, some comments provided general opposition to the following categories: the SCTRE Project, tolled facilities, extension of SR-241, improvements on I-5, and improvements within the City of San Clemente. These general comments are in addition to, and not inclusive of the comments in opposition to specific project alternatives. This analysis provides a quantitative metric of the number of commenters who expressed opposition to individual alternatives and general categories related to the Project. Table 2.15 below provides the quantity of comments received that express opposition to a particular alternative as well as the number of comments that expressed general opposition to the categories discussed above. Alternatives were ranked on a scale of low to high public opposition. An Alternative was ranked low if they included a total number of comments between 0-50; moderate if the total was between 51-100; and high if the alternative had the 101 or more comments in opposition to that specific alternative.

**Table 2.15: Public Opposition**

Subject of Opposition	Number of Comments Received	Ranking
<i>Opposition to Specific Alternatives</i>		
Alt 1 (No Build)	0	Low
Alt 9	1468	High
Alt 11	29	Low
Alt 12	29	Low
Alt 13	116	High
Alt 14	158	High
Alt 17	148	High
Alt 18	1464	High
Alt 21	52	Moderate
Alt 22 Tolled	46	Low
Alt 22 Untolled	46	Low
Alt 23a	23	Low
Alt 23b	23	Low
Alt 23c	19	Low
Alt 23d	19	Low
<i>General Opposition</i>		
SCTRE Project	462	Applies to all alternatives
Tolled Facilities	267	Applies to all alternatives except Alt 11, Alt 22 Untolled and Alt 23a
Extension of SR-241	76	Applies to Alts 13, 14, 17, 21, and 22 (Tolled and Untolled)
Improvements on I-5	11	Applies to all alternatives except Alts 9, 18 and 22 (Tolled and Untolled)
Improvements within the City of San Clemente	286	Applies to all alternatives except Alts 9, 18 and 22 (Tolled and Untolled)

## 2.3 ALTERNATIVES SCREENING CONCLUSIONS AND RECOMMENDATIONS

### 2.3.1 Screening Matrix

In order to identify the least environmentally damaging and highest performing alternatives that would meet the Project’s Purpose and Need statement, a screening matrix was applied so that the alternatives could be evaluated against the full array of environmental and engineering, and other cost-effective measures. The screening analysis and findings described later in this report are summarized and compiled in the matrix for comparative purposes.

The Executive Summary table (Table ES.1) is provided again below as Table 2.16 and provides the screening results for each alternative. Additionally, this process allowed each alternative’s performance trade-offs to be observed. However, in addition to the performance metrics described in the screening matrix, other key factors related to feasibility such as funding availability provide the rationale for dropping certain alternatives from further consideration for the SCTRE Project.

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**Table 2:16 SCTRE Scoping Summary**

Screening Criteria	Alt 1	Alt 9	Alt 11	Alt 12	Alt 13	Alt 14	Alt 17	Alt 18	Alt 21	Alt 22 Tolloed	Alt 22 Untolloed	Alt 23a	Alt 23b	Alt 23c	Alt 23d
	Existing lane configurations & route adoptions for SR-241 & I-5	Connect Ortega Hwy & Antonio Pkwy to Avery Pkwy and SR-73	Add I-5 General-Purpose Lanes from I-405 to San Diego County	Add I-5 High-Occupancy/Toll (HOT) Lanes from I-405 to San Diego County	Connect SR-241 to I-5 via Western Alignment (Connect at La Novia Ave)	Connect SR-241 to I-5 via La Pata Ave Crossing (Connect at Avenida Pico)	Connect SR-241 to I-5 via Shore Cliffs (Connect at Avenida Vaquero)	Connect SR-241 to SR-73 & Extend Crown Valley Pkwy to SR-241	Los Patrones Pkwy Extension & I-5 High-Occupancy/Toll (HOT) Lanes	Los Patrones Pkwy Extension – Tolloed	Los Patrones Pkwy Extension – Untolloed	One I-5 HOV Lane from Avenida Pico to San Diego County	Two I-5 High-Occupancy/Toll (HOT) Lanes from Avenida Pico to San Diego County	Two I-5 High-Occupancy/Toll (HOT) Lanes from SR-73 to San Diego County	One I-5 High-Occupancy/Toll (HOT) Lane from SR-73 to San Diego County
Purpose & Need (Yes or No)	No	No	Yes	Yes	No	Yes	No	No	Yes <sup>1</sup>	Yes	Yes	No	No	Yes	No
Public Opposition Alignments <sup>2</sup>	Low	High	Low	Low	High	High	High	High	Moderate	Low	Low	Low	Low	Low	Low
Public Opposition Tolling <sup>3</sup>	N/A	N/A	N/A	High	High	High	High	N/A	High	High	N/A	N/A	High	High	High
<b>Traffic Metrics</b>															
VHD Reduction on I-5	0	-1070	-11480	-3670	-340	-1740	-1370	-610	-4330	-1990	-3270	-150	-150	-3190	-720
Percent Change VHD I-5 <sup>4</sup>	0	-3.0%	-37.0%	-12.0%	-1.0%	-6.0%	-4.0%	-2.0%	-14.0%	-6.0%	-10.0%	-0.5%	-0.5%	-10.0%	-2.0%
VHD Reduction on All Roadways	0	-1670	-14360	-4970	-200	-2350	-1920	-2290	-5470	-3000	-4520	-170	-170	-3780	-750
Percent Change VHD All Roadway <sup>4</sup>	0	-3.0%	-22.0%	-8.0%	-0.3%	-4.0%	-3.0%	-4.0%	-8.0%	-5.0%	-7.0%	-0.3%	-0.3%	-6.0%	-1.0%
<b>Cost (millions)</b>															
Cost	0	\$1,174	\$2,542	\$2,204	\$2,927	\$1,707	\$1,927	\$1,198	\$1,568	\$350	\$330	\$420	\$515	\$1,237	\$1,037
Cost/VHD Reduction on I-5	0	\$1.10	\$0.22	\$0.60	\$8.61	\$0.98	\$1.41	\$1.96	\$0.36	\$0.18	\$0.10	\$2.80	\$3.43	\$0.39	\$1.44
Cost/VHD Reduction on All Roadways	0	\$0.70	\$0.18	\$0.44	\$14.64	\$0.73	\$1.00	\$0.52	\$0.29	\$0.12	\$0.07	\$2.47	\$3.03	\$0.33	\$1.38
<b>Land Uses (acres)<sup>5</sup></b>															
Designated Critical Habitat <sup>4</sup>	0	0	14.4	14.4	375.8	246.7	294.5	0	31.9	68.8	68.8	0	0	5.4	3.7
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>	<i>High</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>
Open Space, Reserve, Preserve Lands	0	266.5	13.2	13.2	622.4	547.9	506.7	423.6	183.6	116.0	116.0	0	0	1.5	0.3
Parks and Recreational Resources <sup>7</sup>	0	53.9	1.6	1.5	1.2	1.51	0.4	53.9	0.7	0	0	0	0	0.23	0.05
Designated Farmlands	0	16.0	1.7	1.7	1.7	1.7	1.7	36.6	1.7	0	0	0	1.1	1.1	0
<b>Total Land Use Impacts<sup>8</sup></b>	<b>0</b>	<b>336.4</b>	<b>16.5</b>	<b>16.4</b>	<b>625.3</b>	<b>551.1</b>	<b>508.8</b>	<b>514.1</b>	<b>186.0</b>	<b>116.0</b>	<b>116.0</b>	<b>0</b>	<b>1.1</b>	<b>2.8</b>	<b>0.4</b>
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>High</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>
<b>Known Sites of Environmental Concern<sup>5</sup></b>															
Known Cultural Resource Sites <sup>9</sup>	0	64	106	98	59	45	44	58	106	22	22	6	8	65	54
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>
Known Hazardous Sites	0	2	32	24	35	17	20	3	18	1	1	2	2	12	7
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Low</i>	<i>High</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>
<b>Rights-of-Way<sup>5</sup></b>															
ROW Residential (partial/full takes)	0	67	134	61	44	34	86	53	39	0	0	9	26	38	16
Total ROW (residential + non-residential [excluding vacant])	0	92	275	152	82	58	105	78	76	0	0	11	40	74	31
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Low</i>
<b>Environmental Justice Communities<sup>5,10</sup></b>															
Hispanic/Latino	0	1	5	3	1	1	1	1	3	0	0	1	1	3	3
Racial Minority	0	1	5	3	1	1	1	1	3	0	0	1	1	3	3
Below Level of Poverty	0	0	5	4	3	3	3	0	4	0	0	2	3	4	4
<i>Ranking<sup>6</sup></i>	<i>Low</i>	<i>Low</i>	<i>High</i>	<i>High</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Moderate</i>	<i>Low</i>	<i>High</i>	<i>Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Moderate</i>	<i>High</i>	<i>High</i>

<sup>1</sup> Alt 21 includes a combination of improvements that would be accomplished by Alt 22 (extension of Los Patrones Parkway [LPP]) and 23c (I-5 HOT Lanes). However, the benefit of Alt 21 is not equal to the sum of the benefits of Alts 22 and 23c for two main reasons. First, Alt 22 includes a direct connection for Rancho Mission Viejo's Planning Area 5 (PA 5) to LPP, while Alt 21 does not and assumes PA 5 traffic would gain access only from Ortega Highway. Therefore, Alt 21 provides a lower benefit than Alt 22 with respect to the VHD reduction associated with PA 5. Second, the benefits from the sum of the separately modelled network improvements (Alts 22 and 23c) are greater than the results of those improvements modelled as a package (Alt 21), because the available inefficiencies in the system are reduced with the addition of each improvement.

