



# **AGENDA**

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

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### **Committee Members**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Joe Muller  
Richard Murphy  
Miguel Pulido

Orange County Transportation Authority  
Headquarters  
550 South Main Street  
Board Room – Conf. Room 07  
Orange, California  
**Monday, June 3, 2019 at 10:30 a.m.**

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

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

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

### **Call to Order**

### **Pledge of Allegiance**

Director Bartlett

#### **1. Public Comments**

### **Special Calendar**

There are no Special Calendar matters.

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

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

Approval of the minutes of the Regional Planning and Highways Committee meeting of May 6, 2019.



3. **Contract Change Order for Demolition and Clearance Services for the Transit Security and Operations Center in the City of Anaheim**  
Joe Gallardo/James G. Beil

**Overview**

On April 9, 2018, the Orange County Transportation Authority Board of Directors approved Agreement No. C-7-2115 with OFRS, Inc., for demolition and clearance services for a commercial structure in support of the Transit Security and Operations Center in the City of Anaheim. A contract change order is required for an increase in funding needed for the demolition services.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.

4. **Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**  
Jeff Mills/James G. Beil

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is required for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 35 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,900,557, for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.



**5. Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55**

Ross Lew/James G. Beil

**Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contract for the State Route 91 improvement project between State Route 57 and State Route 55.

**Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.
  
- B. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

**6. Capital Programming Update**

Ben Ku/Kia Mortazavi

**Overview**

The Orange County Transportation Authority uses various funding sources to implement projects. As projects are delivered, the costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet the state funding requirements.



**6. (Continued)**

**Recommendations**

- A. Authorize the use of up to \$3.280 million in Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds and \$0.538 million in Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funding (\$3.818 million total) for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:
- Transit Security Operations Center Project design phase (\$1.858 million);
  - Video Surveillance System Upgrade Project (\$0.373 million);
  - Generator at bus bases (\$0.450 million);
  - Goldenwest Transportation Center Light Poles Project (\$0.380 million);
  - San Juan Creek Bridge Project right-of-way phase (\$0.101 million);
  - Interest earned on Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds (\$0.118 million); and
  - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million).
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-9-0576 between the Orange County Transportation Authority and the City of Fullerton, to increase funding in the agreement by \$1.484 million, and replace \$3.100 million in existing funds, for the Raymond Avenue Railroad Grade Separation Project. This will increase the maximum obligation of the agreement to a total contract value of \$126.317 million.
- 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.



**7. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2019**

Christina Moore/Kia Mortazavi

**Overview**

The Orange County Transportation Authority recently completed the March 2019 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for Board of Directors' review and approval.

**Recommendations**

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to execute Cooperative Agreement No. C-9-1380 between the Orange County Transportation Authority and the City of Brea to administer Measure M2 grant funds, in an amount not to exceed \$13,114,578, for the construction and landscaping components of the State Route 57 Lambert Road Interchange Project to establish appropriate roles and responsibilities.

**8. Comprehensive Transportation Funding Programs - 2019 Call for Projects Programming Recommendations**

Joseph Alcock/Kia Mortazavi

**Overview**

The Orange County Transportation Authority issued the 2019 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2018. This call for projects made available Measure M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for Board of Directors' review and approval.

**Recommendations**

- A. Approve the award of \$.835 million in 2019 Regional Capacity Program funds to one local agency project.
- B. Approve the award of \$7.695 million in 2019 Regional Traffic Signal Synchronization Program funds to five local agency projects.



**9. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations**  
Louis Zhao/Kia Mortazavi

**Overview**

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

**Recommendations**

- A. Authorize conditional approval of delay requests for three projects from the cities of Anaheim, Garden Grove, and the County of Orange, contingent on the availability of Orange County Transportation Authority's Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

**Regular Calendar**

**10. Funding Recommendations for the 2019 Bicycle Corridor Improvement Program**  
Louis Zhao/Kia Mortazavi

**Overview**

On September 24, 2018 the Orange County Transportation Authority Board of Directors released the Bicycle Corridor Improvement Program 2019 call for projects. The Orange County Transportation Authority received 20 applications requesting \$32.24 million for bicycle facility projects. Funding recommendations are presented for review and approval.



**10. (Continued)**

**Recommendations**

- A. Approve 12 projects for \$20.40 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility.
- B. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and the California Department of Transportation's approval of project eligibility.
- C. Approve conditional award of one project in the City of San Clemente for \$1.07 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the Master Plan of Arterial Highways amendment approval, and the California Department of Transportation's approval of project eligibility.
- D. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with each local agency selected to receive funding through the Bicycle Corridor Improvement Program.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend any necessary agreements to facilitate the above actions.

