



# **AGENDA**

## ***Regional Planning and Highways Committee Meeting***

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### **Committee Members**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Shawn Nelson  
Miguel Pulido  
Todd Spitzer  
Michelle Steel

Orange County Transportation Authority  
Headquarters  
550 South Main Street  
Board Room – Conf. Room 07  
Orange, California

**Monday, December 3, 2018 at 10:30 a.m.**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

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

### **Call to Order**

### **Pledge of Allegiance**

Director Steel

### **1. Public Comments**

### **Special Calendar**

There are no Special Calendar matters.

### **Consent Calendar (Items 2 through 9)**

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



**2. Approval of Minutes**

Approval of the minutes of the Regional Planning and Highways Committee meeting of November 5, 2018.

**3. Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**

Jeff Mills/James G. Beil

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is now needed for additional design and construction efforts related to the relocation of City of Fountain Valley water lines into new bridge overcrossings at Brookhurst Street, Bushard Street, Magnolia Street, and Ward Street.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 17 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$800,000, for additional design and construction efforts related to the relocation of City of Fountain Valley water lines into new bridge overcrossings at Brookhurst Street, Bushard Street, Magnolia Street, and Ward Street.

**4. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2018**

Christina Moore/Kia Mortazavi

**Overview**

The Orange County Transportation Authority recently completed the September 2018 semi-annual review of projects funded through the Comprehensive Transportation Funding Program. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for Board of Directors' review and approval.



**4. (Continued)**

**Recommendations**

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a cooperative agreement between the Orange County Transportation Authority and the City of San Clemente in support of the Americans with Disabilities Act complementary services component of the City of San Clemente's Rideshare Services-Beta Test Program, in an amount not to exceed \$900,000.
- C. Cancel the programming of \$1,649,700 in 2018 Measure M2 Project V funds for the City of San Clemente's Rideshare Services-Beta Test Program.

**5. Fiscal Year 2018-19 Measure M2 Annual Eligibility Review**

Brianna Martinez/Kia Mortazavi

**Overview**

Measure M2 requires all local jurisdictions in Orange County to satisfy eligibility requirements to receive Measure M2 net revenues. The fiscal year 2018-19 Measure M2 eligibility documentation has been reviewed by staff and the Taxpayer Oversight Committee, and is presented for Board of Directors' review and approval.

**Recommendation**

Approve all local jurisdictions as conditionally eligible for Measure M2 net revenues for the fiscal year 2018-19, and direct staff to return with final eligibility findings for local jurisdictions, pending the adoption and submittal of the fiscal year 2017-18 expenditure reports by local jurisdictions.



**6. 2019 Technical Steering Committee Membership**  
Brianna Martinez/Kia Mortazavi

**Overview**

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on local streets-and roads-related items. To accomplish this, the committee relies on a Technical Steering Committee made up of nine representatives from local agencies to provide guidance on major technical items. Technical Steering Committee members serve two-year terms, with the exception of one-year terms for the chair and vice chair. This year, six positions are open for consideration, and proposed 2019 Technical Steering Committee membership recommendations are presented for review and approval.

**Recommendation**

Approve the proposed 2019 Technical Steering Committee membership.

**7. Active Transportation Program Local Project Prioritization**  
Louis Zhao/Kia Mortazavi

**Overview**

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program Guidelines and issued a two-tiered call for projects, making state and federal funds available for a bicycle and pedestrian call for projects from the State of California or the Southern California Association of Governments. A list of Orange County project point assignments for the Southern California Association of Governments regional project selection is presented for the Board of Directors' approval.

**Recommendations**

- A. Approve the additional points assigned to the Orange County 2019 Active Transportation Program projects, consistent with the Orange County Transportation Authority-adopted Active Transportation Program project prioritization and submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer to approve future scope changes, substitutions, and additions to the final recommended project list.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.





**8. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations**

Louis Zhao/Kia Mortazavi

**Overview**

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.

**Recommendations**

- A. Approve delay requests for four projects from the cities of Huntington Beach, Santa Ana, Tustin, and the County of Orange.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

**9. Measure M2 Freeway Environmental Mitigation Program Update**

Lesley Hill/Kia Mortazavi

**Overview**

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of 13 freeway projects in exchange for streamlined project approvals from the state and federal resources agencies. To date, the Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. On a parallel path, a similar approach was developed to obtain state and federal clean water permits to facilitate the implementation of the Measure M2 freeway projects. A biannual status report of these efforts and program update is presented.

**Recommendation**

Receive and file as an information item.



## **Regular Calendar**

- 10. OC Active: Project Update**  
Paul Martin/Kia Mortazavi

### **Overview**

Preparation of a draft countywide active transportation plan is nearing completion. The plan will help ensure bicycle and pedestrian improvement efforts are coordinated between local jurisdictions and reduce the need for local agencies to develop similar plans to compete for state and federal grants. Public outreach and technical analysis have been completed, and recommendations with local jurisdictions are being confirmed before finalizing the OC Active Report. A project status update is presented for Board of Directors review and information.

### **Recommendation**

Receive and file as an information item.

## **Discussion Items**

- 11. Chief Executive Officer's Report**
- 12. Committee Members' Reports**
- 13. Closed Session**

There are no Closed Session items scheduled.

- 14. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, January 7, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **Committee Members Present**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Shawn Nelson  
Michelle Steel

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Ken Phipps, Deputy Chief Executive Officer  
Laurena Weinert, Clerk of the Board  
Olga Prado, Assistant Clerk of the Board  
James Donich, General Counsel  
OCTA Staff and Members of the General Public

### **Committee Members Absent**

Miguel Pulido  
Todd Spitzer

## **Call to Order**

The November 5, 2018 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:32 a.m.

## **Pledge of Allegiance**

Director Nelson led in the Pledge of Allegiance.

### **1. Public Comments**

No public comments were received.

## **Special Calendar**

There were no Special Calendar matters.

## **Consent Calendar (Items 2 through 6)**

### **2. Approval of Minutes**

A motion was made by Director Nelson, seconded by Board of Directors (Board) Chairwoman Bartlett, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of October 1, 2018.



**3. Amendment to Cooperative Agreements with the Cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster for the Interstate 405 Improvement Project**

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-3612 between the Orange County Transportation Authority and the City of Costa Mesa, in the amount of \$661,981, to provide reimbursement for pavement mitigation on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,006,881.
  
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-3613 between the Orange County Transportation Authority and the City of Fountain Valley, in the amount of \$657,008, to provide reimbursement for pavement mitigation on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,632,708.
  
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-3614 between the Orange County Transportation Authority and the City of Huntington Beach, in the amount of \$682,737, to provide reimbursement for pavement mitigation on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,278,937.
  
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of \$623,888, to provide reimbursement for pavement mitigation on city streets used for signed, long-term detour routes during construction. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,823,888.



**4. Amendment to Cooperative Agreement with the Orange County Flood Control District for the Railroad Grade Separation Projects**

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-9-0570 between the Orange County Transportation Authority and the Orange County Flood Control District, in the amount of \$300,000, for additional project support services and utility easement costs for the railroad grade separation projects located at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue, and to extend the term of the agreement through August 31, 2019. This will increase the cooperative agreement value to \$880,000.

**5. California Department of Transportation Freeway Service Patrol Program Fund Transfer Agreements**

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-2011 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2018-19 Freeway Service Patrol Program State Highway Account funding in the amount of \$2,472,405.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1871 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2017-18 Freeway Service Patrol Program Senate Bill 1 funding in the amount of \$2,619,972.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-2012 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2018-19 Freeway Service Patrol Program Senate Bill 1 funding of approximately \$2,236,000.





### **6. Capital Programming Update**

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to:

- A. Authorize the use of up to \$26.991 million in Proposition 1B Trade Corridors Improvement Funds for the Interstate 5 Improvement Project (State Route 73 to Oso Parkway) from the OC Bridges projects (\$5.002 million), San Juan Creek Bridge Project (\$15.739 million), and unprogrammed funding (\$6.250 million), contingent on the approval of the California Transportation Commission.
- B. Authorize the use of up to \$1.512 million in Proposition 1B Transit System Safety, Security, and Disaster Response Account funding from the 2017 Video Surveillance System Upgrade Project for the 2017 Transit Security and Operations Center, contingent on the approval of the California Office of Emergency Services.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions, including Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and the California Department of Transportation.

### **Regular Calendar**

#### **7. Final 2018 Long-Range Transportation Plan**

Kurt Brotcke, Director, Planning, provided opening remarks on the 2018 Long-Range Transportation Plan (LRTP) and introduced Greg Nord, Principal Transportation Analyst, Strategic Planning, who provided a PowerPoint presentation for this item as follows:

- Impacts of Growth;
- Public Outreach – Phase One;
- Draft Results;
- Public Outreach – Phase Two;
- LRTP Refinements;
- Results Remain Consistent;
- Short-Term Action Plan; and
- Next Steps.



### 7. (Continued)

A discussion ensued regarding:

- Transportation Demand Management and the Orange County Transportation Authority (OCTA) continues to monitor evolving technologies and stays engaged with on-demand companies to look for opportunities where to supplement transit service in the County.
- The toll roll build-out is in the conceptual/financially unconstrained element of the plan, and a preferred alignment is being analyzed and once selected, staff can return and reconsider if appropriate to add it to the LRTP.
- The State Route 91 (SR-91) connection on the north end is included in the financially constrained element.
- Director Nelson expressed his concerns with the 91 connection, noting that the Board has not voted on a final plan for construction. Darrell E. Johnson, Chief Executive Officer (CEO), addressed his concerns.
- Concerns that if OCTA is promising alleviation of traffic in the next 15 years, other programs that might be more realistic may get pushed to the backburner.

A motion was made by Committee Vice Chair Delgleize, seconded by Director Nelson, and declared passed by those present, to direct staff to submit the final 2018 Long-Range Transportation Plan to the Southern California Association of Governments as input to the 2020 Regional Transportation Plan and Sustainable Communities Strategy.

### Discussion Items

#### 8. **Update on State Route 91 Improvement Project from State Route 57 to State Route 55**

Jeannie Lee, Project Manager Senior, Capital Programs, provided a PowerPoint presentation on this item as follows:

- Project Limits;
- Area of Improvements:
  - SR-91/State Route 57 (SR-57) Interchange;
  - Between SR-57 and State Route 55;
  - SR-91/Lakeview Avenue Interchange;
- Traffic Benefits;
- Public Meeting, Noticing, and Outreach; and
- Environmental Phase Schedule.



### 8. (Continued)

A discussion ensued regarding:

- SR-91/Lakeview Avenue interchange on-ramp does not touch the 91 Express Lanes and it will not impact the toll lanes.
- Director Nelson requested graphics that show how the interchange and 91 Express Lanes blend in.
- Darrell E. Johnson, CEO, noted that, two years ago, the Board asked OCTA to set aside excess toll revenues from the 91 Express Lanes to advance Projects I and J under Measure M2 and this project is a result of that request.
- The total estimated cost for the project is \$460 million.

No action was taken on this information item.

### 9. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported on the following:

- Last Wednesday, Chairwoman Bartlett joined OCTA staff in a live telephone engagement related to the LRTP.
- Interstate 405 (I-405) Improvement Project Closures:
  - There will be overnight closures scheduled for the southbound I-405 tonight and tomorrow night from 11:00 p.m. to 5:00 a.m.
  - These closures are needed to remove a sign structure from the Goldenwest Street overcrossing (between Harbor Boulevard and Fairview Road this evening, and between Euclid Street and Harbor Boulevard tomorrow evening).
  - Staff continues to notify the community through various channels about the closures.
- On Thursday, November 8<sup>th</sup>, OCTA will host its annual Veterans Appreciation event to honor OCTA employees who have served in the United States Armed Forces, as well as to honor OCTA employees who have a child or grandchild in the military. The event will take place at 2:00 p.m. at the Garden Grove bus base and Committee members are invited to attend.





# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### 10. Committee Members' Reports

Board Chairwoman Bartlett inquired on the Attitudinal and Awareness Survey that showed that 22 percent said homelessness was the number one issue. She inquired if there was a specific breakdown or details other than homelessness being the number one issue. Staff will provide the survey information to full Committee.

Committee Vice Chair Delglaze reported that the survey was one of the most effective pieces that OCTA has, and she has shared the information with the council members in Huntington Beach.

Committee Chairman M. Murphy reminded everyone to vote tomorrow, and wished everyone a Happy Thanksgiving.

### 11. Closed Session

A Closed Session was not conducted at this meeting.

### 12. Adjournment

The meeting adjourned at 11:03 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, December 3, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Olga Prado  
Assistant Clerk of the Board

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Mark A. Murphy  
Committee Chairman



**December 3, 2018**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

*J. Bennett Pruitt for*

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is now needed for additional design and construction efforts related to the relocation of City of Fountain Valley water lines into new bridge overcrossings at Brookhurst Street, Bushard Street, Magnolia Street, and Ward Street.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 17 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$800,000, for additional design and construction efforts related to the relocation of City of Fountain Valley water lines into new bridge overcrossings at Brookhurst Street, Bushard Street, Magnolia Street, and Ward Street.

**Discussion**

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

**Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605 Page 2**

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On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. NTP No. 2, for the full design and construction of the Project, was issued to OC405 on July 27, 2017.

The current scope of work in the contract documents requires the extension of the subject City of Fountain Valley (City) water line casings to accommodate the freeway mainline widening. These City water lines are approximately 60 years old and are in poor condition per a recent City study. The Project also places additional fill on these water lines, further stressing these aging facilities.

During Project design review, the City requested OCTA to relocate the subject water lines into the new bridge overcrossings that will be constructed as part of the Project. OC405 provided its estimate for this additional design and construction work, which was negotiated by OCTA staff to \$800,000.

The City has agreed to compensate OCTA for \$750,000 of the additional design and construction work. A cooperative agreement amendment between the City and OCTA, committing the City's contribution, is anticipated to be approved by the City Council on December 18, 2018.

OCTA has agreed to contribute the balance of \$50,000, which is more than offset by savings to the Project related to the elimination of manhole relocations along the existing water lines. For example, one manhole relocation would have impacted private property and required OCTA to acquire property rights.

A contract change order (CCO) is now needed for additional design and construction efforts related to the relocation of City water lines into new bridge overcrossings at Brookhurst Street, Bushard Street, Magnolia Street, and Ward Street.

***Procurement Approach***

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, OCTA approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

**Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605 Page 3**

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The City will reimburse OCTA for the majority of the costs of this specific work on the Project, after the City Council approves the City's \$750,000 funding agreement with OCTA specific to this work.

Board approval is required for this proposed CCO, in the amount of \$800,000, to provide compensation to OC405 for the additional design and construction efforts related to the aforementioned out-of-scope efforts. Attachment A lists the CCOs that have been executed to date and the pending CCOs that are currently under negotiation with OC405.

**Fiscal Impact**

The cost for the additional design and construction efforts described in CCO No. 17 is primarily funded from a reimbursement, in the amount of \$750,000, from the City. The funding for this Project was approved in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes.

***Summary***

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 17 to Agreement No. C-5-3843 with OC 405 Partners, a joint venture, in the amount of \$800,000, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

**Contract Change Order for Additional Design and Construction Page 4  
Efforts for the Interstate 405 Improvement Project Between  
State Route 73 and Interstate 605**

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***Attachment***

- A. OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

**Prepared by:**



Jeff Mills, P.E.  
Program Manager  
(714) 560-5925

**Approved by:**



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



Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
(714) 560-5623

**OC 405 Partners  
Agreement No. C-5-3843  
Contract Change Order Log**

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	06/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	07/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Pending		\$1,300,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Pending		\$100,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Pending		<b>-\$237,982.39</b>

013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/ Bushard Street	Pending		\$8,560,556.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Pending		\$175,000.00
016	Construction Zone Speed Reduction	Pending		\$70,000.00
017	Water Line Relocations for the City of Fountain Valley	Pending		\$800,000.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$98,935,000.00</u>
Total Contract Allotment	\$1,316,000,000.00

Subtotal Approved CCO	\$452,418.94
Subtotal Pending CCOs	<u>\$10,767,573.61</u>
Total CCOs	\$11,219,992.55

Proposed Revised Contract Price	\$1,228,284,992.55
Remaining Contingency Fund	\$ 88,760,007.45



**December 3, 2018**

**To:** Regional Planning and Highways Committee

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

**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review – September 2018

**Overview**

The Orange County Transportation Authority recently completed the September 2018 semi-annual review of projects funded through the Comprehensive Transportation Funding Program. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for Board of Directors' review and approval.

**Recommendations**

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a cooperative agreement between the Orange County Transportation Authority and the City of San Clemente in support of the Americans with Disabilities Act complementary services component of the City of San Clemente's Rideshare Services-Beta Test Program, in an amount not to exceed \$900,000.
- C. Cancel the programming of \$1,649,700 in 2018 Measure M2 Project V funds for the City of San Clemente's Rideshare Services-Beta Test Program.

**Background**

The Comprehensive Transportation Funding Program (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects. The CTFP contains a variety of funding programs and sources, including Measure M2 (M2)



revenues, State-Local Partnership Program funds, and Local Partnership Program (LPP) funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

As needed, OCTA meets with representatives from local agencies to review the status of projects and proposed project changes. This process is known as the semi-annual review process. The goals of the semi-annual review process are to review project status, determine the continued viability of projects, address local agency concerns, confirm availability of local match funds, and ensure timely closeout of all projects funded through the CTFP.

### ***Discussion***

The September 2018 semi-annual review proposed adjustments include four timely use of funds extensions for CTFP projects, one-timely use of funds extension for the Local Fair Share Program, four project scope changes, six project transfers, and two cancellations. Adjustments are itemized in Attachment A and described in Attachment B.

Local agencies identified several reasons for semi-annual review proposed project adjustments, which included the following:

- Extensions (stakeholder/agency coordination issues, right-of-way issues, utility conflicts, and design issues),
- Scope changes (technology upgrades/enhanced project benefits, project service expansion, location modifications, and financial constraints),
- Transfers (project savings), and
- Cancellations (low ridership).

The reasons identified above are consistent with expectations for a September semi-annual review cycle, which generally sees more project phasing and scope adjustments, whereas the March semi-annual review cycle is typically influenced by the timing constraints of encumbrance and fund expenditure deadlines. Additional information regarding semi-annual review trends over the last seven years is provided in Attachment C.

Also provided for reference is an M2 CTFP summary table, which documents changes that have occurred since the last March 2018 semi-annual review update. These changes reflect the addition of approximately \$ 55.3 million in new funding allocations, which are primarily M2 funds, but also includes approximately \$6.7 million in LPP funds. Since M2 inception, OCTA has awarded a total of \$490 million in competitive funds, including \$36.5 million through state and federal partnership programs.

This semi-annual review captures a \$19.5 million increase in started projects, a \$3.9 million increase in delivered projects (pending and completed), a \$727,260 increase in project cancellations, and captures over \$2.63 million in program savings.

