



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, December 2, 2024 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Jamey Federico, Vice Chair
Jon Dumitru
Katrina Foley
Patrick Harper
Farrah N. Khan
John Stephens

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Stephens

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 10)

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

1. **Approval of Minutes**

Clerk of the Board

Recommendation(s)

Approve the minutes of the November 4, 2024 Regional Transportation Planning Committee meeting.

Attachments:

[Minutes](#)

2. **Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55**

Niall Barrett/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55, which is Segment 2 of the Interstate 5 Improvement Project between Interstate 405 and State Route 55.

Recommendation(s)

- A. Authorize the use of \$210,033,000 in Measure M2 funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the inclusion of \$27,861,000 in State Highway Operations and Protection Program funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- C. Authorize the use of \$9,780,000 in Local Partnership Program - Formula funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2645 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$247,674,000, comprised of a construction capital share of \$202,243,000, and a construction management services share of \$45,431,000 for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.

Attachments:

[Staff Report](#)

[Attachment A](#)

3. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

Jeannie Lee/James G. Beil

Overview

On September 4, 2019, the Orange County Transportation Authority Board of Directors authorized an agreement with Parsons Transportation Group, Inc., for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. An amendment to the existing agreement is required for additional design services.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1160 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$773,126, for additional design services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$8,305,401.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

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

Jeannie Lee/James G. Beil

Overview

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

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$860,051, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$17,348,935.

Attachments:

[Staff Report](#)

[Attachment A](#)

5. **Amendment to Cooperative Agreement with the City of Anaheim for the State Route 91 Improvement Project Between State Route 57 and State Route 55**

Jeannie Lee/James G. Beil

Overview

On October 17, 2023, the Orange County Transportation Authority and the City of Anaheim entered into a cooperative agreement to provide project support services for the State Route 91 Improvement Project between State Route 57 and State Route 55. An amendment to the cooperative agreement is needed for additional support services.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2751 between the Orange County Transportation Authority and the City of Anaheim, in the amount of \$1,201,000, for additional project support services. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,446,000.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

6. **Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue**

Jeannie Lee/James G. Beil

Overview

On July 10, 2023, Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. Board of Directors' approval is requested to amend the cooperative agreement for additional construction capital cost.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2655 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$2,393,000, for additional construction capital cost for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$101,358,000.
- B. Authorize the use of \$2,393,000 in State Route 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
- 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.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

7. **Measure M2 Environmental Mitigation Program Update**

Lesley Hill/Kia Mortazavi

Overview

Measure M2 includes a program to deliver comprehensive mitigations for the biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. 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. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

8. 2025 Technical Steering Committee Membership

Charvalen Alacar/Kia Mortazavi

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related items. The Technical Advisory Committee relies on a Technical Steering Committee to perform a more in-depth review of more complex technical items. Proposed 2025 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation(s)

Approve the proposed 2025 Technical Steering Committee membership recommendations.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

9. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2024

Charvalen Alacar/Kia Mortazavi

Overview

The Orange County Transportation Authority recently completed the September 2024 semi-annual review of the Comprehensive Transportation Funding Programs projects. The review focused on the delivery status of Measure M2 grant-funded projects and allowed local jurisdictions to update project information and request modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendation(s)

A. Approve requested adjustments to the proposed Comprehensive Transportation Funding Programs projects.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreement amendments for applicable cooperative agreements.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

10. 2025 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

Louis Zhao/Kia Mortazavi

Overview

On March 21, 2024, the California Transportation Commission adopted the 2025 Active Transportation Program guidelines and issued a two-tiered call for projects, the State of California Statewide call for projects, and the Southern California Association of Governments' regional program. The Orange County Transportation Authority can assign additional points to project applications from Orange County agencies to augment scores, which will be considered during the regional program review. The assignment of points for Orange County applications is presented for the Board of Directors' approval.

Recommendation(s)

- A. Approve the Orange County 2025 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2025 Active Transportation Program projects.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Regular Calendar

11. State and Federal Grant Acceptance for the Coastal Rail Infrastructure Resiliency Project

Louis Zhao/Kia Mortazavi

Overview

In October 2024, the Orange County Transportation Authority received grant awards for the Coastal Rail Infrastructure Resiliency Improvement Project from the California Transportation Commission for \$80 million in advance programming of 2024 SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program funding, from the California State Transportation Agency for \$125 million in 2024 Cycle 7 Transit and Intercity Rail Capital Program funding, and from the Federal Railroad Administration for \$100 million in 2024 Consolidated Rail Infrastructure and Safety Improvements Program funding. Board of Directors' approval is requested to accept these grants.

Recommendation(s)

- A. Adopt Resolution No. 2024-088, to accept the SB 1 Trade Corridor Enhancement Program grant award from the California Transportation Commission for \$80 million, to commit the required 30 percent match from the Federal Railroad Administration award, and to negotiate and execute any grant-required agreements including the baseline agreement.
- B. Authorize the Chief Executive Officer, or designee, to accept the 2024 Cycle 7 Transit and Intercity Rail Capital Program grant award from the California State Transportation Agency for \$125 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to negotiate and execute grant-related agreements and documents with the California State Transportation Agency and California Department of Transportation.
- C. Authorize the Chief Executive Officer, or designee, to accept the Consolidated Rail Infrastructure and Safety Improvements Program grant award from the Federal Railroad Administration for \$100 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to negotiate and execute grant-related agreements and documents with the Federal Railroad Administration.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the Coastal Rail Infrastructure Resiliency Improvement Project.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

12. Agreement for Traffic Signal Improvements for Regional Traffic Signal Synchronization Program Projects

Amy Tran/Kia Mortazavi

Overview

On September 23, 2024, the Orange County Transportation Authority issued an invitation for bids for traffic signal improvements for three Regional Traffic Signal Synchronization Program projects funded by Measure M2, including Bake Parkway and Rockfield Boulevard, Crown Valley Parkway, and Moulton Parkway. Bids were received in accordance with the Orange County Transportation Authority's procurement policies and procedures for public works projects. Board of Directors' approval is requested to execute the construction agreement.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2435 between the Orange County Transportation Authority and Elecnor Belco Electric, Inc., the lowest responsive, responsible bidder, in the amount of \$4,517,664 for construction of traffic signal improvements for the Regional Traffic Signal Synchronization Program projects.

Attachments:

[Staff Report](#)

Discussion Items

13. Public Comments

14. Chief Executive Officer's Report

15. Committee Members' Reports

16. Adjournment

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

10:30 a.m. on Monday, February 3, 2025

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Jamey Federico, Vice Chair
Jon Dumitru
Katrina Foley
Patrick Harper
Farrah N. Khan
John Stephens

Staff Present

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

Committee Members Absent

None

Call to Order

The November 4, 2024, Regional Transportation Planning Committee meeting was called to order by Committee Vice Chair Federico at 10:30 a.m.

Consent Calendar (Items 1 through 8)

1. Approval of Minutes

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to approve the minutes of the October 7, 2024, Regional Transportation Planning Committee meeting.

2. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$3,929,113, for additional construction capital and construction support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$157,942,113.
- B. Authorize the use of up to \$3,929,113 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.



- 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.

3. Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$1,355,275, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$14,541,252.

4. Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,600,000, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$52,187,573.

5. Amendment to Agreement for Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$2,000,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$140,170,682.



6. Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to:

- A. Authorize the use of an additional \$47,300,000 in Measure M2 funds for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2574 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$107,800,000, comprised of a construction capital share of \$90,000,000, and a construction management services share of \$17,800,000 for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- 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 action.

7. Amendment to Agreement for Regional Modeling-Traffic Operations On-Call Support Staffing Agreement

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., to exercise the second option term, in the amount of \$400,000, to continue providing regional modeling-traffic operations support staffing services, effective March 1, 2025 through February 28, 2027. This will increase the maximum obligation of the agreement to a contract value of \$1,200,000.

8. 2025 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

A motion was made by Director Dumitru, seconded by Director Khan, and declared passed by those present to:

- A. Approve the Orange County 2025 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.



- B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2025 Active Transportation Program projects.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Regular Calendar

9. Consultant Selection for On-Call Real Property Appraisals and Related Services

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

A motion was made by Committee Vice Chair Federico, seconded by Director Dumitru, and declared passed by those present to:

- A. Approve the selection of R.P. Laurain & Associates, Inc., Santolucito Doré Group, Inc., and Hennessey & Hennessey LLC as the firms to provide on call real property appraisals and related services in the aggregate amount of \$3,000,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2217 between the Orange County Transportation Authority and R.P. Laurain & Associates, Inc. as the firm to provide on call real property appraisals and related services for a five year term.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2475 between the Orange County Transportation Authority and Hennessey & Hennessey, LLC as the firm to provide on call real property appraisals and related services for a five year term.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2476 between the Orange County Transportation Authority and Santolucito Doré Group, Inc. as the firm to provide on call real property appraisals and related services for a five year term.

10. Consultant Selection for Construction Management Support Services for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Niall Barrett, Program Manager, Capital Programs, provided a report on this item.



A motion was made by Director Harper, seconded by Director Stephens, and declared passed by those present to:

- A. Approve the selection of WSP USA Inc., as the firm to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2241 between the Orange County Transportation Authority and WSP USA Inc. to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

11. Active Transportation Program Biannual Update

Peter Sotherland, Active Transportation Coordinator, provided a presentation on this item.

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

12. OC Connect Project Update and Intent to File a California Environmental Quality Act Statutory Exemption for the OC Connect Project

Peter Sotherland, Active Transportation Coordinator, and Marissa Espino, Section Manager, Public Outreach, provided a presentation on this item.

Public comment was received from Robin Marcario.

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

13. Regional Planning Update

Greg Nord, Section Manager, Long-Range Planning Coordination, provided a presentation on this item.

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

Discussion Items

14. Interstate 605/Katella Avenue Interchange Project Update

Josue Vaglienty, Senior Project Manager, and Calina North, Principal Community Relations Specialist, provided a presentation on this item.

No action was taken on this item.



15. Public Comments

No public comments were received.

16. Chief Executive Officer's Report

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

- Coastal Rail Corridor Funding
- Election Day Free Rides

17. Committee Members' Reports

Director Foley reported that OCTA was awarded \$100 million under the Consolidated Rail Infrastructure and Safety Improvements program from the Federal Railroad Administration.

18. Adjournment

The meeting was adjourned at 11:32 a.m.

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

10:30 a.m. on Monday, December 2, 2024

OCTA Headquarters, 550 South Main Street, Orange, California



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55, which is Segment 2 of the Interstate 5 Improvement Project between Interstate 405 and State Route 55.

Recommendations

- A. Authorize the use of \$210,033,000 in Measure M2 funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the inclusion of \$27,861,000 in State Highway Operations and Protection Program funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- C. Authorize the use of \$9,780,000 in Local Partnership Program – Formula funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2645 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$247,674,000, comprised of a construction capital share of \$202,243,000, and a construction management services share of \$45,431,000 for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 **Page 2**

- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between the Interstate 405 (I-405) and State Route 55 (SR-55) (Project). The Project is Project B in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

Final design for the Project is nearing completion in two segments with the following project limits:

- Segment 1 extends from I-405 to Yale Avenue
- Segment 2 extends from Yale Avenue to SR-55

Segment 2 will add one general-purpose lane in both directions on the Project. The Project will re-establish existing auxiliary lanes and provide new auxiliary lanes where necessary and provide continuous access to the high-occupancy vehicle lanes and improve the existing on- and off-ramps. Separately, Caltrans has developed the plans, specifications, and estimates (PS&E) for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, census stations, additional signage, and electrical conduit replacements. The MAP scope is funded by the State Highway Operation and Protection Program (SHOPP), and the 100 percent design plans have been combined with the Segment 1 plans, with all improvements to be advertised in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work.

On June 8, 2020, the Board authorized Cooperative Agreement No. C-0-2317 with Caltrans to provide oversight of the PS&E, and to advertise and award the construction contracts for the Project. On June 13, 2022, the Board authorized Cooperative Agreement No. C-2-2232 with Caltrans to complete the right-of-way acquisition for the Project.

OCTA and Caltrans are proposing to enter into Cooperative Agreement No. C-4-2645 to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management support services for Segment 2, between Yale Avenue and SR-55.

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 **Page 3**

Bid documents for Segment 2 are being prepared for the construction contract, which is expected to be advertised by mid-2025. The total construction capital funding required for Segment 2 is \$202,243,000, comprised of \$24,000,000 in SHOPP funds, and \$178,243,000 in M2 funds. The total construction support funding for the Project is \$45,431,000, comprised of \$3,861,000 in SHOPP funds, \$9,780,000 in Senate Bill 1 (Chapter 5, Statutes of 2017) Local Partnership Program – Formula (LPP-F) funds and \$31,790,000 in M2 funds. Use of LPP-F funds for this Project is consistent with the Board-approved Capital Programming Policies. Attachment A provides the updated Capital Funding Plan, which provides summarized funding information for all OCTA's capital projects

As the implementing agency for construction of the Project, Caltrans will be responsible for advertising, bid opening, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the construction management support services for the Project.

Caltrans, as the construction phase implementing agency, will provide the resident engineer and structures representative, and minimal other field personnel, along with construction administrative support and environmental and paleontology monitoring for the Project, at an estimated cost of \$23,431,000. Caltrans will draw down the state SHOPP and state LPP-F funds directly. OCTA will retain a consultant firm to augment Caltrans' field staff with electrical, structural and roadway inspection, surveying, office engineering, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. The total estimated cost of OCTA consultant construction support is \$22,000,000 in M2 funds. Through separate contracts, OCTA will lead the public outreach efforts.

Fiscal Impact

The Project will be included in OCTA's Fiscal Year (FY) 2025-26 Budget and subsequent FY budgets, Capital Programs Division, account nos. 0017-9084-FB103-1OD and 0017-9085-FB103-1OD, and will be funded with a combination of state, federal, and local funds.

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 *Page 4*

Summary

Staff requests Board authorization to use \$210,033,000 in M2 funds, and approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2645 between OCTA and Caltrans, in the amount of \$247,674,000, comprised of a construction capital share of \$202,243,000 and a construction management services share of \$45,431,000, for the Project.

Attachment

- A. Capital Funding Program Report

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188		
I-5 widening, Yale Avenue to SR-55 (Segment 2) ^{1,3}	B	\$261,164	\$32,527				\$9,780			\$218,857		
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983		
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078		
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789		
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545		
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500		
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045		
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845		
SR-57 Orangewood Avenue to Katella Avenue	G	\$120,921	\$11,500		\$3,240					\$106,181		
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500						
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692	
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$50,314	\$3,460		\$4,000					\$40	\$42,814	
SR-91, SR-55 to Lakeview Avenue (Segment 1) ⁴	I	\$110,517	\$1,770		\$5,000		\$42,566			\$30	\$61,151	
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000	
SR-91, SR-241 to I-15	J	\$41,800									\$41,800	
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930	
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000									
I-605/ Katella Avenue interchange	M	\$38,315	\$17,800							\$20,515		
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248	
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750	
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project ²		\$27,861			\$27,861							
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150	
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$23,170			\$23,170							
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$8,305			\$8,305							
State Highway Project Totals		\$4,836,305	\$523,715		\$158,993	\$333,486	\$238,877	\$119,603		\$2,314,476	\$1,147,155	
Federal Funding Total		\$682,708										
State Funding Total		\$691,966										
Local Funding Total		\$3,461,631										
Total Funding (000's)		\$4,836,305										

State Highway Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191								\$5,309	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total		\$268,099									
State Funding Total		\$563,566									
Local Funding Total		\$211,619									
Total Funding (000's)		\$1,043,284									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55

1. Authorize the use of \$210,033,000 in Measure M2 funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
2. Authorize the inclusion of \$27,861,000 in State Highway Operations and Protection Program funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
3. Authorize the use of \$9,780,000 in Local Partnership Program – Formula funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

=====

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

4. Authorize the use of \$2,393,000 in 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.

Acronyms:

- Aux - Auxiliary
- Board - Board of Directors
- CMAQ - Congestion Mitigation Air Quality Improvement Program
- E/B - Eastbound
- E/O - East of
- FTA - Federal Transit Administration
- HOT - High-Occupancy Toll
- HOV - High-Occupancy Vehicle
- I-405 - Interstate 405
- I-5 - Interstate 5
- I-605 - Interstate 605
- LA - Los Angeles
- M Code - Project Codes in Measure M1 and M2
- M1 - Measure M1
- M2 - Measure M2
- N/B - Northbound
- OC - Orange County
- OCTA - Orange County Transportation Authority
- PCH - Pacific Coast Highway
- S/B - Southbound
- S/O - South of
- SB 1 - SB 1 (Chapter 5, Statutes of 2017)
- SR-133 - State Route 133
- SR-22 - State Route 22
- SR-241 - State Route 241
- SR-55 - State Route 55
- SR-57 - State Route 57
- SR-71 - State Route 71
- SR-73 - State Route 73
- SR-74 - State Route 74
- SR-91 - State Route 91
- STBG - Surface Transportation Block Grant
- STIP - State Transportation Improvement Program
- W/B - Westbound



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

Overview

On September 4, 2019, the Orange County Transportation Authority Board of Directors authorized an agreement with Parsons Transportation Group, Inc., for the preparation of plans, specifications, and estimates for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1160 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$773,126, for additional design services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$8,305,401.

Discussion

The State Route 91 (SR-91) Improvement Project between State Route 55 (SR-55) and Lakeview Avenue (Project) is part of Project I in the Measure M2 (M2) freeway program. This Project is being advanced through the updated Next 10 Delivery Plan that was approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2023.