<sup>2</sup> Public Opposition to Alignments is ranked Low, Moderate, and High based on the relative number of comments expressing opposition to a particular alternative submitted during the formal public scoping period. Refer to Section 2.2.8 of this report for a detailed discussion of the methodology for quantifying public opposition. (Low = 0-50; Moderate 51-100; High = 101+ for comments made on specific alternatives; not including comments providing general opposition to broader categories).

<sup>3</sup> Public Opposition to Tolling refers to the 267 comments that expressed opposition to tolled facilities. If an alternative included tolling, the ranking was considered "High" based on the methodology described in footnote 2 above. If an alternative does not include tolling, this was considered "Not Applicable (N/A)".

<sup>4</sup> The percent change in VHD for I-5 and for All Roadways can be interpreted as the percent change in delay reduction that would be expected per driver (e.g., Alternative 22 Untolloed would result in a 10% reduction in delay per driver for users on I-5 and a 7% reduction in delay for users on all roadways).

<sup>5</sup> Potential impacts to land uses, known sites of environmental concern, rights-of-way, and environmental justice communities are all based on preliminary engineering designs, which at this stage represent a worst-case scenario regarding the maximum disturbance limits. Potential impacts to these resources would likely be reduced through implementation of avoidance and minimization measures and refined engineering designs.

<sup>6</sup> The Rankings provided in this table are on a scale of low to high and express degree of impact.

<sup>7</sup> Parks and recreational resources may be subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 through 23 CFR 774. According to the County of Orange Master Plan of Regional Recreational Facilities (October 2012), the Prima Deshecha Landfill is designated as a "Proposed Regional Park." However, the land within the boundaries of the Landfill is not included in the Parks and Recreation Resources acreage as according to the most recent Solid Waste Facility Permit issued for Prima Deshecha on April 19, 2019, the revised estimated closure year for Zone 4 of the landfill is 2102 (CalRecycle, 2019.)

<sup>8</sup> Designated critical habitat may overlap with acreages for protected land uses, parks and recreational resources, and/or designated farmland and is therefore not aggregated with the total sensitive land uses.

<sup>9</sup> Cultural Resource Sites include previously recorded archaeological, paleontological, or historic sites documented within the disturbance limits of the alternatives.

<sup>10</sup> Environmental justice communities include the number of census tracts within the disturbance limits of an alternative that include higher Latino/Hispanic populations, higher minority populations, and higher low-income populations than the County as a whole. A single census tract may have higher populations than the County as a whole for one, two, or all three of these categories. Therefore, rankings are considered low if the quantities for each category are between 0-1; moderate for 2-3; and high for 4 and above. In addition, the analysis presented in this report is intended to provide a preliminary evaluation of performance and potential impacts for each alternative. The alternatives recommended to be carried forward as a result of this analysis would undergo detailed technical analyses, such as a formal Community Impact Assessment, to provide a more refined and robust analysis of potential environmental impacts.

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The results of these factors and other screening criteria for each alternative provide the basis of the recommendations discussed in detail below.

### 2.3.2 Screening Analysis

Based on the screening results, input received from the public during the scoping period, and guidance received from the PDT, Caltrans has identified the alternatives that should be eliminated at this stage of study and the alternative(s) that should be advanced.

The following discussion summarizes the alternatives, including their relative performance, key trade-offs, and the critical factors, which led to the technical screening recommendation for each alternative. The metrics used to evaluate and rank the degree of environmental and community impacts for each alternative range from high to low. Alternatives with the best performance will have lower degrees of impact as rated on scale from low to high. However, traffic benefits and cost effectiveness are also described, and the alternatives that perform the best will have higher traffic benefits and higher cost effectiveness; therefore, those alternatives are rated on a scale from high to low. See Table 2.17 below as representative example of how the metrics would result in an alternative’s ranking.

**Table 2.17: Rankings for Screening Criteria**

Screening Criteria	Ranking		
Environmental Impacts	Low	Moderate	High
Community Impacts	Low	Moderate	High
Traffic Benefits	High	Moderate	Low
Cost Effectiveness	High	Moderate	Low

Green represents rankings that result in better overall performance through either low impacts or high benefits/effectiveness. Yellow represents moderate performance. Red represents low overall performance through high impacts or low benefits/effectiveness

#### 2.3.2.1 Alternative 1: No Build

The No Build Alternative does not meet the Project’s Purpose and Need; however, it is required to be evaluated in the PA/ED phase as a benchmark against which to compare both the performance and environmental consequences of the other project alternative(s). Therefore, Alternative 1 should be evaluated further.

#### 2.3.2.2 Alternative 9: Connect Ortega Highway and Antonio Parkway to Avery Parkway and SR-73

- Does not meet the Project’s Purpose and Need.
- High degree of public opposition.
  - Highest number of commenters who mentioned opposition to this specific alternative.

- Low benefit of VHD reduction.
- Moderate potential right-of-way impacts (moderate number of displacements and acquisitions).
- Ranks eighth in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- Moderate degree of potential land use impacts.
- Moderate degree of potential impacts to known cultural resources (fourth highest) and low degree of impact to known hazardous waste sites.
- Low degree of potential impacts to environmental justice communities.

*Recommendation: Remove from further consideration due to not meeting Purpose and Need, a high degree of public opposition, moderate right-of-way impacts, and low congestion relief.*

### 2.3.2.3 Alternative 11: Add I-5 General-Purpose Lanes from I-405 to San Diego County

- Meets the Project's Purpose and Need.
- Low degree of public opposition.
  - Lowest number of commenters who mentioned opposition to this specific alternative.
- Highest benefit of VHD reduction.
- Highest potential right-of-way impacts (highest number of displacements and acquisitions).
- Ranks third in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- Low degree of potential land use impacts.
- High degree of impact to known cultural resources and known hazardous waste sites.
- High degree of potential impacts to environmental justice communities.
- Lack of funding identified to advance this alternative.
- This Project is inconsistent with statewide funding priorities (i.e., increasing capacity with general purpose lanes).
- Various improvements extending north of the SCTRE Study Area on I-5 from SR-57 to Avenida Pico, are either underway or completed by OCTA through the Measure M funding program and would be duplicative of the improvements included in Alternative 11.
- As described in Section 2.1.1 above, the planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. OCTA is currently undertaking an update to the SOCMIS through the SOCMIS. OCTA will work with stakeholders to identify transportation improvement opportunities beyond those that are identified in the Measure M programs of projects.



*Recommendation: Remove from further consideration due to this alternative having the highest right-of-way impacts of all alternatives under evaluation, lack of available funding, a high degree of potential impacts to known cultural resources and hazardous waste sites, and a high degree of potential impacts to environmental justice communities.*

#### 2.3.2.4 Alternative 12: Add I-5 HOT Lanes from I-405 to San Diego County

- Meets the Project’s Purpose and Need.
- Low degree of public opposition.
  - Low number of commenters who mention opposition of this alternative specifically, however a substantial number of commenters mention opposition to tolled facilities or improvements on I-5 generally.
- Second highest benefit of VHD reduction.
- Second highest potential right-of-way impacts (second highest number of displacements and acquisitions).
- Ranks sixth in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- Low degree of potential land use impacts.
- High degree of potential impacts to known cultural resources and known hazardous waste sites.
- High degree of potential impacts to environmental justice communities.
- Overlaps with various improvements extending north of the SCTRE Study Area on I-5 from SR-57 to Avenida Pico which are either underway or completed by OCTA through the Measure M funding program.
- As described in Section 2.1.1 above, the planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. OCTA is currently undertaking an update to the SOCMIS through the SOCMIS. OCTA will work with stakeholders to identify transportation improvement opportunities beyond those that are identified in the Measure M programs of projects.
- High cost and lack of programmed funding availability.