**Discussion Items**

**11. Fiscal Year 2019-20 Budget Workshop Follow-up**

Victor Velasquez/Andrew Oftelie

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 13, 2019.

**12. Chief Executive Officer's Report**

**13. Committee Members' Reports**



# **AGENDA**

*Regional Planning and Highways Committee Meeting*

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**14. Closed Session**

There are no Closed Session items scheduled.

**15. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, July 1, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.





# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **Committee Members Present**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Joe Muller  
Richard Murphy

### **Staff Present**

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

### **Committee Members Absent**

Miguel Pulido

### **Call to Order**

The May 6, 2019 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:31 a.m.

### **Pledge of Allegiance**

Committee Vice Chair Delgleize led in the Pledge of Allegiance.

#### **1. Public Comments**

No public comments were received.

### **Special Calendar**

There were no Special Calendar matters.

### **Consent Calendar (Items 2 through 5)**

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

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of April 1, 2019.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and the California Department of Transportation, to increase construction funding, in the amount of \$9,274,000, for construction of Segment 1 - Interstate 5 widening project between State Route 73 and Oso Parkway. This will increase the maximum obligation of the construction phase of the agreement to a total contract value of \$142,563,000.
- B. Authorize the use of up to \$6,433,000 in Highway Infrastructure Program funds for Segment 1 - Interstate 5 widening project between State Route 73 and Oso Parkway.
- C. Authorize the use of up to \$2,841,000 in Proposition 1B Trade Corridor Improvement Fund project deallocations from the State Route 91 project from Interstate 5 to State Route 57, Tustin Avenue/Rose Drive railroad grade separation, and Orangethorpe Avenue railroad grade separation to Segment 1 - Interstate 5 widening project between State Route 73 and Oso Parkway.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above recommendations.

**4. Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55**

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

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 91 improvement project between State Route 57 and State Route 55.



### 4. (Continued)

- B. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

### 5. **Amendment to Agreement for Additional Design Services for the Interstate 5 Improvement Project from South of Alicia Parkway to El Toro Road**

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-4-1426 between the Orange County Transportation Authority and TRC Solutions, Inc., in the amount of \$617,742, for additional design services for the Interstate 5 improvement project from south of Alicia Parkway to El Toro Road. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$9,187,029.

## **Regular Calendar**

There were no Regular Calendar matters.

## **Discussion Items**

### 6. **Update on Interstate 5 Widening Project Between State Route 73 and El Toro Road**

Rose Casey, Director, Highway Programs, and Fernando Chavarria, Community Relations Officer, External Affairs, co-presented a PowerPoint for this item as follows:

- Project Area;
- Project Improvements;
- La Paz Road Interchange Reconstruction (Stages 1 through 3);
- La Paz Road – Interchange Improvements;
- Avery Parkway – Interchange Improvements;
- Retaining Wall Aesthetics;
- Traffic Management Plan;
- Current Activities;
- Estimated Construction Schedule;
- Public Communications and Outreach; and
- Outreach Staff Contact Information.



### 6. (Continued)

A discussion ensued regarding:

- Of the 64 properties needed for the three segments of the project (Slide 12 of the PowerPoint), there are only three full-take properties in the southernmost segment which consist of two gas stations and one drug store.
- All other acquisitions are partial or temporary construction easements.
- For clarification purposes, when the PowerPoint is presented at the Board of Directors meeting, staff will include a breakdown of the right-of-way as it relates to the 64 properties.
- Director Bartlett stated that she is very excited for the improvements to the three segments of the project, and increasing regional mobility and public safety in that section of the freeway is very important.
- When Resolutions of Necessity are needed, staff continues to work with the property owners to reach an agreement.
- The California Department of Transportation (Caltrans) is the lead agency for acquisition of right-of-way and is negotiating the three full-take properties.

Following the discussion, no action was taken on this item.

### 7. Chief Executive Officer's Report

Ken Phipps, Deputy Chief Executive Officer, reported on the following:

Bike Month –

- May is Bike Month and the Orange County Transportation Authority (OCTA) will be holding its annual public bike ride and rally on Thursday, May 16.
- The bike ride will start at the Orange Metrolink Station at 7:30 a.m. and will conclude at the OCTA Headquarters.