The Project will add a general purpose lane in the eastbound direction between La Palma Avenue and SR-55 and provide westbound (WB) operational improvements between Acacia Street and La Palma Avenue and between SR-55 and Lakeview Avenue.

Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue **Page 2**

Additionally, the Project will realign the existing WB SR-91 on- and off-ramps at Lakeview Avenue to direct traffic to WB SR-91, add a new on-ramp from the Lakeview bridge that will connect directly to southbound (SB) SR-55, and separate WB SR-91 from SB SR-55. The existing Lakeview Avenue bridge will be replaced with a new bridge that will include standard vertical clearance to the freeway below and six lanes with shoulders and sidewalks. The plans, specifications, and estimates (PS&E) for the Project are currently being prepared by Parsons Transportation Group, Inc. (Parsons).

Additional project scope has been identified, which requires further effort by Parsons to complete the design on schedule. An amendment to the project design agreement is recommended for the following additional services:

Design

The California Department of Transportation (Caltrans) updates their standard plans and standard specifications every year, and roadway and structures designs need to conform to the new Caltrans standards. Design plans and specifications for this Project need to be updated and reviewed by various departments at Caltrans to obtain approval.

Reports

Due to Caltrans standard plans updates and additional comments received, various project reports require updating. Additionally, a supplemental design standard decision document is needed to record additional design exceptions due to updates.

Caltrans Multi-Asset Project

Within the SR-91 corridor, including the segment from SR-55 to Lakeview Avenue, Caltrans was separately developing a PS&E for a multi-asset project (MAP), which includes architectural and engineering (A&E) services related to pavement rehabilitation, safety device upgrades, census stations, lighting and electrical conduit replacements, and striping. At the request of Caltrans, the MAP scope is combined with the project's scope of work, with all improvements included in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work. To accomplish this, Parsons would need to coordinate with Caltrans to ensure the compatibility of the two PS&E packages as part of the Project. Combined efforts would be

Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue **Page 3**

shared by Caltrans' consultant and Parsons, and this amendment includes only additional efforts required by Parsons. Additional meetings and communication with Caltrans and their consultant are also needed to ensure the combined deliverables will be completed within the project schedule. The Caltrans MAP project scope is funded by Caltrans State Highway Operation and Protection Program funding for the design and construction phases.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for A&E services, which conform to both state and federal laws. The original firm-fixed price agreement was issued on September 4, 2019, in the amount of \$6,798,503, for the preparation of the PS&E. This agreement has been previously amended as shown in Attachment A. It is necessary to amend the existing agreement to include additional design services.

OCTA staff negotiated the required level of effort with Parsons to provide the additional design services as described above. OCTA found Parsons' price proposal, in the amount of \$773,126, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project manager. Proposed Amendment No. 6 to Agreement No. C-9-1160 will increase the total contract value to \$8,305,401.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 0017-7519-FI106-NA7, and will be funded with net excess 91 Express Lanes revenue.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1160 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$773,126, for additional design services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Attachment

- A. Parsons Transportation Group, Inc., Agreement No. C-9-1160 Fact Sheet

Prepared by:



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Approved by:



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**Parsons Transportation Group, Inc.
Agreement No. C-9-1160 Fact Sheet**

1. September 4, 2019, Agreement No. C-9-1160, \$6,798,503, approved by the Board of Directors (Board).
 - The agreement was executed on March 30, 2020, with Parsons Transportation Group, Inc., to provide plans, specifications, and estimates (PS&E) for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
2. November 10, 2020, Amendment No. 1 to Agreement No. C-9-1160, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To modify key personnel in the contract.
3. February 10, 2020, Amendment No. 2 to Agreement No. C-9-1160, \$0, approved by the CAMM Department.
 - To modify key personnel in the contract.
4. September 1, 2022, Amendment No. 3 to Agreement No. C-9-1160, \$247,515 approved by the CAMM Department.
 - To revise the design of the westbound State Route 91: southbound State Route 55 connector pursuant to the California Department of Transportation (Caltrans) comment to eliminate barrier separation identified in the base scope configuration for this connector.
 - To revise the design of Soundwall No. 193 to avoid an unforeseen conflict with the existing reinforced concrete box culvert.
5. June 19, 2023, Amendment No. 4 to Agreement No. C-9-1160, \$246,790, approved by the CAMM Department.
 - To provide right-of-way (ROW) support during the ROW acquisition process.
 - To perform independent design review of Caltrans Multi-Asset Project (MAP) plans.
 - To provide support of the Ready to List process for a combined PS&E submittal.
6. October 16, 2023, Amendment No. 5 to Agreement No. C-9-1160, \$239,467, approved by the CAMM Department.

- To modify key personnel in the contract.
 - To provide additional ROW support during the ROW acquisition process.
 - To provide additional coordination efforts with Caltrans MAP.
 - To extend the term of the agreement through September 30, 2028.
7. December 9, 2024, Amendment No. 6 to Agreement No. C-9-1160, \$773,126, pending approval by the Board.
- To update the design plans, special provisions, and cost estimates to incorporate Caltrans standards update.
 - To provide additional coordination efforts with Caltrans MAP.
 - To update project reports in response to Caltrans design changes.

Total funds committed to Parsons Transportation Group, Inc., after approval of Amendment No. 6: \$8,305,401.



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

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

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$860,051, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$17,348,935.

Discussion

The State Route 91 (SR-91) Improvement Project between La Palma Avenue and State Route 55 (SR-55) (Project) is part of Project I in the Measure M2 (M2) freeway program. This Project is being advanced through the updated Next 10 Delivery Plan that was approved in November 2023 by the Orange County Transportation Authority (OCTA) Board of Directors (Board).

The Project includes the addition of a general purpose lane in the eastbound (EB) direction between La Palma Avenue and SR-55, bridge widening over the Santa Ana River and the reconstruction of the Glassell Street/ Kraemer Boulevard and Tustin Avenue interchanges. The plans, specifications, and estimates (PS&E) for the Project are currently being prepared by WKE, Inc. (WKE).

Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55 *Page 2*

Additional project scope has been identified, which requires further effort from WKE to complete the design on schedule. An amendment to this agreement is recommended for the following additional services:

Roadway Design

- The California Department of Transportation (Caltrans) requested additional design changes to ramp designs at the Glassell Avenue EB off-ramp, Kraemer Boulevard westbound (WB) on-ramp, Tustin Avenue EB off-ramp, and EB SR-91 to southbound (SB) SR-55 connector. Caltrans has a new approach to geometric design parameters on vertical curves that require redesigning several ramps.
- Additional effort is needed to redesign the Tustin Avenue WB on-ramp to remove an existing non-standard ramp feature.
- Caltrans and the City of Anaheim requested curb ramp upgrades at all corners of a specific intersection to meet current Americans with Disabilities Act requirements.
- Caltrans has developed the PS&E for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, census stations, updated smart street lighting, and electrical conduit replacements. A MAP is a construction project, typically undertaken by Caltrans, that involves simultaneously improving multiple infrastructure elements on the highway. Due to a delay in the project schedule, combining the Project and the MAP as one design package will no longer meet the MAP funding requirements, or schedule to complete the design package, and be ready for construction. Therefore, Caltrans requested to separate the MAP from the Project. Since project construction will begin after the MAP, the lighting installation by Caltrans will need to be removed by the Project to accommodate the project improvements. To minimize construction conflicts and throwaway costs, Caltrans requested some of the MAP lighting components be included in the Project.
- Caltrans updates their standard plans and standard specifications every year, and roadway and structure designs need to conform to the new Caltrans standards. Design plans and specifications need to be updated and reviewed by various departments at Caltrans to obtain approval.
- Additional effort is needed to update the supplemental design standard decision document to document additional design exceptions due to updates from design changes.

Right-of-Way (ROW) Engineering Services

A bat colony is roosting in the existing Santa Ana River bridge which requires mitigation during the widening of the bridge. Caltrans requires an additional temporary construction easement (TCE) near the Tustin Avenue bridge, over the Santa Ana River, to allow for the installation and removal of temporary bat housing as mitigation during construction. WKE needs to update and provide additional ROW maps and the Hazardous Materials Disclosure Document for the TCE area.

Environmental Services

- Due to bat mitigation at the Tustin Avenue bridge over the Santa Ana River during construction, Caltrans requested additional environmental technical memos to document changes since the environmental project approval.
- The cost of environmental permits fees for construction issued by regulatory agencies has increased since the previous amendment. Fees are required by the regulatory agencies to process the environmental permits for construction.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for architectural and engineering services, which conform to both state and federal laws. The original firm-fixed price agreement was issued on June 17, 2020, in the amount of \$13,867,796, for the preparation of the PS&E. This agreement has been previously amended as shown in Attachment A. It is necessary to amend the existing agreement to include additional design services.

OCTA staff negotiated the required level of effort with WKE to provide the additional design services described above. OCTA found WKE's price proposal, in the amount of \$860,051, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project manager. Proposed Amendment No. 5 to Agreement No. C-9-1557 will increase the total contract value to \$17,348,935.

Fiscal Impact

The additional funding for the Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 0017-7519-F1105-NA6, and will be funded through the net SR-91 Express Lanes excess revenues.

Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55 **Page 4**

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$860,051, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

Attachment

- A. WKE, Inc., Agreement No. C-9-1557 Fact Sheet

Prepared by:



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Approved by:



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Director, Contracts Administration and
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**WKE, Inc.
Agreement No. C-9-1557 Fact Sheet**

1. February 10, 2020, Agreement No. C-9-1557, \$13,867,796, approved by the Board of Directors (Board).
 - Agreement was executed on June 17, 2020, with WKE, Inc., to provide plans, specifications, and estimates for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.
2. November 17, 2020, Amendment No. 1 to Agreement No. C-9-1557, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Changed key personnel.
3. June 28, 2022, Amendment No. 2 to Agreement No. C-9-1557, \$247,054, approved by the CAMM Department.
 - Additional design services, including field surveys, roadway plans, utility analysis and investigation, hazardous waste testing, right-of-way (ROW) design support, and geotechnical tests.
4. April 10, 2023, Amendment No. 3 to Agreement No. C-9-1557, \$1,193,698, approved by the Board.
 - Additional design services for roadway design and environmental services.
5. November 13, 2023, Amendment No. 4 to Agreement No. C-9-1557, \$1,180,336, approved by the Board.
 - Additional design services related to ROW engineering services, median barrier replacement, utilities, a new masonry block wall, and final reports.
6. December 9, 2024, Amendment No. 5 to Agreement No. C-9-1557, \$860,051, pending approval by the Board.
 - Additional design services associated with ROW engineering services, ramp redesign, ramp gore redesign, traffic signal and curb ramps, smart lighting, and reports.

Total funds committed to WKE, Inc., after approval of Amendment No. 5: \$17,348,935.



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the City of Anaheim for the State Route 91 Improvement Project Between State Route 57 and State Route 55

Overview

On October 17, 2023, the Orange County Transportation Authority and the City of Anaheim entered into a cooperative agreement to provide project support services for the State Route 91 Improvement Project between State Route 57 and State Route 55. An amendment to the cooperative agreement is needed for additional support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2751 between the Orange County Transportation Authority and the City of Anaheim, in the amount of \$1,201,000, for additional project support services. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,446,000.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 91 (SR-91) Improvement Project between State Route 57 and State Route 55 (SR-55) (Project). The Project, also known as Measure M2 (Project I), was advanced as part of the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The Project will improve the eastbound (EB) general purpose lanes between La Palma Avenue and SR-55 and provide westbound operational improvements between Lakeview Avenue and SR-55 and between La Palma Avenue and Acacia Street. The Project is being developed as three separate design and construction projects to enhance the participation and competitive bidding of consultants and contractors, with the following project limits:

Amendment to Cooperative Agreement with the City of Anaheim for the State Route 91 Improvement Project Between State Route 57 and State Route 55 **Page 2**

- Segment 1 extends from SR-55 to Lakeview Avenue
- Segment 2 extends from La Palma Avenue to SR-55
- Segment 3 extends from Acacia Street to La Palma Avenue

The Project includes improvements to city-owned and operated streets, and traffic facilities, and city utilities impacted by the Project.

On October 17, 2023, OCTA entered into Cooperative Agreement C-3-2751 with the City of Anaheim (City), for city services and pavement mitigation required during the implementation of the Project. The reimbursement to the City includes costs for reviewing and approval of plans, specifications and reports, oversight of construction inspection services for city facilities, review and acceptance of the transportation management plan, traffic engineering, police services during construction of the Project, and funding for project construction-related city street pavement repairs (Attachment A).

An amendment to the cooperative agreement with the City is needed for the maintenance of a masonry block wall required by the project's environmental document near S.A. Recycling LLC (SAR), and the installation of a liner to be installed inside an existing city sewer pipe in the same area. The Project improves EB SR-91 near SAR in the City, and the City issued the adjacent property a Conditional Use Permit (CUP) that requires screening from the freeway for SAR to operate the recycling facility. The block wall will satisfy an environmental commitment of the Project and the City's CUP by providing a wall for visual screening of SAR operations. Since the CUP is the City's requirement, Caltrans requested for the City to maintain the wall, and the City agreed. Additionally, the masonry block wall requires concrete piles as the foundation, and those piles are within seven feet of an existing clay sewer pipe. The installation of a sewer liner is the most cost-effective and efficient option to protect and strengthen the sewer pipe. The installation of the sewer liner, ahead of construction, minimizes the risk of construction delays, and potential conflicts.

Caltrans has refused to assume the maintenance of the masonry wall once it is constructed by the Project. As the project sponsor, OCTA is providing the City a one-time payment for estimated costs for the City to assume the ongoing maintenance of the masonry block wall after construction. OCTA is also providing the City funding to perform the installation of a new liner inside of an existing City sanitary sewer for protection during construction of the wall foundation.

Amendment to Cooperative Agreement with the City of Anaheim for the State Route 91 Improvement Project Between State Route 57 and State Route 55 **Page 3**

This amendment will increase the total cooperative agreement value to \$1,466,000. This is Project I in the Next 10 Delivery Plan, and the use of 91 Express Lanes funding is consistent with the Board-approved policy for the use of 91 Express Lanes excess revenues for eligible projects along the SR-91 corridor to improve regional mobility.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0017-7831-FI104-F17, 0017-7831-FI105-F17, and 0017-7831-FI106-F17, and is funded through the 91 Express Lanes excess revenues and local funds.

Summary

Board approval is requested to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2751, between OCTA and the City, in the amount of \$1,201,000, for the maintenance of a masonry block wall required by the project's environmental document and installation of a sewer liner inside an existing sanitary sewer pipe near SAR.

Attachment

- A. City of Anaheim, Cooperative Agreement No. C-3-2751 Fact Sheet

Prepared by:



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Approved by:



James G. Beil, P.E.
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**City of Anaheim
Cooperative Agreement No. C-3-2751 Fact Sheet**

1. October 17, 2023, Cooperative Agreement No. C-3-2751, \$245,000, approved by the Contracts Administration and Materials Management Department.
 - To reimburse the City of Anaheim (City) for providing services including plan review and approval of plans, specifications, reports, a traffic management plan, oversight of construction, detour inspection services, traffic engineering and police services, and for pavement mitigation for the State Route 91 Improvement Project between State Route 57 and State Route 55.

2. December 9, 2024, Amendment No. 1 to Cooperative Agreement No. C-3-2751, \$1,201,000, pending Board of Directors' approval.
 - To reimburse the City for the procurement, construction, construction management, and inspection services to install a new sewer liner inside the existing city sewer pipe near SA Recycling LLC (SAR), in a not-to-exceed amount of \$701,000.

 - To provide funds to the City for the maintenance of the masonry block wall near SAR, in a not-to-exceed amount of \$500,000.

Total cooperative agreement amount, after approval of Amendment No. 1 to Cooperative Agreement No. C-3-2751: \$1,446,000.



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

Overview

On July 10, 2023, Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. Board of Directors' approval is requested to amend the cooperative agreement for additional construction capital cost.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2655 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$2,393,000, for additional construction capital cost for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$101,358,000.
- B. Authorize the use of \$2,393,000 in State Route 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
- 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.

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue **Page 2**

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 91 (SR-91) Improvement Project between State Route 57 and State Route 55 (SR-55) (Project). Measure M2 (M2) Project I was advanced as part of the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The Project will add a general purpose lane in the eastbound direction between La Palma Avenue and SR-55 and provide westbound (WB) operational improvements between Acacia Street and La Palma Avenue and between SR-55 and Lakeview Avenue. Final design for the Project is nearing completion in three segments with the following limits:

- Segment 1 extends from SR-55 to Lakeview Avenue
- Segment 2 extends from La Palma Avenue to SR-55
- Segment 3 extends from Acacia Street to La Palma Avenue

Segment 1 will realign the existing WB SR-91 Lakeview Avenue on- and off-ramps to direct traffic to WB SR-91 and add a new drop on-ramp from the middle of the Lakeview overcrossing bridge that connects directly to southbound (SB) SR-55, separating WB SR-91 traffic from merging SB SR-55 traffic. The existing Lakeview Avenue bridge will be replaced with a new bridge that includes six lanes with shoulders and sidewalks. Separately, Caltrans has developed the plans, specifications, and estimates for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, census stations, updated smart street lighting, and electrical conduit replacements. The MAP scope is funded by the State Highway Operation and Protection Program (SHOPP), and the 100 percent design plans have been combined with the Segment 1 plans, with all improvements to be advertised in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work.