*Recommendation: Remove from further consideration due to the high number of potential right-of-way impacts (second highest of all alternatives under evaluation), a high degree of potential impacts to known cultural resources and hazardous waste sites, a high degree of potential impacts to environmental justice communities, and a lack of programmed funding.*

#### 2.3.2.5 Alternative 13: Connect SR-241 to I-5 via Western Alignment (Local Connection at La Novia Avenue)

- Does not meet the Project’s Purpose and Need.
  - High degree of public opposition.
-

- Fifth highest number of commenters who mentioned opposition to this specific alternative.
- Low traffic benefits from vehicle hours of delay (VHD) reduction.
- Moderate potential right-of-way impacts (high number of displacements and acquisitions).
- Ranks lowest in terms of cost effectiveness (Cost per VHD Reduction) of all alternatives.
- High degree of potential land use impacts.
- Moderate degree of potential impacts to known cultural resources and high degree of impact to known hazardous waste sites.
- Moderate degree of potential impacts to environmental justice communities.

*Recommendation: Remove from further consideration due to not meeting the Purpose and Need, the high degree of public opposition, low traffic benefits relative to the cost, and high degree of potential land use impacts.*

#### 2.3.2.6 Alternative 14: Connect SR-241 to I-5 via La Pata Avenue Crossing (Local Connection at Avenida Pico)

- Meets the Project's Purpose and Need.
- High degree of public opposition and controversy.
  - Third highest number of commenters who mentioned opposition to this specific alternative.
- Moderate benefit of VHD reduction.
- Moderate potential right-of-way impacts (moderate number of displacements and acquisitions).
- Ranks seventh in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- Highest degree of potential land use impacts.
- Moderate degree of potential impacts to known cultural resources and known hazardous waste sites.
- Moderate degree of potential impacts to environmental justice communities.

*Recommendation: Remove from further consideration due to high public opposition and controversy, moderate congestion relief, and the highest degree of potential land use impacts compared to the other alternatives.*

#### 2.3.2.7 Alternative 17: Connect SR-241 to I-5 via Shore Cliffs (Local Connections at Avenida Vaquero)

- Does not meet the Project's Purpose and Need.
- High degree of public opposition.
  - Fourth highest number of commenters who mentioned opposition to this specific alternative.

- Relatively low benefit of VHD reduction.
- High potential right-of-way impacts (high number of displacements and acquisitions).
- Ranks ninth in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- High degree of potential land use impacts.
- Moderate degree of potential impacts to known cultural resources and known hazardous waste sites.
- Moderate degree of potential impacts to environmental justice communities.

*Recommendation: Remove from further consideration due to not meeting Purpose and Need, high public opposition, high potential right-of-way impacts, and high degree of potential land use impacts.*

#### 2.3.2.8 Alternative 18: Connect SR-241 to SR-73 and Extend Crown Valley Parkway to SR-241

- Does not meet the Project's Purpose and Need
- High degree of public opposition.
  - Second highest number of commenters who mentioned opposition to this specific alternative.
- Low benefit of VHD reduction.
  - Fourth lowest for VHD reduction on I-5.
- Moderate potential right-of-way impacts (moderate number of displacements and acquisitions).
- Ranks 10th in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- Moderate degree of potential land use impacts.
- Moderate degree of potential impacts to known cultural resources and low degree of impact to known hazardous waste sites.
- Low degree of potential impacts to environmental justice communities.

*Recommendation: Remove from further consideration due to not meeting Purpose and Need, high public opposition, moderate potential right-of-way impacts, and low congestion relief.*

#### 2.3.2.9 Alternative 21: Los Patrones Parkway Extension and I-5 HOT Lanes

- Meets the Project's Purpose and Need.
- Moderate degree of public opposition.
- High benefit of VHD reduction.
  - Second highest for VHD reduction.

- Moderate potential right-of-way impacts (moderate number of displacements and acquisitions).
- Ranks fourth in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- Moderate degree of potential land use impacts.
- High degree of potential impacts to known cultural resources and moderate degree of impacts to known hazardous waste sites.
- High degree of potential impacts to environmental justice communities.
- Overlaps with various improvements extending north of the SCTRE Study Area on I-5 from SR-57 to Avenida Pico which are either underway or completed by OCTA through the Measure M funding program. I-5-related improvements included in Alternative 21 are the same as the improvements proposed under Alternative 23c, as well as its arterial component that is an element within Alternative 22. Therefore, the improvements associated with Alternative 21 are captured separately as part of Alternative 22 and Alternative 23.
- As described in Section 2.1.1 above, the planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. OCTA is currently undertaking an update to the SOCMIS through the SOCMIS. OCTA will work with stakeholders to identify transportation improvement opportunities beyond those that are identified in the Measure M programs of projects.

*Recommendation: Remove from further consideration and see recommendations for Alternative 22 and Alternative 23c below.*

#### 2.3.2.10 Alternative 22 (Tolled): Los Patrones Parkway Extension – Tolled

- Meets the Project’s Purpose and Need.
- Low degree of public opposition.
  - Relatively low number of commenters who mentioned opposition to this specific alternative but a large number of commenters expressed opposition to tolled facilities in general.
- A substantial number of commenters mention opposition to the development of toll roads or the addition or conversion of HOV to HOT lanes on I-5 generally.
- Moderate benefit of VHD reduction.
  - Sixth highest for VHD reduction.
- Lowest/negligible potential right-of-way impacts (no displacements, only acquisitions of vacant land).
- Ranks second in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
- Moderate degree of potential land use impacts.
- Low degree of potential impacts to known cultural resources and hazardous waste sites.

- Low degree of potential impacts to environmental justice communities.

*Recommendation: Remove from further consideration due to opposition of tolling an existing facility, Los Patrones Parkway.*

#### 2.3.2.11 Alternative 22 (Untolled): Los Patrones Parkway Extension – Untolled

- Meets the Project’s Purpose and Need.
- Low degree of public opposition.
- High benefit of VHD reduction.
  - Third highest for VHD reduction.
- Lowest/negligible potential right-of-way impacts (no displacements, only acquisitions of vacant land).
- Highest ranking in terms of cost effectiveness (Cost per VHD Reduction) among the build alternatives.
  - A funding package will be achieved through a partnership with the County of Orange, TCA and any other competitive local, state, and federal funds pursued by OCTA.
- Moderate degree of potential land use impacts due to potential impacts to land designated Rancho Mission Viejo Open Space and moderate potential for impacts to critical habitat.
- Low degree of potential impacts to known cultural resources and known hazardous waste sites.
- Low degree of potential impacts to environmental justice communities.

*Recommendation: Project development and environmental evaluation should continue. Alternative 22 Untolled does not include improvements on the State Highway System and would likely not involve federal funding or other involvement from the Federal Highway Administration or Caltrans. As such, it is unlikely that Caltrans would serve as the Lead Agency in the Project development process for this alternative.*

#### 2.3.2.12 Alternative 23a: One I-5 HOV Lane from Avenida Pico to San Diego County

- Does not meet the Project’s Purpose and Need.
- Low degree of public opposition.
- Low benefit of VHD reduction.
- Completes the HOV network on I-5 in South Orange County, as the HOV lanes currently terminate at Avenida Pico, approximately 3.5 miles north of the Orange/San Diego county line.
- Identified in OCTA’s SOCMIS and 2018 Long Range Transportation Plan, as well as SCAG’s Regional Transportation Plan/Sustainable Communities Strategy.
- Extends the benefit of recent I-5 managed lane improvements between PCH and Avenida Pico through Measure M.

- Second lowest potential right-of-way impacts (low number of displacements and acquisitions). Ranks 12th in terms of cost effectiveness.
  - Third highest in Cost per VHD Reduction among the build alternatives.
- Low degree of potential land use impacts.
- Low degree of potential impacts to known cultural resources and known hazardous waste sites.
- Moderate degree of potential impacts to environmental justice communities.

*Recommendation: Remove from further consideration as part of the SCTRE Project due to not meeting Purpose and Need. As described in Section 2.1.1 above, the planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. Caltrans and OCTA will work together to consider this alternative under a separate effort that is consistent with existing system planning documents such as SOCMIS, Long-Range Transportation Plan, and Regional Transportation Plan/Sustainable Communities Strategy.*

#### 2.3.2.13 Alternative 23b: Two I-5 HOT Lanes from Avenida Pico to San Diego County

- Does not meet the Project's Purpose and Need.
- Low degree of public opposition.
  - Fourth lowest number of commenters who mentioned opposition to this specific alternative.
- Lowest benefit of VHD reduction.
- Moderate right-of-way impacts (moderate number of displacements and acquisitions).
- Ranks 13th in terms of cost effectiveness.
  - Second highest in Cost per VHD Reduction among the build alternatives.
- Low degree of potential land use impacts.
- Low degree of potential impacts to known cultural resources and known hazardous waste sites.
- Moderate degree of potential impacts to environmental justice communities.
- No programmed funding source to advance alternative.