Beach Boulevard Corridor Study –

- This month, OCTA is seeking public feedback on the Beach Boulevard Corridor Study, which is an OCTA- and Caltrans-led effort to improve Beach Boulevard and identify solutions ranging from enhanced pedestrian, bicycle, and transit facilities to improved signal synchronization.
- There are several upcoming events as follows:
  - Thursday, May 9 at 9:00 a.m. at the Westminster Senior Center
  - Saturday, May 18 at 9:00 a.m. at the West Anaheim Youth Center
  - Saturday, May 18 at 12:00 p.m. at Bella Terra
- Staff is also conducting an online survey and information is available at [octa.net/BeachStudy](http://octa.net/BeachStudy).



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### 7. (Continued)

#### Bus Service Plan Community Hearings –

- OCTA will be hosting a series of community meetings to obtain feedback on the proposed bus service changes for October 2019 and February 2020.
- The proposed changes are part of the OC Bus 360° plan to optimize the efficiency of the bus system.
- Upcoming community meetings will take place on:
  - Tuesday, May 21 at 6:00 p.m. at the Brea Community Center
  - Wednesday, May 22 at 5:30 p.m. at the Santa Ana Senior Center
  - Thursday, May 23 at 6:00 p.m. at the Irvine Lakeview Senior Center
- A public hearing is scheduled for the June 10<sup>th</sup> Board of Directors meeting.

### 8. Committee Members' Reports

Committee Vice Chair Delgleize thanked the OCTA staff that participated in the Taste of Huntington Beach event to provide information on the Interstate 405 Improvement Project.

### 9. Closed Session

A Closed Session was not conducted at this meeting.

### 10. Adjournment

The meeting adjourned at 10:48 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, June 3, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Olga Prado  
Assistant Clerk of the Board

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Mark A. Murphy  
Committee Chairman



*June 3, 2019*

**To:** Regional Planning and Highways Committee

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

**Subject:** Contract Change Order for Demolition and Clearance Services for the Transit Security and Operations Center in the City of Anaheim

***Overview***

On April 9, 2018, the Orange County Transportation Authority Board of Directors approved Agreement No. C-7-2115 with OFRS, Inc., for demolition and clearance services for a commercial structure in support of the Transit Security and Operations Center in the City of Anaheim. A contract change order is required for an increase in funding needed for the demolition services.

***Recommendation***

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.

***Discussion***

In January 2004, as part of the Interstate 5 Far North Widening Project (Project) in the City of Anaheim, the California Department of Transportation (Caltrans) granted the Orange County Transportation Authority (OCTA) the unused portion of the property Caltrans had acquired, which included a commercial building with several tenants. In 2015, the commercial building area was selected as the preferred site for the proposed OCTA Transit Security and Operations Center (TSOC) project. The TSOC project is currently entering the final design phase. Prior to the construction of the TSOC project, contractor services are required to remove property improvements from the property, which include a single-story building, hazardous materials, and other impediments.

The tenants, who had been occupants of the property prior to the Project, were required to vacate as a result of the TSOC project. In accordance with the tenants' lease agreement which was negotiated with Caltrans at the time of the acquisition, OCTA has provided relocation assistance to each of the remaining three tenants that occupied the property. The relocation assistance process was difficult and lengthy for one of the tenants, an automotive repair-related business, to find a suitable replacement site for its business operations. This final tenant vacated the property on April 1, 2019 and, as a result, demolition services have been delayed through no fault of the contractor. The contractor will commence with demolition and clearance services in July 2019. Due to the delay, the contractor has identified additional costs that include expenses for labor, equipment, materials, and subcontractors.

### ***Procurement Approach***

The procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On April 24, 2018, the Board authorized Agreement No. C-7-2115 to OFRS, Inc., in the amount of \$62,475, for demolition and clearance services related to the Project.

Proposed Contract Change Order (CCO) No. 1 for the additional costs will increase the contract by \$14,014, and will increase the maximum cumulative obligation of Agreement No. C-7-2115 to \$76,489. The contract duration requires an additional 221 calendar days to complete the work.

Board approval is required for the CCO pursuant to State of California Public Contract Code Section 20142 (a).

### **Fiscal Impact**

Funding for the additional demolition and clearance efforts is included in the proposed OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0001-7611-F1110-F01, and is funded with Measure M general funds.

**Contract Change Order for Demolition and Clearance Services for the Transit Security and Operations Center in the City of Anaheim** **Page 3**

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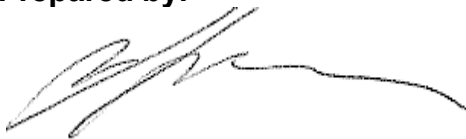
**Summary**

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., in the amount of \$14,014, and to add 221 calendar days to the contract duration for demolition and clearance services for the Transit Security and Operations Center in the City of Anaheim.