M2 CTFP Summary Table				
Project Status	March 2018 Semi-Annual Review		September 2018 Semi-Annual Review	
	Project Phases	Allocation	Project Phases	Allocations <sup>1</sup> (after adjustments)
Planned <sup>2</sup>	63	\$ 53.3	95	\$ 84.5
Started <sup>3</sup>	144	\$ 190.3	131	\$ 209.8
Pending <sup>4</sup>	67	\$ 30.1	71	\$ 29.8
Completed <sup>5</sup>	292	\$ 138.1	309	\$ 142.3
Cancelled <sup>6</sup>	29	\$ 19.7	39	\$ 20.4
Total	595	\$ 431.5	645	\$ 486.8

1. Allocations in millions, pending Board of Directors (Board) approval of the September 2018 semi-annual review.
2. Planned - indicates that funds have not been obligated and/or are pending contract award.
3. Started - indicates that the project is underway, and funds are obligated.
4. Pending - indicates that the project work is completed, and the final report submittal/approval is pending.
5. Completed - indicates that the project work is complete, final report approved, and final payment has been made.
6. Cancelled - indicates that the project work will not be completed, and project savings will be returned to the program.

Based upon review of the September 2018 semi-annual review proposed project adjustments and trends, staff has determined that these changes are consistent with prior semi-annual review requests and are also appropriate from a CTFP administration perspective. These changes have also been reviewed and approved by the Technical Advisory Committee. Therefore, Board approval of the semi-annual review adjustments is recommended. Upon Board approval of these adjustments, staff will monitor the implementation of these proposed changes through future semi-annual reviews, which are conducted and reported to the Board two times a year.

#### Other Actions

Staff is requesting authorization for OCTA’s Chief Executive Officer (CEO), or his designee, to negotiate and execute a cooperative agreement between OCTA and the City of San Clemente (City). The intent of the proposed cooperative agreement would be to specify that the Americans with Disabilities Act (ADA) complementary services component of the City’s Rideshare Services-Beta Test Program be reimbursed with separate Project V funds (which are not part of the City’s existing 2016 Project V allocation).

During the initial two years of the program, such an agreement was not necessary as the City was still in a “Beta-Test” phase. However, if the Board approves the City’s request to extend the program, as included in Recommendation A, a formal payment process (specified through a separate cooperative agreement) will be required for the complementary ADA component of the City’s service. The City is projecting the cost to provide this service in a manner similar to former routes 191 and 193 services, to be approximately \$900,000 over the next five years. As such, the cooperative agreement will specify a not-to-exceed amount of up to \$900,000. This action is consistent with the Board-approved CTFP Guidelines and will allow for payment of ADA complementary services consistent with other Project V services. Board approval of Recommendation B is requested.

Finally, Board approval is requested to cancel the programming recommendation for the City’s 2018 Project V grant application. Based upon data received to date and the City’s semi-annual review requests, there appears to be sufficient remaining capacity within the City’s existing 2016 Project V grant to support this program over the next several years. As a result, programming of additional 2018 funds is not warranted at this time, and staff is requesting that the Board cancel the 2018 programming recommendation. With approval of this recommendation, the deprogrammed funds would be returned to the Project V program to support a future call for projects.

Staff will continue working closely with the City to both administer the program and to ensure that Project V funds are appropriately structured in order to support the unique needs of this program. Staff will also continue providing twice yearly Project V ridership updates to the Board.

***Summary***

OCTA has recently reviewed the status of 373 active project phases funded through the M2 CTFP. Staff recommends the approval of semi-annual review project adjustments requested by local agencies. Staff is also seeking authorization for the CEO to negotiate and execute an agreement with the City, which would formalize payment for ADA complementary services to the City’s Rideshare Services-Beta Test Program, consistent with other Project V services. Deprogramming of the City’s 2018 Project V application is also requested.

***Attachments***

- A. Comprehensive Transportation Funding Programs, September 2018  
Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, September 2018  
Semi-Annual Review Adjustment Request Descriptions
- C. Comprehensive Transportation Funding Programs, September 2018  
Semi-Annual Review Adjustment Trend Analysis

**Prepared by:**



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**Approved by:**



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**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Requests**

<b>Timely Use of Funds Extension Requests - CTFP*</b>								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension	Proposed Expenditure Deadline
Anaheim	15-ANAH-ACE-3760 <sup>1</sup>	O	Lincoln Avenue from Harbor Boulevard to West Street	ENG	15/16	\$ 590,494	24	2/9/2021
Anaheim	15-ANAH-ACE-3761 <sup>2</sup>	O	Lincoln Avenue Widening (East Street to Evergreen Street)	ENG	15/16	\$ 762,904	24	4/12/2021
Cypress	14-CYPR-ECP-3731 <sup>3</sup>	X	Priority Sediment/Pollution Removal Project	CON	14/15	\$ 211,840	24	11/9/2020
County of Orange	15-ORCO-ACE-3779 <sup>4</sup>	O	Cow Camp Road - Segment II	ENG	15/16	\$ 1,565,238	24	4/12/2021
<b>CTFP Timely-Use of Funds Extensions (4) - Total Phase Allocations</b>						<b>\$ 3,130,476</b>		

**Reasons for Project Adjustments**

1 = Stakeholder/agency coordination issue

2 = ROW issue

3 = Utility conflicts

4 = Design issue

\*Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request a one-time extension of up to 24 months.

<b>Timely Use of Funds Extension Requests - LFS**</b>						
Agency	FY	Disbursement Date	Disbursement Amount	Proposed Extension Amount	Proposed Interest Extension Amount	Proposed Extension Deadline
Costa Mesa	15/16	11/17/2015	\$ 377,606	\$ 377,606	\$ -	11/17/2020
		1/12/2016	\$ 437,485	\$ 437,485	\$ -	1/12/2021
		3/15/2016	\$ 395,532	\$ 395,532	\$ -	3/15/2021
<b>LFS Timely Use of Funds Extensions (1) - Total Phase Allocations</b>				<b>\$ 1,210,623</b>		

\*\*Net revenues received by local jurisdictions through the LFS Program shall be expended or encumbered within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds. OCTA uses the check date as the date of receipt of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds. Requests for extensions must include a plan of expenditure.

**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Requests**

<b>Scope Change Requests</b>							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Anaheim	14-ANAH-TSP-3701 <sup>1</sup>	P	Anaheim Boulevard Regional Traffic Signal Synchronization	PI	14/15	\$ 696,860	\$ 696,860
Fullerton	17-FULL-TSP-3874 <sup>1</sup>	P	Gilbert Street and Idaho Street Corridor Regional Traffic Signal Synchronization	PI	17/18	\$ 862,560	\$ 862,560
San Clemente	16-SCLM-CBT-3841 <sup>2</sup>	V	San Clemente Rideshare Services	O&M	Multiple	\$ 914,400	\$ 914,400
Santa Ana	14-SNTA-ECP-3751 <sup>3,4</sup>	X	Residential South Catch Basin Project	CON	14/15	\$ 200,000	\$ 200,000
<b>Scope Changes (4) - Total Phase Allocations</b>						<b>\$ 2,673,820</b>	<b>\$ 2,673,820</b>

**Reasons for Project Adjustments**

1 = Technology upgrades/ enhanced project benefits

2 = Expand service period up to seven years

3 = Location modification

4 = Financial constraints

**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Requests**

<b>Transfer Requests (6) - Total Project Allocations</b>								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
Costa Mesa	17-CMSA-ICE-3861 <sup>1</sup>	O	Hyland Avenue at MacArthur Boulevard Intersection Improvements	ROW	17/18	\$ 129,972	\$ (129,522)	\$ 450
				CON	18/19	\$ 276,212	\$ 129,522	\$ 405,734
OCTA	11-OCTA-TSP-3558 <sup>1</sup>	P	Warner Avenue	PI	11/12	\$ 550,640	TBD	TBD
				O&M	12/13	\$ 71,208	TBD	TBD
OCTA	12-OCTA-TSP-3616 <sup>1</sup>	P	Pacific Park Drive and Oso Parkway Signal Synchronization	PI	12/13	\$ 1,028,032	TBD	TBD
				O&M	13/14	\$ 24,466	TBD	TBD
OCTA	12-OCTA-TSP-3618 <sup>1</sup>	P	Los Alisos Boulevard Corridor (Paseo de Valencia to Altisima)	PI	12/13	\$ 309,261	TBD	TBD
				O&M	13/14	\$ 23,356	TBD	TBD
OCTA	12-OCTA-TSP-3622 <sup>1</sup>	P	Santa Margarita Parkway Signal Synchronization	PI	12/13	\$ 300,051	TBD	TBD
				O&M	13/14	\$ 11,861	TBD	TBD
San Clemente	16-SCLM-CBT-3841 <sup>1</sup>	V	San Clemente Rideshare Services	O&M	16/17	\$ 457,200	TBD	TBD
					17/18	\$ 457,200	TBD	TBD
					18/19	\$ -	TBD	TBD
					19/20	\$ -	TBD	TBD
					20/21	\$ -	TBD	TBD
					21/22	\$ -	TBD	TBD
					22/23	\$ -	TBD	TBD
<b>Transfer Requests (6) - Total Project Allocations</b>						<b>\$ 3,639,459</b>	<b>\$ -</b>	<b>\$ 3,639,459</b>

**Reason for Adjustment**

1 = Project savings in earlier phases/years can support work in later awarded phases/years

**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Requests**

<b>Cancellation Requests</b>							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Costa Mesa	16-CMSA-CBT-3821 <sup>1</sup>	V	Local Circulator from Costa Mesa to Anaheim	CAP	16/17	\$ 201,737	TBD
Costa Mesa	16-CMSA-CBT-3821 <sup>1</sup>	V	Local Circulator from Costa Mesa to Anaheim	O&M	Multiple	\$ 2,588,901	TBD
<b>Cancellations (2) - Total Phase Allocations</b>						<b>\$ 2,790,638</b>	<b>TBD</b>

**Reasons for Project Adjustments**

1 = Low ridership

Acronyms

CAP - Capital

CON - Construction

CTFP - Comprehensive Transportation Funding Programs

ENG - Engineering

FY - Fiscal year

LFS - Local Fair Share Program

O&M - Operations and Maintenance

OCTA - Orange County Transportation Authority

PI - Primary Implementation

ROW - Right of Way

TBD - To be Determined



**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Request Descriptions****Comprehensive Transportation Funding Programs (CTFP) Timely Use of Funds Extensions**

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

The City of Anaheim (Anaheim) is requesting a 24-month timely use of funds extension for the engineering phase of the Lincoln Avenue Widening (Harbor Boulevard to West Street) Project (15-ANAH-ACE-3760), from February 2019 to February 2021. Additional time is required as Anaheim evaluates the viability and sustainability of the project's alternatives going forward. Anaheim is also requesting a 24-month timely use of funds extension for the engineering phase of the Lincoln Avenue Widening (East Street to Evergreen Street) Project (15-ANAH-ACE-3761), from April 2019 to April 2021. Additional time is required as final design has been delayed due to the extensive coordination required with adjacent property owners.

The City of Cypress awarded a construction contract on November 9, 2015 and is requesting a 24-month timely use of funds extension for the construction phase of the Priority Sediment/Pollution Removal Project (14-CYPR-ECP-3731), from November 2018 to November 2020, primarily due to utility conflicts and the contractor's availability.

The County of Orange (County) is requesting a 24-month timely use of funds extension for the engineering phase of the Cow Camp Road Segment II Project (15-ORCO-ACE-3779) from April 2019 to April 2021. Design is complete for segment 2A and in progress for segment 2B; however, additional time is requested to complete the design for segments 2C-2E and to process these plans for approval with the County.

**Local Fair Share Timely Use of Funds Extensions**

The City of Costa Mesa (Costa Mesa) is requesting a 24-month timely use of funds extension of \$1,210,623. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

**Scope Changes**

Agencies may request minor scope changes for CTFP projects if they can assure that project benefits as committed to in the initial application can still be delivered. For Environmental Cleanup Program Tier 1 projects, the proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in the CTFP Guidelines. The match rate percentage identified by

**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Request Descriptions**

implementing agencies in the project grant application shall remain constant throughout the project. The proposed modification must be accommodated within the existing approved grant budget. During this review cycle, the following scope change requests were submitted.

Anaheim is requesting a scope change for the primary implementation (PI) phase of the Anaheim Boulevard Traffic Signal Synchronization Project (14-ANAH-TSP-3701). The scope change involves changing out bluetooth (only) technology with bluetooth and single point articulation test technology on Anaheim Boulevard. This change would support both travel time collection data and connected vehicle applications. The additional change would include replacing an old P-cabinet at Anaheim Boulevard and Broadway Boulevard to a 333L. These changes provide engineers the ability to better monitor traffic for traffic signal coordination.

The City of Fullerton is requesting a scope change for the PI phase of the Gilbert Street and Idaho Street Traffic Signal Corridor Project (17-FULL-TSP-3874). The scope change involves installing new fiber in existing City-owned signal and interconnect conduits along remaining portions of Gilbert Street to complete a fiber optic communication ring. This proposed scope change constitutes a gap closure as defined in the CTFP Guidelines and is in compliance with the intent of the program.

The City of San Clemente (San Clemente) is requesting a scope change for the operations and maintenance (O&M) phase of the San Clemente Rideshare Services Beta-Test Project (16-SCLM-CBT-3841). The pilot program is nearing the end of the initial two-year term and the scope change would enable San Clemente to continue the services for up to an additional five years (to accommodate the total seven-year request as per the original application). The data is showing that the passengers per hour are trending upward with a relatively low cost. San Clemente also requested consideration of increasing the current 2016 project budget to include funding identified in the 2018 Project V call for projects. Based upon data received to date, there appears to be sufficient remaining capacity within the City's existing 2016 Project V grant to support this program over the next several years. As a result, programming of additional 2018 funds is not warranted at this time. Therefore, the proposed modification will be accommodated within the existing 2016 approved grant budget.

The City of Santa Ana (Santa Ana) is requesting a scope change for the construction phase of the Residential South Catch Basin Project (14-SNTA-ECP-3751). The scope change involves reducing the number of connector pipe screen devices from 576 to 547 due significant cost increases. Additionally, due to engineering and location constraints, Santa Ana has found there are insufficient site locations on minor streets to install the proposed 547 devices. As a result, Santa Ana would like to expand the scope to also include installation of municipal catch basins in major streets city-wide.

**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Request Descriptions**

**Transfers**

The CTFP Guidelines allow agencies to request to transfer 100 percent of savings of funds between subsequent phases within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the SAR process. During this review cycle, the following transfer requests were submitted.

Costa Mesa is requesting a transfer for the Hyland Avenue at MacArthur Boulevard Intersection Improvements Project (17-CMSA-ICE-3861). The request is to transfer project savings in the amount of \$129,522 from the right-of-way phase to the construction phase.

OCTA, as administrative lead, is requesting to transfer project savings from the PI phase to the O&M phase for the following projects. PI closeout is still in progress, and the exact dollar amount is to be determined.

- Warner Avenue Traffic Signal Synchronization Project (11-OCTA-TSP-3558)
- Pacific Park and Oso Parkway Traffic Signal Synchronization Project (12-OCTA-TSP-3616)
- Los Alisos Boulevard Traffic Signal Synchronization Project (12-OCTA-TSP-3618)
- Santa Margarita Traffic Signal Synchronization Project (12-OCTA-TSP-3622)

San Clemente is requesting a transfer for the San Clemente Rideshare Services Project (16-SCLM-CBT-3841). The transfer includes fiscal year (FY) 2016-17 and 2017-18 savings from the O&M phase in an amount to be determined and is to be distributed across the proposed remaining FYs 2018-19 through 2022-23.

**Cancellations**

Local agencies may request to cancel projects, as needed. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this review cycle, the following cancellation request was received.

Costa Mesa is requesting to cancel both capital and O&M phases due to low ridership for the City of Costa Mesa Local Circulator Project (16-CMSA-CBT-3821).

**Comprehensive Transportation Funding Programs  
September 2018 Semi-Annual Review Adjustment Trend Analysis**

As part of the September 2018 semi-annual review process, staff conducted a trend analysis of all Measure M2 (M2) grant-funded project adjustments since inception (15 semi-annual review evaluations over seven years). The analysis yielded the following observations:

- Semi-annual review adjustment request types have generally broken down accordingly to the following percentages:
  - Funds extension (37%),
  - Scope change (21%),
  - Delay requests (21%),
  - Transfer (10%),
  - Cancellation (9%), and
  - Advancements (2%).
  
- There tends to be seasonal trends with respect to semi-annual review adjustment requests. The March semi-annual review process typically experiences a higher volume of adjustment requests than the September semi-annual review. Based upon trend data, the increase in March semi-annual review adjustment requests appears to be linked to the timing of both encumbrance and fund expenditure deadlines.
  
- There also appears to be an upward trend in the volume of adjustment requests each successive semi-annual review cycle. These increases appear to be attributable to the overall increase in total active project phases within the M2 program. Even year semi-annual review stats are listed below:

Year	Requests (March and September)	Total active Phases
2012	8	256
2014	33	248
2016	53	358
2018	60	373

- In terms of funds extension requests<sup>1</sup>, the Regional Traffic Signal Synchronization Program (RTSSP) and the Regional Capacity Program (RCP) required the most adjustments. The RTSSP accounted for the largest number of requests (approximately 67% and the RCP approximately 27%). With respect to the RTSSP, it appears the high volume of funds extension requests is likely tied to the large amount of utility conflicts the program experiences. With respect to the RCP, these requests generally appear to be the result of procurement, right-of-way (ROW),

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<sup>1</sup> Once obligated, M2 Comprehensive Transportation Funding Program funds expire 36 months from the contract award date. Funds extension requests allow local agencies to request a one-time extension of up to 24-months.

## **Comprehensive Transportation Funding Programs September 2018 Semi-Annual Review Adjustment Trend Analysis**


and/or construction activities taking longer than anticipated. Also, both the RTSSP and RCP require a significant amount of coordination and interface with neighboring local agencies/project partners, which frequently impacts project initiation and delivery schedules.

- The majority of scope change adjustment requests have occurred within the RTSSP and Environmental Cleanup Program (ECP). This trend is likely due to the nature of each of these respective programs. These programs' scope adjustments have typically either been for location changes, site constraint issues, and/or for device type/technology modifications. It should be noted that with respect to these programs, site constraint issues do not appear to be well known nor readily apparent until after project initiation. Also, both programs are dependent upon technological devices, which are continuing to evolve during project delivery processes.
- For transfer requests, the majority of these adjustments have occurred within the RCP. This is likely due to engineering and/or ROW phase project savings being transferred to the subsequent construction phase. To a lesser extent, the RTSSP and Community Based Transit Circulators (CBT) Program also experience project savings. The requests for the RTSSP involve transferring funds from the primary implementation phase to the subsequent operations and maintenance phase. For the CBT Program, these requests typically involve transferring operations and maintenance funds from one fiscal year to another. Based upon past observations in the CBT Program, these requests typically occurred between years one and two of the program and have been attributed to taking longer to "ramp-up" service than initially anticipated.
- Most funds cancellation requests have been evenly distributed amongst the RCP, RTSSP, ECP, and to a lesser extent the CBT Program. Typical issues resulting in project cancellations have generally included stakeholder coordination challenges, lack of resolution of ROW impact/negotiations, site constraints, and for the CBT Program, low ridership.
- Project advancements have occurred much less frequently than other semi-annual review adjustment requests. Most of these requests have been associated with the RCP. Project advancement requests are primarily needed to accommodate procurements and/or earlier project develop phases being completed sooner than anticipated.