*Recommendation: Remove from further consideration as part of the SCTRE Project due to not meeting purpose and need and lack of funding. As described in Section 2.1.1 above, the planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. Caltrans and OCTA will work together to consider this alternative under a separate effort that is consistent with existing system planning documents such as SOCMIS, Long-Range Transportation Plan, and Regional Transportation Plan/Sustainable Communities Strategy.*

#### 2.3.2.14 Alternative 23c: Two I-5 HOT Lanes from SR-73 to San Diego County

- Meets the Project's Purpose and Need.
- Low degree of public opposition.

- Tied with Alternative 23d for third lowest number of commenters whom mentioned opposition to this specific alternative.
- Moderate benefit of VHD reduction.
  - Fifth highest for VHD reduction.
- Moderate to high right-of-way impacts (moderate to high number of displacements and acquisitions).
- Ranks fifth in terms of cost effectiveness (9th highest Cost per VHD Reduction) among the build alternatives.
- Low degree of potential land use impacts.
- Moderate degree of impact to known cultural resources and known hazardous waste sites.
- High degree of potential impacts to environmental justice communities.
- High cost and no programmed funding source to advance alternative.
- Overlaps with various improvements extending north of the SCTRE Study Area on I-5 from SR-57 to Avenida Pico which are either underway or completed by OCTA through the Measure M funding program. OCTA is currently undertaking an update to the SOCMTS through the SOCMTS and is working with stakeholders to identify transportation improvement opportunities beyond those that are identified in the Measure M programs of projects.

*Recommendation: Remove from further consideration as part of the SCTRE Project. As described in Section 2.1.1 above, the planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. OCTA will work with stakeholders including TCA and Caltrans, to develop an updated system planning document in which this alternative can be considered prior to any further project level studies. This area was identified as a low priority for express lanes in the Caltrans Managed Lane Feasibility Study and in the ongoing OCTA Express Lanes Network Study. The need for this improvement will be defined as part of SOCMTS.*

#### 2.3.2.15 Alternative 23d: One I-5 HOT Lane from SR-73 to San Diego County

- Does not meet the Project's Purpose and Need.
- Low degree of public opposition.
  - Tied with Alternative 23c for third lowest number of commenters who mentioned opposition to this specific alternative.
- Low benefit of VHD reduction.
  - Fifth lowest for VHD reduction.
- Low potential right-of-way impacts (low number of displacements and acquisitions).
- Ranks ninth in terms of cost effectiveness.
  - Fifth highest Cost per VHD Reduction among the build alternatives.
- Low degree of potential land use impacts.

- Moderate degree of potential impacts to known cultural resources and known hazardous waste sites.
- High degree of potential impacts to environmental justice communities.
- No programmed funding source to advance alternative.
- Overlaps with various improvements extending north of the SCTRE Study Area on I-5 from SR-57 to Avenida Pico which are either underway or completed by OCTA through the Measure M funding program.

*Recommendation: Remove from further consideration as part of the SCTRE Project. As described in Section 2.1.1 above, the planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. OCTA will work with stakeholders including TCA and Caltrans, to develop an updated system planning document where this alternative can be considered prior to any further project level studies. This area was identified as a low priority for express lanes in the Caltrans Managed Lane Feasibility Study and in the ongoing OCTA Express Lanes Network Study.*

### **2.3.3 Conclusions**

Based on the results of this Alternatives Screening Analysis detailed above, and as summarized in Table 2.18, Caltrans has identified the following alternatives to move forward for further consideration:

#### **2.3.3.1 Alternative 1 (No Build Alternative)**

A No Build Alternative must be included in an environmental evaluation as a benchmark against which to compare both the performance and environmental consequences of the other project alternative(s).

#### **2.3.3.2 Alternative 22 Untolled**

Alternative 22 Untolled meets the SCTRE Project's Purpose and Need, has no right-of-way impacts to residential or non-residential uses, has low public opposition and provides high relief to vehicle hours of delay on I-5 and all roadways within the Study Area. Additionally, this alternative performs best when considering the cost to construct in comparison to the congestion relief benefits it provides. Therefore, considering these metrics along with environmental considerations, Alternative 22 Untolled should be advanced for further consideration. In addition, Alternative 22 Untolled does not include improvements on the State highway system and would likely not involve federal funding or other involvement from the FHWA or Caltrans.



**Table 2.18: Summary of Recommendations**

<b>Alt 1</b>	The No Build Alternative does not meet the Project’s Purpose and Need; however, it is required to be evaluated in the PA/ED phase as a benchmark against which to compare both the performance and environmental consequences of the other project alternative(s). Therefore, <b>Alternative 1 should be evaluated further.</b>
<b>Alt 9</b>	<b>Remove from further consideration</b> due to not meeting Purpose and Need, a high degree of public opposition, moderate right-of-way impacts, and low congestion relief.
<b>Alt 11</b>	<b>Remove from further consideration</b> due to this alternative having the highest right- of-way impacts of all alternatives under evaluation, lack of available funding, a high degree of potential impacts to known cultural resources and hazardous waste sites, and a high degree of potential impacts to environmental justice communities.
<b>Alt 12</b>	<b>Remove from further consideration</b> due to the high number of potential right-of-way impacts (second highest of all alternatives under evaluation), a high degree of potential impacts to known cultural resources and hazardous waste sites, a high degree of potential impacts to environmental justice communities, and a lack of programmed funding.
<b>Alt 13</b>	<b>Remove from further consideration</b> due to not meeting the Purpose and Need, the high degree of public opposition, low traffic benefits relative to the cost, and high degree of potential land use impacts.
<b>Alt 14</b>	<b>Remove from further consideration</b> due to high public opposition and controversy, moderate congestion relief, and the highest degree of potential land use impacts compared to the other alternatives.
<b>Alt 17</b>	<b>Remove from further consideration</b> due to not meeting Purpose and Need, high public opposition, high potential right-of-way impacts, and high degree of potential land use impacts.
<b>Alt 18</b>	<b>Remove from further consideration</b> due to not meeting Purpose and Need, high public opposition, moderate potential right-of-way impacts, and low congestion relief.
<b>Alt 21</b>	<b>Remove from further consideration</b> and see recommendations for Alternative 22 and Alternative 23c below.
<b>Alt 22 (Tolled)</b>	<b>Remove from further consideration</b> due to opposition of tolling an existing facility, Los Patrones Parkway.
<b>Alt 22 (Untolled)</b>	<b>Project development and environmental evaluation should continue.</b> Alternative 22 Untolled does not include improvements on the State Highway System and would likely not involve federal funding or other involvement from the Federal Highway Administration or Caltrans. As such, it is unlikely that Caltrans would serve as the Lead Agency in the project development process for this alternative.
<b>Alt 23a</b>	<b>Remove from further consideration as part of the SCTRE Project</b> due to not meeting Purpose and Need. The planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. Caltrans and OCTA will work together to consider this alternative under a separate effort that is consistent with existing system planning documents such as South Orange County Major Investment Study (SOCMIS), Long-Range Transportation Plan, and Regional Transportation Plan/Sustainable Communities Strategy.
<b>Alt 23b</b>	<b>Remove from further consideration as part of the SCTRE Project</b> due to not meeting purpose and need and lack of funding. The planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. Caltrans and OCTA will work together to consider this alternative under a separate effort that is consistent with existing system planning documents such as SOCMIS, Long-Range Transportation Plan, and Regional Transportation Plan/Sustainable Communities Strategy.
<b>Alt 23c</b>	<b>Remove from further consideration as part of the SCTRE Project.</b> The planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. <b>OCTA will work with stakeholders including TCA and Caltrans, to develop an updated system planning document where this alternative can be considered prior to any further project level studies.</b> This area was identified as a low priority for express lanes in the Caltrans Managed Lane Feasibility Study and in the ongoing OCTA Express Lanes Network Study. The need for this improvement will be defined as part of South Orange County Multimodal Transportation Study (SOCMTS).
<b>Alt 23d</b>	<b>Remove from further consideration as part of the SCTRE Project.</b> The planning process for improvements to the I-5 corridor requires further coordination between Caltrans and OCTA. <b>OCTA will work with stakeholders including TCA and Caltrans, to develop an updated system planning document where this alternative can be considered prior to any further project level studies.</b> This area was identified as a low priority for express lanes in the Caltrans Managed Lane Feasibility Study and in the ongoing OCTA Express Lanes Network Study.