On July 10, 2023, the OCTA Board authorized Cooperative Agreement No. C-3-2655 with Caltrans to provide construction capital and construction support services for Segment 1.

On May 13, 2024, the Board authorized Cooperative Agreement No. C-4-2212 with Caltrans for the right-of-way phase for Segment 1.

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue **Page 3**

On October 16, 2024, bids were opened by Caltrans. A total of five bidders submitted bids for the Project. The apparent low bid came in 14.11 percent higher than the project engineer's estimate. Caltrans, as the lead agency for the construction phase, has completed a bid review and determined that the apparent lowest bidder has met all the contract requirements, the bid price is fair and reasonable, and the contract should be awarded. Additional construction capital funds are required due to the funding shortfall to allow Caltrans to award the contract to the apparently low bidder.

The total construction funding previously approved by the OCTA Board for Segment 1 was \$98,965,000, comprised of \$42,566,000 in TCEP funds, \$5,000,000 in Federal Earmark, \$7,070,000 in SHOPP, and \$44,329,000 in SR-91 Express Lanes excess revenues (SR-91 EL revenues). The total increase to Cooperative Agreement No. C-3-2655 is \$2,393,000 proposed to be funded with SR-91 EL revenues, and the total construction capital and construction management support cost is revised from \$98,965,000 to \$101,358,000.

This amendment will increase the total cooperative agreement value to \$101,358,000, which includes SR-91 EL revenues revised from \$44,329,000 to \$46,722,000 (Attachment A). The Project is identified as Project I in the Next 10 Delivery Plan and the use of SR-91 EL revenues is consistent with the Board-approved Capital Programming Policy and the policy for the use of SR-91 EL revenues for eligible projects along the SR-91 corridor to improve regional mobility. These updates are reflected in the Capital Funding Program Report, which depicts funding for OCTA projects (Attachment B).

Fiscal Impact

The Project will be included in the proposed OCTA's Fiscal Year (FY) 2025-26 Budget and subsequent FY budgets, Capital Programs Division, Account No. 0017-9084-FI106-1OQ, and will be funded with a combination of federal, state, and local funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2655 with Caltrans, in the amount of \$2,393,000, for additional construction capital cost for the Project. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$101,358,000.

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue *Page 4*

Attachments

- A. California Department of Transportation, Cooperative Agreement No. C-3-2655 Fact Sheet
- B. Capital Funding Program Report

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Executive Director, Capital Programs
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**California Department of Transportation
Cooperative Agreement No. C-3-2655 Fact Sheet**

1. July 10, 2023, Cooperative Agreement No. C-3-2655, \$98,000,000, approved by the Board of Directors (Board).
 - To define the roles and responsibilities of the California Department of Transportation (Caltrans) and Orange County Transportation Authority for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
2. November 25, 2024, Amendment No. 1 to Cooperative Agreement No. C-3-2655, \$2,393,000, pending Board approval.
 - To increase 91 Express Lanes Excess revenues funds by \$2,393,000 to account for an increase in construction capital cost.

Total committed to Caltrans after approval of Amendment No. 1 to Cooperative Agreement No. C-3-2655: \$101,358,000.



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188		
I-5 widening, Yale Avenue to SR-55 (Segment 2) ^{1,3}	B	\$261,164	\$32,527				\$9,780			\$218,857		
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983		
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078		
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789		
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545		
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500		
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045		
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845		
SR-57 Orangewood Avenue to Katella Avenue	G	\$120,921	\$11,500		\$3,240					\$106,181		
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500						
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692	
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$50,314	\$3,460		\$4,000					\$40	\$42,814	
SR-91, SR-55 to Lakeview Avenue (Segment 1) ⁴	I	\$110,517	\$1,770		\$5,000		\$42,566			\$30	\$61,151	
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000	
SR-91, SR-241 to I-15	J	\$41,800									\$41,800	
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930	
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000									
I-605/ Katella Avenue interchange	M	\$38,315	\$17,800							\$20,515		
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248	
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750	
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project ²		\$27,861			\$27,861							
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150	
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$23,170			\$23,170							
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$8,305			\$8,305							
State Highway Project Totals		\$4,836,305	\$523,715		\$158,993	\$333,486	\$238,877	\$119,603		\$2,314,476	\$1,147,155	
Federal Funding Total		\$682,708										
State Funding Total		\$691,966										
Local Funding Total		\$3,461,631										
Total Funding (000's)		\$4,836,305										

State Highway Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191								\$5,309	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total		\$268,099									
State Funding Total		\$563,566									
Local Funding Total		\$211,619									
Total Funding (000's)		\$1,043,284									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55

1. Authorize the use of \$210,033,000 in Measure M2 funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
2. Authorize the inclusion of \$27,861,000 in State Highway Operations and Protection Program funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
3. Authorize the use of \$9,780,000 in Local Partnership Program – Formula funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

=====

Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

4. Authorize the use of \$2,393,000 in 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.

Acronyms:

- Aux - Auxiliary
- Board - Board of Directors
- CMAQ - Congestion Mitigation Air Quality Improvement Program
- E/B - Eastbound
- E/O - East of
- FTA - Federal Transit Administration
- HOT - High-Occupancy Toll
- HOV - High-Occupancy Vehicle
- I-405 - Interstate 405
- I-5 - Interstate 5
- I-605 - Interstate 605
- LA - Los Angeles
- M Code - Project Codes in Measure M1 and M2
- M1 - Measure M1
- M2 - Measure M2
- N/B - Northbound
- OC - Orange County
- OCTA - Orange County Transportation Authority
- PCH - Pacific Coast Highway
- S/B - Southbound
- S/O - South of
- SB 1 - SB 1 (Chapter 5, Statutes of 2017)
- SR-133 - State Route 133
- SR-22 - State Route 22
- SR-241 - State Route 241
- SR-55 - State Route 55
- SR-57 - State Route 57
- SR-71 - State Route 71
- SR-73 - State Route 73
- SR-74 - State Route 74
- SR-91 - State Route 91
- STBG - Surface Transportation Block Grant
- STIP - State Transportation Improvement Program
- W/B - Westbound



December 2, 2024

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

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

Overview

Measure M2 includes a program to deliver comprehensive mitigations for the biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. 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. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP), intended to mitigate the biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved through the development of 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 (collectively referred to as the Wildlife Agencies). Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) and funded 13 habitat restoration projects, depicted in Attachment A. To date, eight of the restoration projects have been completed and met the requirements of the Wildlife Agencies. Four additional OCTA-funded restoration projects are anticipated to be completed by the end of 2025.

In addition, an endowment is being established to fund the long-term management of the Preserves as a provision of the Conservation Plan. On a parallel path, the United States Army Corps of Engineers and the State Water Resources Control Board have also established a framework to expedite the permitting process for the Clean Water Act permits. A subset of the Conservation Plan mitigation was utilized to streamline the process for these additional permits.

The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of the EMP has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks.

Discussion

2023 Conservation Plan Annual Report

As a commitment of the Conservation Plan, OCTA is required to prepare an annual report on the implementation processes. The annual report integrates reports from OCTA consultants, contractors, and restoration project managers. The data is collected for the calendar year and then summarized in individual reports published early the following year. OCTA then synthesizes these reports. The annual report is not deemed final until the Wildlife Agencies have completed their review. This process typically extends until the middle of the following year. The executive summary for the 2023 Conservation Plan Annual Report is included as Attachment B. The complete annual report is available on the OCTA website.

This annual report documents OCTA's activities between January 1, 2023, and December 31, 2023. The annual report indicates that OCTA's efforts for this program are maintaining commitments made through M2. This report includes tracking biological impacts associated with covered freeway improvement projects, plan administration, and public outreach activities. In addition, various OCTA consultants provide reports that document the maintenance and monitoring conducted on the Preserves through December 31. Once that information is synthesized by the consultants, recommendations for next year's activities are included in these reports. This same process is followed for the restoration projects (separate reports completed). Once OCTA staff receives all the reports (typically by late spring), they are folded into the comprehensive OCTA annual report. This consolidated report has further staff recommendations and is provided to the Wildlife Agencies for review. Approval is typically provided by early summer. That final approved report is then provided to the Environmental Oversight Committee (EOC) and is made available for public review. The annual report

documenting the 2024 calendar year activities is anticipated to be shared with the EOC and Board of Directors (Board) in late 2025.

West Loma Restoration Project Completion

In July 2024, the Wildlife Agencies provided their sign-off on the OCTA-funded West Loma Restoration Project (approximately 62.4 acres near the City of Irvine [Attachments A and C]). The project site is within lands owned by Orange County Parks and was planned and implemented by the Irvine Ranch Conservancy. The degraded habitat that has been restored lies within an area containing patches of intact habitat. Restoring these degraded patches has improved contiguity which further benefits habitat quality of both restored and intact components. Additionally, this project capitalizes on a large-scale restoration project that is currently taking place within the same watershed. Bird surveys in 2023 documented 22 nesting locations, including three Conservation Plan-covered bird species (least Bell's vireo, coastal California gnatcatcher, and the coastal cactus wren). The projects' 2023 annual status report documented that all success criteria had been met. This is the eighth OCTA funded restoration project to meet its success criteria.

City of Costa Mesa (City) Fairview Park Restoration Project

In February 2011, OCTA awarded the City \$2 million for a 23-acre habitat restoration project within the City's Fairview Regional Park. This project is depicted in Attachment A and described in Attachment D. Approximately 13 acres of the proposed project have been implemented. Once the restoration is approved by the Wildlife Agencies and permanently protected, OCTA can utilize the restored habitat for mitigation as part of the Conservation Plan. As shared in the July 2024 staff report, various project concerns have been discussed among the City, OCTA, and Wildlife Agencies. The project is deficient of approximately ten acres of the committed restoration habitat types. In addition, the City has yet to record a required conservation easement over the project area. If these project requirements are not completed, OCTA would be out of compliance with the Conservation Plan provisions and the City would be out of compliance with their contractual obligations with OCTA.

The City has continued to work with the Wildlife Agencies, OCTA, and their consultant to identify a project area and develop a restoration plan for the outstanding remaining acreage. The proposed project area is adjacent to the existing OCTA-funded project area within Fairview Park, as shown in Attachment D. The amended restoration plan inclusive of the new project area was approved by the Wildlife Agencies and shared with the EOC. The City completed the necessary biological site surveys in summer 2024. Site implementation is anticipated to begin in late 2024/early 2025 and potentially continue through 2027-2032. Due to the presence of rare species and cultural resources, it is

possible that site implementation could be delayed until late 2025. Updates will continue to be provided to the Board and EOC.

Southern California Edison (SCE) Infrastructure Access Agreement/Easement

As previously shared with the Board, biological impacts occurred at the Pacific Horizon (in the City of Laguna Beach) and Silverado Chaparral (in Silverado Canyon) Preserves as a result of SCE utility powerline maintenance work (Attachment E). This maintenance included creating multiple access trails and clearing native vegetation around the utility poles. OCTA's goal is to ensure that the necessary maintenance needs of SCE are coordinated and completed while also minimizing impacts to protected Preserve habitat. OCTA and SCE are working cooperatively toward these goals. Agreements have been jointly developed to define utility access to all the Preserves and to identify expected procedures and information requirements related to any future SCE activities.

SCE does not have easements for the power poles or facilities at either of these Preserves. Subsequently, surveys for the utility poles and facilities were completed. The surveys conducted on these two Preserves determined that while most of the poles are located on adjacent County-owned land, with one occurring on City of Laguna Beach property, the related access involves the Preserves. Survey information was necessary to develop easements and agreements for the poles and affiliated work areas near and within all the Preserves. In early 2024, OCTA completed the legal description and depiction of all Preserve property lines and adjacent utilities. The agreement language has been finalized and outlines the expected procedures and information needs for future SCE activity. The easements are currently being recorded.

EMP Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. A separate quarterly investment report summarizing the status of the endowment will be provided to the Finance and Administration (F&A) Committee and Board in December 2024. As of September 30, 2024, the endowment balance was \$32,759,657, which is above the target of \$31,393,728 for the first quarter fiscal year (FY) 2024-25. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million (including interest earnings) in FY 2027-28; however, future performance of the endowment fund may affect the timeframe. Staff will continue to assess market conditions and provide regular endowment updates to the Board, the F&A Committee, and the EOC.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation 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 those same mitigation assets to obtain Clean Water Act permits. Assessment of activities to date indicates the program is achieving its goals.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2023 Annual Report Executive Summary
- C. OCTA M2 EMP Funded Restoration Projects Status Table
- D. OCTA Existing and Proposed Restoration Areas at Fairview Park
- E. Pacific Horizon/Southern California Edison Poles and Impacts

Prepared by:



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Approved by:

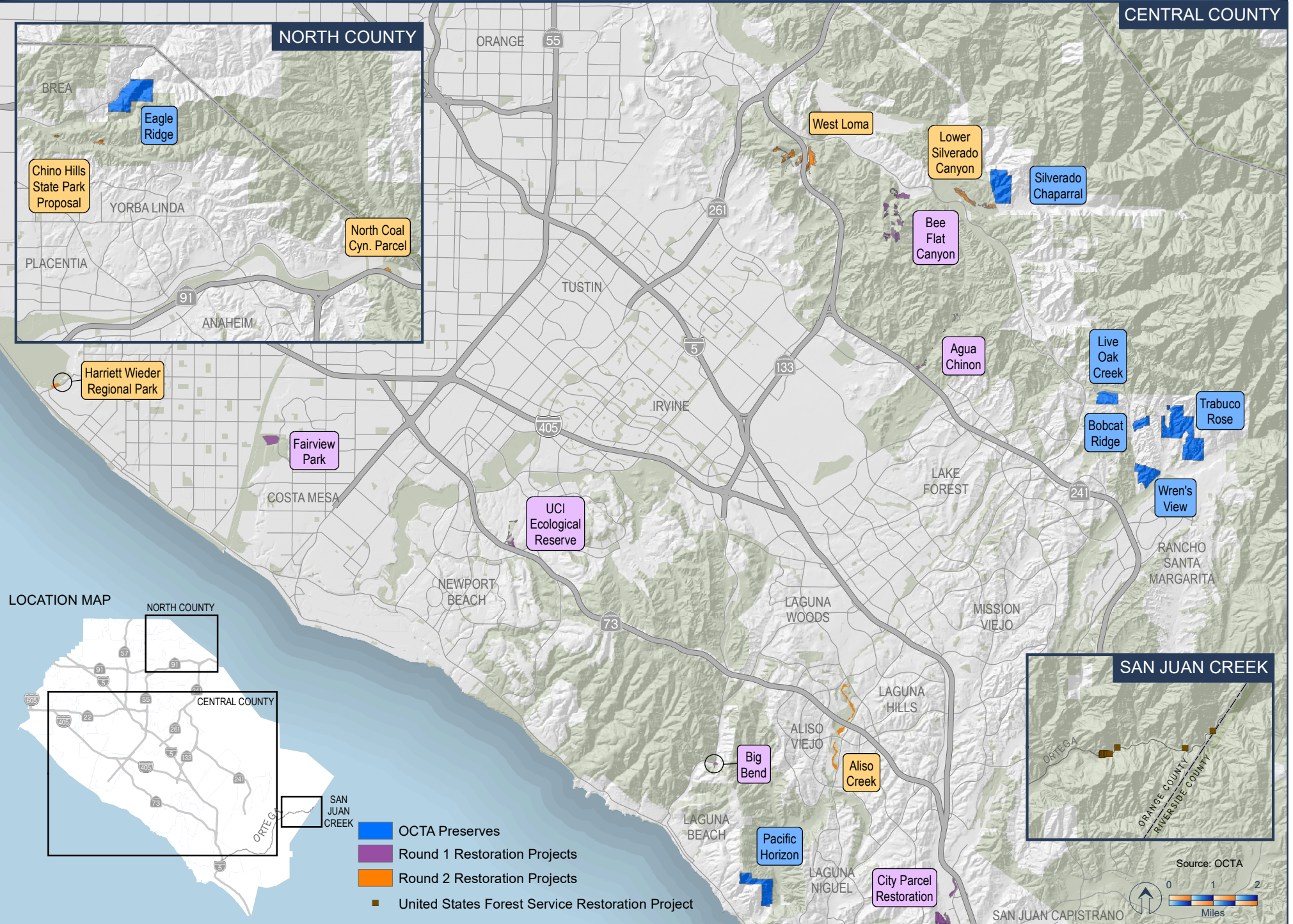


Kia Mortazavi
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OCTA Preserves and Funded Restoration Projects