**Attachments**

- A. Project Location Map
- B. OFRS, Inc., Agreement No. C-7-2115 Contract Change Order Log

**Prepared by:**



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

**Approved by:**



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



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





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**June 3, 2019**

**To:** Regional Planning and Highways Committee

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

**Subject:** Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is required for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 35 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,900,557, for additional construction costs to comply with California Department of Transportation pavement smoothness requirements.

**Discussion**

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

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

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

As part of the Project, the freeway mainline will be widened with new reinforced concrete pavement adjacent to existing asphalt pavement. OC405 has determined that it is unable to comply with the pavement smoothness requirement in the Project Standards for the new concrete pavement because the adjacent existing asphalt pavement is deficient, and matching the new concrete pavement profile to the existing asphalt pavement profile would create a substandard product. To ensure that the new concrete pavement complies with Caltrans pavement smoothness requirements, the edge of the existing asphalt pavement will be rehabilitated to ensure that the proper profile is transmitted between the existing and new pavement sections. The length of existing asphalt pavement that will require limited rehabilitation is approximately four miles on each side of the freeway. Rehabilitating existing pavement is not within OC405's contract scope of work.

A contract change order (CCO) is now required, in the amount of \$2,900,557, for OC405 to comply with the Caltrans pavement smoothness requirements.

The additional construction cost to meet Caltrans pavement smoothness requirements is funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion. The Project contingencies have been expended approximately 27 percent to date, which is in line with the percent complete for the Project from both a time and earned value standpoint.

***Procurement Approach***

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

Board approval is required for the proposed CCO, in the amount of \$2,900,557, to provide compensation to OC405 for the additional construction efforts needed to comply with Caltrans pavement smoothness requirements.

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

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Attachment A lists the CCOs that have been executed to date and the pending CCOs that are currently under negotiation with OC405.

**Fiscal Impact**

The funding for the Project was approved in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes.

**Summary**

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 35 to Agreement No. C-5-3843 with OC405, in the amount of \$2,900,557, for additional construction costs to comply with Caltrans pavement smoothness requirements.

**Attachment**

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

**Prepared by:**



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

**Approved by:**



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



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

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

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$1,300,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used by Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/Bushard Street	Pending		\$8,560,556.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
017	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$800,000.00
018	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$56,395.00
019	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$11,484.00
020	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$4,095.00
021	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$1,463,020.00
022	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$85,573.00
023	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$20,532.00
024	Express Lanes Channelizers	Approved	3/12/2019	\$122,778.00
025	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	-\$9,293.00
026	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$35,994.00
027	Utility Potholing on Milton Avenue	Pending		\$19,819.00
028	Mesa Water District 12-inch Water Line (CN-1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp CMS Deletion	Pending		-\$74,319.00
030	Motel 6 Sound Wall Elimination	Pending		-\$130,000.00
031	Reduction of Sound Wall 956	Pending		-\$30,000.00

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
<b>034</b>	<b>Chevron and Crimson Relocation Assistance</b>	<b>Pending</b>		<b>\$75,000.00</b>
<b>035</b>	<b>Incompatible Specifications - Adjacent to CRCP Pavement</b>	<b>Pending</b>		<b>\$2,900,557.00</b>

<b>Original Contract Price</b>	<b>\$1,217,065,000.00</b>
<b>Contingency Fund</b>	<b><u>\$98,935,000.00</u></b>
<b>Total Contract Allotment</b>	<b>\$1,316,000,000.00</b>
<b>Subtotal Approved CCO</b>	<b>\$13,219,170.55</b>
<b>Subtotal Pending CCOs</b>	<b><u>\$2,761,057.00</u></b>
<b>Total CCOs</b>	<b>\$15,980,227.55</b>
<b>Proposed Revised Contract Price</b>	<b>\$1,233,045,227.55</b>
<b>Remaining Contingency Fund</b>	<b>\$82,954,772.45</b>





**June 3, 2019**

**To:** Regional Planning and Highways Committee

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

**Subject:** Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55

**Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.

**Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.
  
- B. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

**Discussion**

State Route 91 improvements between State Route 57 and State Route 55 (SR-55) (Project) are part of Project I in the Measure M2 freeway program, in the Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016. The Project is scheduled to move into design using net excess 91 Express Lanes revenue.