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**Appendices for the South County Traffic Relief Effort Project  
Scoping Summary and Alternatives Screening Report  
(File Number: 2020F-013) can be found at the website:**

**<https://thetollroads.com/about/meetings-agendas>**



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SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY  
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY

**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**SR 241 Loma Segment Widening Project – Final Design And  
Environmental Planning Services  
File Number: 2020F-007**

*COMMITTEE TRANSMITTAL*

DATE: March 12, 2020

TO: Members of Board of Directors

FROM: David H. Speirs, Chief Engineer

SUBJECT: SR 241 Loma Segment Widening Project – Final Design and Environmental Planning Services

Joint Capital Programs & Projects Committee Meeting – January 22, 2020

Present: Chuck Puckett (Chair), Mark Murphy (Vice Chair), Lisa Bartlett, Cynthia Conners, Patricia Kelley, Christina Shea

Absent: Joseph L. Muller, Scott Voigts

***Committee Review***

Staff presented this item to the Joint Capital Programs and Projects Committee on September 25, 2019 and November 20, 2019 and the recommended contractors selected to perform the final design and environmental planning services for the SR 241 Loma Segment Widening Project were presented to the Joint Capital Programs and Projects Committee on January 22, 2020.

The project will provide an additional lane in each direction on the SR 241 from SR 133 to north of the junction with SR 261 in order to improve traffic flow through this area.

- Staff provided:
  - An overview that detailed the project need, features, scope and schedule,
  - Details of the selection process and how the contractors were chosen from the On-Call Engineering Design Services Bench and the On-Call Environmental Planning Services Bench,
  - The recommended contractors that will perform the final design and environmental planning services, and
  - The value of the Engineering and Environmental task orders

Staff recommends approval by the Foothill/Eastern Board of Directors to award the SR 241 Loma Segment Widening Project final design and environmental planning services to the recommended contractors as Task Order No. TO 001 to their contracts. The Committee approved staff's recommendation to present this item for consideration to the Foothill/Eastern Transportation Corridor Agency Board of Directors at the March 12, 2020 meeting.

***Committee Recommendation***

The Committee unanimously moved staff's recommendation to forward the item to the Board for their consideration.

***Committee Vote***

MOTION: Puckett  
SECOND: Kelley  
VOTE: Unanimous

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AGENCY

AGENDA ITEM #: **10**

FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY



## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020F-007

### SR 241 LOMA SEGMENT WIDENING PROJECT – FINAL DESIGN AND ENVIRONMENTAL PLANNING SERVICES

#### RECOMMENDATION

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Authorize the Chief Executive Officer (CEO) to execute Task Order No. TO-001 within contract K001328 with Mark Thomas & Company, Inc., for an amount not to exceed \$7,310,030 to provide engineering design services.
2. Authorize the CEO to execute Task Order No. TO-001 within contract K001327 with Michael Baker International, Inc., for an amount not to exceed \$160,000 to provide environmental planning services.
3. Authorize the CEO to execute additional changes deemed necessary and execute future amendments within five percent (\$373,501) of the values above without further action from the Board.

#### SUMMARY

Staff is recommending the approval of a task order (Task Order No. TO-001 to contract K001328) for Mark Thomas & Company, Inc. (Mark Thomas) to provide design services for the final design of the State Route (SR) 241 Loma Segment Widening Project (Project) including, but not limited to, the preparation of the construction plans, specifications, and cost estimate (PS&E), in coordination with the California Department of Transportation (Caltrans) to obtain the necessary approvals for the Project construction and construction support.

Staff is also recommending the approval of a task order (Task Order No. TO-001 to contract K001327) for Michael Baker International, Inc. (Michael Baker) to provide environmental planning services for the Project including, but not limited to, an update to the environmental document(s) and technical studies for the Project required under the California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA).

Additionally, Michael Baker will be responsible for providing extensive coordination between Caltrans District 12 staff, the resource agencies, and the Foothill/Eastern Transportation Corridor Agency (Agency) and obtaining the required CEQA/NEPA approvals for the Project.

## BUDGET

Staff is requesting contract authorization in the amount of \$7,843,531 which includes a 5% contingency. Inclusive of this amount is Fiscal Year (FY) 2020 costs of \$780,000. Funding for FY21 and subsequent years is contingent upon the Boards' approval and adoption of the FY21 and subsequent years budgets.

Foothill/Eastern: \$7,843,531 (\$7,310,030+\$160,000+\$373,501)

### Contractors/Consultants:

#### Engineering Services

Mark Thomas & Company, Inc.

#### Environmental Planning Services

Michael Baker International, Inc.

### Subcontractors/Subconsultants:

#### Engineering Services

Advanced Civil Technologies

Fehr & Peers

Ninyo & Moore

Rende Consulting Group, Inc.

ICF Jones & Stokes, Inc.

Fusco Engineering

Towill

Paragon Partners

Value Management Strategies

#### Environmental Planning Services

Psomas

Kleinfelder

Terry A. Hayes Associates, Inc.

## BACKGROUND

The Loma Segment of SR 241, between SRs 133 and 261, opened to traffic in October of 1998. This Project is included in the Agency's adopted 2020 Capital Improvement Plan (CIP) and is required in order to keep pace with increasing traffic demands along SR 241. The goal of the CIP is to identify projects and system improvements to ensure free flow conditions are maintained on The Toll Roads system. The Agency is committed to making improvements on The Toll Roads network to ensure it operates efficiently.

The Project generally consists of widening the existing northbound and southbound directions of SR 241 by one lane for approximately six miles from the SR 133 confluence at the southerly end to approximately 0.6 miles north of the existing SR 261 confluence. The southerly portion of the Project includes constructing new pavement for southbound traffic on the existing graded roadbed of the westerly side of the Loma Segment of the SR 241. The existing graded roadbed includes a rough grade area for the proposed southbound lanes and the existing Hicks Canyon Haul Road Undercrossing Bridge structure.

A Cooperative Agreement (No. 12-587 and No. 12-587 A1), which covers the Project Approval and Environmental Document (PA/ED), PS&E and Right of Way phases for this project, was entered into between the Agency and Caltrans on September 16, 2008. A Project Study Report-Project Report, and an Environmental Re-validation and Addendum to the Final Eastern Transportation Corridor Environmental Impact Report were signed in December of 2011 completing the PA/ED phase of the project. The next steps in the project implementation are to initiate the PS&E phase and update the prior environmental document(s), technical studies and obtain regulatory approvals, as needed.



## DISCUSSION

- **Engineering Design Services**

The engineering design scope of work for the SR 241 Loma Segment Widening Project is for the final design of the Project including the preparation of PS&E, obtaining a Caltrans encroachment permit to construct the project, assistance in bid document preparation and design services during construction.

On February 13, 2020 the Board of Directors of the F/ETCA approved four firms to provide On-Call Engineering Design Services (Engineering Bench). As part of the selection process, each firm provided a Statement of Qualifications (SOQ) and a task order proposal for the final design of the Project. The Agency's intent is to award the final design of the Project to one of the firms on the Engineering Bench as Task Order No. TO-001 of their contract. The SOQs and proposals were evaluated by a committee consisting of Agency staff, the Agency's engineering department's Design and Program Management team, Corridor Management Group (CMG), and one Caltrans representative.

The top ranked firm from the On-Call Engineering Design Services procurement was Mark Thomas. The selection committee also deemed Mark Thomas as offering the best value to the Agency for the Project and is recommending approval of a task order, Task Order No. TO-001, to this firm for the Project's final design.

Based upon their proposal and presentation, the Mark Thomas team provides the most comprehensive approach, workplan and staffing to perform the Project's engineering design services. Mark Thomas provides a capable team with innovative design suggestions and approaches to delivering the Project. One of their innovative delivery approaches includes a key individual on the engineering team dedicated to facilitating coordination with the environmental team. In addition, the Mark Thomas team included a traffic contractor that proposed using a microsimulation traffic model to evaluate and identify the best transition design from the new lanes to the existing lane configuration north of the SR 241 / SR 261 interchange.

Mark Thomas provides a strong team that possess a high level of experience delivering transportation projects involving Caltrans oversight and approvals for public agencies throughout the state and have successfully completed designs for numerous corridor widening projects on accelerated schedules. Their key team members average 20 years of experience developing highway improvements projects and their capabilities are well-matched to the needs of the Agency.