Staff will continue to monitor and report on M2 requested project adjustments to further identify, understand, and anticipate future trends which may emerge with respect to M2 project delivery.



**December 3, 2018**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** Fiscal Year 2018-19 Measure M2 Annual Eligibility Review

**Overview**

Measure M2 requires all local jurisdictions in Orange County to satisfy eligibility requirements to receive Measure M2 net revenues. The fiscal year 2018-19 Measure M2 eligibility documentation has been reviewed by staff and the Taxpayer Oversight Committee, and is presented for Board of Directors' review and approval.

**Recommendation**

Approve all local jurisdictions as conditionally eligible for Measure M2 net revenues for the fiscal year 2018-19, and direct staff to return with final eligibility findings for local jurisdictions, pending the adoption and submittal of the fiscal year 2017-18 expenditure reports by local jurisdictions.

**Background**

Local jurisdictions are required to meet Measure M2 (M2) eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) annually to remain eligible to receive M2 net revenues. There are 13 eligibility requirements that local jurisdictions must satisfy; however, not all 13 requirements require verification each year. The M2 eligibility requirements and submittal schedules are listed in Attachment A.

Per the Measure M2 Ordinance, the Taxpayer Oversight Committee (TOC) is responsible for reviewing five of the 13 M2 local jurisdiction eligibility requirements. The TOC relies on the Annual Eligibility Review (AER) Subcommittee to review the Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan (PMP), and expenditure reports. The remaining eight eligibility requirements are reviewed and evaluated by OCTA staff.

The expenditure report reviews occur on a different cycle than the remaining 12; as such, the M2 eligibility for fiscal year (FY) 2018-19 is conditional until the review and approval of expenditure reports for FY 2017-18 have occurred. The expenditure report is tied to each local jurisdiction's Comprehensive Annual Financial Report and tracks financial activity for M2 and other improvement revenue sources. This report is used to validate eligible uses of M2 funds and to verify maintenance of effort expenditures.

### ***Discussion***

All 35 local jurisdictions (34 cities and the County of Orange) submitted the required M2 eligibility verification documents prior to the June 30, 2018, deadline. OCTA staff reviewed all submittals to ensure completion and accuracy.

The AER Subcommittee convened on September 20, 2018, to review and discuss the 21 PMP submittals that were due during this eligibility cycle. The AER Subcommittee found all PMP submittals to be in compliance with the M2 Ordinance and recommended approval to the TOC.

The AER Subcommittee presented its recommendations for M2 eligibility compliance for all 21 PMPs to the TOC on October 9, 2018. The TOC found all local jurisdictions to be in compliance with the M2 Ordinance requirements and recommended conditional eligibility approval for FY 2018-19, pending the review and approval of expenditure reports as further described below. The M2 eligibility review findings for FY 2018-19 are summarized in Attachment B.

The AER Subcommittee members also stated their desire to commend the City of Fullerton (City) for improving its local pavement conditions for this reporting period. Therefore, upon Board of Director (Board) approval of M2 eligibility findings, OCTA will send a letter to the City commending their efforts on improving local pavement conditions. A draft letter is included as Attachment C.

If these findings are approved by the Board, M2 eligibility for FY 2018-19 is conditional until the review and approval of expenditure reports for FY 2017-18 has occurred. Expenditure reports will be reviewed by staff and the TOC, and will be presented to the Board to determine final eligibility to receive M2 net revenues in summer 2019.

**Summary**

All local jurisdictions in Orange County have submitted the required M2 eligibility packages for FY 2018-19 required under the M2 Ordinance. OCTA staff and the TOC have reviewed and approved all appropriate documentation required for this cycle and have found that all local jurisdictions conditionally met the M2 eligibility requirements for FY 2018-19. Therefore, Board approval is requested to find all local jurisdictions conditionally eligible to receive M2 net revenues for FY 2018-19.

**Attachments**

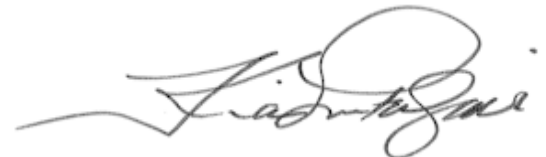
- A. Measure M2 Eligibility Requirements and Submittal Schedule Summary For Fiscal Year 2018-19
- B. Fiscal Year 2018-19, Measure M2 Eligibility Review Summary
- C. Draft letter from Kia Mortazavi, Executive Director, Planning, Orange County Transportation Authority, to Acting Public Works Director, City of Fullerton, dated December 10, 2018, re: Improvement of Pavement Condition Index

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**Measure M2 Eligibility Requirements and Submittal Schedule Summary  
For Fiscal Year 2018-19**

Compliance Category	Frequency	Required This Cycle
Capital Improvement Program	Annual (June 30 <sup>th</sup> )	✓
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30 <sup>th</sup> )	
Congestion Management Program	Odd-Numbered Year (i.e. June 2017, 2019)	
Expenditure Report	Annual (December 31 <sup>st</sup> )	✓
Local Signal Synchronization Plan	Every Three Years Next deadline: June 30, 2020	
Maintenance of Effort	Annual (June 30 <sup>th</sup> )	✓
Mitigation Fee Program (MFP)	Biennial (June 30 <sup>th</sup> ) <sup>1</sup>	
No Supplanting of Developer Fees	Annual (June 30 <sup>th</sup> )	✓
Pavement Management Plan (PMP)	Every Two Years (June 30 <sup>th</sup> ) <sup>2</sup>	✓
Timely Submittal of Project Final Reports	Within 180 Days of Project Completion	✓
Timely Use of Net Revenues	Annual (June 30 <sup>th</sup> )	✓
Traffic Forum Participation	Annual	✓
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30 <sup>th</sup> )	✓

<sup>1</sup>A jurisdiction must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their MFP and/or nexus study.

<sup>2</sup>14 agencies update respective PMPs on odd-numbered fiscal years, while 21 agencies update on even-numbered fiscal years.

**Fiscal Year 2018-19  
Measure M2 Eligibility Review Summary**

Agency	Capital Improvement Program	Expenditure Report	Land-Use Planning Strategies	Maintenance of Effort	No Supplanting of Developer Fees	Pavement Management Plan <sup>1</sup>	Timely Submittal of Final Reports	Timely Use of Net Revenues	Traffic Forum
Aliso Viejo	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Anaheim	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Brea	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Buena Park	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Costa Mesa	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
County of Orange	Satisfactory	Pending	Satisfactory	N/A <sup>2</sup>	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Cypress	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Dana Point	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Fountain Valley	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Fullerton	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Garden Grove	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Huntington Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Irvine	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
La Habra	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
La Palma	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Hills	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Niguel	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Woods	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Lake Forest	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Los Alamitos	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Mission Viejo	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Newport Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Orange	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Placentia	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Rancho Santa Margarita	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
San Clemente	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
San Juan Capistrano	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Santa Ana	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Seal Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Stanton	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Tustin	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Villa Park	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Westminster	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Yorba Linda	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Totals	35	-	35	35	35	14	35	35	35

N/A - Not applicable

<sup>1</sup> 14 agencies update respective Pavement Management Plans on odd-numbered fiscal years, while 21 agencies update on even-numbered fiscal years.

<sup>2</sup> Maintenance of effort is based on a three-year average of discretionary fund expenditures for transportation purposes prior to 1990, plus adjustments permitted by the Measure M2 Ordinance. However, Orange County Public Works and their predecessor agencies did not and do not use discretionary funds for transportation purposes. The sources of their transportation funds have been various restricted or partially restricted funds e.g., Highway Users Tax Account (HUTA), federal grants, assessment districts, developer impact fees, community facilities districts, Subdivision Map Act Highway, and bridge fees etc. It should be noted that about 40 percent of the HUTA revenues that come to Orange County local agencies go to the County.

December 10, 2018

Acting Public Works Director  
Department of Public Works  
City of Fullerton  
303 W. Commonwealth Avenue  
Fullerton, CA 92832

**RE: Improvement of Pavement Condition Index**

Dear Acting Public Works Director:

As you know, local agencies are required to submit Measure M2 (M2) eligibility verification packages to the Orange County Transportation Authority (OCTA) annually in order to remain eligible to receive M2 net revenues. The OCTA Taxpayer Oversight Committee (TOC) is responsible for reviewing eligibility requirements and designates a subcommittee to review this information, including local agencies' Pavement Management Plan (PMP).

Upon review of the City of Fullerton's (City) 2018 PMP submittal, the TOC asked that staff commend the City for achieving a notable increase in the pavement quality of local streets and roads. The City successfully increased its local streets and roads rating from poor to fair, and the TOC was pleased to see this upward trend in the City's pavement condition.

OCTA encourages successful PMP implementation by providing a ten percent local match reduction incentive for competitive grant applications submitted through the M2 Comprehensive Transportation Funding Programs Regional Capacity Program. The City currently qualifies for this incentive.

For more information on this incentive, or should you have any questions, please contact Joseph Alcock, Section Manager, Measure M2 Local Programs at (714) 560-5372 or jalcock@octa.net.

Sincerely,

Kia Mortazavi  
Executive Director, Planning

KM:bm

c: Joseph Alcock, OCTA



**December 3, 2018**

**To:** Regional Planning and Highways Committee

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

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is placed over the name in the "From:" field.

**Subject:** 2019 Technical Steering Committee Membership

**Overview**

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on local streets-and roads-related items. To accomplish this, the committee relies on a Technical Steering Committee made up of nine representatives from local agencies to provide guidance on major technical items. Technical Steering Committee members serve two-year terms, with the exception of one-year terms for the chair and vice chair. This year, six positions are open for consideration, and proposed 2019 Technical Steering Committee membership recommendations are presented for review and approval.

**Recommendation**

Approve the proposed 2019 Technical Steering Committee membership.

**Background**

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) provides input regarding the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice to staff on issues related to streets and roads planning. The TAC is comprised of representatives from all Orange County cities and the County of Orange. It also includes non-voting representatives from the California Department of Transportation and the Transportation Corridor Agencies. The TAC uses a Technical Steering Committee (TSC) to vet, review, and discuss major technical items prior to submittal to the TAC for final review and consideration. The chair and vice chair of the TAC serve as the chair and vice chair of the TSC.

The TSC consists of nine voting members chosen by the TAC and appointed by the OCTA Board of Directors (Board). There is one position for each of Orange County's five supervisorial districts, two at-large positions, and the TSC chair and vice chair. The TSC membership selection process is administered by the President of the City Engineers Association of Orange County (CEAOC), overseen by the TAC/TSC chair, and guided by OCTA staff before recommendations are advanced to the full TAC for consideration. In recommending and selecting TSC members, priority is given to maintaining a balance between small and large jurisdictions, (small jurisdictions are currently defined as those with populations equal to/or less than 64,836). Balance among supervisorial districts and north and south Orange County jurisdictions is also evaluated.

### ***Discussion***

In August 2018, OCTA solicited letters of interest from local jurisdictions to fill TSC vacancies for the 2019 calendar year. At that time, it was noted that six of the nine regular TSC positions were open for consideration and appointment. These positions included the Chair, Vice Chair, Second District, Third District, Fifth District, and one At-Large position. In September, letters of interest from eight eligible TAC members were received. In accordance with the OCTA Board-approved guidelines for administering the TSC, the president of the CEAOC and the vice chair of the TSC (acting for the TSC Chair) reviewed all letters of interest and developed membership recommendations, which are presented for review and approval (Attachment A).

Consistent with past practice, the vice chair is recommended to become the 2019 Chair. In order to ensure that both north and south Orange County are represented in TSC leadership positions, the current District 5 representative is being recommended for the 2019 vice chair position. If approved, this appointment would result in an opening in the District 5 seat, which is recommended to be filled by a representative from the City of San Clemente. The Second District position is recommended to be filled by a representative of the City of Costa Mesa. The current Third District representative is recommended for reappointment by a representative of the City of Tustin, and the open At-Large position is recommended to be filled by a representative from the City of Dana Point.

In finalizing these recommendations, the president of the CEAOC and the TSC vice chair emphasized the need to maintain a strong balance between both small/large and north/south Orange County cities, and the consensus recommendations are identified in Attachment A.

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**Summary**

The TSC provides guidance and direction on major technical issues before presentation to the full TAC. Members of the TSC serve two-year terms, with the exception of the chair and vice chair, who serve one-year terms. There are six positions recommended for appointment in the next calendar year. Presented for consideration and approval is a recommended list of 2019 TSC appointments.

**Attachments**

- A. Proposed 2019 Technical Steering Committee Membership List
- B. Technical Steering Committee Policies and Procedures

**Prepared by:**



Brianna Martinez  
Transportation Funding Analyst, Associate  
(714) 560-5857

**Approved by:**



Kurt Brotcke  
Director, Strategic Planning  
(714) 560-5742

**Proposed 2019 Technical Steering Committee Membership List†**

<b>NAME</b>	<b>AGENCY</b>	<b>2018* POPULATION</b>	<b>MEDIAN POPULATION SIZE</b>	<b>DISTRICT</b>	<b>NORTH/ SOUTH</b>	<b>SEAT EXPIRES</b>
<b>Mark Lewis</b>	<b>Fountain Valley</b>	<b>56,920</b>	<b>Small</b>	<b>Chair</b>	<b>North</b>	<b>December 31, 2019</b>
<b>Tom Wheeler</b>	<b>Lake Forest</b>	<b>84,845</b>	<b>Large</b>	<b>Vice Chair</b>	<b>South</b>	<b>December 31, 2019</b>
Marwan Youssef	Westminster	94,476	Large	1	North	December 31, 2019
<b>Raja Sethuraman</b>	<b>Costa Mesa</b>	<b>115,296</b>	<b>Large</b>	<b>2</b>	<b>North</b>	<b>December 31, 2020</b>
<b>Doug Stack</b>	<b>Tustin</b>	<b>82,344</b>	<b>Large</b>	<b>3</b>	<b>North</b>	<b>December 31, 2020</b>
Rudy Emami	Anaheim	357,084	Large	4	North	December 31, 2019
<b>Tom Bonigut</b>	<b>San Clemente</b>	<b>65,543</b>	<b>Large</b>	<b>5</b>	<b>South</b>	<b>December 31, 2020</b>
<b>Matthew Sinacori</b>	<b>Dana Point</b>	<b>34,071</b>	<b>Small</b>	<b>At-Large</b>	<b>South</b>	<b>December 31, 2020</b>
Nardy Khan	County of Orange	3,221,103	N/A	At-Large	North/ South	December 31, 2019

†Shading/bolding indicates positions recommended for consideration for the 2019 Technical Steering Committee.

\*State of California, Department of Finance, *E-1 Population Estimates for cities, counties, and the state with annual percent change — January 1, 2017 and 2018*. Sacramento, California, May 2018.

## **Technical Steering Committee Policies and Procedures**

### **Overview**

The Orange County Transportation Authority's (OCTA) Technical Steering Committee (TSC) is a subcommittee of the OCTA – Technical Advisory Committee (TAC). The TAC relies on the TSC to review and discuss technical issues prior to action by the TAC.

The TSC consists of nine voting members and one non-voting ex-officio member. The voting members will be chosen by the TAC and appointed by OCTA Board of Directors (Board). The non-voting ex-officio member will be a representative of the California Department of Transportation (Caltrans) District 12 as selected by the Caltrans District Director. Of the voting members, there is one position representing each of Orange County's five supervisorial districts, two at-large positions, and the TAC chairman and vice-chairman. The chairman and vice-chairman serve one-year terms, while all other representatives serve two-year terms, with no limit on the number of terms. TSC tenure terms are staggered to ensure continuity and consistency. Current policy states that there are to be no more than two representatives from any district, and there should be a balance between large and small cities.

### **TSC Membership Process**

- OCTA provides a report to the TAC meeting about TSC positions that are up for consideration, as well as the schedule for the selection process.
- TAC members interested in serving on the TSC must submit a letter of intent to the Chairman of the TAC, Chairman of the City Engineers Association (CEA), and the OCTA department manager (no nominations shall be accepted from the floor).
- A critical success factor for selection to serve on the TSC is active participation at the TAC meetings over the preceding 12 months.
- The President of the CEA, in consultation with the Chairman of the OCTA TAC, shall review the letters of intent and provide a recommendation for the new TSC.
- There shall be no more than two representatives from any one district, exclusive of the chairman and vice-chairman positions.
- County of Orange can only serve in at-large or chair/vice-chair positions.
- There will be a balance between small and large jurisdictions (small jurisdictions defined as those with populations less than 64,836) and a balance of large/small jurisdictions between the chairman and vice-chairman positions. Consideration will be given to balance north and south Orange County.
- The CEA recommendations are reviewed by the TSC and forwarded to the TAC for approval.
- The TAC recommendations for the new TSC appointments are approved by the OCTA Board.





**December 3, 2018**

**To:** Regional Planning and Highways Committee

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

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson for", is written over the printed name of the Chief Executive Officer.

**Subject:** Active Transportation Program Local Project Prioritization

### **Overview**

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program Guidelines and issued a two-tiered call for projects, making state and federal funds available for a bicycle and pedestrian call for projects from the State of California or the Southern California Association of Governments. A list of Orange County project point assignments for the Southern California Association of Governments regional project selection is presented for the Board of Directors' approval.

### **Recommendations**

- A. Approve the additional points assigned to the Orange County 2019 Active Transportation Program projects, consistent with the Orange County Transportation Authority-adopted Active Transportation Program project prioritization and submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer to approve future scope changes, substitutions, and additions to the final recommended project list.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

### **Background**

The Active Transportation Program (ATP) was approved as part of SB 99 (Chapter 359, Statutes of 2013) on September 26, 2013, and includes federal and state funds for a statewide bicycle and pedestrian call for projects (call). The 2019 ATP call will provide funding for projects in fiscal years 2019-20 through 2022-23.

On May 16, 2018, the California Transportation Commission (CTC) adopted the 2019 ATP Guidelines (Guidelines) and issued a call. A fact sheet outlining the CTC Guidelines is provided (Attachment A).

On July 31, 2018, Orange County agencies submitted applications to the state for the first tier of the call. Projects not awarded in the first tier are eligible to be reconsidered through the second tier of the call through the Southern California Association of Governments (SCAG) project selection process, with \$13.962 million reserved for Orange County projects.

On August 15, 2018, the CTC approved SCAG’s 2019 regional project selection process, which adheres to the state guidelines and accepts the state established scoring for each project, with a few minor deviations, per SB 99.

- SCAG regional funds will be distributed to each county based on population and will be programmed to the highest scoring projects up to the funding provided in each county, and
- Each county transportation commission may assign up to 20 additional points to infrastructure and non-infrastructure projects, consistent with adopted local and regional plans.

***Discussion***

On October 8, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the ATP local project prioritization methodology for the 2019 ATP call (Attachment B). Consistent with SCAG’s guidelines, OCTA’s approved local project prioritization methodology is based upon the proposed project’s inclusion in regional and local plans. The approved methodology for the 2019 ATP call is provided below.