CENTRAL COUNTY



LOCATION MAP

NORTH COUNTY

CENTRAL COUNTY

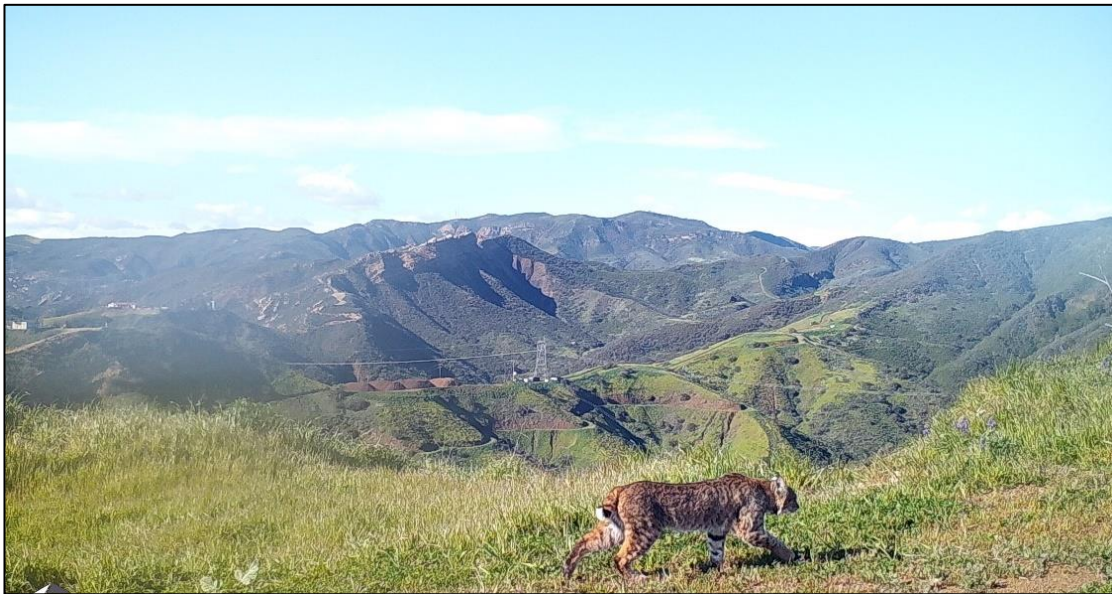
- OCTA Preserves
- Round 1 Restoration Projects
- Round 2 Restoration Projects
- United States Forest Service Restoration Project

SAN JUAN CREEK

Source: OCTA



M2 NATURAL COMMUNITY CONSERVATION PLAN/HABITAT CONSERVATION PLAN – 2023 ANNUAL REPORT



Prepared by:
Orange County Transportation Authority
550 South Main Street, PO Box 14184
Orange, CA 92863
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June 2024

Contents

	Page
Executive Summary	1
Tracking Impacts from Covered Activities.....	1
OCTA Preserves.....	2
OCTA-Funded Restoration Projects.....	2
Additional Conditions for Coverage.....	4
Public Outreach.....	4
Plan Funding.....	4
Plan Administration.....	4
Chapter 1 Background and Introduction	1-1
1.1 Background.....	1-1
1.2 Introduction.....	1-1
1.3 Compliance Matrix.....	1-1
Chapter 2 Tracking Impacts from Covered Activities	2-1
2.1 Covered Freeway Improvement Projects.....	2-1
2.1.1 Status of OCTA M2 Freeway Improvement Projects.....	2-1
2.1.2 Tracking of Habitat Impacts from Covered Freeway Improvement Projects.....	2-5
2.1.3 Consistency Determinations for Covered Freeway Improvement Projects.....	2-6
2.2 Tracking for Covered Plant Species Policy.....	2-7
2.2.1 Covered Plant Species Credits/Debits Ledger.....	2-7
2.3 Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves.....	2-10
2.4 Maintaining Rough Proportionality.....	2-10
Chapter 3 OCTA Preserves	3-1
3.1 Introduction.....	3-1
3.2 Preserve Status.....	3-5
3.2.1 Bobcat Ridge Preserve.....	3-5
3.2.2 Eagle Ridge Preserve.....	3-7
3.2.3 Live Oak Creek Preserve.....	3-9
3.2.4 Pacific Horizon Preserve.....	3-11
3.2.5 Silverado Chaparral Preserve.....	3-14
3.2.6 Trabuco Rose Preserve.....	3-16
3.2.7 Wren’s View Preserve.....	3-18
Chapter 4 OCTA-Funded Restoration Projects	4-1

- 4.1 Introduction4-1
- 4.2 Restoration Project Status4-2
 - 4.2.1 Agua Chinon/Bee Flat Canyon4-2
 - 4.2.2 Big Bend4-4
 - 4.2.3 City Parcel4-5
 - 4.2.4 Fairview Park4-7
 - 4.2.5 UCI Ecological Reserve.....4-9
 - 4.2.6 Aliso Creek4-10
 - 4.2.7 Chino Hills State Park.....4-12
 - 4.2.8 Harriet Wieder Regional Park4-14
 - 4.2.9 Lower Silverado Canyon4-16
 - 4.2.10 North Coal Canyon.....4-18
 - 4.2.11 West Loma4-19
 - 4.2.12 USFS Dam Removal.....4-21
- Chapter 5 Additional Conditions for Coverage.....5-1**
 - 5.1 Introduction5-1
 - 5.1.1 Arroyo Chub.....5-1
 - 5.1.2 Many-stemmed Dudleya5-1
- Chapter 6 Public Outreach.....6-1**
 - 6.1 Public Outreach Overview6-1
 - 6.1.1 EMP Public Outreach Events and Meetings6-1
 - 6.1.2 Preserve-Specific Public Outreach Events6-1
 - 6.1.3 Regional Coordination and Collaboration6-2
- Chapter 7 Plan Funding7-1**
 - 7.1 Summary of Endowment Process.....7-1
 - 7.2 Current Status of Endowment Funding7-2
- Chapter 8 Plan Administration.....8-1**
 - 8.1 NCCP/HCP Administrator.....8-1
 - 8.2 Minor Modifications to Plan, Permits, and Implementing Agreement8-1
 - 8.3 Minor or Major Amendments to the Plan8-1
 - 8.4 Changed Circumstances.....8-2
- Chapter 9 References9-1**

- Appendix A** Covered Freeway Improvement Projects Habitat Tracking Ledger
- Appendix B** Annual Schedule for Effectiveness Monitoring

Appendix C Biological Monitoring Report for OCTA M2 Preserves: Trabuco Rose, Pacific Horizon, Bobcat Ridge, Silverado Chaparral, Wren’s View, Live Oak Creek, and Eagle Ridge, June 2024

Appendix D 2023 Summary Letter for Maintenance Activities Performed on OCTA Preserves (RECON Number 9779), Feb. 2024

Tables

Table	Page
1-1	M2 NCCP/HCP Compliance Matrix 1-2
2-1	OCTA M2 Freeway Improvement Projects Status 2-2
2-2	OCTA M2 Freeway Improvement Project Program-to-Date Habitat Impact Tracking Sheet..... 2-6
2-3	OCTA M2 Freeway Improvement Project Consistency Determinations..... 2-7
2-4	Covered Plant Species Credits and Debits Ledger 2-9
2-5	Rough Proportionality of Impacts and Conservation Credits Ledger 2-12
2-6	Conservation Credits Achieved to Date 2-13
3-1	OCTA Preserves..... 3-1
3-2	OCTA Preserve Wide Actions..... 3-2
4-1	OCTA-Funded Restoration Projects – Rounds 1 and 2 4-1
6-1	EMP Public Outreach Events 2022..... 6-1
6-2	Preserve-Specific Public Outreach Events 2022 6-2
6-3	Collaboration with Regional Management and Monitoring Programs 2022 6-2
A-1	Covered Freeway Project Habitat Impact Tracking Ledger A-1
A-2	Status of Restoration Activities for Temporary Impacts from Covered Freeway Projects A-2
B-1	Annual Schedule for Effectiveness Monitoring on OCTA Preserves..... B-1

Figures

Figure	Page
1	OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects..... ES-4

Acronyms and Definitions

ACOE – Army Corps of Engineers

CAGN – Coastal California gnatcatcher

Caltrans – California Department of Transportation

CBB – Crotch’s bumble bee

CCC - California Coastal Commission

CCW – Coastal cactus wren

CDFW – California Department of Fish and Wildlife

CEs – Conservation Easements

CHL – Coast horned lizard

CHSP – Chino Hills State Park

CNDDDB – California Natural Diversity Database

COI – Certificate of Inclusion

CSS – Coastal sage scrub

DLRP – Disturbed lands restoration project (Pacific Horizon Preserve)

ECR – Environmental Commitment Report

EMP – Environmental Mitigation Program

EOC – Environmental Oversight Committee. The EOC is made up of two OCTA Board members and representatives from Caltrans, the Wildlife Agencies, ACOE, environmental groups, and the public. The EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the execution of a master agreements between OCTA and state and federal resource agencies.

ESA – Endangered Species Act

FMP – Fire Management Plan

GLA – Glenn Lukos Associates

GSOB – Gold spotted oak borer (beetle)

HCP – Habitat Conservation Plan

HMMP – Habitat Mitigation Monitoring Plan

I – Interstate

IA – Implementing Agreement

IML – Intermediate mariposa lily

IRC – Irvine Ranch Conservancy

ISHB – Invasive shot hole borer

ISMP – Invasive Species Management Plan

MSD – Many-stemmed dudleya

M2 – The renewed Measure M (or Measure M2)

M2 NCCP/HCP – OCTA M2 Natural Communities Conservation Plan / Habitat Conservation Plan adopted on November 2017. Also referred as Plan.

NCCP – Natural Community Conservation Plan

NCCPA – Natural Community Conservation Plan Act

OC Go – M2 rebranded

OC Parks – Orange County Parks

OCTA – Orange County Transportation Authority

OTW – Orangethroat whiptail

RMP – Resource Management Plan

SCAG – Southern California Association of Governments

SCE – Southern California Edison

SR – State Route

UCI – University of California, Irvine

USFS – United States Forest Service

USFWS – U.S. Fish and Wildlife Service

Wildlife Agencies – the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies

Executive Summary

This is the sixth Annual Report for the Orange County Transportation Authority (OCTA) renewed Measure M (M2) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP or Plan), covering all activities between January 1, 2023 and December 31, 2023. This report summarizes the tracking of impacts associated with covered freeway improvement projects and other management and monitoring activities on Preserves (Covered Activities). It also provides an update of the status and activities on the OCTA Preserves, progress on the implementation of OCTA-funded restoration projects, and additional Plan administration and public outreach activities. This Annual Report has been prepared to comply with the state NCCP and federal HCP annual reporting requirements and will be submitted to the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies, for review. Once the Annual Report has been finalized, it will be presented to the OCTA Environmental Oversight Committee (EOC) and will be available for public review.

Tracking Impacts from Covered Activities

OCTA keeps account of the Plan-to-date impacts on habitat types from all covered freeway improvement projects to ensure impacts stay within the caps established within the Plan. To date, a total of **9.2 acres of habitat impacts have been authorized relative to a cap of 141.0 acres**. In addition, OCTA uses a consistency determination checklist to evaluate how and when avoidance and minimization measures are implemented on covered freeway improvement projects. No projects had consistency determinations drafted, modified, or completed within the timeframe of this Annual Report. Other tracking requirements include:

- *Tracking for Covered Plant Species Policy* – OCTA tracks the credits for covered plant species protection (on Preserves) and restoration/enhancement (restoration projects) relative to allowable impacts. The Plan-to-date balance for each plant species is net positive (intermediate mariposa lily (*Calochortus weedii* var. *intermedius*, IML) [+933], many-stemmed dudleya (*Dudleya multicaulis*, MSD) [+57], southern tarplant (*Centromadia parryi* ssp. *australis*, ST) [+59,377]).
- *Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves* – The Plan establishes a cap that no more than 13 acres (approximately 1%) of the natural habitat within the OCTA Preserves will be impacted by Preserve management activities. To date, no measurable permanent impacts have been recorded on the Preserves.
- *Maintaining Rough Proportionality* – The Plan requires implementation of conservation measures roughly proportional in time and extent to impacts on natural communities and Covered Species. To date, seven restoration projects, Big Bend, City Parcel, Bee Flat, University of California, Irvine (UCI) Ecological Reserve, United States Forest Service (USFS) Dam Removal, Agua Chinon, and Lower Silverado Canyon have received sign-off from the Wildlife Agencies as meeting their success criteria and have achieved conservation credits that keeps the Plan ahead of allowable impacts.

OCTA Preserves

OCTA acquired seven properties resulting in the protection of 1,236¹ acres of natural habitat (see Figure 1). In all instances, the seven Preserves are located within priority conservation areas and immediately adjacent to other protected lands. These Preserves add to the protection of large blocks of natural open space in areas important for regional conservation. OCTA has completed Resource Management Plans (RMPs) for each Preserve that includes Preserve-specific goals and objectives and define an appropriate level of public access and trail use consistent with protection of biological resources. An update to the RMPs is currently underway. OCTA will be coordinating the updated language with the Wildlife Agencies. It is anticipated that Conservation Easements (CEs) will be established and recorded in the near future. Templates have been developed and are currently under review with CDFW legal counsel. Currently, each Preserve is being managed by OCTA. OCTA is considering potentially transitioning to a long-term Preserve Manager and is working to identify potential Preserve Managers.

OCTA has contracted the following consulting firms to support Preserve management:

- (1) Glenn Lukos Associates (GLA) to provide biological monitoring, oversee implementation of the approved invasive species management plans (ISMPs), assist with public outreach events, and general program needs including CE support.
- (2) RECON Environmental to support general Preserve stewardship including maintenance of access roads, tree trimming, and control of public access. RECON will also be assisting with updating the RMPs.
- (3) High Level Security Services (HLSS) to assist with patrol of the Preserves to help deter trespassing, vandalism and provide enforcement as needed.
- (4) Guida Surveying Inc. to perform property surveying services.

Most notably, the Fire Management Plans (FMPs) were completed, focused monitoring efforts continued for the 2022 Coastal Fire burn area, and effectiveness monitoring continued for the covered reptile species for five of the seven Preserves. In addition, OCTA hosted numerous Preserve-specific outreach events to educate the public about property value, public access, and plans to continue this process in the near term as part of a managed access approach.

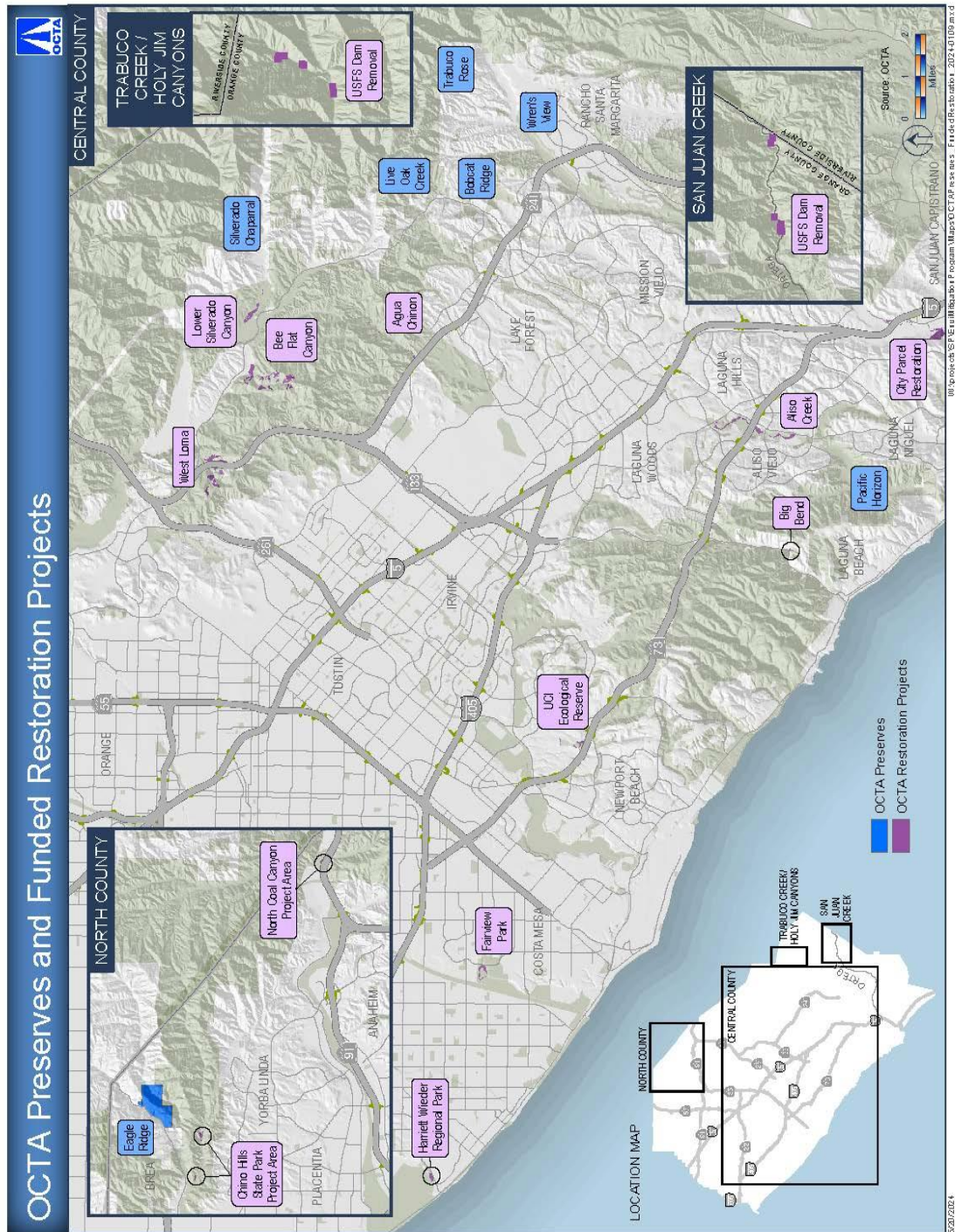
OCTA-Funded Restoration Projects

OCTA has approved funding for 12 restoration projects (including a dam removal project) that will result in over 350 acres of restored habitats and improvements to habitat functions for Covered Species. The restoration projects occur throughout the Plan Area in core habitat areas and within key habitat linkages and riparian corridors (see Figure 1). The restoration projects are on lands that are currently managed and will enhance habitat for Covered Species. OCTA is working with the restoration project sponsors to complete implementation and monitoring of the restoration activities. At completion, the restoration projects must meet their success criteria to achieve sign-off from the

¹ The acreage of natural habitat preserved is based on best available information used during the preparation of RMPs and may be slightly different from acreages reported in the M2 NCCP/HCP.