- **Environmental Planning Services**

The environmental planning services scope of work for the Project includes an update to the environmental document(s) and technical studies, including, but not limited to, completing biological studies that are summarized in a Natural Environment Study per Caltrans guidelines; performing and obtaining concurrence on any Jurisdictional Delineation pursuant to the Army Corps of Engineers definition; and preparing an Air Quality Assessment, Noise Study Report, Water Quality Report, and Phase I Initial Site Assessment.

Additionally, the services include responsibility for providing extensive coordination between Caltrans District 12 staff, the resource agencies, as well as the Agency, and obtaining the required CEQA approvals for the Project.

On February 13, 2020 the Board of Directors of the F/ETCA approved three firms to provide On-Call Environmental Planning Services (Environmental Bench). The required environmental planning services include, but are not limited to: general environmental (CEQA/NEPA); biological (general

biological assessments, focused surveys, wetlands and jurisdictional delineations, permitting and agency coordination, construction monitoring, habitat restoration); cultural/tribal resources; air quality and greenhouse gas emissions analyses; noise studies; and project management for various Agency initiatives. As part of the SOQ, the Agency solicited proposals related to the environmental approvals and permitting for the SR 241 Loma Segment Widening Project to be awarded to one of the firms as Task Order No. TO-001 of their contact. The SOQs and proposals were evaluated by a committee consisting of Agency staff representatives from the environmental department and a representative from Caltrans District 12 Division of Environmental Analysis.

Michael Baker previously prepared and processed the environmental documentation and technical studies for the Project in 2011. Based upon the project approach, work plan and staff provided during the interview, the evaluation team determined that Michael Baker provides the best value to the Agency to complete the Project. Michael Baker is considered by staff to be the most qualified to assist with the environmental and permitting needs for the current phase (Final Design Phase) and is recommending approval of a task order, Task Order No. TO-001, to this firm for the Project's environmental approvals and permitting.

Michael Baker is a full-service environmental, engineering, design, and construction management firm composed of more than 3,000 team members nationwide. The firm has a strong California presence for over 70 years, with more than 600 employees in 13 office locations throughout California, including Orange County. The work performed under this task order will be managed out of the Santa Ana office. Michael Baker's expertise includes environmental planning CEQA/NEPA regulatory permitting, habitat mitigation, and restoration design; stormwater management; water quality design and permitting; transportation, traffic, and civil engineering; surveying and mapping; geographic information system; and construction monitoring and management services. In addition, Michael Baker provides services for land use planning, urban design, community planning, landscape architecture, and public outreach.

## CONCLUSION

Staff recommends the Board of Directors approve a task order for Mark Thomas to provide design services for the final design of the SR 241 Loma Segment Widening Project and approve a task order for Michael Baker International to provide environmental planning services for the Project.

Report Written By:  
David H. Speirs, Chief Engineer

## REVIEWED BY:



\_\_\_\_\_  
David H. Speirs, Chief Engineer  
(949) 754-3488

## APPROVED BY:



\_\_\_\_\_  
Michael A. Kraman, Chief Executive Officer

Attachments



## ***Transportation Corridor Agencies***

### **PROCUREMENT SUMMARY REPORT**

**File No.:** 2020F-007

**Contract No.:** K001327  
**Contract Title:** On-Call Environmental Planning Services

**Task Order No.:** TO-001  
**Task Order Title:** SR-241 Loma Segment Widening Project

**Consultant:** Michael Baker International, Inc. (Santa Ana, CA)  
**Subconsultant:** Kleinfelder  
Psomas  
Terry A. Hayes Associates Inc.

**Procurement Process**

**Type:** Negotiated Task Order  
**Award Criteria:** Qualifications  
**Price:** Not-to-Exceed \$160,000  
**Contingency:** \$8,000

#### **NOTES:**

This proposed task order authorizes Consultant to perform an update to the environmental document(s) and technical studies relating to the SR 241 Loma Segment Widening Project.

Consultant was pre-qualified for On-Call Environmental Planning Services through a competitive Request for Statement of Qualifications previously approved by the Boards of Directors on February 13, 2020.

Staff has reviewed and negotiated Consultant's price proposal to a fair and reasonable price.

#### **COMPENSATION:**

	<b>DATE</b>	<b>SJHTCA</b>	<b>F/ETCA</b>	<b>TOTAL</b>	<b>DESCRIPTION</b>
Proposed Task Order TO-001	02/13/20	\$0	\$160,000	\$160,000	SR 241 Loma Segment Widening Project
Current NTE Amount		\$0	\$160,000	\$160,000	



## ***Transportation Corridor Agencies***

### **PROCUREMENT SUMMARY REPORT**

**File No.:** 2020F-007

**Contract No.:** K001328  
**Contract Title:** On-Call Engineering Design Services

**Task Order No.:** TO-001  
**Task Order Title:** SR 241 Loma Segment Widening – Final Design

**Consultant:** Mark Thomas & Company, Inc. (Irvine, CA)  
**Subconsultant:** Advanced Civil Technologies (Santa Ana, CA)  
Fehr & Peers (Irvine, CA)  
Ninyo & Moore (Irvine, CA)  
Rende Consulting Group, Inc.  
(Rancho Santa Margarita, CA)  
ICF Jones & Stokes, Inc. (Irvine, CA)  
Fusco Engineering (Irvine, CA)  
Towill (Orange, CA)  
Paragon Partners (Cypress, CA)  
Value Management Strategies (San Marcos, CA)

#### **Procurement Process**

**Type:** Negotiated Task Order  
**Award Criteria:** Best Value  
**Price:** Not-to-Exceed \$7,310,030  
**Contingency:** \$365,501

#### **NOTES:**

This proposed task order authorizes Consultant to provide design services for the final design of SR 241 Loma Segment Widening Project.

Consultant was pre-qualified for On-Call Engineering Design Services through a competitive Request for Statement of Qualifications previously approved by the Boards of Directors on February 13, 2019.

Staff has reviewed and negotiated Consultant's price proposal to a fair and reasonable price.

**COMPENSATION:** On following page.

	<b>DATE</b>	<b>SJHTCA</b>	<b>F/ETCA</b>	<b>TOTAL</b>	<b>DESCRIPTION</b>
Proposed Task Order TO-001	2/13/20	\$0	\$7,310,030	\$7,310,030	SR 241 Loma Segment Widening Project
Current NTE Amount		\$0	\$7,310,030	\$7,310,030	



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**JOINT MEETING OF THE BOARDS OF DIRECTORS**

March 12, 2020

**Pacifica Building Improvements**  
**File Number: 2020J-013**

*COMMITTEE TRANSMITTAL (1 of 2)*

DATE: March 12, 2020

TO: Members of Boards of Directors

FROM: David H. Speirs, Chief Engineer

SUBJECT: Pacifica Building Improvements

*Note: this item was presented at both the Joint Capital Programs and Projects Committee, and the Joint Toll Operations Committee meetings held November 20, 2019 and January 22, 2020. As a result, two Committee Transmittals were prepared, that summarize the actions taken at the respective Committee meetings.*

***Joint Capital Programs & Projects Committee Meeting of November 20, 2019***

Present: Chuck Puckett (Chair), Mark Murphy (Vice-Chair), Lisa Bartlett, Cynthia Conners, Patricia Kelley, Joseph L. Muller, Christina Shea, Scott Voigts

Absent: None

***Committee Review***

Staff presented this item to the Joint Capital Programs and Projects Committee on November 20, 2019.

- Staff provided an overview of:
  - The building's history;
  - Changes to our toll operations and customer service needs;
  - The need to improve space utilization within the call center;
  - Deteriorating condition of the building's high traffic and common areas; and
  - The goals of the project including the need to incorporate best practices for call center operations to achieve improved functionality and assist in staff retention and morale through a better work environment.

Staff presented the Committee the recommended plan and options considered to improve space utilization within the call center and to rehabilitate deteriorating high traffic areas in the Pacifica building. Staff highlighted that no changes have been made

to the building since 2003, although significant business changes and growth in customer accounts have occurred. Staff shared examples of best practices for call centers and better organization of offices as key goals for the effort. Staff walked through the options considered, including leased space, to arrive at the recommendation of Option C as being the most suitable as it accomplishes the goals of the project while minimizing costs and recognizing the parking limitations at our site. Staff also presented a draft of the proposed project schedule.

The Committee approved staff's recommendation to present this item for consideration by the San Joaquin Hills Transportation Corridor Agency and Foothill/Eastern Transportation Corridor Agency Boards of Directors.

An update to this item was brought back to the Joint Capital Programs and Projects Committee on January 22, 2020 for a informational update only.