Plan	Approved <sup>1</sup> (Maximum of 20 Points)
A planned bikeway in the Orange County Commuter Bikeways Strategic Plan (or OC Active currently under preparation)	10
Project is included in the Orange County district bikeway strategies	10
Project is included in the OCTA non-motorized Metrolink Accessibility Strategy	10
Project is a sidewalk on the Master Plan of Arterial Highways	5
Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5

Plan	Approved <sup>2</sup> (Maximum of 20 Points)
Project is included in a local Safe Routes to Schools Plan	5
Project is included in a specific plan or corridor plan	2
Project is included in local agency general plan or circulation element	2

<sup>1</sup>Per the SCAG guidelines through the 2019 ATP, the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the state.

OCTA staff reviewed project applications and worked with local agencies to assign points consistent with the approved methodology (Attachment C).

As part of this item, OCTA is establishing a contingency list which will allow SCAG to substitute any of the unfunded projects that are ready to proceed if awarded projects are not able to proceed. Funds made available through project cancellations or savings, depending on timing, will first be directed to the highest scoring project on the contingency list, based on a combination of score and deliverability, and subject to CTC approval.

#### Next Steps

With Board approval, staff will transmit the point assignments to SCAG. SCAG has requested this information by December 31, 2018. SCAG will adopt the project list at its Regional Council meeting on April 4, 2019. The CTC is expected to adopt the SCAG regional projects in June 2019.

#### Summary

On October 10, 2018, the OCTA Board adopted the ATP local project prioritization methodology. Staff has assigned points, consistent with the Board-approved ATP local project prioritization methodology to all the eligible Orange County projects. The project scores for projects that do not receive statewide funding will be submitted to SCAG for consideration of funds through the Metropolitan Planning Organization call.

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**Attachments**

- A. 2019 Active Transportation Program Fact Sheet
- B. Orange County Transportation Authority, Adopted Active Transportation Program Project Prioritization Methodology
- C. 2019 Active Transportation Program – Orange County Projects (in 000's)

**Prepared by:**



Louis Zhao  
Section Manager, Discretionary  
Funding Programs  
(714) 560-5494

**Approved by:**



Kurt Brotcke  
Director, Strategic Planning  
(714) 560-5742



**2019 Active Transportation Program Fact Sheet**

**Background**

The Active Transportation Program (ATP) was created by SB 99 (Chapter 359, Statutes of 2013) and AB 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Fifty percent of funds will be awarded on a statewide basis. Forty percent of funds will be awarded to large metropolitan planning organizations (MPO) with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

**Summary of Requirements**

Eligible Applicants	<ul style="list-style-type: none"><li>• Orange County cities</li><li>• County of Orange</li><li>• Orange County Transportation Authority (OCTA)</li><li>• California Department of Transportation (Caltrans)</li><li>• Transit agencies</li><li>• Schools and school districts</li><li>• Public land and natural resource agencies</li><li>• Tribal governments</li><li>• Non-profits</li></ul>
Projected Funding Estimate <sup>1</sup>	<ul style="list-style-type: none"><li>• State and federal fund source</li><li>• \$245 million – State of California call for projects (call)</li><li>• \$53 million – Southern California Association of Governments (SCAG) call (estimated \$13.962 million to Orange County projects)</li><li>• Funds must be programmed in fiscal years 2019-20 through 2022-23</li><li>• \$250,000 minimum request (infrastructure projects)</li><li>• 25 percent of funds to disadvantaged communities<sup>2</sup></li><li>• No match required through statewide call</li></ul>

<sup>1</sup> Projected fund estimate is based on SCAG funding targets.

<sup>2</sup> Disadvantaged community eligibility is determined based on one of the following criteria: census tract median income, Cal Enviro Screen score, and the National School Lunch Program.

## 2019 Active Transportation Program Fact Sheet

Eligible Projects	<p>Federally eligible projects selected through a competitive process:</p> <ul style="list-style-type: none"> <li>• Bicycle and/or pedestrian infrastructure projects, including environmental, design, right-of-way (ROW), and construction</li> <li>• Bicycle and/or pedestrian non-infrastructure projects, including education, enforcement, some planning activities, Safe Routes to Schools outreach</li> </ul>
Additional Requirements/ Considerations	<ul style="list-style-type: none"> <li>• A minimum of 25 percent of funds will be provided to disadvantaged communities</li> <li>• Confirmation of Qualified Conservation Corps partnership, where applicable</li> <li>• Semi-annual reporting</li> <li>• Compliance with the National Environmental Policy Act, Caltrans ROW certification, and Federal Highways Administration authorization to proceed</li> </ul>
Timeline	<ul style="list-style-type: none"> <li>• May 17, 2018 – California Transportation Commission (CTC) 2019 ATP Cycle 4 Guidelines</li> <li>• May 17, 2018 – CTC issues call</li> <li>• July 31, 2018 – 2019 ATP applications due to CTC</li> <li>• October 1, 2018 – Local project prioritization methodology to the Regional Planning and Highways Committee for consideration</li> <li>• October 8, 2018 – Local project prioritization methodology to the Board of Directors (Board) for approval</li> <li>• December 3, 2018 – Local project prioritization point assignment to regional program to the Regional Planning and Highways Committee for consideration</li> <li>• December 10, 2018 – Local project prioritization point assignment to regional program (20 points) to the Board for approval</li> <li>• December 31, 2018 – deadline to submit OCTA point assignments to SCAG</li> <li>• December 31, 2018 – CTC staff recommendation for statewide and small urban and rural portions of the program posted</li> <li>• January 30, 2019 – CTC adopts statewide and rural/small urban component</li> <li>• January 31, 2019 – CTC distributes projects not programmed in statewide and rural/small urban components to SCAG</li> <li>• April 4, 2019 – SCAG Regional Council adopts SCAG Regional Program Approval</li> <li>• April 30, 2019 – deadline to submit DRAFT MPO regional program of projects to CTC</li> <li>• June 26, 2019 – CTC adopts MPO selected projects</li> </ul>

### Additional Information

Caltrans ATP

<http://www.dot.ca.gov/hq/LocalPrograms/atp/>

SCAG ATP

<http://www.scag.ca.gov/programs/Pages/ActiveTransportation.aspx?opentab=1>

**Orange County Transportation Authority  
Adopted Active Transportation Program Project Prioritization Methodology**

On October 8, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a local prioritization methodology to prioritize projects submitted for Active Transportation Program (ATP) funding, consistent with plans adopted by local and regional governments within the county. Prioritization of ATP projects is also consistent with Board direction through the state and federal programming guidelines for bicycle projects that list a project’s readiness as a priority for funding. The approved methodology is provided below.

<b>Plan</b>	<b>Approved<sup>1</sup> (Maximum of 20 Points)</b>
A planned bikeway in the Orange County Commuter Bikeways Strategic Plan (or OC Active currently under preparation)	10
Project is included in the Orange County district bikeway strategies	10
Project is included in the OCTA non-motorized Metrolink Accessibility Strategy	10
Project is a sidewalk on the Master Plan of Arterial Highways	5
Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5
Project is included in a local Safe Routes to Schools Plan	5
Project is included in a specific plan or corridor plan	2
Project is included in local agency general plan or circulation element	2

The plans that are referenced above were developed consistent with OCTA’s mission to develop and implement transportation solutions to enhance the quality of life and keep Orange County moving. The projects included in the plans tend to focus on gap closure and regional bike corridors. Further, they are the most directly relevant plans that have been developed in Orange County, which meet the goals of the state ATP.

OCTA-led projects are eligible for the additional points in the same manner as the local agency projects. The regional plans listed in the methodology were developed in coordination with all the local Orange County agencies. Basing the assignment of points

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<sup>1</sup> Per the Southern California Association of Governments guidelines through the 2019 ATP, the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the state.

**Orange County Transportation Authority**  
**Adopted Active Transportation Program Project Prioritization Methodology**

solely upon a project being included in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors, ensures that projects submitted by OCTA can receive equitable consideration.

Disadvantaged Communities Methodology

To maximize funding for Orange County projects, staff will evaluate the points assigned to each project to confirm that 25 percent of the regional funding goes to projects that will benefit disadvantaged communities as required by SB 99 (Chapter 359, Statutes of 2013). Staff will consider reprioritization of points to projects if the highest scoring projects in Orange County do not meet the requirement.



2019 Active Transportation Program – Orange County Projects  
(in 000's)

Agency	Project	Total Request	CBSP or OC Active	District Strategies	Metrolink Study	Master Plan of Arterial Highways	Local or State Agency Plan	SRTS Plan	Specific or Corridor Plan	Local Agency General Plan or Circulation Element	OCTA Points
			10 points	10 points	10 points	5 points	5 points	5 points	2 points	2 points	20 points max
Anaheim	Nohl Ranch Open Space Trail	\$ 4,356	x					x			15
Anaheim	Citywide SRTS Sidewalk Gap Closure	\$ 4,149	x			x	x	x		x	20
Caltrans	State Route 22 and Brookhurst Street Active Transportation Improvements	\$ 1,500									0
Costa Mesa	Merrimack Way Multipurpose Street, Sidewalk and Bicycle Facility Project	\$ 1,105	x				x	x		x	20
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	\$ 950	x			x	x	x		x	20
Costa Mesa	Adams Avenue Multipurpose Trail	\$ 2,998	x			x	x	x		x	20
Fullerton	Bridging the Gap: Bicycle and Pedestrian Facility Enhancements at State Route 57	\$ 11,217	x	x			x			x	20
Irvine	Jeffrey Open Space Trail Interstate 5 Bicycle-Pedestrian Bridge	\$ 10,938	x	x		x	x	x		x	20
La Habra	Cities of La Habra and Brea, County Bikeway Loop Connection	\$ 28,642	x	x			x		x	x	20
Laguna Beach	State Route 133 Bike and Pedestrian Lane Improvements	\$ 4,375	x	x		x	x		x	x	20
Laguna Hills	La Paz Road Southerly Sidewalk Widening SRTS	\$ 909				x	x	x		x	17
Laguna Hills	La Paz Class I Bike and Walking/Hiking Trails Project	\$ 9,901				x	x	x		x	17
OCTA	Pacific Electric ROW Active Transportation Link	\$ 2,580	x	x			x		x	x	20
OCTA	STEP Campaign	\$ 500	x	x			x			x	20
Orange County	Metrolink Undercrossing, San Juan Creek Channel Biking and Riding Trail	\$ 1,500	x	x			x			x	20
Orange County	Santa Ana Gardens Channel Bike Trail Extension Project	\$ 2,764				x	x			x	12
Orange County	La Pata Class I Bikeway	\$ 1,308	x	x			x			x	20
Orange County	OC Loop Coyote Creek Bikeway (Segment O)	\$ 3,824	x	x			x		x	x	20
Orange	Santiago Creek Multipurpose Trail Extension	\$ 9,698	x	x			x			x	20
Placentia	Old Town Placentia Multi-Modal Infrastructure Project	\$ 4,204			x		x			x	17
Santa Ana	1 Freemont Elementary and Spurgeon Intermediate SRTS	\$ 5,776	x	x			x	x		x	20

**2019 Active Transportation Program – Orange County Projects**  
(in 000's)

Agency	Project	Total Request	CBSP or OC Active	District Strategies	Metrolink Study	Master Plan of Arterial Highways	Local or State Agency Plan	SRTS Plan	Specific or Corridor Plan	Local Agency General Plan or Circulation Element	OCTA Points
			10 points	10 points	10 points	5 points	5 points	5 points	2 points	2 points	20 points max
Santa Ana	2 Carr Intermediate and Godinez High SRTS	\$ 1,849					x	x		x	12
Santa Ana	3 Santa Ana High School and Heninger Elementary	\$ 6,887					x	x		x	12
Santa Ana	4 Kennedy Elementary and Villa Fundamental Intermediate SRTS	\$ 1,482					x	x		x	12
Santa Ana	5 New Monroe Elementary and Edison Elementary SRTS	\$ 6,475					x	x		x	12
Santa Ana	6 Muir Fundamental SRTS	\$ 8,788					x	x		x	12
Santa Ana	7 New Jefferson Elementary SRTS	\$ 4,444					x	x		x	12
Santa Ana	8 5th Street Complete Streets	\$ 4,814		x			x		x	x	19
Santa Ana	9 Bishop Street Complete Streets	\$ 4,824					x		x	x	9
Santa Ana	10 McFadden Avenue Complete Streets	\$ 6,999	x		x		x		x	x	20
Santa Ana	11 Orange Avenue Complete Streets	\$ 5,774					x		x	x	9
Santa Ana	12 Raitt Street Complete Streets	\$ 5,013	x				x		x	x	19
Santa Ana	13 St Andrews Place Complete Streets	\$ 2,072					x		x	x	9
Santa Ana	14 Standard Avenue Complete Streets	\$ 7,000		x			x		x	x	19
Santa Ana	15 Central Santa Ana Complete Streets	\$ 36,923			x		x		x	x	19
Santa Ana	16 Safe Mobility Santa Ana	\$ 5,282	x	x	x		x		x	x	20
Santa Ana	17 Ross Street Complete Streets	\$ 2,925					x		x	x	9
Santa Ana	18 Memory Lane Bikeway	\$ 3,523					x		x	x	9
Seal Beach	Westminster Avenue Pedestrian/Bicycle Gap Closure and Oasis Station	\$ 2,250	x	x			x			x	20
Stanton	Stanton Rails to Trails Project	\$ 2,555	x	x						x	20
Westminster	Westminster Citywide SRTS Master Plan	\$ 232	x	x						x	20
<b>TOTAL</b>	<b>41 projects</b>	<b>\$233,305</b>									

Acronyms  
 CBSP - Commuter Bikeway Strategic Plan  
 OCTA - Orange County Transportation Authority  
 ROW - Right-of-Way  
 SRTS - Safe Routes to Schools  
 STEP - Safe Travels Education Program



**December 3, 2018**

**To:** Regional Planning and Highways Committee

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

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is placed over the "From:" line.

**Subject:** Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

### **Overview**

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.

### **Recommendations**

- A. Approve delay requests for four projects from the cities of Huntington Beach, Santa Ana, Tustin, and the County of Orange.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

### **Background**

The Orange County Transportation Authority (OCTA) issues periodic state and federally-funded calls for projects (call). Examples of prior calls include the Bicycle Corridor Improvement Program (BCIP), Transportation Enhancements (TE) Program, State-Local Partnership Program (SLPP) formula grant call, and Arterial Pavement Management (APM) Program.

Revenues for the prior calls include federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, federal Surface Transportation Block Grant Program funds, former federal TE (eliminated in the current Federal Transportation Act), Federal Transit Administration funds, state Proposition 1B SLPP funds, and Mobile Source Air Pollution Reduction Review Committee funds.

To meet OCTA state and federal requirements, project-specific amendments are requested by local agencies and are presented below for review and approval.

***Discussion***

**BCIP, TE, SLPP, APM Updates**

Since 2010, the Board of Directors (Board) has programmed \$84.544 million in state and federal funds to the cities and the County of Orange (County), for a total of 183 project phases of work. The progress and information for each of the active projects is listed in Attachment A. A summary of the progress of phases is provided in the table below.

Project Phase Status	Environmental / Engineering	Right-of-Way	Construction	Total
Planned	5	2	10	17
Started	7	1	31	39
Completed	7	-	112	119
Cancelled	-	-	-	8
<b>Total</b>	<b>19</b>	<b>3</b>	<b>153</b>	<b>183</b>

NOTE:  
 BCIP projects may have more than one phase of work.  
 Planned – Phase is planned  
 Started – Phase has started or nearly completed  
 Completed – Phase is complete

**Delay Requests**

For this review period, the Board is requested to approve four-time extensions for four active projects in the BCIP from the cities of Huntington Beach, Santa Ana, Tustin, and the County. The time extensions will allow the cities and County to delay the year in which they obligate each funded phase of work.

Delays are related to issues associated with the environmental phase, coordination with adjacent jurisdictions, and additional community outreach. Other requests are related to delays in the review process for requests for Federal Authorization to Proceed (E-76). Additional details on the requested changes are provided in Attachment B.

The Comprehensive Funding Plan (CFP), which provides funding information for OCTA-funded capital projects, and also highlights the recommended changes included in this item, is provided in Attachment C. The CFP demonstrates the current project programming based on actions recommended in this report and prior Board actions.

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Federal Fixing America's Surface Transportation (FAST) Act Rescission

The FAST Act authorized \$305 billion over fiscal years 2016 through 2020. The FAST Act contains a \$7.569 billion rescission that is scheduled to take place in 2020. The rescission will cancel budget authority for transportation programs with unobligated balances prior to September 30, 2019. The Federal Highway Administration Office of the Chief Financial Officer (HCF) is responsible for calculating the rescission by state and program. The HCF will release balances in October 2019.

The rescission will impact the following major programs: interstate maintenance, National Highway Performance Program, transportation alternatives, CMAQ Program, metropolitan planning, bridge, recreational trails, state planning and research, and National Highway Freight Program.

Under the FAST Act, California receives approximately \$481.4 million annually in CMAQ funds. In 2020, OCTA is expecting to program approximately \$48.382 million in CMAQ funds, which are subject to the rescission. OCTA has programmed approximately 13 BCIP projects for \$13.469 million in CMAQ funds which may be impacted by the rescission if the projects do not receive an E-76 before September 30, 2019 (Attachment D). OCTA will work with local agencies towards timely delivery of these projects.

***Summary***

Status reports from the BCIP, TE, SLPP, and APM are provided for review, including delay requests for four projects for Board approval. A summary of the proposed rescission under the Fast Act is provided for Board information.