Wildlife Agencies. To date, seven of the 12 restoration projects have obtained sign-off. The remaining five restoration projects are at different stages of this process. Additionally, some of these restoration projects have been impacted in previous years by wildfires and some were delayed due to issues such as drought.

Figure 1 – OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects



Additional Conditions for Coverage

As part of the Conservation Analysis (Chapter 6) in the Plan, there are two Covered Species, arroyo chub (*Gila orcutti*) and MSD, noted for additional conditions for coverage which are above and beyond the acquisition of the OCTA Preserves and funding of restoration projects. In 2022, the USFS Dam Removal restoration project, funded by OCTA, was completed, and approved. This restoration project satisfied the conditions for coverage of arroyo chub. For MSD, OCTA has taken steps to protect and enhance an existing population of MSD on the Pacific Horizon Preserve. In addition, OCTA has been collaborating with the Wildlife Agencies to develop an acceptable restoration plan for MSD on this Preserve to hopefully expand the existing population and meet the criteria needed to achieve coverage for this species. If this is determined to be infeasible, OCTA will fund a separate restoration project within Orange County.

Public Outreach

OCTA is committed to transparency in how the M2 funds have been and are being used to implement the Plan and the broader Environmental Mitigation Program (EMP). OCTA has conducted a variety of public outreach activities aimed at informing and engaging the public on the overall EMP as well as Preserve-specific issues and events. These have included public meetings during the preparation of the Preserve RMPs, maintaining a website with information and documents related to the program, and engaging in various outreach efforts. In 2023, OCTA participated in one EMP public outreach event and 6 Preserve-specific public outreach events.

Plan Funding

The primary source of funding for the Plan will derive from the M2 transportation sales tax designed to raise money to improve Orange County's transportation system. As part of the M2 sales tax initiative, at least five percent of the revenues from the freeway program will be set aside for the M2 EMP revenues. There are sufficient funds available through the M2 EMP to cover the implementation of the Plan. OCTA is currently in a 12 - 15 year process (target of fiscal year 2027/2028) to accumulate and establish, in perpetuity, an endowment that will provide a long-term funding source to cover ongoing Preserve management and monitoring, adaptive management, and responses to changed circumstances. The current M2 EMP revenue stream is used to cover Plan implementation and administration until the endowment is fully funded.

Plan Administration

OCTA is responsible for implementing the Plan and staffing an NCCP/HCP Administrator position. OCTA has designated Lesley Hill as the NCCP/HCP Administrator. Her role includes overseeing Preserve management and monitoring, coordinating with restoration project sponsors, serving as the primary point of contact with the Wildlife Agencies, ensuring avoidance and minimization measures are implemented pursuant to the Plan, tracking impacts and conservation, assisting with public outreach, and preparing this Annual Report.

The Plan outlines how modifications and minor/major amendments can be made to the Plan. At the recommendation of the Wildlife Agencies, a minor amendment has been recommended to the Plan to document the Southern California Edison (SCE) utility poles and maintenance areas within various Preserves. OCTA staff has been coordinating with SCE staff and legal since 2020. An access agreement and pole easements for each Preserve (except Bobcat Ridge) has been developed and is under final review by SCE legal. OCTA is waiting for SCE to obtain a coastal development permit that will define their on-going maintenance needs at the Pacific Horizon Preserve. Some of the poles at Pacific Horizon may be removed, resulting in less maintenance and less permanent impacts. The disposition of these poles will also be considered when factoring the compensation/restoration plan needs for the damage to the Preserve. The Coastal fire which burned the Pacific Horizon in May 2022 has delayed this coordination. Additional information will need to be obtained from SCE in order to move forward with an Amendment. No major amendments are proposed.

OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Big Bend	Laguna Canyon Foundation/ Laguna Beach	\$87,500	3.7 Coastal sage scrub (CSS) and riparian woodland	Restrictive Covenant/ Complete	2011	Signed off 2017
City Parcel/2C Ranch	City of San Juan Capistrano/ San Juan Capistrano	\$1,500,000	53 CSS, native grassland, oak woodland, and riparian	Restrictive Covenant/ Complete	2011	Signed off 2018
UCI Ecological Reserve	Natural Community Coalition/ Irvine	\$325,000	8.5 Cactus scrub	Central/Coastal NCCP/HCP Reserve	2011	Signed off 2021
United States Forest Service Dam Removal	United States Forest Service/ San Juan Capistrano and Trabuco Canyon	\$185,000	31* Dams, creek bed and riparian	USFS Protected Lands	2018	Signed off 2022
Bee Flat Canyon	Irvine Ranch Conservancy/ Irvine	\$1,597,860*	90.1* (84 acres Bee Flat/6.1 acres Agua Chinon) chaparral, CSS, native grassland, riparian, and woodland	Restrictive Covenant/Complete	2011	84 acres signed off 2020
Agua Chinon				Central/Coastal NCCP/HCP Reserve Land Protection Document Pending Corps approval (County area 0.31 acre)	2011	6.1 acres signed off 2023 (Wildlife Agencies) 0.83 acres (the Irvine Company portion) signed off 2023 (Corps) 0.31 acres (County) pending Corps legal requirements
Lower Silverado Canyon	Irvine Ranch Conservancy/County of Orange	\$1,414,435*	28.4* Riparian	Conservation Easement/ Complete	2014	Signed off 2023

OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
West Loma	Irvine Ranch Conservancy/County of Orange	\$1,454,570*	62.4* CSS and riparian	Conservation Easement/portion covered by a Restrictive Covenant/ Complete	2013	Signed off 2024
Harriett Weider Regional Park	Bolsa Chica Conservancy/Huntington Beach	\$475,000	8.2 CSS, native grassland, and riparian	Restrictive Covenant/ Complete	2016	Pending (anticipated 2025)
North Coal Canyon	RECON Environmental/ Yorba Linda	\$247,500	5.5 CSS	Restrictive Covenant/ Conserved by the Land and Water Conservation Fund (LWCF)	2019	Pending (anticipated 2025)
Fairview Park	City of Costa Mesa/ Costa Mesa	\$2,000,000	23 CSS, native grassland, riparian, and wetland	Needed	2011	Pending
Aliso Creek	Laguna Canyon Foundation/ Laguna Niguel	\$1,482,100*	55 Riparian	Restricted Covenant Pending	2015	Pending (anticipated 2025)
Chino Hills State Park	Habitat Restoration Sciences, Inc./ Yorba Linda	\$193,000	11 Cactus scrub	Conserved by the LWCF	2020	Pending (anticipated 2025)

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

Shaded cells indicate the project is complete and has obtained "sign off" from the Wildlife Agencies.

*Amounts depicted in the table were revised/amended pursuant to the OCTA Board-approved contracting procedures.

Acronyms

Board – Board of Directors

Corps - United States Army Corps of Engineers

EMP - Environmental Mitigation Program

M2 – Measure M2

NCCP/HCP - Natural Community Conservation Plan/Habitat Conservation Plan

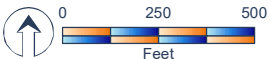
OCTA – Orange County Transportation Authority

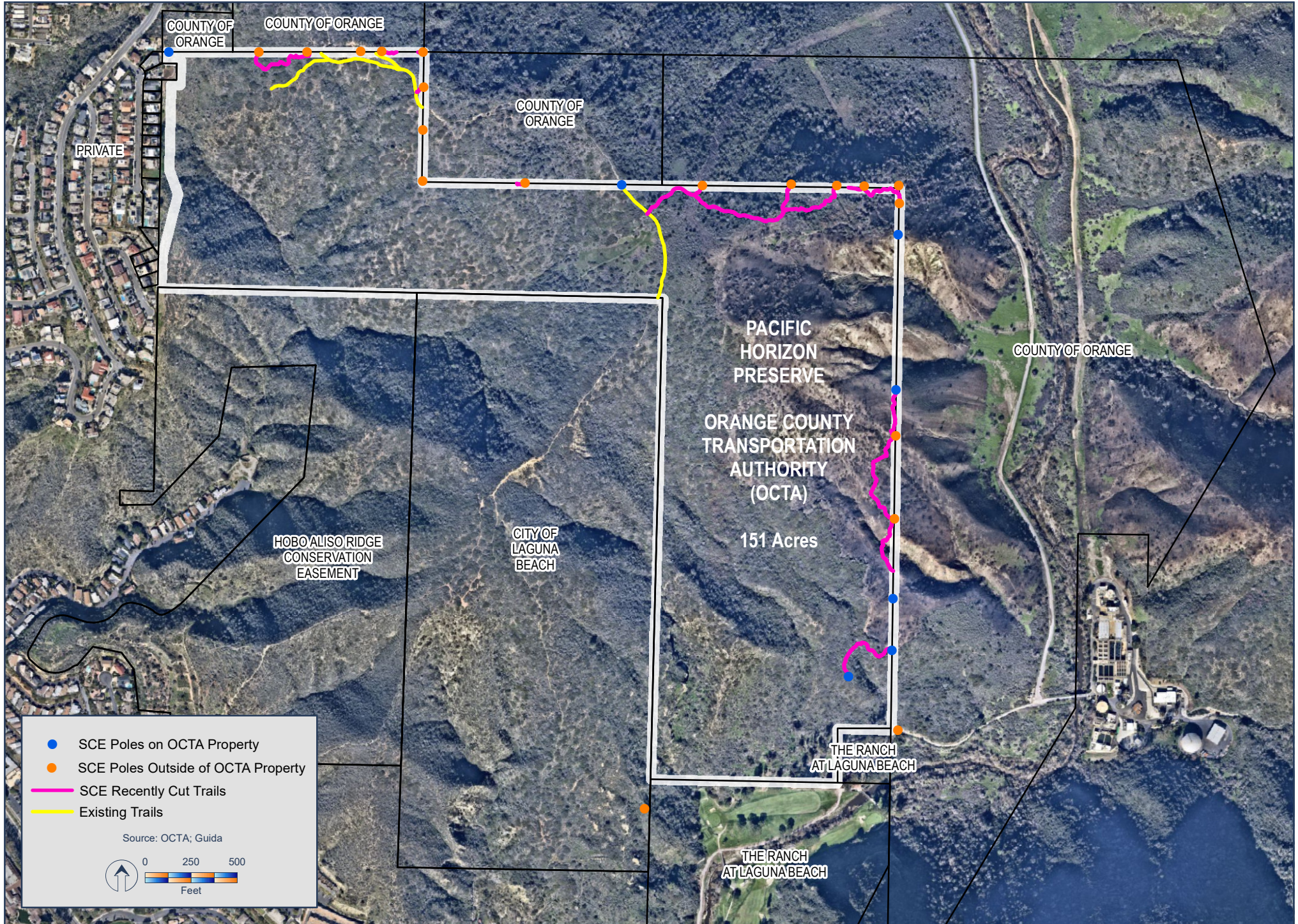
UCI – University of California, Irvine

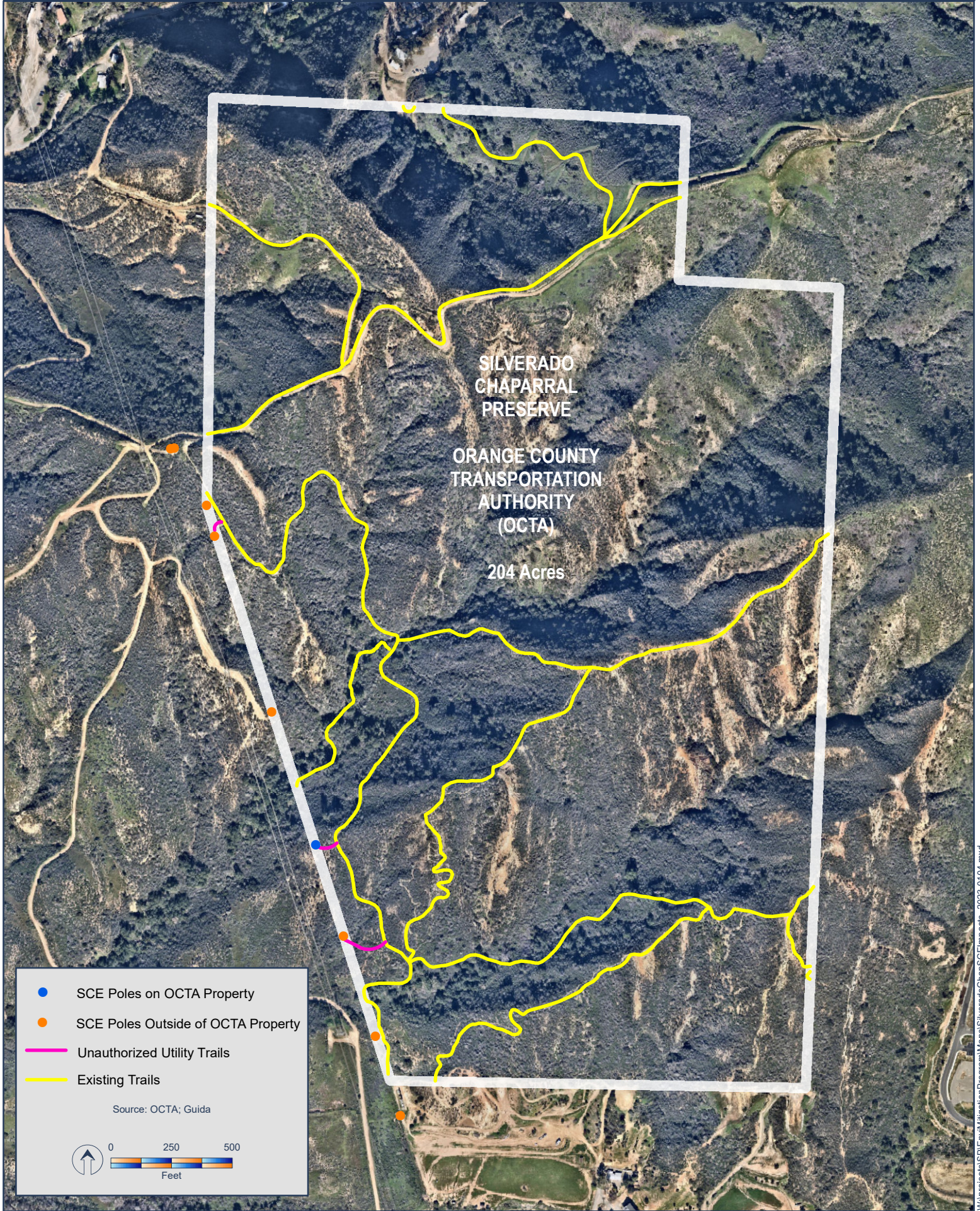
USFS – United States Forest Service



Source: OCTA









December 2, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: 2025 Technical Steering Committee Membership

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned to the right of the "From:" line in the header.

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related items. The Technical Advisory Committee relies on a Technical Steering Committee to perform a more in-depth review of more complex technical items. Proposed 2025 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation

Approve the proposed 2025 Technical Steering Committee membership recommendations.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) was established in 1976 under the legislation enabling the creation of the Orange County Transportation Commission, a predecessor agency to OCTA. The TAC is comprised of representatives from all Orange County cities, the County of Orange, and a non-voting representative from the California Department of Transportation.

The TAC provides input regarding the guidelines for the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice on items related to streets and roads, such as the Orange County Long-Range Transportation Plan, Traffic Signal Synchronization Master Plan, and the Master Plan of Arterial Highways updates. The TAC relies on a Technical Steering Committee (TSC) to vet, review, and discuss technical issues before submission to the TAC for final review and consideration.

The TSC consists of nine voting members and one non-voting ex-officio member. Members are approved for nomination by the TAC and appointed by the OCTA Board of Directors (Board). The nine TSC voting member positions include one position from each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair positions. The chair and vice chair of the TSC also serve as the chair and vice chair of the TAC. The TSC members serve two-year terms, with the chair and vice chair serving one-year terms, and membership is evaluated as position terms expire. Election to the TSC requires letters of interest from existing TAC representatives which are reviewed by the president of the City Engineers Association of Orange County (CEAOC) and the TAC/TSC chair, with support from OCTA staff before recommendations are advanced to the TAC for consideration. The final recommendation includes consideration of a balance between small and large jurisdictions and between north and south local agencies.

Discussion

In September 2024, OCTA solicited letters of interest to fill TSC vacancies for the 2025 calendar year. Six of the nine TSC positions were open for consideration due to position terms expiring. These positions included the chair, vice chair, Second District, Third District, Fifth District, and one at-large position. Additionally, the current First District representative also resigned for the remainder of the position's term in order to be considered for a TSC leadership position of chair or vice chair.

Letters of interest from eight eligible TAC members were received. In accordance with OCTA procedures for administering the TSC (Attachment A), the president of the CEAOC and the chair of the TSC/TAC reviewed all letters of interest and, with input from OCTA staff, developed the 2025 TSC membership recommendations (Attachment B).

While past practice has been for the vice chair to be recommended to the role of chair the following year, the 2024 vice chair will be unable to serve on the TSC in 2025. Instead, the representative from the City of Lake Forest is being recommended for the 2025 chair position. The representative from the City of Seal Beach is being recommended for the 2025 vice chair position. The First District position is recommended for appointment with the representative from the City of Fountain Valley. The Second District position is recommended for appointment by the representative from the City of Santa Ana. The Third District position is recommended for appointment by the representative from the City of Yorba Linda. The Fifth District position is recommended for appointment with the representative from the City of Laguna Hills. The open at-large position is recommended for appointment by the representative from the City of Laguna Niguel.