- At the meeting, staff:
  - Reiterated the project goals and preliminary proposed project schedule;
  - Presented the limits of work and recommended floorplan;
  - Presented the preliminary project cost for final design and estimated project cost for construction engineer management.

Note: This item was also presented to the Joint Toll Operations Committee on November 20, 2019 and January 22, 2020.

### ***Committee Recommendation***

At the Joint Capital Programs and Projects Committee Meeting on November 20, 2019, the Committee unanimously moved staff's recommendation to forward the item to the Boards for their consideration.

### ***Committee Vote***

MOTION: Shea

SECOND: Kelley

VOTE: Unanimous

Director Voigts was not present for the vote.



*COMMITTEE TRANSMITTAL (2 of 2)*

DATE: March 12, 2020

TO: Members of Boards of Directors

FROM: Samuel Johnson, Chief Toll Operations Officer

SUBJECT: Pacifica Building Improvements

*Note: this item was presented at both the Joint Capital Programs and Projects Committee, and the Joint Toll Operations Committee meetings held November 20, 2019 and January 22, 2020. As a result, two Committee Transmittals were prepared, that summarize the actions taken at the respective of the Committee meetings.*

***Joint Toll Operations Committee Meeting of November 20, 2019***

Present: Janine Heft (Chair), Cynthia Conners (Vice-Chair), Tony Beall, Patricia Kelley, Lucille Kring, Fred Minagar, Joseph L. Muller, Mike Munzing, Chuck Puckett, Christina Shea

Absent: Will O'Neill, Scott Voigts

***Committee Review***

Staff presented this item to the Joint Toll Operations Committee on November 20, 2019.

- Staff provided an overview of:
  - The building's history;
  - Changes to our toll operations and customer service needs;
  - The need to improve space utilization within the call center;
  - Deteriorating condition of the building's high traffic and common areas; and
  - The goals of the project including the need to incorporate best practices for call center operations to achieve improved functionality and assist in staff retention and morale through a better work environment.

Staff presented the Committee the recommended plan and options considered to address operational deficiencies and to rehabilitate deteriorating high traffic areas in the Pacifica building. Staff highlighted that no changes have been made to the building since 2003, although significant business changes and growth in customer accounts



Joint Capital Programs & Projects Committee and Toll Operations Committee  
Pacifica Building Improvements  
March 12, 2020

have occurred. Staff shared examples of best practices for call centers and better organization of offices as key goals for the effort. Staff walked through the options considered, including leased space, to arrive at the recommendation of Option C as being the most suitable as it accomplishes the goals of the project while minimizing costs and recognizing the parking limitations at our site. Staff also presented a draft of the proposed project schedule.

The Committee engaged in a discussion on the needs, options and next steps as well as providing feedback to staff for the Board presentation. Directors also inquired as to the plan and need to authorize construction management (CM) services prior to awarding the construction contract. Best practices were noted, highlighting the need for a constructability review prior to finalizing design and opportunities for value engineering, along with the recognition that the majority of costs for the CM work would not be incurred unless the Boards had authorized a contract to construct the improvements.

Questions regarding parking impacts, call center noise and currently budgeted dollars were also responded to by staff. Staff also highlighted the plan to temporarily relocate contractor staff during construction to lessen its duration and to allow for completion of all work on the western half of the building. The Committee was supportive of the recommended option and requested that the Board presentation focus on the recommended option and the total cost analysis.

The Committee approved staff's recommendation to present this item for consideration by the San Joaquin Hills Transportation Corridor Agency and Foothill/Eastern Transportation Corridor Agency Boards of Directors.

An update to this item was brought back to the Joint Toll Operations Committee on January 22, 2020 for a informational update only.

- At the meeting, staff:
  - Reiterated the project goals and preliminary proposed project schedule;
  - Presented the limits of work and recommended floorplan;
  - Presented the preliminary project cost for final design and estimated project cost for construction engineer management.

Note: This item was also presented to the Joint Capital Programs & Projects Committee on November 20, 2019 and January 22, 2020.

Joint Capital Programs & Projects Committee and Toll Operations Committee  
Pacifica Building Improvements  
March 12, 2020

***Committee Recommendation***

At the Joint Toll Operations Committee Meeting on November 20, 2019, the Committee unanimously moved staff's recommendation to forward the item to the Boards for their consideration.

***Committee Vote***

Motion: Shea  
Second: Minagar  
Vote: Unanimous



## BOARDS OF DIRECTORS

March 12, 2020

FILE NUMBER: 2020J-013

### PACIFICA BUILDING IMPROVEMENTS

#### RECOMMENDATION

**San Joaquin Hills Transportation Corridor Agency Recommendation:**

1. Authorize the Chief Executive Officer (CEO) to amend contract K001176 with H. Hendy Associates for an amount not-to-exceed \$105,805 for architectural and engineering design services.
2. Authorize the CEO to execute Task Order No. TO-001 within contract K001182 with Jacobs Project Management Co. for an amount not to exceed \$121,410 to provide construction engineering management services.
3. Authorize the CEO to execute additional changes to this contract within ten percent (\$22,722) of the amended contract value.

**Foothill/Eastern Transportation Corridor Agency Recommendation:**

1. Authorize the Chief Executive Officer (CEO) to amend contract K001176 with H. Hendy Associates for an amount not-to-exceed \$105,805 for architectural and engineering design services.
2. Authorize the CEO to execute Task Order No. TO-001 within contract K001182 with Jacobs Project Management Co. for an amount not to exceed \$121,410 to provide construction engineering management services.
3. Authorize the CEO to execute additional changes to this contract within ten percent (\$22,722) of the amended contract value.

#### SUMMARY

Over the past two years staff has been evaluating options to address the operational needs of TCA's customer service functions. Staff reviewed various options, including new and/or additional leased space and found that leveraging the existing investment in the Pacifica building would be the most cost-efficient option. Staff is requesting contract authorization to complete final design and constructability reviews which would allow the agency to conduct a procurement for construction of the improvements. The award of the construction contract would be presented to the Board for approval and delivery of the project.

The proposed amendment to contract K001176 with H. Hendy Associates provides architectural and engineering design services for the final design of improvements to the Pacifica building to implement improved space utilization and to address deteriorating building conditions.

To assist the Agencies' with design oversight and administration of the construction contract, staff is recommending issuing a task order to Jacobs Project Management Co. through the Agencies'

Construction Engineering Management On-call Bench. The construction engineering management includes assisting the Agencies with overall project budget, schedule and design reviews; administering the construction contract; and overseeing the construction and project close-out.

## BUDGET

Staff is requesting contract authorization in the amount of \$499,874 which includes a 10% contingency. Inclusive of this amount is Fiscal Year (FY) 2020 costs of \$200,000. Funding for remainder of the costs in FY21 is contingent upon the Boards' approval and adoption of the FY21 budget.

San Joaquin Hills:	\$249,606.50
Foothill/Eastern:	\$249,606.50
Contractors:	H. Hendy Associates Jacobs Project Management Co.

## BACKGROUND

As part of the Boards' approved Fiscal Year (FY) 2020 initiatives, staff has continued efforts from the previous year to develop a plan to achieve improved space utilization and to rehabilitate deteriorated high traffic areas.

The Pacifica building was originally constructed in 1989. It was purchased by the Foothill/Eastern Transportation Corridor Agency in 1996, remodeled in 1999 for the relocation of TCA staff from its previous Santa Ana headquarters, and again remodeled in 2003 to accommodate customer service operations. Since that date no building/tenant improvements have been made to address operational needs or normal wear and tear. However, since 2003, several business operational changes have taken place, with the most significant being the 2014 transition to All Electronic Tolling (AET). AET and the continued increase in demand for use of the roads has resulted in an ever-growing customer base which now exceeds 1.7 million account holders dictating a need for increased customer service staff. This growth and the associated space requirements have outgrown the existing configuration of the building and not kept pace with best practices for call center operations.

In addition to this operational component, due to the increase in building occupants and visitors, the wear on the facility has become visibly evident, especially in the highly trafficked public lobbies, hallways, and restrooms. In response to these conditions, staff conducted a competitive procurement and selected H. Hendy Associates (HHA) to provide interior design services.

HHA was tasked with developing building improvement options for: (1) addressing space requirements and functional needs within toll operations and (2) rehabilitating the common areas.

## DISCUSSION

- **Architectural and Engineering Design Services**

Since the original call center renovation was completed in 2003, any and all available office space has been used to accommodate the continual expansion of toll operations and customer service staffing needs. Over time, this has resulted in inefficient placement of customer service staff in different areas of the building with the supervision for groups being split as well as poor visibility for call center functions. Different contractors have also been cohabitated into secure areas introducing security and staff management concerns. The currently disjointed work environment hampers productivity and creates a less than optimal work environment.