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***Attachments***

- A. State and Federal Grant Programs Project Status
- B. State and Federal Grant Programs, Bicycle Corridor Improvement Program Requests
- C. Capital Funding Program Report
- D. Projects Potentially Impacted by Federal Rescission

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
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## State and Federal Grant Project Status

2012 Bicycle Corridor Improvement Program (BCIP)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Anaheim Regional Transportation Intermodal Corridor to West Anaheim 4th District Bikeway Connector Project	C	\$ 238,293	\$ 35,605	\$ 273,898	Started
Brea	The Tracks at Brea - Segment 6	C	\$ 836,150	\$ 115,000	\$ 951,150	Started
Costa Mesa	Bike Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050	Started
Costa Mesa	Fairview Park Multi-purpose Trail	E	\$ 90,562	\$ 44,605	\$ 135,167	Planned
Costa Mesa	Fairview Park Multi-purpose Trail	C	\$ 745,397	\$ 367,136	\$ 1,112,533	Planned
Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288	Started
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	E	\$ 93,960	\$ 14,040	\$ 108,000	Started
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	C	\$ 652,500	\$ 97,500	\$ 750,000	Planned
<b>2012 BCIP Phases Completed<sup>1</sup></b>			<b>\$ 4,743,792</b>	<b>\$ 1,069,887</b>	<b>\$ 5,813,679</b>	
<b>2012 BCIP Phases Started</b>			<b>\$ 1,414,908</b>	<b>\$ 201,478</b>	<b>\$ 1,616,386</b>	
<b>2012 BCIP Phases Planned</b>			<b>\$ 1,488,459</b>	<b>\$ 509,241</b>	<b>\$ 1,997,700</b>	
<b>2012 BCIP Total Program</b>			<b>\$ 7,647,159</b>	<b>\$ 1,780,606</b>	<b>\$ 9,427,765</b>	

**Notes:**

1. Includes 18 completed project phases.

2014 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Brea	The Tracks at Brea - Segment 4	C	\$ 229,316	\$ 2,796,684	\$ 3,026,000	Started
County of Orange	Lambert Road Bikeway Project <sup>2</sup>	C	\$ 40,800	\$ 312,200	\$ 353,000	Started
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Started
La Habra	La Habra Union Pacific Rail Line Bikeway <sup>2</sup>	R	\$ 91,760	\$ 708,240	\$ 800,000	Started
<b>2014 BCIP Phases Completed<sup>3</sup></b>			<b>\$ 148,360</b>	<b>\$ 832,000</b>	<b>\$ 980,360</b>	
<b>2014 BCIP Phases Started</b>			<b>\$ 1,044,136</b>	<b>\$ 3,987,694</b>	<b>\$ 5,031,830</b>	
<b>2014 BCIP Phases Planned</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>2014 BCIP Total Program</b>			<b>\$ 1,192,496</b>	<b>\$ 4,819,694</b>	<b>\$ 6,012,190</b>	

**Notes:**

2. Mobile Air Pollution Reduction Committee County Transportation Commission funds.

3. Includes two completed project phases.

## State and Federal Grant Project Status

2016 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	E	\$ 211,200	\$ 52,800	\$ 264,000	Planned
Anaheim	Nohl Ranch Open Space Trail	R	\$ 439,200	\$ 109,800	\$ 549,000	Planned
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Planned
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Planned
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	R	\$ 495,440	\$ 67,560	\$ 563,000	Planned
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	E	\$ 370,920	\$ 50,580	\$ 421,500	Planned
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	C	\$ 1,736,134	\$ 236,746	\$ 1,972,880	Planned
Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825	Started
Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Started
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E	\$ 76,826	\$ 10,476	\$ 87,302	Started
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	C	\$ 1,017,531	\$ 138,754	\$ 1,156,285	Planned
Irvine	Jeffrey Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge Project	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Started
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes	E	\$ 168,223	\$ 22,939	\$ 191,162	Started
Santa Ana	Bristol Street Protected Bicycle Lanes	C	\$ 2,102,783	\$ 286,742	\$ 2,389,525	Planned
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E	\$ 100,000	\$ 13,640	\$ 113,640	Started
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	C	\$ 635,703	\$ 86,686	\$ 722,389	Planned
Santa Ana	Hazard Avenue Protected Bike Lanes	E	\$ 100,000	\$ 13,640	\$ 113,640	Started
Santa Ana	Hazard Avenue Protected Bike Lanes	C	\$ 935,242	\$ 127,533	\$ 1,062,775	Planned



## State and Federal Grant Project Status

2016 BCIP						
Santa Ana	Citywide Bike Racks	E	\$ 162,800	\$ 22,200	\$ 185,000	Started
Santa Ana	Citywide Bike Racks	C	\$ 937,200	\$ 127,800	\$ 1,065,000	Planned
Tustin	Main Street/ El Camino Real Improvements	C	\$ 2,213,613	\$ 301,856	\$ 2,515,469	Planned
<b>2016 BCIP Phases Completed</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>2016 BCIP Phases Started</b>			<b>\$ 4,463,002</b>	<b>\$ 608,598</b>	<b>\$ 5,071,600</b>	
<b>2016 BCIP Phases Planned</b>			<b>\$ 15,384,086</b>	<b>\$ 2,438,737</b>	<b>\$ 17,822,823</b>	
<b>2016 BCIP Total Program</b>			<b>\$ 19,847,088</b>	<b>\$ 3,047,335</b>	<b>\$ 22,894,423</b>	

2014 Arterial Pavement Management (APM) Program						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Lincoln Avenue - Brookhurst Street to Euclid Street	C	\$ 835,347	\$ 1,215,550	\$ 2,050,897	Started
Brea	Kraemer Boulevard - Lambert Road to Golden Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Brea	Lambert Road - Delta Avenue to West City Limit and Lambert Road - Wildcat Way to East City Limit	C	\$ 500,000	\$ 758,527	\$ 1,258,527	Started
Buena Park	Beach Boulevard - Azalea Drive to La Palma Avenue	C	\$ 499,740	\$ 499,740	\$ 999,480	Started
Costa Mesa	Bristol Street - Interstate 405 (I-405) to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started
County of Orange	Foothill Boulevard - Newport Avenue to Hewes Street	C	\$ 500,000	\$ 513,730	\$ 1,013,730	Started
County of Orange	Crown Valley Parkway and Oso Parkway	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Started
Fullerton	Chapman Avenue - Berkeley Avenue to Raymond Avenue	C	\$ 402,234	\$ 402,234	\$ 804,468	Started
Lake Forest	Portola Parkway - Alton Parkway to El Toro Road	C	\$ 500,000	\$ 568,698	\$ 1,068,698	Started
Lake Forest	Alton Parkway - Portola Parkway to Rancho Parkway	C	\$ 250,000	\$ 597,518	\$ 847,518	Started
Mission Viejo	Trabuco Road and Marguerite Parkway	C	\$ 500,000	\$ 1,273,780	\$ 1,773,780	Started
Newport Beach	MacArthur Boulevard - East Coast Highway to San Joaquin Hills Road	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Newport Beach	MacArthur Boulevard - San Joaquin Hills Road to Bonita Canyon Drive	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started

## State and Federal Grant Project Status

2014 APM Program						
Placentia	Placentia Avenue - Chapman Avenue to Ruby Drive	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Started
Rancho Santa Margarita	Santa Margarita Parkway - Buena Suerte to Plano Trabuco Road and Antonio Parkway - Tijeras Creek to Via Ladera	C	\$ 500,000	\$ 759,377	\$ 1,259,377	Started
Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Seal Beach	Westminster Boulevard - West City Limit to Seal Beach Boulevard	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Villa Park	Taft Avenue - Santiago Boulevard to Lemon Street	C	\$ 385,997	\$ 385,997	\$ 771,994	Started
Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	C	\$ 500,000	\$ 2,171,143	\$ 2,671,143	Started
<b>2014 APM Phases Completed<sup>4</sup></b>			<b>\$ 9,191,660</b>	<b>\$ 13,694,774</b>	<b>\$ 22,886,434</b>	
<b>2014 APM Phases Started</b>			<b>\$ 10,673,318</b>	<b>\$ 17,263,562</b>	<b>\$ 27,936,880</b>	
<b>2014 APM Phases Planned</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>2014 APM Phase Sub-totals</b>			<b>\$ 19,864,978</b>	<b>\$ 30,958,336</b>	<b>\$ 50,823,314</b>	
<b>APM Available from Savings and Cancellations<sup>5</sup></b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 65,251</b>	
<b>2014 APM Total Program</b>			<b>\$ 19,864,978</b>	<b>\$ 30,958,336</b>	<b>\$ 50,888,565</b>	

**Notes:**

4. Includes 20 completed project phases.

5. Includes savings from Lincoln Avenue - Brookhurst Street to Euclid Street project in the City of Anaheim, funds made available from the cancellation of the Cerritos Avenue to West City Limit to Bloomfield Street in the City of Los Alamitos, and deobligated funds from three completed

## State and Federal Grant Project Status

<b>2010 Transportation Enhancement (TE) Program - 28 Completed Projects</b>			
	<b>Allocation</b>	<b>Match</b>	<b>Total Phase Cost</b>
<b>2010 TE Phases Completed<sup>6</sup></b>	\$ 11,464,709	\$ 9,736,895	\$ 21,201,604
<b>2010 TE Total Program</b>	\$ 11,464,709	\$ 9,736,895	\$ 21,201,604

<b>State-Local Partnership Program (SLPP) - 51 Completed Projects</b>			
	<b>Allocation</b>	<b>Match</b>	<b>Total Phase Cost</b>
<b>SLPP Phases Completed<sup>7</sup></b>	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918
<b>SLPP Total Program</b>	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918

E - Engineering  
 C - Construction  
 R - Right-of-Way

Planned - Planned indicates that the funds have not been obligated and/or pending contract award.

Started - Started indicates that the project is underway and funds are obligated.

Completed - Completed indicates that the project work is complete.

**State and Federal Grant Programs  
Bicycle Corridor Improvement Program Requests**

**Delay Requests**

	<b>Agency</b>	<b>Project Title</b>	<b>Delayed Phase</b>	<b>Approved Fiscal Year (FY)</b>	<b>Proposed FY</b>	<b>Delay Reason</b>
1	Huntington Beach	Utica Avenue Bicycle Boulevard	Construction	2017-18	2018-19	Delays in the review of the request for Federal Authorization to Proceed.
2	Santa Ana	Bristol Street Protected Bicycle Lanes	Construction	2017-18	2018-19	Delays in the review of the request for Federal Authorization to Proceed.
3	Tustin	Main Street/El Camino Real Improvements	Construction	2017-18	2018-19	Delays in the review of the request for Federal Authorization to Proceed.
4	County of Orange	Peters Canyon Bikeway Extension	Final Design	2018-19	2020-21	Delays in the environmental phase. The environmental clearance is anticipated to take more than one year due to the development of the Preliminary Environmental Study, additional technical studies that are required, and the determination of potential mitigation sites. Additional coordination with adjacent jurisdictions is required. Portions of the bikeway are located in right-of-way controlled or owned by the California Department of Transportation and the Eastern Transportation Corridor.



# Capital Funding Program Report

Approved by the Board of Directors (Board) - June 11, 2018

## Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) Formula Grant Call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
Measure M2 Project O Regional Capacity Program Call for Projects	O	\$254,629		\$22,979				\$231,650	
Raymond Avenue Grade Separation	O	\$125,233		\$91,167				\$26,350	\$7,716
SR-57 Truck Climbing Lane Phase I- Lambert Road Interchange Improvement	O	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program Call	P	\$86,217	\$6,845					\$79,372	
M2 Project Q Fair Share Program (FY 16-17 through FY 21-22)	Q	\$341,947						\$341,947	
Measure M2 Project X Environmental Clean Up	X	\$43,214						\$43,214	
Active Transportation Program - Regional Call		\$45,711	\$92		\$311	\$39,928			\$5,380
Active Transportation Projects		\$17,784	\$15,650						\$2,134
ARRA Transportation Enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue Widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program		\$33,975			\$28,323				\$5,652
Bristol Street Widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 Rehab Projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo Widening	M1	\$6,419			\$3,740				\$2,679
<b>Local Road Project Totals</b>		<b>\$1,341,966</b>	<b>\$109,292</b>	<b>\$139,091</b>	<b>\$54,582</b>	<b>\$100,364</b>	<b>\$35,780</b>	<b>\$769,036</b>	<b>\$133,821</b>
<b>State Funding Total</b>		<b>\$248,383</b>							
<b>Federal Funding Total</b>		<b>\$154,946</b>							
<b>Local Funding Total</b>		<b>\$938,637</b>							
<b>Total Funding (000's)</b>		<b>\$1,341,966</b>							

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue Widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
Kraemer Boulevard Grade Separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue Grade Separation	O	\$107,402		\$26,924	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue Grade Separation	O	\$108,600		\$34,520	\$38,240	\$18,600		\$14,543	\$2,697
Placentia Grade Separation along SS of Orangethorpe	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College Grade Separation	O	\$96,969		\$34,042	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Ave/Rose Drive Grade Separation	O	\$98,254		\$25,473	\$53,376			\$17,642	\$1,763
M2 Fair Share State-Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	



# Capital Funding Program Report

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Antonio Parkway Widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard Widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz Interchange Improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), County Wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
<b>Local Road Project Totals</b>		<b>\$612,563</b>	<b>\$7,500</b>	<b>\$171,534</b>	<b>\$203,513</b>	<b>\$41,599</b>	<b>\$5,992</b>	<b>\$121,696</b>	<b>\$60,729</b>
<b>State Funding Total</b>		<b>\$179,034</b>							
<b>Federal Funding Total</b>		<b>\$245,112</b>							
<b>Local Funding Total</b>		<b>\$188,417</b>							
<b>Total Funding (000's)</b>		<b>\$612,563</b>							

### Acronyms

- ARRA - American Recovery and Reinvestment Act
- Call - Call for projects
- CMAQ - Congestion Mitigation and Air Quality Improvement Program
- FY - Fiscal year
- I-5 - Interstate 5
- M Code - Project codes in M2 Program
- M1 - Measure M1
- M2 - Measure M2
- RSTP - Regional Surface Transportation Program
- SCAG - Southern California Association of Governments
- SR-57 - State route
- SS - South side
- STIP - State Transportation Improvement Program

## Projects Potentially Impacted by Federal Rescission

No.	Program	Agency	Project Title	Planned Obligation Fiscal Year (FY)	Phase(s) Impacted	CMAQ Impacted
1	2012 BCIP	Costa Mesa	Fairview Park Multi-purpose Trail	2018-19	E,C	\$ 835,959
2	2012 BCIP	Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	2018-19	C	\$ 652,500
3	2014 BCIP	Huntington Beach	Utica Avenue Bicycle Boulevard	2018-19 <sup>1</sup>	C	\$ 682,260
4	2016 BCIP	Anaheim	Nohl Ranch Open Space Trail	2018-19	E,R	\$ 650,400
5	2016 BCIP	County of Orange	Peters Canyon Bikeway Extension	2018-19 <sup>2</sup>	E	\$ 883,520
6	2016 BCIP	County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	2018-19	E,R	\$ 1,551,440
7	2016 BCIP	County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	2018-19	E	\$ 370,920
8	2016 BCIP	Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	2018-19	C	\$ 1,017,531
9	2016 BCIP	Santa Ana	Bristol Street Protected Bicycle Lanes	2018-19 <sup>1</sup>	C	\$ 2,102,783
10	2016 BCIP	Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	2018-19	C	\$ 635,703
11	2016 BCIP	Santa Ana	Hazard Avenue Protected Bike Lanes	2018-19	C	\$ 935,242
12	2016 BCIP	Santa Ana	Citywide Bike Racks	2018-19	C	\$ 937,200
13	2016 BCIP	Tustin	Main Street/El Camino Real Improvements	2018-19 <sup>1</sup>	C	\$ 2,213,613
<b>Total CMAQ Impacted</b>						<b>\$ 13,469,071</b>

**Notes:**

1. Planned obligation is in FY 2018-19 pending Board of Directors (Board) approval at December 10, 2018 Board meeting.
2. Planned obligation is in FY 2020-21 pending Board approval at December 10, 2018 Board meeting.

Acronyms

BCIP - Bicycle Corridor Improvement Program


C - Construction

CMAQ - Congestion Mitigation and Air Quality

E - Engineering



**December 3, 2018**

**To:** Regional Highways and Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** Measure M2 Environmental Mitigation Program Update

**Overview**

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of 13 freeway projects in exchange for streamlined project approvals from the state and federal resources agencies. To date, the Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. On a parallel path, a similar approach was developed to obtain state and federal clean water permits to facilitate the implementation of the Measure M2 freeway projects. A biannual status report of these efforts and program update is presented.

**Recommendation**

Receive and file as an information item.

**Background**

Measure M2 (M2) includes an innovative Environmental Mitigation Program (EMP) to address certain impacts as well as streamline the M2 freeway projects. This was achieved through a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (Wildlife Agencies). An endowment was also established for the long-term management of the conservation properties (Preserves).

In a parallel process, the United States Army Corps of Engineers (Corps) and the State Water Resources Control Board (SWRCB) have also established a framework to expedite the regulatory permitting process. The EMP delivers more effective mitigation while supporting faster delivery of M2 freeway improvements.



The acquisition of seven conservation properties, as well as the funding of 12 habitat restoration projects, have largely met the mitigation needs for the M2 freeway projects. These Preserves and projects are depicted in Attachment A. Through the Conservation Plan, the Orange County Transportation Authority (OCTA) is well underway to satisfying these obligations. Many of the restoration projects are close to or have obtained approvals from the Wildlife Agencies. These projects are listed in Attachment B.

### ***Discussion***

#### **Conservation Plan Update**

A Conservation Plan permit was issued by the Wildlife Agencies in mid-2017. As a result, the M2 environmental process has been streamlined allowing OCTA to move forward more expeditiously with the M2 freeway projects. The Conservation Plan approval by the Wildlife Agencies requires the establishment of a \$34.5 million endowment to fund the long-term management of the Preserves. The first endowment deposit was made in early 2017. The third and most recent deposit was made in August 2018. Quarterly investment reports are provided to the Board of Directors (Board), with the most recent one given in September 2018. Staff will continue to oversee and provide regular endowment updates to the Finance and Administration Committee and the Environmental Oversight Committee (EOC).

In compliance with the Conservation Plan, resource management plans (RMPs) have been developed for each Preserve. The RMPs provide guidelines for the management and monitoring of each Preserve in accordance with the goals and objectives outlined in the Conservation Plan. Key components of the RMPs include guidance for ongoing protection, preservation, and adaptive management of the natural resources found within each Preserve.

OCTA released the two remaining RMPs (Eagle Ridge and Pacific Horizon) for a 90-day review and comment period in 2017. Public meetings and workshops were also held to solicit input. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established. These two remaining RMPs were finalized in September 2018.

In consultation with the local fire authority, OCTA began developing fire management plans (Plans) for the Preserves in September 2018. The Plans will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will be approved by the Wildlife Agencies.

### Restoration Project Updates

The North Coal Canyon and Chino Hills State Park (CHSP) restoration projects were approved by the EOC and OCTA Board as part of the EMP's second round of restoration funding in 2012, and were incorporated into the OCTA Conservation Plan. Due to limitations on the California Department of Parks and Recreation contracting process, CHSP was unable to implement these two restoration projects. At the direction of the EOC, staff is utilizing the Board-approved procurement procedures to identify qualified entity(ies) to implement these projects. It is anticipated the work will begin in early 2019.

In June 2018, the 155-acre Santiago wildfire impacted the OCTA-funded West Loma Restoration Project. This restoration project is being implemented by the Irvine Ranch Conservancy and is within unincorporated Orange County (Attachment A). The Santiago wildfire resulted in damage to restored habitat, estimated at \$12,500, and the damaged areas will be replanted this winter. Since the project had not received final sign off from the Wildlife Agencies, OCTA was required to restore the fire-damaged area. Once the restoration projects are signed off by the Wildlife Agencies, OCTA will no longer be responsible for the costs or management of these projects.

In October 2018, the Wildlife Agencies provided sign off on the 53-acre OCTA "City Parcel/2C Ranch" Restoration Project that began in April 2011. This project is within and sponsored by the City of San Juan Capistrano. Wildlife surveys have documented that both the coastal California gnatcatcher and the least Bell's vireo (Conservation Plan covered species) are utilizing the restored areas. This is the second OCTA restoration project to meet its success criteria, following the completion of the Big Bend Restoration Project.