In finalizing these recommendations, the president of the CEAO and the TSC/TAC chair emphasized the need to maintain a balance between large/small and north/south Orange County cities. The TAC unanimously endorsed the consensus recommendation in October 2024 and this recommendation is now being advanced for Board consideration and approval.

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, except the chair and vice chair, who serve one-year terms. There are six regular positions recommended for appointment in the next calendar year. In addition, one out-of-cycle position is recommended for appointment due to the existing representative being recommended for another TSC position. The recommended appointment list for 2025 TSC membership is presented for Board consideration and approval.

Attachments

- A. Technical Steering Committee Policies and Procedures
- B. Recommended 2025 Technical Steering Committee Membership List

Prepared by:

Charvalen Alacar
Section Manager, M2 Local Programs
(714) 560-5401

Approved by:

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

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 the 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 chair and vice chair. The chair and vice chair 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 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 chair of the TAC, the president of the City Engineers Association of Orange County (CEAOC), and the OCTA Local Programs Section Manager. No nominations are accepted during a TAC meeting.
- 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 CEAOC, in consultation with the chair of the TAC, shall review the letters of intent and provide recommendations for the new TSC membership.
- There shall be no more than two representatives from any one district, exclusive of the chair and vice chair positions.
- The 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 are defined as those with populations less than 61,559) and a balance of large and small jurisdictions between chair and vice chair positions. Consideration will also be given toward balance between north and south Orange County local agencies.
- Once TSC membership recommendations are approved by the TAC, they will be advanced to and approved by the OCTA Board.

Recommended 2025 Technical Steering Committee Membership List[†]

NAME	AGENCY	2024* POPULATION	MEDIAN POPULATION SIZE[^]	DISTRICT	NORTH/ SOUTH	SEAT EXPIRES
Tom Wheeler	Lake Forest	86,917	Large	Chair	South	December 31, 2025
Iris Lee	Seal Beach	24,350	Small	Vice Chair**	North	December 31, 2025
Temo Galvez	Fountain Valley	56,333	Small	1	North	December 31, 2025
Nabil Saba	Santa Ana	310,797	Large	2	North	December 31, 2026
Jamie Lai	Yorba Linda	66,087	Large	3	North	December 31, 2026
Rudy Emami	Anaheim	340,160	Large	4	North	December 31, 2025
Joe Ames	Laguna Hills	30,315	Small	5	South	December 31, 2026
Jacki Scott	Laguna Niguel	64,291	Large	At-Large	South	December 31, 2026
Robert McLean	County of Orange	131,335***	N/A	At-Large	North/ South	December 31, 2025

N/A – Not Applicable

[†] Shading indicates the positions available for the 2025 Technical Steering Committee.

* State of California, Department of Finance, *E-1 Cities, Counties and the State Population and Housing Estimates with Annual Percentage Change — January 1, 2023 and 2024*. Sacramento, California, May 2024.

** Current District 1 representative has been recommended to serve in the 2025 vice chair position. The vacancy created in District 1 is recommended to be filled with a representative from the City of Fountain Valley to complete the former representative’s current term.

*** Reflects the population of unincorporated areas in the county, which are represented by the County of Orange. Total countywide population reported as 3,150,835.

[^] Small jurisdictions are defined as those with populations equal to/or less than 61,599.



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – September 2024

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

Overview

The Orange County Transportation Authority recently completed the September 2024 semi-annual review of the Comprehensive Transportation Funding Programs projects. The review focused on the delivery status of Measure M2 grant-funded projects and allowed local jurisdictions to update project information and request modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendations

- A. Approve requested adjustments to the proposed Comprehensive Transportation Funding Programs projects.
- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreement amendments for applicable cooperative agreements.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism that the Orange County Transportation Authority (OCTA) uses to administer and monitor funding for streets and roads (Projects O and Q), signal synchronization (Project P), transit (Projects S, U, V, and W), and water quality (Project X) programs. The CTFP guidelines provide local jurisdictions with comprehensive information for pursuing, administering, and delivering the various transportation funding grants. Projects awarded through the CTFP undergo a biannual review conducted by OCTA until the project is delivered and the grant closeout process is completed.

During each biannual review, OCTA meets with representatives from local jurisdictions to review the status of projects and consider project change requests. This process is known as the semi-annual review. The primary purpose of the semi-annual review process is to promote the timely use of Measure M2 (M2) grants awarded to support local projects. This is achieved by reviewing individual project status, assessing the continued viability of projects, addressing local jurisdiction concerns, confirming availability of local match funds, ensuring timely closeout of all projects funded through the CTFP, and addressing any other project-related issues or concerns. For this review period, local jurisdictions were required to submit status updates and requests for project changes by September 13, 2024.

Discussion

The September 2024 semi-annual review project adjustment requests include the following:

- 1 cancellation
- 5 timely use of funds extensions
- 2 scope changes
- 3 fund transfers
- 4 OCTA-initiated requests (technical adjustments)

Local jurisdictions identified several reasons justifying the need for project adjustments, including construction cost increases, supply chain delays, construction coordination challenges, and project design changes.

Staff is recommending Board of Directors' (Board) approval of the project adjustments listed above. Additional information on the 15 proposed adjustments is included in Attachment A, which outlines all local jurisdiction requests and Attachment B, which provides a narrative of the requests.

Staff is also requesting Board approval of four OCTA-initiated adjustments. These requests include one technical correction to a prior semi-annual review scope change to make the modification consistent with the intended scope reduction and three technical clarifications to confirm project phases have finalized closeout processes and are considered complete.

M2 CTFP Summary

The M2 CTFP summary table provided below includes an update on the status of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents programmatic changes that have occurred since the March 2024 semi-annual review.

M2 CTFP Summary Table				
Project Status	March 2024 Semi-Annual Review		September 2024 Semi-Annual Review	
	Project Phases	Allocations (in millions)	Project Phases	Allocations ¹ (after adjustments)
Planned ²	43	\$ 54.7	82	\$ 74.8
Started ³	110	\$171.8	108	\$176.3
Pending ⁴	120	\$133.4	115	\$127.4
Completed ⁵	459	\$213.3	475	\$227.0
Cancelled ⁶	74	\$ 82.8	74	\$ 82.8
Total	806	\$656.0	854	\$688.3

¹ Allocations in millions, subject to change pending final reconciliation.

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

³ Started - indicates that the phase is underway, and funds are obligated.

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

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

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

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

Key items to note are:

- Since the inception of M2, OCTA has programmed \$688.3 million in competitive funds, including approximately \$37.8 million in state and federal funds.
- As of the drafting of this report, 590 individual project phases (115 pending plus 475 completed from the table) have been completed. This represents a 76 percent project delivery rate (excluding cancelled projects), for all projects that have been granted funds.
- Another 153 project phases, or 24 percent, are considered currently active (108 started and 82 planned).

Based on the CTFP guidelines, the recommended project adjustments identified in this staff report are appropriate and necessary. The local agency-requested adjustments have also been reviewed and approved by the OCTA Technical Advisory Committee.

Next Steps

Pending approval by the Board, staff will monitor the implementation of the actions included in this report through future semi-annual review cycles, typically reported biannually.

Summary

Consistent with the semi-annual review process, staff has reviewed all active M2 CTFP-funded project phases and is recommending approval of all proposed project adjustments.

Attachments

- A. Comprehensive Transportation Funding Programs, September 2024 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, September 2024 Semi-Annual Review Adjustment Request Descriptions

Prepared By:



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Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Requests

Cancellation Requests							
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant
1	Yorba Linda	23-YLND-ACE-4046 ¹	O	Lakeview Avenue Improvements from Bastanchury Road to Oriente Drive	CON	25/26	\$ 1,083,259
Cancellations (1) - Total Phase Grants							\$ 1,083,259

Reasons for Project Adjustments

1. Bid proposals significantly higher than original engineer estimate

Acronyms

CON - Construction

FY - Fiscal year

Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Time Extension	
1	Costa Mesa	20-CMSA-TSP-3972 ¹	P	Baker Street/Victoria Street/19th Street TSSP	O&M	21/22	\$ 179,712	12 Months	
2	Mission Viejo	21-MVJO-ECP-4009 ¹	X	Mission Viejo Trash and Runoff Abatement Project (TRAP): Lower Curtis Park Bioretention Basin With Trash Capture	CON	22/23	\$ 340,000	24 Months	
3	OCTA [†]	21-OCTA-TSP-4000 ²	P	Alton Parkway RTSSP	IMP	21/22	\$ 3,290,603	24 Months	
4	OCTA [‡]	21-OCTA-TSP-4001 ²	P	Portola Parkway/Santa Margarita Parkway TSSP	IMP	21/22	\$ 2,491,864	24 Months	
5	OCTA [‡]	21-OCTA-TSP-4002 ²	P	First Street/Bolsa Avenue RTSSP	IMP	21/22	\$ 3,499,050	24 Months	
CTFP Timely Use of Funds Extensions (5) - Total Phase Grants							\$	9,801,229	

*Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request extension(s) of up to an additional 24 months.

[†] Project led by OCTA as requested by participating agencies: Irvine and Lake Forest for the City of Irvine.

[‡] Project led by OCTA as requested by participating agencies: Lake Forest, Mission Viejo, and Rancho Santa Margarita for the City of Lake Forest.

[‡] Project led by OCTA as requested by participating agencies: Huntington Beach, Santa Ana, Tustin, Westminster, and County of Orange for the City of Santa Ana.

Reasons for Project Adjustments

1. Construction related (construction coordinating delays, design modifications, relocation of equipment, equipment changes)
2. Procurement delays (stakeholder coordination, supply chain delays)

Acronyms

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

Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Requests

Scope Change Requests*								
No	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant
1	Brea	18-BREA-FAST-3895 ¹	O	SR-57 & Lambert Road Interchange Improvements Project Phase 1	Ability for City of Brea to complete projects necessary to pavement rehabilitation improvements within project limits that were to be carried out through Caltrans project but the work was omitted from Caltrans bid documents. Requires an amendment to the implementation role for City of Brea identified in Cooperative Agreement No. C-9-1830.	CON	18/19	\$ 13,114,578
2	OCTA [†]	19-OCTA-TSP-3940 ^{2,3}	P	Lake Forest Drive Traffic Signal Synchronization Project	Updating scope of work to exclude equipment items at various locations (video detection processor module, controller module, ethernet switches, splice cabinets, patch panels, splice points, and pedestrian countdown heads) that have already been installed through other non-CTFP projects. Derived savings to be used towards network operations equipment and construction changes at various locations (addition of an ATMS license, conduit, pullboxes, uninterruptible power supply battery, and foundation modification and reduction of tracer wire, conduit length, fiber optic cable length, and copper length) necessary to complete TMC communication with intersections. Savings also to be used to add bicycle push buttons and conductor signal cable at two locations to restore functionality lost after accessible pedestrian system push buttons were installed as part the project.	IMP	20/21	\$ 1,395,563
Scope Changes (2) - Total Phase Grants								\$ 14,510,141

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

[†] Project led by OCTA as requested by participating agencies: Irvine, Laguna Hills, Lake Forest for the City of Lake Forest.

Reasons for Project Adjustments

- Enhanced project benefits (network operations)
- Construction related (design modifications, relocation of equipment, equipment changes)
- Equipment installed as part of another project

Acronyms

- ATMS - Advanced traffic management system
- Caltrans - California Department of Transportation
- CON - Construction
- CTFP - Comprehensive Transportation Funding Programs
- FY - Fiscal year
- IMP - Implementation
- OCTA - Orange County Transportation Authority
- SR-57 - State Route 57
- TMC - Traffic management center
- TSSP - Traffic Signal Synchronization Project

Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Requests

Transfer Requests*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant
1	Anaheim	15-ANAH-ACE-3761 ¹	O	Lincoln Avenue Improvement (East Street to Evergreen Street)	ENG	15/16	\$ 762,904	\$ (153,931)	\$ 608,973
		22-ANAH-ACE-4014 ¹			CON	22/23	\$ 5,341,867	\$ 153,931	\$ 5,495,798
2	OCTA [†]	19-OCTA-TSP-3941 ¹	P	Aliso Creek Road TSSP	IMP	20/21	\$ 1,103,658	TBD	TBD
					O&M	23/24	\$ 40,320	TBD	TBD
3	San Clemente	20-SCLM-CBT-3963 ¹	V	San Clemente Downtown Route Continuation	O&M	23/24M	\$ 969,536	TBD	TBD
Transfer Requests (3) - Total Project Grants							\$ 8,218,285		

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

[†] Project led by OCTA as requested by participating agencies: Aliso Viejo, Laguna Niguel, Laguna Woods for the City of Aliso Viejo.

Reasons for Project Adjustment

1. Project savings

Acronyms

CON - Construction
 ENG - Engineering
 FY - Fiscal year
 IMP - Implementation
 M - Multiple years
 O&M - Operations and maintenance
 OCTA - Orange County Transportation Authority
 TBD - To be determined

Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Requests

OCTA-Initiated Request: Technical Adjustments									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Summary of Technical Correction	
1	Santa Ana	20-SNTA-STC-3978 ¹	W	Santa Ana Transit Stop Improvements - 2020	CON	22/23	\$ 1,030,000	OCTA requested approval for a scope change to reduce bus shelters from 47 to 37, based on early submittals from the City of Santa Ana. This was approved by the Board. However, the City of Santa Ana submitted an updated request but this information was missed. OCTA is requesting Board approval for a technical correction to revise the number of reduced bus shelters from 57 to 48 and to confirm the total number of bus shelters that will be installed is 48.	
								Date of Completion ³	Updated CTFP Project Status ⁴
2	Anaheim	13-ANAH-ACE-3650 ²	O	Brookhurst Street Improvements (Interstate 5 to State Route 91)	ROW	13/14	\$ 10,563,632	8/9/2022	Completed
3	Anaheim	14-ANAH-ACE-3711 ²	O	Brookhurst Street Improvements (Interstate 5 to State Route 91)	CON	17/18	\$ 4,754,131	11/13/2018	Completed
4	Anaheim	14-ANAH-ECP-3729 ²	X	Brookhurst Street North Project (Interstate 5 to State Route 91)	CON	15/16	\$ 2,318,115	10/29/2018	Completed

Reasons for Project Adjustments

1. Correction to September 2023 semi-annual review scope change request, approved by the Board on 12/11/2023.
2. Technical clarification to confirm final close-out processes completed in adherence to CTFP guidelines.
3. Per CTFP guidelines, the project completion date refers to the date all final invoices have been paid and any pending litigation has been adjudicated for either the engineering phase or the ROW phase, and all liens/claims have been settled for the CON phase.
4. Per CTFP guidelines, OCTA shall not close out the ROW allocation or CON allocation until the local agency and OCTA resolve questions regarding excess ROW.

Acronyms

- Board - Board of Directors
- CON - Construction
- CTFP - Comprehensive Transportation Funding Programs
- FY - Fiscal year
- OCTA - Orange County Transportation Authority
- ROW - Right-of-way

**Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Request Descriptions**

Cancellations

Local jurisdictions may request to cancel Comprehensive Transportation Funding Programs (CTFP) projects at any time for any reason. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this semi-annual review cycle, the following cancellation request was submitted.

The City of Yorba Linda is requesting a cancellation for the construction (CON) phase of the Lakeview Avenue Improvements from Bastanchury Road to Oriente Drive Project (23-YLND-ACE-4046) due to bid proposals received being more than 50 percent higher than original engineer cost estimates. The timing of the cancellation allows the City of Yorba Linda to reapply for funding for the project in the 2025 CTFP call for projects.

CTFP Timely Use of Funds Extensions

Once obligated, CTFP funds must be used within a certain timeframe based on the contract award or the encumbrance date. Local agencies may request an extension(s) of up to 24 months, if needed. During this semi-annual review cycle, the following CTFP timely use of funds extension requests were submitted:

The City of Costa Mesa is requesting a 12-month timely use of funds extension for the operations and maintenance (O&M) phase of the Baker/Victoria/19th Traffic Signal Synchronization Project (20-CMSA-TSP-3972) due to additional time needed to complete optimization of signal timing and coordination along the project corridors.

The City of Mission Viejo is requesting a 24-month timely use of funds extension for the CON phase of the Mission Viejo Trash and Runoff Abatement Project: Lower Curtis Park Bioretention Basin with Trash Capture Project (21-MVJO-ECP-4009) due to geotechnical issues resulting in unforeseen delays for the completion of construction.

The Orange County Transportation Authority (OCTA), as administrative lead for the cities of Irvine and Lake Forest, is requesting a 24-month timely use of funds extension for the primary implementation (IMP) phase of the Alton Parkway Regional Traffic Signal Synchronization Project (21-OCTA-TSP-4000) due to unforeseen delays in equipment procurement and contractor availability necessary to complete the project.

OCTA, as administrative lead for the cities of Lake Forest, Mission Viejo, and Rancho Santa Margarita, is requesting a 24-month timely use of funds extension for the IMP phase of the Portola Parkway/Santa Margarita Parkway Traffic Signal Synchronization Project (21-OCTA-TSP-4001) due to unforeseen delays in equipment procurement and contractor availability necessary to complete the project.

OCTA, as administrative lead for the cities of Huntington Beach, Santa Ana, Tustin, and Westminster, and the County of Orange, is requesting a 24-month timely use of funds extension for the IMP phase of the First Street/Bolsa Avenue Regional Traffic Signal

Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Request Descriptions

Synchronization Project (21-OCTA-TSP-4002) due to unforeseen delays in equipment procurement and contractor availability necessary to complete the project.