Staff is managing the continual growth in demand for call center space through a distributed model that includes our contractor's leased space Sacramento; however, data collected shows that this is not the most cost-effective option. The Agencies have a great asset and investment in the Pacifica building and the proposed building improvements are opportunity to leverage this investment and provide a more efficient use of the available space.

Staff worked with the Agencies' customer service contractor, Faneuil, to evaluate opportunities for additional off-site leased space and have worked with HHA to review options to better utilize existing space within the Pacifica building.

The leased space opportunities in Sacramento and Orange County ranged from \$360,000 to \$680,000 per year, whereas a 20-year capital investment to improve the Pacifica building equated to a range of \$130,000 to \$200,000 per year. This cost analysis identified a significant advantage to improving the Pacifica building versus relocating customer service functions to a leased facility.

Staff worked with HHA, along with our contractors Faneuil and BRiC, to develop and review preliminary space plans to determine the most efficient use of the existing toll operations' areas. Staff considered three options within the above referenced price range, as follows:

- "Option A – Max Capacity", focused on maximizing the number of staff that could occupy the building.
- "Option B – Base", focused on workspace reorganization, managing parking demand and minimizing construction costs.
- "Option C – Base with Enhancements", provided some enhancements to the "Base" plan by incorporating a "quiet room" for nursing mothers and rehabilitation to complete the eastern portion of the building (Committee conference and toll operations area)

Each of the improvement options considered included removal of exterior offices within the call center and reconfiguration of cubicles to allow for a more open environment with natural light and reorganizing other office areas to create more efficient workspaces. The considered improvements also include a new training room that would be more suitable in size and configuration for customer service operations or other TCA needs.

Staff worked with the Joint Toll Operations and Joint Capital Programs Committees to review the options and identified "Option C – Base with Enhancements" as being the most suitable. Option C accomplishes the goal of addressing operational deficiencies, while minimizing costs and recognizing the parking limitations at the Pacifica site. This option also results in the completed rehabilitation of the eastern half of the building, avoiding a second round of work impacts. Staff believes the improved functionality, and updated workspaces will assist our contractors in improving employee recruitment, morale and retention, thereby benefiting the Agencies.

To develop the detail plans, architectural work and engineering work needed to continue the project, additional support from HHA is required. HHA was requested to submit a proposal for moving forward with final design development for the proposed improvements within toll operations and the common areas of the Pacifica building. Staff received and reviewed the proposal and determined it to be fair and reasonable. Upon completion of the design, staff would work with HHA to conduct a competitive procurement to recommend the Board award a contract for construction.

- **Construction Engineering Management Services**

In addition to the architectural and engineering design services, the Project will require construction engineering management (CEM) services to represent the Agencies' interests during the design and

construction of the Project. During final design, the CEM duties will include overall project planning , budget and schedule development, careful planning to address the logistics of the move-out and move-in phases of on-site call-center contractors, and detailed coordination with the Architect (HHA) and Agency staff to provide guidance for the design features, to identify and mitigate project risks, conduct constructability, and biddability reviews, and assisting the Agencies' with bidding and award.

During construction, the CEM will be responsible for administration of the construction contract; scheduling, quality assurance inspections; worker and project-site safety reviews; quality assurance of materials and workmanship; coordination of construction phasing and work schedules; progress payments review; and project close-out.

Staff reached out to the three firms on the Agencies' Construction Engineering Management On-call Bench to request proposals. Two of the firms responded to the request and Jacobs Project Management Co. (Jacobs) was determined to offer the best value for the services needed. The Jacobs team provided a comprehensive proposal and approach and they demonstrated extensive knowledge of potential challenges associated with this type of project. Jacobs proposed a highly experienced construction manager with 30 years of relevant experience. Jacobs has experience with relevant projects including hospitals and schools that involved complex move-management requirements similar to the challenges associated with the Pacifica building improvements.

## CONCLUSION

Staff is continuing efforts in support of the Agencies' initiative to achieve improved space utilization within the toll operations environment and to align with industry best practices. Staff worked with HHA and the Agencies' operations contractors to develop and evaluate options that address the Agencies' needs in the most cost-effective manner and leverage the Agencies' existing investment. Through discussions with the Joint Toll Operations and Joint Capital Programs Committees, staff identified the most cost-effective option for the improvements and is ready to move into the next phase of the project that includes development of final design and bid documents.

Staff received and reviewed a proposal from HHA to provide final design development for architectural and engineering services for the building improvements. Staff also received and reviewed proposals from two firms on the Agencies' Construction Engineering Management On-call Bench, and Jacobs was determined to offer the best value for the services needed.

With Board approval of the recommended actions, staff would work to complete final design and constructability reviews and then conduct a procurement for construction. The results of the procurement would be presented to the Boards for contract approval in the fall along with the proposed schedule to complete the work.

Report Written By: Kurt Machtolf, Facilities Manager

### REVIEWED BY:



David H. Speirs, Chief Engineer  
(949) 754-3488

### APPROVED BY:



Michael A. Kraman, Chief Executive Officer

Attachments



## ***Transportation Corridor Agencies***

### **PROCUREMENT SUMMARY REPORT**

**File No.:** 2020J-013

**Contract No.:** K001176  
**Contract Title:** Pacifica Building Interior Design Services  
**Amendment No.:** A5

**Consultant:** H. Hendy Associates (Newport Beach, CA)  
**Subconsultant:** None

**Procurement Process**

**Type:** Negotiated Amendment  
**Award Criteria:** Continuity of Service  
**Price:** \$211,610  
**Contingency:** \$ 21,161

#### **NOTES:**

This proposed amendment authorizes Consultant to provide architectural and engineering design services for the Agency-owned Pacifica office building improvements.

Consultant was selected through a competitive procurement process to provide interior design services for renovating the Agency-owned Pacifica office building. To complete the detailed plans and engineering work needed to continue the project, additional support from Consultant is required.

Staff reviewed consultant's proposal and found it to be fair and reasonable. Compensation is changed from time and material to a lump sum basis.

#### **COMPENSATION:**

	<b>SJHTCA</b>	<b>F/ETCA</b>	<b>TOTAL</b>	<b>DESCRIPTION</b>
Original NTE Amount	\$ 0	\$ 7,500	\$ 7,500	
Previous Amendments	\$ 11,273	\$ 10,375	\$21,648	Design Services
Current NTE Amount	\$ 11,273	\$ 17,875	\$29,148	
Proposed Amendment No. 5	\$105,805	\$105,805	\$211,610	Call Center and 2 <sup>nd</sup> Floor Reorganization
Revised NTE Amount	\$117,078	\$123,680	\$240,758	



## ***Transportation Corridor Agencies***

### **PROCUREMENT SUMMARY REPORT**

**File No.:** 2020J-013

**Contract No.:** K001182  
**Contract Title:** On-Call Construction Engineering Management Services (CEM)

**Task Order No.:** TO-001  
**Task Order Title:** Pacifica Building Improvements – CEM Services

**Consultant:** Jacobs Project Management Co. (Irvine, CA)  
**Subconsultant:** None

**Procurement Process**

**Type:** Negotiated Task Order  
**Award Criteria:** Qualifications  
**Price:** Not-to-Exceed \$242,820  
**Contingency:** \$24,282

#### **NOTES:**

This proposed task order authorizes Consultant to provide Construction Engineering Management Services to assist the Agencies' with design oversight and administration of the construction contract. During the design phase, Consultant's duties shall include overall project budget and schedule review; constructability, biddability, and design review and assisting the Agencies' with bidding and award of the construction contract. During the construction phase, Consultant shall be responsible for administration of the construction contract; quality assurance inspections; worker and project safety reviews, quality assurance of materials and workmanship; coordination of construction phasing and work schedules; progress payments review; and project closeout.

Consultant was pre-qualified for On-Call Construction Engineering Management Consulting Services through a competitive Request for Statement of Qualifications previously approved by the Boards of Directors on May 11, 2017. All-inclusive labor rates remain unchanged.

#### **COMPENSATION:**

	<b>DATE</b>	<b>SJHTCA</b>	<b>F/ETCA</b>	<b>TOTAL</b>	<b>DESCRIPTION</b>
Current NTE Amount		\$ 0	\$ 0	\$ 0	
Proposed Task Order TO-001	03/12/20	\$121,410	\$121,410	\$242,820	Pacifica Improvements - CEM
Revised NTE Amount		\$121,410	\$121,410	\$242,820	