### Clean Water Act Permits Update

The M2 freeway projects are anticipated to impact jurisdictional waters, which will require mitigation. As a result, before construction activities can occur within jurisdictional waters, OCTA must obtain Sections 401 and 404 Clean Water Act permits from the Corps and SWRCB (regulatory agencies). To maximize the benefits of the investments on the Conservation Plan, OCTA was able to utilize some of the same mitigation to obtain programmatic 401 and 404 permits. These programmatic permits were issued in late 2017 and early 2018 and have reduced the time needed in obtaining project level sections 401 and 404 permits. These efforts are the result of years of collaboration between OCTA, the Corps, and the SWRCB, and constitute another groundbreaking milestone for the M2 EMP.

### Freeway Projects Update

To date, multiple freeway projects have utilized the EMP streamlining mechanisms. The following projects are either in or near construction and were able to benefit from the EMP:

- Project C (Interstate 5 Improvement Project from State Route 73 [SR-73] to El Toro Road);
- Project K (Interstate 405 Improvement Project from SR-73 to the Los Angeles County line); and
- Project M (Interstate 605 and Katella Interchange Project).

Without the EMP's established process, these projects could have incurred additional mitigation-related costs, resulting in project schedule risks. A strong partnership has been forged through collaboration with the environmental community as exemplified by their participation on the EOC. Furthermore, there has been substantial reduction in risk from the threat of potential lawsuits because of these partnerships.

### ***Summary***

M2 includes an EMP that provides funding for programmatic mitigation to off-set impacts of the 13 freeway projects. To expedite the delivery of the freeway projects, this program was initiated to implement early project mitigation through property acquisition and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of that same mitigation to obtain Clean Water Act permits. A status report on the program is presented.

***Attachments***

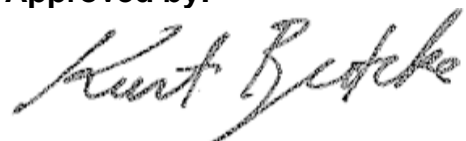
- A. OCTA Preserves and Funded Restoration Projects
- B. OCTA M2 EMP-Funded Restoration Projects Summary

**Prepared by:**



Lesley Hill  
Project Manager, Planning  
(714) 560-5372

**Approved by:**



Kurt Brotcke  
Director, Strategic Planning  
(714) 560-5742

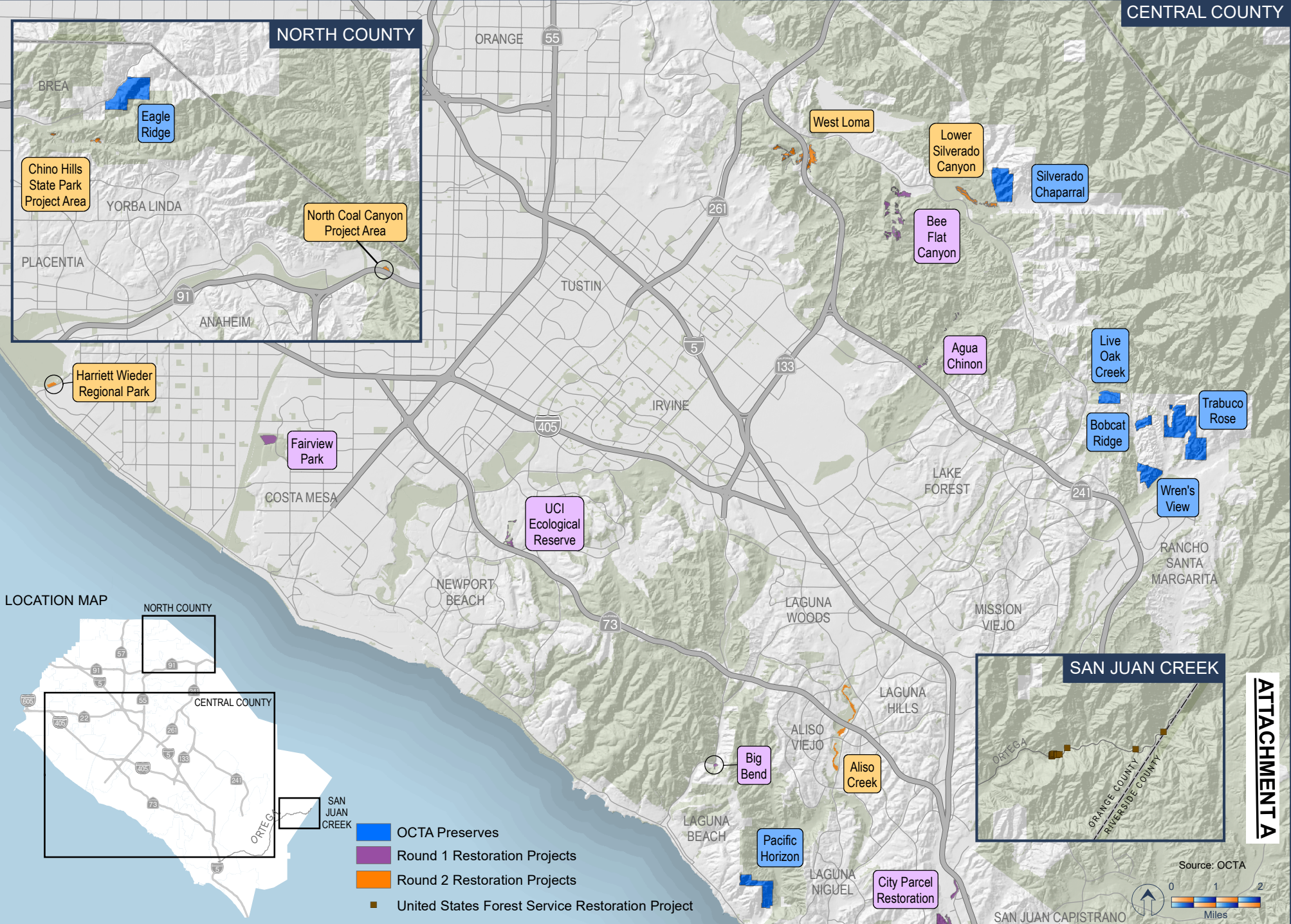


# OCTA Preserves and Funded Restoration Projects

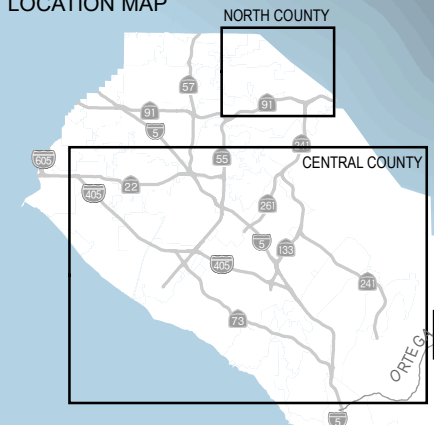


CENTRAL COUNTY

NORTH COUNTY



LOCATION MAP



- OCTA Preserves
- Round 1 Restoration Projects
- Round 2 Restoration Projects
- United States Forest Service Restoration Project

Source: OCTA



ATTACHMENT A

**OCTA M2 EMP-Funded Restoration Projects Summary**

	<b>Restoration Project</b>	<b>Sponsor</b>	<b>Proposed Cost</b>	<b>Approx. Acreage*</b>	<b>Geographic Area</b>	<b>General Habitat Types</b>
2010 - Round One	City Parcel	City of San Juan Capistrano	\$1,500,000	53	San Juan Capistrano	Riparian corridor, coastal sage scrub, oak woodland and native grassland
	Fairview Park	City of Costa Mesa	\$2,000,000	23	Costa Mesa	Wetlands, native grassland, coastal sage scrub, willow scrub and oak woodland
	Irvine Ranch (Agua Chion and Bee Flat Canyon)	Irvine Ranch Conservancy	\$1,450,000 (\$1,457,160)**	94.9 (90.1)**	Irvine	Chaparral, coastal sage scrub, coastal live oak/sycamore, oak woodland, native grassland and riparian
	UCI Ecological Reserve	Nature Reserve of OC	\$325,000	8.5	Irvine	Cactus scrub
	Big Bend	Laguna Canyon Foundation	\$87,500	3.7	Laguna Beach	Coastal sage scrub and riparian woodland
	Aliso Creek	Laguna Canyon Foundation	\$1,105,000	55	Laguna Niguel	Riparian
2012 - Round Two	Chino Hills State Park	Chino Hills State Park	\$193,000	21	Yorba Linda	Willow riparian, oak-walnut woodland and cactus scrub
	Harriett Weider Regional Park	Bolsa Chica Conservancy	\$475,000	8.2	Huntington Beach	Native grassland, coastal sage scrub and riparian
	Lower Silverado Canyon	Irvine Ranch Conservancy	\$1,399,580 (\$1,414,435)**	44 (28.4)**	County of Orange	Riparian
	North Coal Canyon	California Department of Parks and Recreation	\$247,500	5.5	Yorba Linda	Coastal sage scrub
	West Loma	Irvine Ranch Conservancy	\$1,296,000 (\$1,322,800)**	80 (62.47)**	County of Orange	Scrub, riparian
	United States Forest Service Dam Removal	United States Forest Service	\$185,000	14 dams removed	San Juan Capistrano	Creek bed and riparian

Note: shaded projects were funded as part of Round 1 and the unshaded projects were part of Round 2.

\*Proposed acreage is subject to change and may be adjusted slightly once the restoration work is completed.

\*\*Amounts depicted in the table were revised/amended and approved by the OCTA Board of Directors in June 2016.

Acronyms

EMP – Environmental Mitigation Program

M2 – Measure M2

OCTA – Orange County Transportation Authority

UCI – University of California, Irvine





**December 3, 2018**

**To:** Regional Planning and Highways Committee

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

A handwritten signature in black ink, appearing to read "Darrell Johnson for", is written over the "From:" line.

**Subject:** OC Active: Project Update

### **Overview**

Preparation of a draft countywide active transportation plan is nearing completion. The plan will help ensure bicycle and pedestrian improvement efforts are coordinated between local jurisdictions and reduce the need for local agencies to develop similar plans to compete for state and federal grants. Public outreach and technical analysis have been completed, and recommendations with local jurisdictions are being confirmed before finalizing the OC Active Report. A project status update is presented for Board of Directors review and information.

### **Recommendation**

Receive and file as an information item.

### **Background**

OC Active evaluates needs and recommends active transportation (bicycle and pedestrian) improvements for all 35 local jurisdictions in Orange County. The OC Active Report (Report) provides information and analysis required by state guidelines for active transportation plans. By providing a recommended list of bikeway improvements and pedestrian focus areas, OC Active supports local agency efforts to secure funding to implement infrastructure improvements. This will also help guide countywide funding and program decisions.

### **Discussion**

#### **Project Goals**

The Board of Directors approved the project goals to guide decision making during preparation of the Report. These goals were used to guide public outreach and technical analysis, and include the following:

- Reduce pedestrian and bicyclist collisions,
- Advance strategic walking and biking network,
- Enhance walking and biking access to transit,
- Improve high-need pedestrian areas,
- Strengthen stakeholder partnerships,
- Incorporate diverse community perspectives, and
- Leverage funding opportunities.

#### Public Outreach

Consistent with state requirements and project goals, a robust program of public outreach was developed to solicit community input and promote the project efforts by the Orange County Transportation Authority (OCTA). Public outreach occurred between February 2017 and October 2018. Feedback was solicited on active transportation needs and priorities to help inform the analysis. The project team reached out to Orange County residents through numerous outreach events and surveys as described below:

- Completed two public surveys related to walking and biking,
- Hosted project website and social media presence,
- Attended 76 community events and festivals for survey input and promotion,
- Developed the Chalk, Walk & Roll Contest where elementary, middle, and high school could win a donated skateboard or bicycle rack through artwork submission,
- Partnered with the Orange County Healthcare Agency to facilitate the Walk to School Day participation by five local elementary schools on October 10, 2018, and
- Partnered with the Anaheim Police Department for the “Cruise with a Cop” community safety event at Maxwell Park in the City of Anaheim on March 24, 2018.

The following themes were heard during public engagement:

- Interest in better connections to parks, downtown areas, schools, jobs and retail centers, and transit,
- Preference for more and improved crosswalks, better nighttime lighting, and more shade/landscaping for people walking,
- Preference for separated bikeways and buffered bike lanes for people bicycling, and
- Desire for educational campaigns addressing motorist, pedestrian, and bicyclist behaviors.



In addition to public outreach efforts, OCTA formed a Stakeholder Working Group (SWG) for agencies and community advocates to provide input on the Report. The SWG consisted of representatives from local jurisdictions and advocacy organizations, the Orange County Council of Governments (OCCOG), and the California Department of Transportation. These meetings provided valuable input using the following guidelines:

1. Provide technical and strategic recommendations during development of OC Active,
2. Identify potential outreach activities to solicit input on the survey tool, and
3. Promote OC Active to community members.

Additionally, the project team made multiple presentations to community members, the OCCOG Technical Advisory Committee, OCTA's Technical Advisory Committee, and the OCTA Citizens Advisory Committee Bike and Pedestrian Subcommittee.

### Pedestrian Mapping

Orange County's pedestrian network is comprised of sidewalks, multi-use trails, pedestrian bridges, and other walking infrastructure designed to help people access key destinations, including schools, employment centers, parks, and transit. The county is home to a diverse network of pedestrian conditions. As such, pedestrian activity and needs vary substantially throughout the county. Currently, few Orange County cities have started or completed a dedicated planning document focused on pedestrian improvements.

Analysis of pedestrian network needs and opportunities identified pedestrian focus areas located throughout the county using a geographic information systems analysis. This analysis used factors such as key destinations, community demographics, socioeconomic and health data, as well as potential barriers to pedestrian travel, such as roadways with high traffic volumes, railroads, waterways, and freeways. A detailed map is provided in Attachment A for each jurisdiction to help local agencies identify and prioritize the implementation of pedestrian infrastructure improvements.

The pedestrian mapping prepared through OC Active is the first ever countywide analysis of pedestrian needs. This comprehensive approach provides the opportunity to leverage the results for future improvements in high-need areas, and better position local agencies for funding and grant pursuits.

### Bikeways Mapping

The Report identifies existing and planned bikeways using the following three key bikeway layers:

- Local bikeways: Each jurisdiction's locally-adopted bikeways are incorporated into the Report,
- Regional bikeways: OCTA has completed four studies identifying 41 regional bikeway corridors linking key regional destinations countywide. OC Active incorporates these regional bikeways into one document, and
- Regional connectors: OC Active proposes the Orange County Regional Connectors. These connectors will leverage the regional bikeways into branded corridors that can advance project implementation.

The layered bikeway network identified in the Report will provide the basis for improvements in the transportation network to serve people biking. Furthermore, prior investments and planning efforts on regional bikeways can be leveraged to utilize the success of the OC Loop. This will support future improvements throughout central and south county, creating better links to employment centers and transit.

### Funding Compliance

OC Active provides information and analysis required by the state guidelines for active transportation plans. By providing a list of both bikeway improvements and pedestrian focus areas, OC Active positions local agencies to secure funding to implement infrastructure improvements. These results will also help guide countywide funding and program decisions.

### Next Steps

OC Active has been a multi-year effort with great collaboration. This included extensive public outreach, as well as strong collaboration across public health and law enforcement sectors to develop a master plan addressing both bicycle and pedestrian issues countywide. The final Report will guide active transportation investments and empower local agencies to secure funding for infrastructure and non-infrastructure improvements countywide. The draft OC Active Executive Summary is provided in Attachment A.

OCTA will continue working with agency staff and community members to advance active transportation measures for a safer community with greater transportation choices available for all Orange County residents.

**Summary**

Staff is finalizing the Report, which includes bicycle and pedestrian topics. The final Report will assist local jurisdictions with active transportation improvements when pursuing funding for implementation.

**Attachments**

- A. OC Active Orange County's Bike + Ped Plan, Draft Executive Summary

**Prepared by:**



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**Approved by:**



Kurt Brotcke  
Director, Strategic Planning  
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# ORANGE COUNTY'S BIKE + PED PLAN EXECUTIVE SUMMARY



**DRAFT**

OCTOBER 2018

Prepared for: Orange County Transportation Authority  
Prepared by: IBI Group with KTUA, PlaceWorks, and Arellano Associates



# EXECUTIVE SUMMARY

**OC Active: Orange County's Bike + Ped Plan** is the first countywide Active Transportation Plan (ATP) for Orange County. The Orange County Transportation Authority (OCTA) has developed this plan to provide a framework for bikeway and pedestrian planning across the county, and to be compliant with the Caltrans Active Transportation Program (ATP) guidelines. This will allow local cities and the County of Orange to use this document as a foundation to apply for state funding to plan and implement local bicycle and pedestrian projects.

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## Plan Goals

Seven distinct goals were identified to guide decision making during the preparation of OC Active. The goals help to ensure OC Active supports regional mobility needs and empowers local jurisdictions to provide a responsive transportation network. During the development process, these goals were discussed with the OC Active Stakeholder Working Group (SWG), the Orange County Council of Governments (OCCOG) Technical Advisory Committee, OCTA's Technical Advisory Committee, and the Citizens Advisory Committee Bike and Pedestrian Subcommittee.



### 1 REDUCE PEDESTRIAN & BICYCLIST COLLISIONS

OCTA and local agencies in Orange County are very interested in reducing the number of fatal and serious injury collisions involving bicyclists and pedestrians. Continued investment in the active transportation network will also close gaps in the system and address challenges for improved safety.



### 2 ADVANCE STRATEGIC WALKING & BIKING NETWORK

Bicycle and pedestrian facilities that provide safe and convenient access to major destinations, schools, and parks are essential to maintaining Orange County's high quality of life. Facilities that connect multiple cities are also important to increase mobility and encourage use of active transportation modes.



### 3 ENHANCE WALKING & BIKING ACCESS TO TRANSIT

As the regional transit operator in Orange County, OCTA is interested in improving access to transit for residents throughout Orange County, helping to improve mobility and increase transit ridership.



### 4 IMPROVE HIGH-NEED PEDESTRIAN AREAS

The plan identifies areas throughout Orange County where the need for improved pedestrian infrastructure is high compared to the county as a whole. Mapping the pedestrian realm high need areas will help guide investment for improved mobility, safety, and equity.



### 5 STRENGTHEN STAKEHOLDER PARTNERSHIPS

OC Active builds on a history of OCTA, the County, and local cities cooperating together to plan and implement regional bicycle and pedestrian infrastructure. This plan identifies strategies and opportunities to continue and strengthen these partnerships going forward.



### 6 INCORPORATE DIVERSE COMMUNITY PERSPECTIVES

The community outreach effort focused on connecting with residents throughout Orange County. The plan strategies and recommendations are strengthened by the diverse and widespread input received during the project engagement with the community.



### 7 LEVERAGE FUNDING OPPORTUNITIES

OCTA is focused on helping local cities to pursue and obtain grant funding to support the planning, design, and construction of the active transportation improvements identified in OC Active. This plan will serve as the foundation for local agencies to pursue funding opportunities for project implementation.