Scope Changes

Agencies may request scope changes for CTFP projects if they can assure that project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted:

The City of Brea (Brea) is requesting a scope change for the CON phase of the State Route 57 (SR-57) and Lambert Road Interchange Improvements Project Phase 1 (18-BREA-FAST-3895). Due to the complexity of this project, the significant state and federal funding that is being provided, and the overall benefit to both the Lambert Road interchange and SR-57, OCTA administers Measure M2 (M2) funding through a separate agreement, Cooperative Agreement No. C-9-1830 (Agreement). The Agreement simplifies the review and reimbursement process while maintaining transparency and the requirements of M2. The scope change, which will be implemented through an amendment to the agreement, will allow the City of Brea to provide the rehabilitation of existing pavement within the project limits that was originally planned to be delivered by the California Department of Transportation (Caltrans) as part of the CON phase of the project. Pavement rehabilitation on Lambert Road was omitted from the Caltrans staging plan and was to be included in the request for bids as an addendum per the administrative lead and the Caltrans project manager. However, due to anticipated project cost overruns at the time, the pavement addendum was not incorporated into the work carried out by Caltrans. With construction considered substantially complete by Caltrans as of March 2024, project savings are now anticipated. As such, the City of Brea is requesting an amendment to the Agreement to use the available funding towards mitigating the impacts to Lambert Road sustained to deliver the interchange improvements, specifically with pavement rehabilitation within project limits. Approval of this action transfers responsibility for this work from Caltrans to the City of Brea and allows them to be reimbursed for this work.

OCTA, as administrative lead, for the cities of Irvine, Laguna Hills, and Lake Forest, is requesting a scope change for the IMP phase of the Lake Forest Drive Traffic Signal Synchronization Project (19-OCTA-TSP-3940). The scope change includes equipment modifications due to equipment installed as part of another project, removal and/or quantity reductions of communications improvements that are no longer necessary, modifications to improvement locations, and the addition of network operations equipment and traffic control devices at certain locations. These modifications emerged during the design process and are requested in order to facilitate project completion and utilize project cost savings towards enhancing overall project benefits.

Installation of certain new equipment items was determined to be unnecessary due to equipment being installed as part of another project at the following locations: Bake Parkway, Regency Lane, Vista Terrace, Rancho Parkway from Rockfield Boulevard to Portola Parkway, Aspan Street, Lake Forest Town Center, Muirlands Boulevard, Jeronimo Road, Toledo Way, Serrano Road, Trabuco Road, Canada Road/

**Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Request Descriptions**

Newvale Drive, Pittsford Drive, Vintage Woods, Dimension Drive, and Towne Center Drive. With the project savings from removal of equipment from the aforementioned locations and the decrease of communications conduit, cable, and wiring quantities at Dimension Drive from Rockfield Boulevard to Portola Parkway, installation of network operations equipment at Toledo Way from Rockfield Boulevard to Portola Parkway, an added advanced traffic management system (ATMS) license and an added battery for uninterruptible power supply will enhance signal synchronization and Traffic Management Center (TMC) operations. Additionally, project savings will also be utilized for bicycle push buttons and conductor signal cable at Moulton Parkway and Del Lago/Research Drive to ensure functionality with new accessible pedestrian push buttons that were installed as part of the project.

Transfers

The CTFP guidelines allow agencies to request to transfer up to 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process. During this review cycle, the following transfer request was submitted in order to utilize general project savings.

The City of Anaheim is requesting a transfer for the Lincoln Avenue Improvement Project (15-ANAH-ACE-3761) engineering (ENG) phase. The request is to transfer project savings of \$153,931.19 from the ENG phase to the CON phase of the Lincoln Avenue Improvement Project (22-ANAH-ACE-4014).

OCTA, as administrative lead for the Aliso Creek Road Traffic Signal Synchronization Project (19-OCTA-TSP-3941), is requesting a transfer. The request is to transfer project savings of approximately \$42,000 from the IMP phase to the O&M phase.

The City of San Clemente is requesting a transfer for the San Clemente Downtown Route Continuation (20-SCLM-CBT-3963). The transfer includes savings from fiscal year (FY) 2023-24 and from all FYs moving forward from the (O&M) phase in an amount to be determined and is to be distributed to FY 2024-25 or the immediate subsequent year on a go-forward basis.

**Comprehensive Transportation Funding Programs
September 2024 Semi-Annual Review Adjustment Request Descriptions**

OCTA-Initiated Requests

Approval of a technical correction is requested for the 2020 Santa Ana Transit Stop Improvements Project (20-SNTA-STS-3978). During the September 2023 semi-annual review, a scope change was approved for this project, reducing the number of bus shelters from 47 to 37. However, the approved scope change reflected outdated information that had since been updated by the City of Santa Ana (Santa Ana) and submitted to OCTA, requesting that the number of bus shelters be reduced from 57 to 48. Staff is requesting Board of Directors' approval for a technical correction in order to make the modification consistent with Santa Ana's intended scope reduction and confirms the number of bus shelters to be installed at 48 bus shelters.

Approval of three technical clarifications is also requested for the ROW and CON phases of the Brookhurst Street Improvements from Interstate 5 to State Route 91 Project (Project) in order to consider the CTFP project statuses as complete based on the accepted ROW phase final report. The Project resulted in remnant parcels that were determined to be uneconomical, confirmed through city council action and OCTA concurrence. In adherence to excess ROW disposal requirements, the City submitted documentation for the remnant parcels to Caltrans for acceptance. Due to an undetermined amount of time Caltrans will need to finalized their acceptance, OCTA completed the project closeout review processes and issued final payments to the City of Anaheim given the pending Caltrans action will not change the final payment amount due to the City. All questions regarding the excess ROW have been resolved between OCTA and the City of Anaheim, thus the following project phases are recommended to be considered complete, despite the ongoing close out for right-of-way.

- Brookhurst Street Improvements (Interstate 5 to State Route 91) (13-ANAH-ACE-3650)
- Brookhurst Street Improvements (Interstate 5 to State Route 91) (14-ANAH-ACE-3711)
- Brookhurst Street North Project (Interstate 5 to State Route 91) (14-ANAH-ECP-3729)



December 2, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: 2025 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

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

Overview

On March 21, 2024, the California Transportation Commission adopted the 2025 Active Transportation Program guidelines and issued a two-tiered call for projects, the State of California Statewide call for projects, and the Southern California Association of Governments' regional program. The Orange County Transportation Authority can assign additional points to project applications from Orange County agencies to augment scores, which will be considered during the regional program review. The assignment of points for Orange County applications is presented for the Board of Directors' approval.

Recommendations

- A. Approve the Orange County 2025 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2025 Active Transportation Program projects.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Background

On March 21, 2024, the California Transportation Commission (CTC) adopted the statewide 2025 Active Transportation Program (ATP) guidelines and issued the associated ATP call for projects (call). The 2025 ATP will provide a total of \$168.7 million in funding for projects in fiscal years (FY) 2025-26 through FY 2028-29.

The ATP includes a two-tiered call. Projects may be funded through the statewide round of funding or through the regional round of funding. All project applications are first ranked according to a project score and considered for the statewide round of funding. The CTC is responsible for overseeing the scoring process and is expected to publish funding recommendations in November 2024. Funding recommendations for the statewide round of funding are based on the highest scoring project applications statewide.

Consistent with state law and approved program guidelines, the 2025 ATP funding is distributed three ways. Fifty percent of the available funding is distributed through the statewide round (approximately \$84.35 million). Ten percent of the available funding is distributed to small urban and rural regions (approximately \$16.87 million of which Orange County applicants are not eligible to receive). The remaining 40 percent of the available funding (approximately \$67.48 million) is distributed through the regional round of funding which is subdivided across metropolitan areas and is further split by county based on population. Orange County expects to receive approximately \$5.6 million in ATP funds through this round of funding.

Orange County projects, which are not recommended for funding through the statewide round, will be considered for the regional round administered through the Southern California Association of Governments (SCAG) process.

The SCAG Regional ATP guidelines were approved by the CTC in June 2024 and outline the SCAG regional program project selection process. This process allows for a prioritization methodology to be developed by each of the county transportation commissions to augment the scores received by project applications through the statewide round. Up to 20 points can be added to the statewide project score. The Orange County Transportation Authority (OCTA) Board of Directors (Board) established a prioritization methodology for OCTA in September 2024.

This methodology is provided for reference below and in Attachment A.

Plan	Point Value (Maximum of 20 Points)
A planned bikeway in OC Active	10
Project is included in the Orange County Bike Connectors Gap Closure Feasibility Study or the Nonmotorized Metrolink Accessibility Strategy	10
Pedestrian or bikeway improvements that connect to a Transit Opportunity Corridor identified in OC Transit Vision	10

Pedestrian improvements within a half mile or bikeway improvements within three miles of one of the Prioritized High-Potential Hub Locations identified in the Orange County Mobility Hubs Strategy	5
Project is included in a regional or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5
Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan	5
Project closes a gap on a sidewalk along a roadway on the Master Plan of Arterial Highways	2
Project is included in a specific plan, corridor plan, or multimodal study	2
Project is included in local agency general plan or circulation element	2

A previous version of this report was included in the November 12, 2024, OCTA Board agenda but was withdrawn from that agenda due to the discovery of an error in the assignment of points. The points assignment in this item reflects the correction.

Discussion

Applications for the 2025 ATP, including both statewide and SCAG regional program, were due to the CTC on June 17, 2024. Orange County agencies submitted 14 applications, requesting a total of \$228.844 million in ATP funding. None of the projects submitted by Orange County agencies were funded through the statewide call. Therefore, all of the Orange County projects would be considered through the SCAG regional program.

OCTA staff reviewed project applications and surveyed Orange County applicant agencies to evaluate the consistency of their projects with the planning documents outlined in the Board-approved project prioritization methodology. Each applicant agency was contacted a second time for clarification, following the discovery of an error in the original survey. The revised scores were fully analyzed by staff to confirm compliance with the criteria and only then, the scores were finalized for Board consideration and submittal to SCAG, as included in Attachment B. Ultimately, projects are ranked for funding by SCAG, based on the combination of OCTA assigned points and the points assigned to each project by the CTC. Once SCAG applies the OCTA-assigned points to the CTC scores and recommends funding to projects that fall above the funding threshold, the CTC will review and approve ATP funding.

If a project that is recommended for funding through the SCAG regional program is not able to be delivered or is recommended for partial funding, OCTA will work with applicant agencies and SCAG to substitute the next ranked projects or adjust project scopes for partial funding consistent with the SCAG regional program guidelines. Although OCTA does not determine final scores or award funds to local agencies for ATP projects, future scope changes for Orange County projects may require OCTA concurrence as part of the local agency's request to the CTC. To carry out these activities, staff is requesting Board authorization to make these minor adjustments.

Consistent with SCAG's Federal Transportation Improvement Program (FTIP) guidelines, all federally funded, or regionally significant projects, must be included in the FTIP; therefore, Board direction to enter awarded ATP projects into the FTIP is requested because the ATP includes federal funding sources.

Next Steps

With Board approval, staff will submit the project point assignment recommendations to SCAG. The SCAG Regional Council will consider the adoption of the SCAG regional program funding recommendations in spring 2025, and the CTC will consider the adoption of the SCAG regional program project funding in summer 2025. Following approval, awarded projects will be entered into the FTIP so that local agencies may initiate their projects, consistent with the award amount, match required, and timing for when the funds are available.

Summary

As part of the SCAG regional program project selection process for the 2025 ATP, staff has reviewed applications and is recommending point assignments for projects submitted by Orange County agencies consistent with OCTA-approved methodology for approval and submittal to SCAG.

Attachments

- A. Orange County Transportation Authority, Active Transportation Program Project Prioritization Methodology
- B. Orange County Transportation Authority, 2025 Active Transportation Program Project Prioritization Point Assignments

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

On September 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a prioritization methodology for projects submitted for Active Transportation Program (ATP) funding.

The Board-approved methodology assigns points to projects based on what plans recommend the improvements described in the project. The points assignment by plan or project type is listed in the table below.

Plan	Point Value (Maximum of 20 Points¹)
A planned bikeway in OC Active	10
Project is included in the Orange County Bike Connectors Gap Closure Feasibility Study or the Nonmotorized Metrolink Accessibility Strategy	10
Pedestrian or bikeway improvements that connect to a Transit Opportunity Corridor identified in OC Transit Vision	10
Pedestrian improvements within a half mile or bikeway improvements within three miles of one of the Prioritized High-Potential Hub Locations identified in the Orange County Mobility Hubs Strategy	5
Project is included in a regional or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5
Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan	5
Project closes a gap on a sidewalk along a roadway on the Master Plan of Arterial Highways	2
Project is included in a specific plan, corridor plan, or multimodal study	2
Project is included in local agency general plan or circulation element	2

This methodology rewards projects that provide regional connectivity, complement transit service in Orange County, encourage multimodal mobility, and have a clear safety need.

¹ The adopted 2025 ATP Southern California Association of Governments Regional Guidelines establish that 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, Active Transportation Program Project Prioritization Methodology

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 point assignment upon inclusion in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors ensure that all projects can receive equitable consideration.

Disadvantaged Communities Methodology

To maximize funding for Orange County projects, staff evaluates 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). There is a risk that Orange County projects could lose funding if the region doesn't meet the 25 percent threshold and pulls a project from another region to receive funding. In order to avoid allowing Orange County targeted funds to go to projects in other counties, staff may need to adjust project prioritization to assist the region in meeting this requirement, ensuring the funding stays in Orange County.

Plans, Quick-Builds, and Non-Infrastructure Projects Methodology

The regional guidelines require that up to five percent of funding available for the region be directed to plans, non-infrastructure, and quick-build projects. Once the projects that will be part of the regional project selection process are known, staff will adjust the priorities in order to maximize the use of the funds across Orange County.

Orange County Transportation Authority
2025 Active Transportation Program Project Prioritization Point Assignments

ATTACHMENT B

Plan			OC Active	OC Loop or Metrolink Study	OC Transit Vision	OC Mobility Hubs	Local or Regional Agency Plan	Safety Plan or OCSSP	Master Plan of Arterial Highways	Specific, Corridor, or Multimodal Plan	Local Agency General Plan or Circulation Element	Total OCTA Points
Agency	Project Title	ATP Request (000's)	10-points	10-points	10-points	5-points	5-points	5-points	2-points	2-points	2-points	Assigned Points ¹
Anaheim	City of Anaheim Active Transportation Plan	\$ 500	0	0	10	5	0	0	0	0	2	17
Anaheim	OC River Walk Multimodal Connectivity Project	\$ 42,470	10	10	10	5	5	5	2	0	2	20
Garden Grove	Garden Grove SRTS: Phase II Master Plan	\$ 250	0	0	10	5	0	0	0	0	0	15
La Habra	La Habra Rails to Trails OC Loop Gap Closure	\$ 13,400	10	10	0	0	5	5	0	0	2	20
OCTA	Move OC: A Vibrant Path to Active Transportation	\$ 1,000	10	10	10	5	5	5	0	0	0	20
Orange	Santiago Creek Bike Trail Gap Closure	\$ 9,553	10	0	0	0	5	0	0	0	2	17
Santa Ana	Monroe Elementary and Edison Elementary SRTS	\$ 12,249	0	0	10	0	0	5	0	0	2	17
Santa Ana	Santa Ana Vision Zero	\$ 31,679	0	0	10	5	0	5	2	0	0	20
Santa Ana	Heroes Elementary School, Carver Elementary School, Willard Intermediate, Wilson SRTS	\$ 23,968	0	0	10	5	0	5	0	0	2	20
Santa Ana	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary and Franklin	\$ 40,490	0	0	10	5	0	5	0	0	2	20
Santa Ana	Lincoln Elementary, Monte Vista Elementary, King Elementary and Grisct Academy SRTS	\$ 19,848	0	0	10	0	0	5	0	0	2	17

Orange County Transportation Authority
2025 Active Transportation Program Project Prioritization Point Assignments

Plan			OC Active	OC Loop or Metrolink Study	OC Transit Vision	OC Mobility Hubs	Local or Regional Agency Plan	Safety Plan or OCSSP	Master Plan of Arterial Highways	Specific, Corridor, or Multimodal Plan	Local Agency General Plan or Circulation Element	Total OCTA Points
Agency	Project Title	ATP Request (000's)	10-points	10-points	10-points	5-points	5-points	5-points	2-points	2-points	2-points	Assigned Points ¹
Santa Ana	Harvey Elementary, Adams Elementary, Carr Intermediate, Valley HS and Godinez HS SRTS	\$ 25,472	0	0	10	0	0	5	0	0	2	17
Stanton	Orangewood Avenue Traffic Calming Project	\$ 4,630	10	0	10	0	5	0	0	0	2	20
Westminster	Edwards Street SRTS Complete Street – Phase 3	\$ 3,335	10	0	0	5	0	5	2	0	2	20

Notes:


1. The adopted 2025 ATP Southern California Association of Governments Regional Guidelines establish that 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.