# Public Outreach

The public outreach effort conducted in support of OC Active was focused on engaging and involving residents located throughout Orange County. The effort sought to maximize participation from disadvantaged communities within the county, while also creating fun and educational events and contests that encouraged participation from youth. Several key outreach efforts included:

- ✔ Speaking and hosting booths at seventy-six (76) community events in 2017 and 2018
- ✔ An online and in-person survey focused on issues and opportunities related to walking was conducted in conjunction with the community events
- ✔ A Chalk, Walk, And Roll contest in Fall 2017 where local schools were invited to create art work using chalk that illustrated safe walking and bicycling activity
- ✔ A Connect With A Cop event in March 2018 where OCTA partnered with a local police department for a fun and educational event
- ✔ Participation in International Walk to School Day in October 2018 to promote project awareness and obtain input for a second survey, focused on bicycling improvements



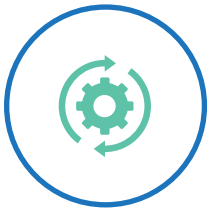


## Pedestrian Network

Orange County's existing pedestrian network is comprised of sidewalks, multi-use trails, pedestrian bridges, and other walking infrastructure designed to help people access key destinations including schools, employment centers, parks, and transit. The county is home to a diverse network of pedestrian conditions. Consequently, the amount of pedestrian activity and need varies substantially throughout the county.

The OC Active pedestrian network analysis mapped the highest need pedestrian focus areas countywide and provides a detailed map for each jurisdiction countywide. The focus areas were identified using a Geographic Information Systems (GIS) analysis. This incorporated multiple criteria including key destinations, community demographics, socioeconomic and health data, as well as potential barriers to pedestrian travel such as roadways with high traffic volumes, railroads, waterways, and freeways. Public input from the project survey was incorporated into the technical analysis, as well as OCTA-prepared mapping of sidewalk gaps along major roadways countywide.

GIS modeling was prepared focusing on three key categories; attractors, generators, and barriers. Combining these three layers of GIS analysis for each category provides a heat map indicating the highest need areas.



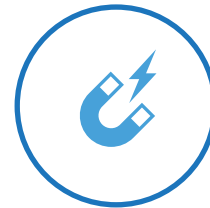
### Generators

These are demographic, socioeconomic and health data indicating potential pedestrian volume based on how many people live and work within each city. Examples of generators are population and employment density and primary mode of transportation to work. Socioeconomic and health data examples include median household income, CalEnviroscreen (a land use planning tool), free or reduced meal programs, vehicle ownership and age density.



### Barriers

These are features likely to discourage or detract people from walking. These are generally physical limitations such as areas with high numbers of pedestrian related collisions, low levels of pedestrian level of comfort, or physical barriers including rail crossings, bridges, and freeway interchanges.

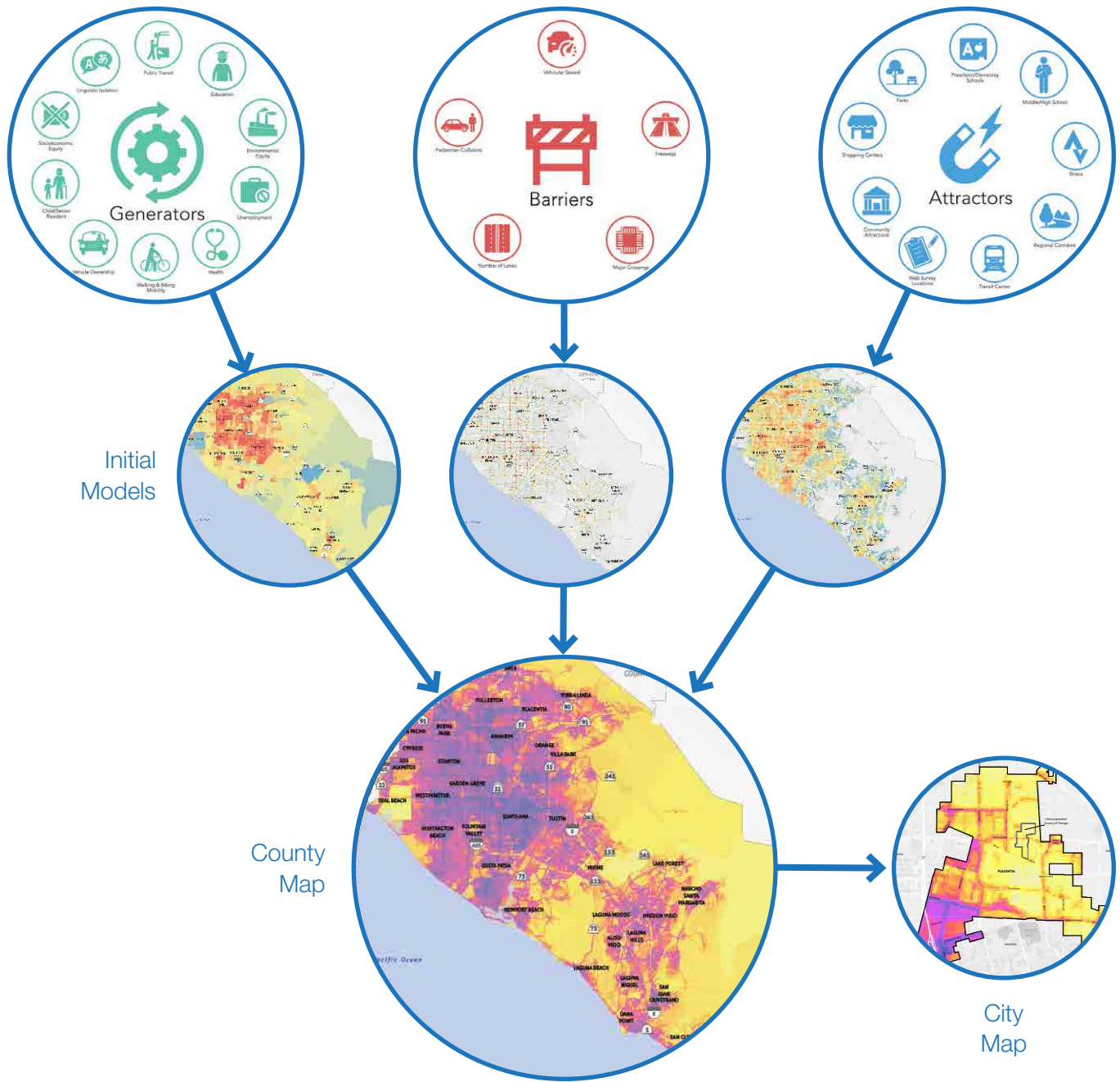


### Attractors

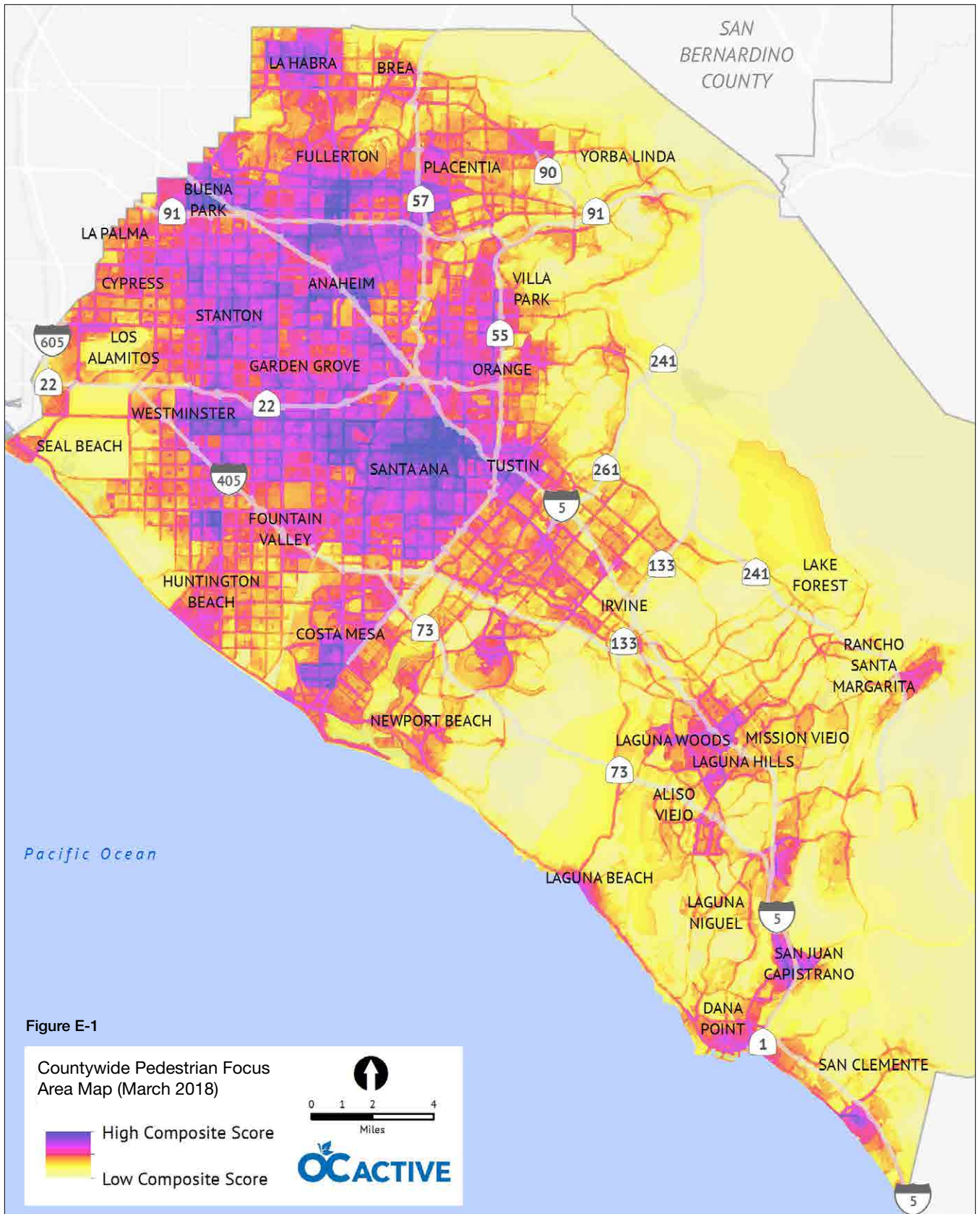
These are pedestrian-related geographic features likely to attract pedestrians. Examples of these key destinations are schools, transit, community attractions, parks and shopping centers.



Key Categories



Using the criteria and analysis based on the pedestrian priority model, individual pedestrian focus area maps were produced for the entire county. This includes all 34 cities in Orange County, and the major unincorporated areas under the jurisdiction of the County of Orange. The pedestrian focus area maps highlight the likely areas of greatest activity and demand for pedestrian travel. The jurisdictional maps are intended to help local agencies to identify and prioritize implementation of pedestrian infrastructure improvements and better position those agencies for local funding and grant pursuits. Figure E-1 below illustrates the countywide pedestrian priority model forecast. Figure E-2 illustrates a representative City pedestrian priority model forecast for the City of Placentia. Similar maps are provided for each jurisdiction.



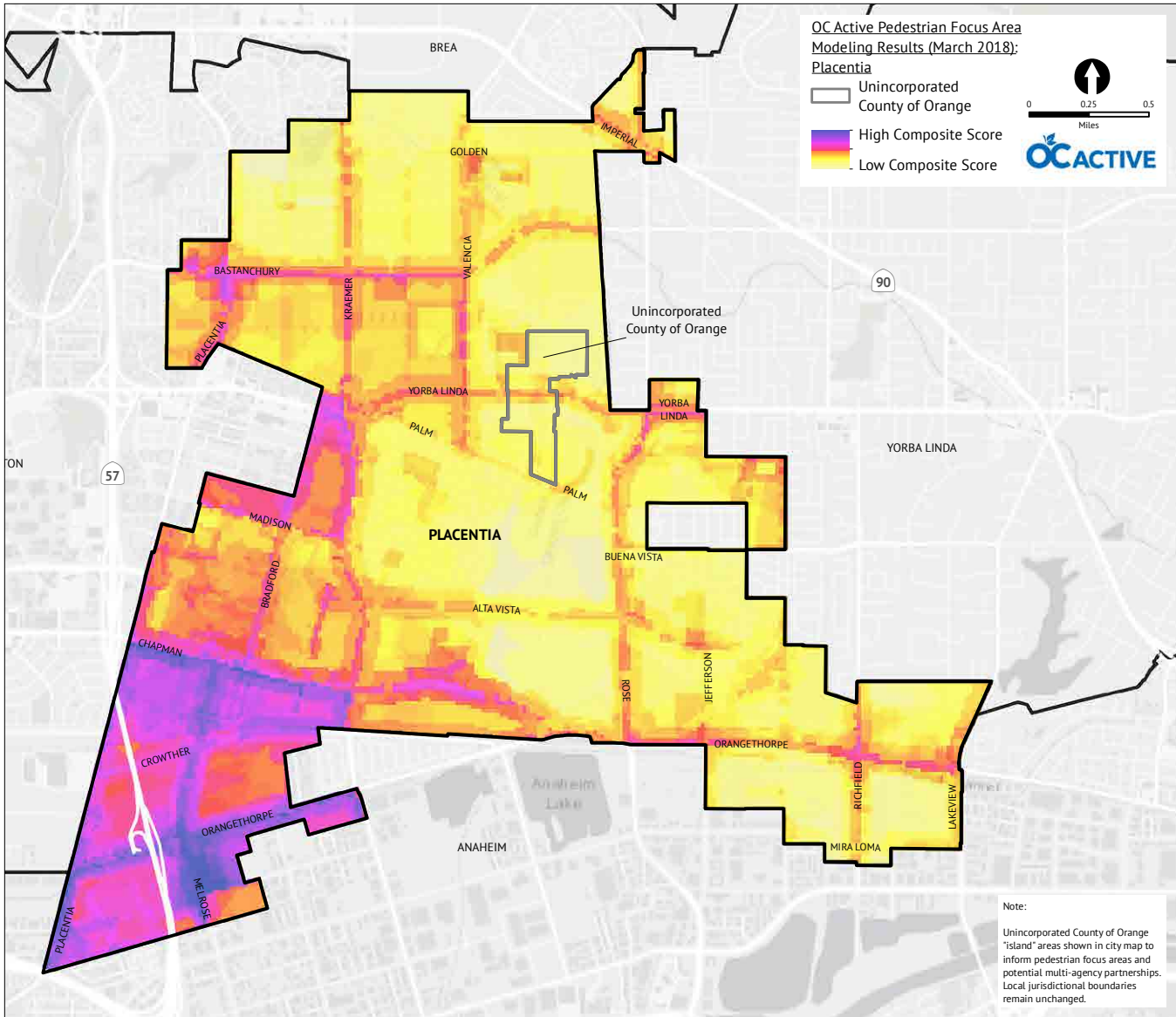


Figure E-2 - City of Placentia Pedestrian Focus Area Map



## Bikeways Network

OC Active establishes a comprehensive multi-layered bikeway network consisting of local, regional, and connector facilities. Collectively the implementation of the distributed network will provide access across jurisdictional boundaries connecting to regional destinations as well as local neighborhoods. OC Active maps and includes existing and planned bikeways using the following three key bikeway layers:

- **Local Bikeways:** Each jurisdiction has a locally-adopted set of bikeways that are incorporated into OC Active. Where jurisdictions haven't identified a prioritized list of planned bikeways, the OC Active report provides a list to satisfy state requirements. The planned local bikeways were analyzed and prioritized using a set of defined evaluation criteria that take into account several factors, including cost efficiency, demographics, safety, trip demand, and connectivity with other existing and planned bikeways. The OC Active study doesn't change any locally adopted plans for future bikeways, rather it incorporates local planning into a comprehensive master plan. The OCTA-produced Commuter Bikeways Strategic Plan (2009) was prepared to map local bikeways and is superseded by the OC Active report. Figure E-3 shows the local bikeway network for all local agencies in Orange County.
- **Regional Bikeways:** Between 2011 and 2016, OCTA completed four studies identifying 41 regional bikeway corridors that link to key regional destinations countywide. As shown in Figure E-4, OC Active incorporates all 41 regional bikeways under one cover to minimize need to review four separate documents.
- **Regional Connectors:** During preparation of OC Active, the SWG was asked how the regional bikeways could be leveraged into a successful branded bikeway like the OC Loop. The OC Loop combined several regional bikeways into a large multi-jurisdictional corridor with cohesive branding. The SWG recommended loops and linear corridors that would serve employment centers and access to transit. The OC Active report has linked various regional bikeways into the Orange County Regional Connectors as shown in Figure E-5.

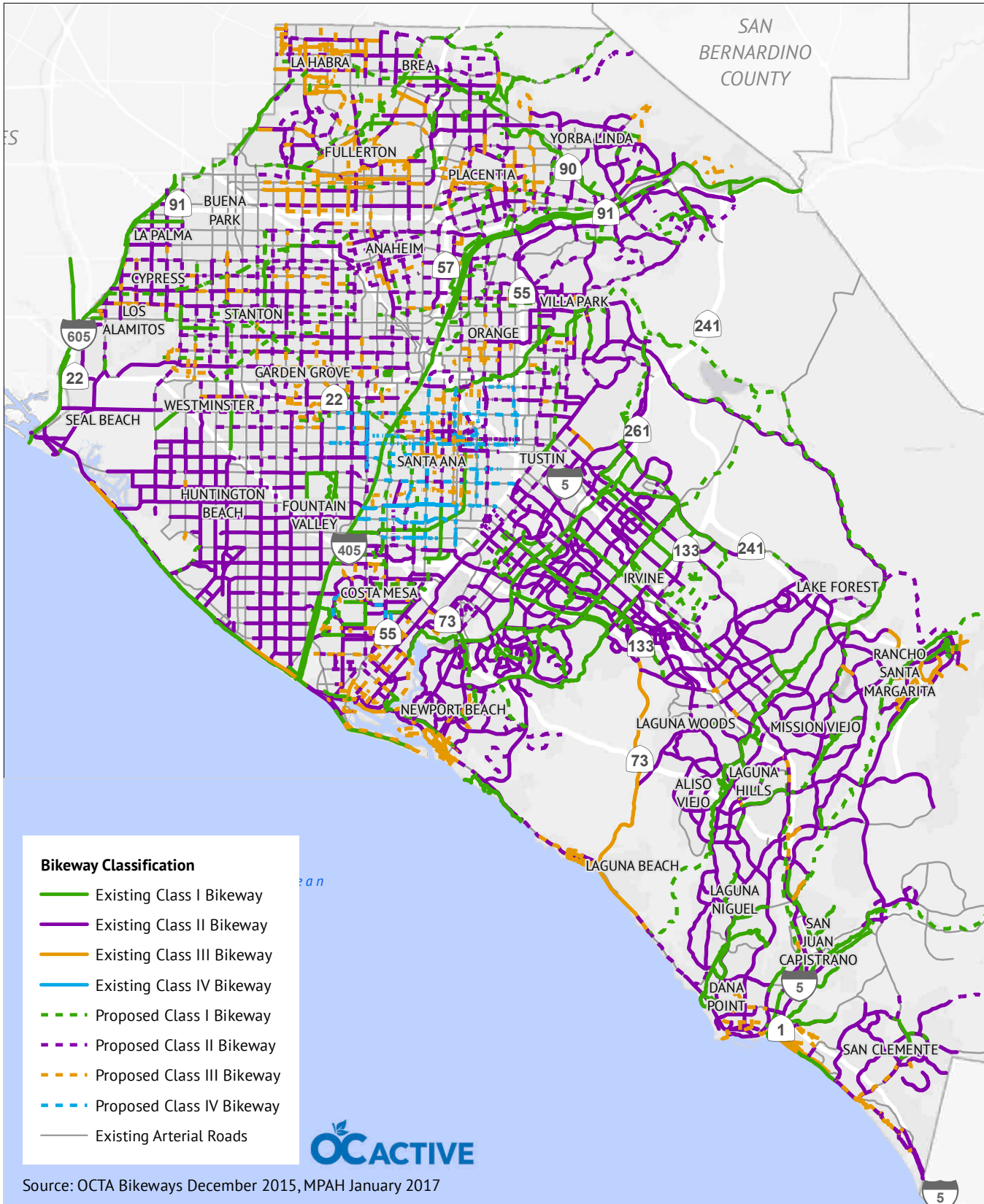


Figure E-3 - Orange County Local Bikeways



Figure E-4 - Orange County Regional Bikeway Corridors



Figure E-5 - Orange County Regional Connectors

## Active Transportation Toolkit

To assist local agencies, a comprehensive toolkit has been developed that provides best practices for infrastructure design concepts as well as non-infrastructure methods (education, encouragement, enforcement, and evaluation). The toolkit compiles best practices from public agencies and municipalities nationwide. The toolkit is available for use by OCTA and local agencies throughout Orange County as they endeavor to improve the system across disciplines.

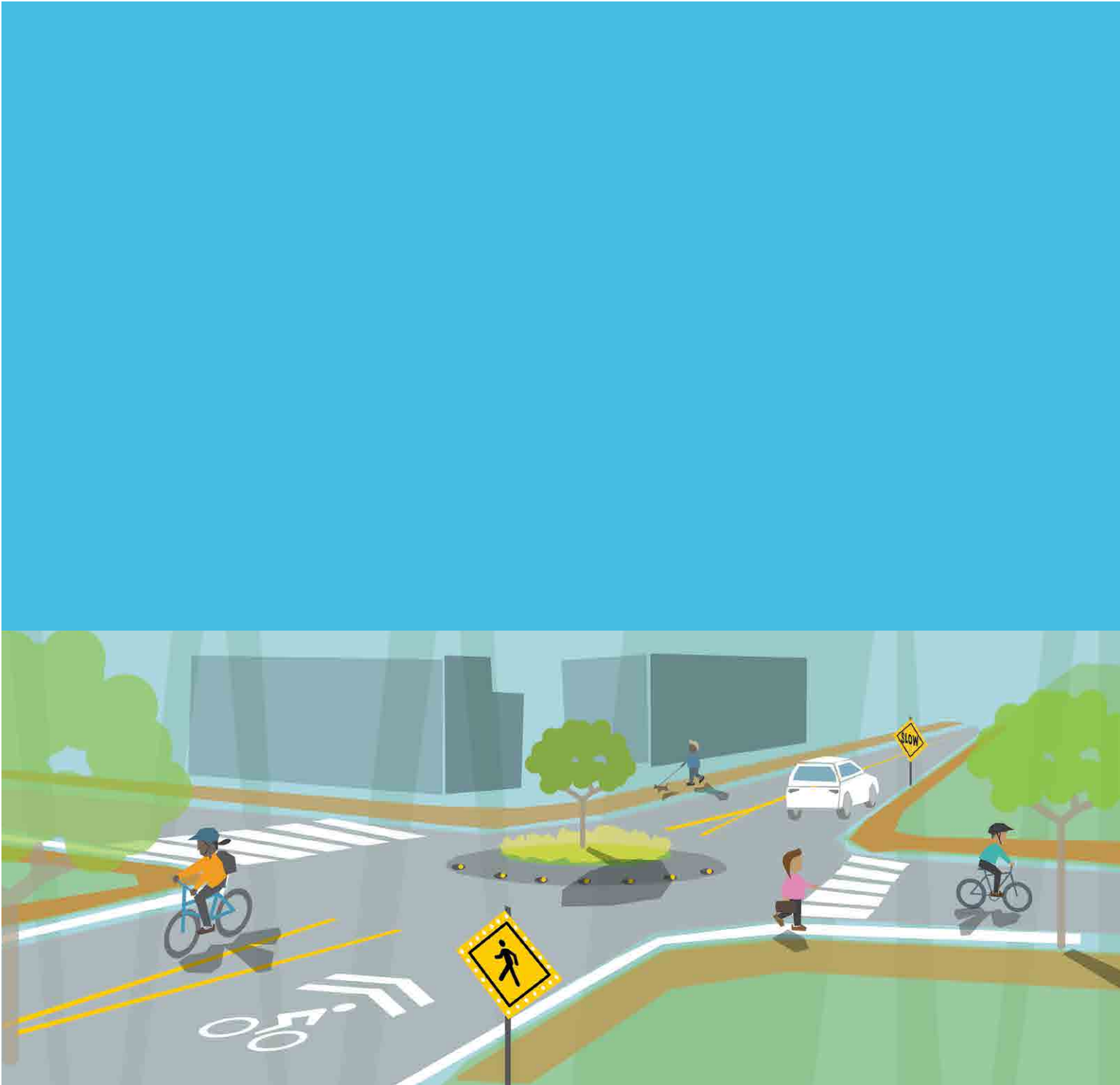
## Implementation

The feedback received through the public outreach efforts indicates the public is interested in seeing improvements to the active transportation network serving people walking and biking throughout Orange County. OC Active identifies infrastructure improvements and clarifies roles and responsibilities for future implementation. Overall, implementation is a collaborative process and requires partnerships between local agencies, Caltrans, OCTA, advocates and other stakeholders. A list of recommended actions is provided within the report to continue to improve active transportation infrastructure and programs to address safety countywide.

## Funding Strategies

Funding assistance can be provided through federal, state, and local government agency programs aimed at improving active transportation infrastructure. It is important that communities are made aware of funding sources and that the proper procedures are followed to maximize successful grant pursuits. Funding for active transportation projects is highly competitive, so this report provides a summary of funding opportunities by source with details regarding eligibility, use and requirements associated with funding sources.





The logo features the letters 'OC' in a large, bold, blue font. A stylized blue leaf with three smaller leaves is positioned above the 'C'. To the right of 'OC' is the word 'ACTIVE' in a bold, blue, sans-serif font, followed by a colon. The background of the top half of the slide is white with a pattern of thin, parallel, diagonal grey lines.

# OC ACTIVE :

## Project Update

# Project Goals

## Board-Approved Goals

- Reduce pedestrian and bicyclist collisions
- Advance strategic walking and biking network
- Enhance walking and biking access to transit
- Improve high-need pedestrian areas
- Strengthen stakeholder partnerships
- Incorporate diverse community perspectives
- Leverage funding opportunities

Board – Board of Directors



# Community Engagement

## Dynamic Public Outreach

- Completed two public surveys
- Solicited input at 66 community events and festivals
- Engaged with OCTA stakeholders:
  - Citizens Advisory Committee Bicycle and Pedestrian Subcommittee
  - Teen Council
  - Diverse Community Leaders Committee
  - Technical Advisory Committee
- Collaboration with Partners
  - OCCOG Technical Advisory Committee
  - Alliance for a Healthy Orange County

## What we heard -

### Better bike and pedestrian access to:

- Parks
- Downtown areas
- Schools
- Jobs & retail
- Transit

OCTA – Orange County Transportation Authority  
OCCOG – Orange County Council of Governments



# Community Engagement (cont'd)





# Community Engagement (cont'd)

## Dynamic Public Outreach (Cont'd)

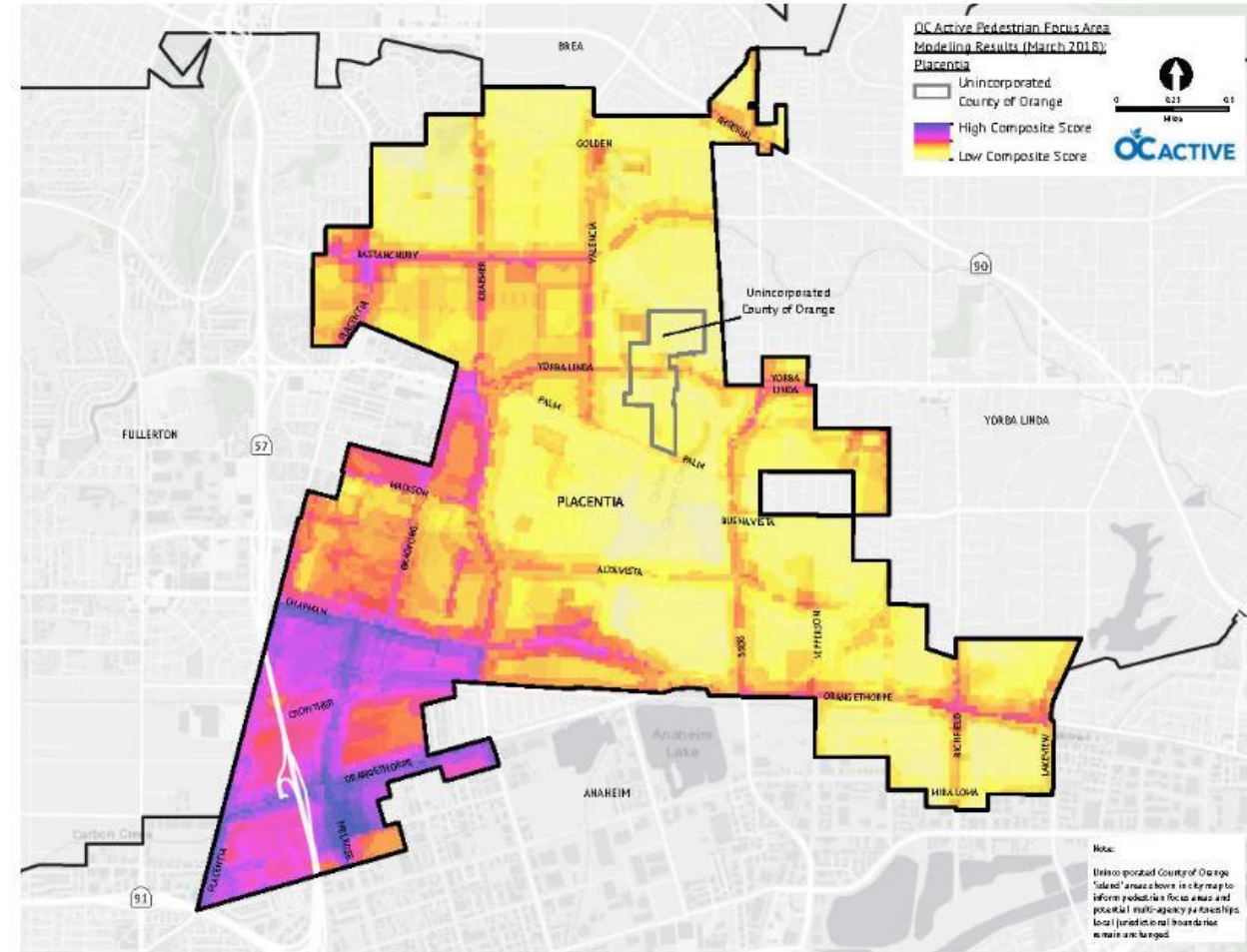
- Stakeholder working group
  - 20-30 staff from local agencies and advocacy groups
- Partners in community events
  - California Department of Transportation
  - Orange County schools
  - Orange County Health Care Agency
  - Local police departments
  - Local agencies



# Pedestrian Analysis

## Modeling High-Need Areas

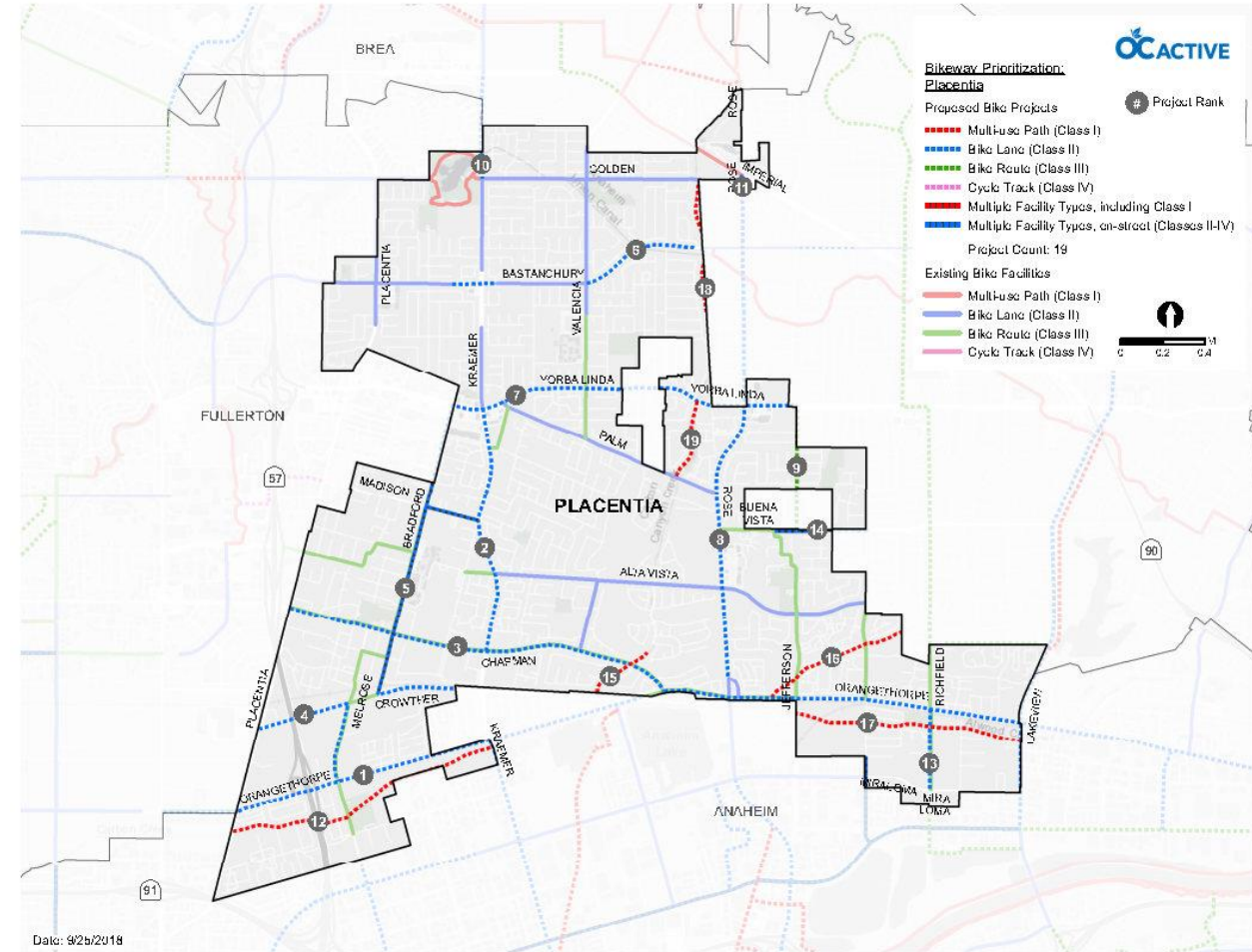
- Data analysis and weighting for composite map
- Highlight potential focus areas
- Position cities for funding improvements
- City-by-city maps created
  - Refer to representative City of Placentia map



# Bikeways Analysis

## Identification of Planned Bikeways

- Prioritize implementation
- Provide cost estimates
- Position cities for funding improvements
- City-by-city maps created
  - Refer to representative City of Placentia map

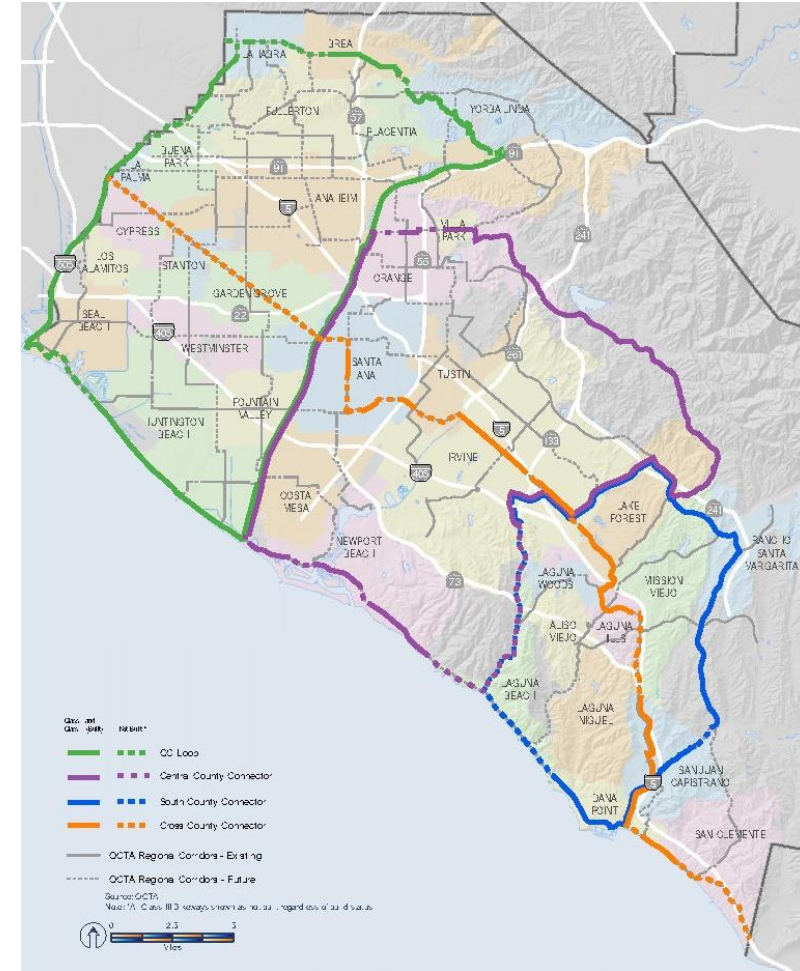




# Bikeways Analysis (cont'd)

## Layered Bikeway Network

- Local city/county bikeways
- 41 Regional bikeways
- Regional connectors
  - Utilizes regional bikeways
  - Backbone network for countywide access
- Branding to support implementation



# Tools for Local Success

- Pedestrian focus area mapping
- Layered bikeway network
- Non-infrastructure Recommendations
- Funding guidance opportunities
- OC Active addresses state requirements





# Next Steps

- Continue cross-sector collaboration
- Engage community to advance improvements
- Pursue funding improvements
  - Infrastructure
  - Non-infrastructure
- Synergy with on-going active transportation efforts
- Grow network and improve safety