Acronym
 ATP - Active Transportation Program
 CBSP - Community Bikeway Strategic Plan
 HS - High School
 OCSSP - Orange County Systemic Safety Plan
 OCTA - Orange County Transportation Authority
 SRTS - Safe Route to Schools



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: State and Federal Grant Acceptance for the Coastal Rail Infrastructure Resiliency Project

Overview

In October 2024, the Orange County Transportation Authority received grant awards for the Coastal Rail Infrastructure Resiliency Improvement Project from the California Transportation Commission for \$80 million in advance programming of 2024 SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program funding, from the California State Transportation Agency for \$125 million in 2024 Cycle 7 Transit and Intercity Rail Capital Program funding, and from the Federal Railroad Administration for \$100 million in 2024 Consolidated Rail Infrastructure and Safety Improvements Program funding. Board of Directors' approval is requested to accept these grants.

Recommendations

- A. Adopt Resolution No. 2024-088, to accept the SB 1 Trade Corridor Enhancement Program grant award from the California Transportation Commission for \$80 million, to commit the required 30 percent match from the Federal Railroad Administration award, and to negotiate and execute any grant-required agreements including the baseline agreement.
- B. Authorize the Chief Executive Officer, or designee, to accept the 2024 Cycle 7 Transit and Intercity Rail Capital Program grant award from the California State Transportation Agency for \$125 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to negotiate and execute grant-related agreements and documents with the California State Transportation Agency and California Department of Transportation.
- C. Authorize the Chief Executive Officer, or designee, to accept the Consolidated Rail Infrastructure and Safety Improvements Program grant award from the Federal Railroad Administration for \$100 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to

negotiate and execute grant-related agreements and documents with the Federal Railroad Administration.

- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the Coastal Rail Infrastructure Resiliency Improvement Project.

Background

On August 15, 2024, the California Transportation Commission (CTC) adopted program guidelines and initiated a call for projects (call) for the SB 1 Trade Corridor Enhancement Program (TCEP) making approximately \$1.071 billion available for projects that improve infrastructure for designated freight corridors. The TCEP guidelines include advanced programming, which allows applicant agencies to apply for TCEP funds in advance of the general call to leverage federal funds. On July 3, 2024, the Orange County Transportation Authority (OCTA) submitted an application to the CTC requesting \$80 million in advance programming for the Coastal Rail Infrastructure Resiliency (CRIR) Project through the TCEP.

On March 29, 2024, the Federal Railroad Administration (FRA) released a Notice of Funding Opportunity for the 2024 Consolidated Rail Infrastructure and Safety Improvements Grant Program (CRISI) making \$2.478 billion available to support safety enhancements and general improvements to infrastructure for both intercity passenger and freight railroads across the nation. On May 28, 2024, OCTA submitted an application to the FRA requesting \$100 million for the CRIR Project through the CRISI.

On April 30, 2024, the California State Transportation Agency (CalSTA) adopted program guidelines and initiated a call for the 2024 Cycle 7 Transit and Intercity Rail Capital Program (TIRCP) making \$900 million available for transformative capital improvements to modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion across the State. On July 23, 2024, OCTA submitted an application to CalSTA requesting \$125 million for the CRIR Project through the TIRCP.

Discussion

In October 2024, OCTA was awarded funding through all three programs from the CTC, FRA, and CalSTA for the CRIR Project. The funding awards are summarized below:

- On October 17, 2024, the CTC awarded OCTA’s full request, \$80 million in advance programming of 2024 TCEP funds, for the CRIR contingent upon OCTA receiving federal funds for the project. This requirement was satisfied by the award of CRISI funds as described below. The TCEP funds are programmed in fiscal year (FY) 2025-26.
- On October 24, 2024, CalSTA awarded OCTA’s full request, \$125 million in 2024 Cycle 7 TIRCP funds, for the CRIR Project. The TIRCP funds are programmed in FY 2025-26.
- On October 29, 2024, the FRA awarded OCTA’s full request, \$100 million in 2024 CRISI funds, for the CRIR Project. This award ensured the advance programming of the \$80 million in 2024 TCEP funds and provides more than the required 30 percent match to the \$80 million in TCEP funds. These funds are programmed in FY 2025-26.

OCTA will continue to work with the administering agencies to advance the CRIR Project to grant obligation and allocation once the environmental phase is completed, currently projected to be June 2025.

The total approved funding programmed for the CRIR Project for all phases is \$313.58 million to implement immediate protective measures at the four reinforcement areas that could affect the safety and reliability of the rail line if not remediated with protective measures such as riprap maintenance, temporary catchment wall, rock revetment, and sand nourishment. The table below summarizes the funding by phase and includes the three recent awards.

CRIR Project Cost Table

Funding Programs	Preliminary Engineering	ROW	Design-Construction	Total
LTCAP	\$3,824,000			\$3,824,000
M2	\$956,000			\$956,000
SB 125 ¹		\$1,732,000	\$2,068,000	\$3,800,000
TCEP ²			\$80,000,000	\$80,000,000
TIRCP ³			\$125,000,000	\$125,000,000
CRISI ⁴			\$100,000,000	\$100,000,000
Total:	\$4,780,000	\$1,732,000	\$307,068,000	\$313,580,000

1. Additional SB 125 (Chapter 54, Statutes of 2023) funding which was directed to rail rehab may be made available for the project, if needed.
2. TCEP award approved by the CTC October 17, 2024. The required 30 percent match provided by CRISI funds.
3. TIRCP award approved by CalSTA October 24, 2024.
4. CRISI award approved by the FRA October 29, 2024. The required 20 percent match provided by TIRCP or TCEP funds.

State and Federal Grant Acceptance for the Coastal Rail Infrastructure Resiliency Project Page 4

M2 – Measure M2 (local sales tax)

LTCAP – Local Transportation Climate Adaptation Program allocated by the CTC in August 2024 with required 20 percent match provided by M2 funds

ROW – Right-of-Way

SB 125 – SB 125 Transit Program formula funds

As required by the TCEP grant program guidelines, OCTA Board of Directors (Board) Resolution No. 2024-088 (Attachment A) is recommended for approval to authorize the Chief Executive Officer, or his designee, to accept the TCEP grant, commit the required match provided through the federal CRISI funds, and enter into grant agreements with the CTC and the California Department of Transportation (Caltrans). The TCEP grant also requires entering into a baseline agreement with the CTC and Caltrans for use of the funds. A summary outlining the terms of the baseline agreement is provided in Attachment B.

The revised Capital Funding Program Report, consistent with Board approval of the actions outlined in this report, is provided in Attachment C. This report provides a summary of Board-approved funding for each of the OCTA rail projects.

Next Steps

Should the Board approve acceptance of the TCEP, TIRCP, and CRISI grants, staff will continue working with the FRA to process a grant agreement for CRISI funds and with the CTC and Caltrans on baseline agreements.

Staff is working toward completion of the preliminary engineering and environmental phase. Once the environmental technical studies and documents necessary to comply with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) are completed, this will facilitate with determining the appropriate level of NEPA and CEQA documentation. OCTA will seek approval from the NEPA lead agency and will subsequently provide the CEQA document to the CTC for funding consideration. This approval is required to advance the CRIR Project for design and construction allocations of state TCEP and TIRCP funds. Allocation requests for TIRCP and TCEP funds will be submitted as early as June 2025.

Allocations of TCEP and TIRCP and execution of the CRISI grant agreement must be approved before contract award of the various design and construction components of the CRIR Project.

Summary

OCTA was awarded \$80 million in TCEP funds by the CTC, \$125 million in TIRCP funds by CalSTA, and \$100 million in CRISI funds by the FRA to support the CRIR Project. Board authorization is requested to receive grant funding and execute agreements for the CRIR Project.

Attachments

- A. Resolution No. 2024-088 of the Orange County Transportation Authority Trade Corridor Enhancement Program Grant Authorization
- B. Trade Corridor Enhancement Program Term Sheet - Project Baseline Agreement
- C. Capital Funding Program Report

Prepared by:



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Programming and Grants Development
Manager
(714) 560-5494

Approved by:



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

**RESOLUTION NO. 2024-088
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
TRADE CORRIDOR ENHANCEMENT PROGRAM GRANT AUTHORIZATION**

WHEREAS, the California Transportation Commission (CTC) makes available grant funds through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program (TCEP) to public agencies to fund infrastructure improvements along corridors that have a high volume of freight movement; and

WHEREAS, on October 17, 2024, the CTC awarded the Orange County Transportation Authority (OCTA) \$80 million in TCEP funds to support the Coastal Rail Infrastructure Resiliency Project; and

WHEREAS, OCTA has programmed the required 30 percent local match to the project through the award of \$100 million in Federal Railroad Administration Consolidated Rail Infrastructure and Safety Improvements Program funds; and

WHEREAS, the CTC requires the grantee to certify, by resolution, the acceptance of awarded grant funds, the required 30 percent local match, and authority to enter into and execute grant-related agreements.

THEREFORE, BE IT RESOLVED that the OCTA Board of Directors authorizes the Chief Executive Officer, or designee, to:

- A. Accept the State of California TCEP award and to negotiate and execute grant-related agreements and documents, including but not limited to the baseline agreement with the CTC and the California Department of Transportation; and
- B. Certify OCTA has programmed the required 30 percent local match to the project; and
- C. Negotiate and execute any other required grant-related agreements.

ADOPTED, SIGNED, AND APPROVED this _____ day of _____, 2024.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Clerk of the Board

Tam T. Nguyen, Chair
Orange County Transportation Authority

**TRADE CORRIDOR ENHANCEMENT PROGRAM
TERM SHEET – PROJECT BASELINE AGREEMENT**

The baseline agreement between the Orange County Transportation Authority (OCTA), the California Transportation Commission (CTC), and the California Department of Transportation (Caltrans) for the Trade Corridor Enhancement Program (TCEP), includes the following basic provisions:

1. Project cost, project schedule, project scope, and project benefits as detailed in the project programming request for each funded project.
2. All signatories agree to adhere to the CTC TCEP Guidelines.
3. All signatories agree to adhere to CTC's SB 1 (Chapter 5, Statutes of 2017) accountability and transparency guidelines and policies, and program/project amendment processes.
4. OCTA agrees to secure funds for any additional costs of the projects.
5. OCTA commits to report on the progress made toward implementation of the project on a semi-annual basis, including any changes to scope, cost, schedule, outcomes, and anticipated benefits.
6. OCTA agrees to submit a timely Completion Report and Final Delivery Report as specified in CTC's SB 1 Accountability and Transparency Guidelines.
7. OCTA agrees to maintain and make available to the CTC and/or its designated representative, all work-related documents, including without limitation engineering, financial or other data, and methodologies and assumptions used in the determination of benefits for the project, and retain these records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with generally accepted accounting principles.



Capital Funding Program Report

ATTACHMENT C

Pending Approval by OCTA Board of Directors - December 9, 2024

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$579,157	\$108,132	\$171,961				\$175,427		\$123,637	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$22,000	\$22,000								
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$14,110	\$6,000		\$1,210	\$6,000		\$200		\$700	
Fullerton Transportation Center stair rehabilitation	R	\$1,065		\$1,030							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano passing siding	R	\$35,956	\$24,652	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital	R	\$11,249	\$2,121	\$9,128							
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	\$199,302		\$199,302							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Orange Olive Wye connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive maintenance (SCRRRA - Metrolink)	R	\$92,953		\$92,953							
San Juan Creek Bridge replacement	R	\$65,670	\$908	\$39,833	\$913		\$5,578	\$17,059		\$1,379	
SCRRRA operating subsidy assistance	R	\$2,510								\$2,510	
Slope and culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Tactile tile project	R	\$1,569		\$1,538						\$31	
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Streetcar operations	S	\$78,874	\$19,500					\$59,374			
Coastal Rail Infrastructure Resiliency Project Environmental Phase 1 1,2,3		\$313,580			\$103,824		\$80,000	\$128,800		\$956	
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2		\$10,220			\$8,176					\$2,044	
Irvine Station Improvement Project		\$6,330						\$6,330			
Metrolink fare revenue loss		\$135,745						\$135,745			
MP 204.2 Mariposa Point		\$9,200				\$9,200					
OC Maintenance Facility		\$91,428		\$198		\$20,000		\$71,230			
Rail track and structures		\$92,304						\$92,304			
San Clemente Track Protection (MP 204.6)		\$5,500				\$3,000	\$2,500				
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Rail Project Totals		\$2,012,992	\$213,795	\$528,819	\$114,123	\$59,700	\$88,078	\$739,659	\$15,773	\$191,921	\$61,124



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Federal Funding Total		\$856,737									
State Funding Total		\$887,437									
Local Funding Total		\$268,818									
Total Funding (000's)		\$2,012,992									

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,581	\$3,204	\$732					\$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink service track expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail station platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Ticket vending machines	R	\$6,857									\$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - December 9, 2024

1. Adopt Resolution No. 2024-088, to accept the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program Grant Award from the California Transportation Commission for \$80 million, to commit the required 30 percent match from the Federal Railroad Administration award, and to negotiate and execute any grant required agreements.
2. Authorize the Chief Executive Officer, or designee, to accept the Consolidated Rail Infrastructure and Safety Improvements Program Grant Award from the Federal Railroad Administration for \$100 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to negotiate and execute grant-related agreements and documents with the federal Railroad Administration.
3. Authorize the Chief Executive Officer, or designee, to accept the 2024 Cycle 7 Transit and Intercity Rail Capital Program Grant Award from the California State Transportation Agency for \$125 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to negotiate and execute grant-related agreements and documents with the California State Transportation Agency and California Department of Transportation.


Acronyms:

ADA - Americans with Disabilities Act
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
FFY - Federal Fiscal Year
FTA - Federal Transit Administration
FY - Fiscal Year
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MP - Mile Post
OC - Orange County
OCTA - Orange County Transportation Authority
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SCRRA - Southern California Regional Rail Authority/MetroLink
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



December 2, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreement for Traffic Signal Improvements for Regional Traffic Signal Synchronization Program Projects

Overview

On September 23, 2024, the Orange County Transportation Authority issued an invitation for bids for traffic signal improvements for three Regional Traffic Signal Synchronization Program projects funded by Measure M2, including Bake Parkway and Rockfield Boulevard, Crown Valley Parkway, and Moulton Parkway. Bids were received in accordance with the Orange County Transportation Authority's procurement policies and procedures for public works projects. Board of Directors' approval is requested to execute the construction agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2435 between the Orange County Transportation Authority and Elecnor Belco Electric, Inc., the lowest responsive, responsible bidder, in the amount of \$4,517,664 for construction of traffic signal improvements for the Regional Traffic Signal Synchronization Program projects.

Discussion

On May 9, 2022, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the award of \$16.2 million in the 2022 Regional Traffic Signal Synchronization Program (RTSSP or Project P) funds to five local jurisdiction projects. Per the Comprehensive Transportation Funding Programs guidelines, applicants may request OCTA to lead the delivery of their RTSSP project. For three of the five awarded projects, Bake Parkway and Rockfield Boulevard (cities of Irvine, Lake Forest, and Laguna Hills), Crown Valley Parkway (cities of Dana Point, Laguna Niguel, Mission Viejo, and the County of Orange), and Moulton Parkway (cities of Dana Point, Laguna Hills, and Laguna Niguel), OCTA was requested and has agreed to lead the projects at the applicants' request.

The RTSSP project scope of work consists of traffic signal timing optimization, traffic signal equipment upgrades, and two years of ongoing monitoring and maintenance following the completion of the signal timing and equipment upgrades. Traffic signal improvements for the three OCTA-led RTSSP projects (Projects) will enhance the operation of optimized traffic signal timing plans currently underway with implementation of timing plans scheduled after the equipment upgrades. Typical traffic signal equipment upgrades as part of these Projects include traffic signal cabinets and controllers, detection systems, and communication components.

Procurement Approach

This procurement was handled in accordance with OCTA’s Board-approved procedures for public works projects. These procedures, which conform to state requirements, require contracts to be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 4-2435 was released on September 23, 2024, through OCTA’s CAMM NET system. The bid was advertised on September 23 and September 30, 2024, in a newspaper of general circulation. A pre-bid conference meeting was held on October 2, 2024, and was attended by six firms. Two addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On October 28, 2024, two bids were received and publicly opened.

All bids were reviewed by staff from the Contracts Administration and Materials Management and Planning departments to ensure compliance with the contract terms and conditions and technical specifications. The list of bidders and evaluated bid amounts for base and all optional work are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Elecnor Belco Electric, Inc. Chino, California	\$4,693,514
Crosstown Electrical & Data, Inc. Irwindale, California	\$5,096,436

The OCTA engineer’s estimate for the Projects was \$4,921,920. The recommended firm’s bid is 4.64 percent below the engineer’s estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. Staff recommends award to Elecnor Belco Electric, Inc., the lowest, responsive, responsible bidder whose total evaluated bid amount for base work and all optional work was in the amount of \$4,693,514, for construction of traffic signal improvements for the RTSSP Projects. As stated in the IFB's instructions to bidders, OCTA has a limited budget for the Projects and the discretion to award the base work plus any optional bid items that fit within the budget. As such, the award for base work and select optional work is in the amount of \$4,517,664.

Fiscal Impact

The Projects were approved in OCTA's Fiscal Year 2024-25 budget, Planning Division, and are funded by Measure M2 Project P with a participating agency match of 20 percent. The total budget for the Projects is allocated to the three separate RTSSP project account numbers, Account No. 0017-7519-SPF37-P57 for Bake Parkway and Rockfield Boulevard, Account No. 0017-7519-SPF36-P57 for Crown Valley Parkway, and Account No. 0017-7519-SPF38-P57 for Moulton Parkway.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2435 between OCTA and Elecnor Belco Electric, Inc., the lowest responsive, responsible bidder, in the amount of \$4,517,664, for construction of traffic signal synchronization improvements for the RTSSP Projects.

Attachment

None

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