**Cooperative Agreement with the California Department of  
Transportation for the State Route 91 Improvement Project  
Between State Route 57 and State Route 55**

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On November 14, 2016, the Board directed staff to set aside net excess 91 Express Lanes revenue to advance implementation of the Project.

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

The draft environmental document was circulated for public comment on November 20, 2018, and the build alternative has been identified as the preferred alternative by the Project development team. 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:

- 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

OCTA proposes to enter into a cooperative agreement with the California Department of Transportation (Caltrans) to define the roles and responsibilities of both agencies. OCTA is the implementing agency for the plans, specifications, and estimates (PS&E), and Caltrans will provide oversight and independent quality assurance of the PS&E production to ensure the Project meets Federal Highway Administration and Caltrans standards. Caltrans' oversight of the PS&E will be at no cost to OCTA.

Caltrans will be responsible for the advertisement and award of the construction contracts. As part of the PS&E phase, OCTA will reimburse Caltrans, in the amount of \$1,500,000, for the direct support costs associated with the final contract document packaging, advertisement, and award of the Project's three construction contracts. The construction phase roles, responsibilities, and funding will be the subject of a separate future cooperative agreement.

On May 13, 2019, the OCTA Board approved the release of a request for proposals to procure a consultant for the PS&E services for Segment 1 of the Project.

#### Fiscal Impact

As part of this cooperative agreement, funding for Caltrans' services will be proposed in OCTA's Fiscal Years 2022-2023 and 2023-2024 Budget, Capital Programs Division, accounts 0017-7519-FI106-F17, 0017-7519-FI105-F17, and 0017-7519-FI104-F17, and will be funded through net excess 91 Express Lanes revenue.

**Cooperative Agreement with the California Department of  
Transportation for the State Route 91 Improvement Project  
Between State Route 57 and State Route 55**

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***Summary***

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1274 with the California Department of Transportation, in the amount of \$1,500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the State Route 91 improvement project between State Route 57 and State Route 55.

***Attachment***

None.

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**June 3, 2019**

**To:** Regional Planning and Highways Committee

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

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

**Subject:** Capital Programming Update

**Overview**

The Orange County Transportation Authority uses various funding sources to implement projects. As projects are delivered, the costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet the state funding requirements.

**Recommendations**

- A. Authorize the use of up to \$3.280 million in Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds and \$0.538 million in Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funding (\$3.818 million total) for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:
- Transit Security Operations Center Project design phase (\$1.858 million);
  - Video Surveillance System Upgrade Project (\$0.373 million);
  - Generator at bus bases (\$0.450 million);
  - Goldenwest Transportation Center Light Poles Project (\$0.380 million);
  - San Juan Creek Bridge Project right-of-way phase (\$0.101 million);
  - Interest earned on Proposition 1B Transit System Safety, Security and Disaster Response Account Program funds (\$0.118 million); and
  - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million).

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-9-0576 between the Orange County Transportation Authority and the City of Fullerton, to increase funding in the agreement by \$1.484 million, and replace \$3.100 million in existing funds, for the Raymond Avenue Railroad Grade Separation Project. This will increase the maximum obligation of the agreement to a total contract value of \$126.317 million.
- 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.

***Background***

The Orange County Transportation Authority (OCTA) programs federal, state, and local funds based on the Board of Directors (Board)-approved Capital Programming Policies (Attachment A).

As projects progress through development, project costs change, external agency requirements may limit the anticipated use of funds, savings may result, or additional funding may be required. OCTA regularly reports on specific project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status. Programming and revenue changes are updated periodically to match these costs and are included in the Capital Funding Program (CFP {Attachment B}). The attachment includes all proposed changes in this staff report, along with a summary of funding for all of OCTA's capital projects.

***Discussion***

The CAP lists highway, grade separation, rail, and facility projects, and includes the funding at completion estimate, as well as key milestones. Programming staff, in coordination with project managers, use the CAP, as well as quarterly reports for the Operations Division to make funding adjustments for projects that have met key milestones, such as completion of final environmental approval, 65 percent design, 95 percent design, contract award, and close out. Recommendations may also be suggested to ensure the funds are being utilized efficiently for projects and that OCTA is able to use any funding programs which may have limitations or deadlines which put the funds at risk.

The California Office of Emergency Services informed OCTA that the Transit System Safety Security, and Disaster Response Account (TSSSDRA) funding would be discontinued effective June 15, 2019. In an effort to expedite the reimbursement of these funds and meet the newly imposed deadline, staff is proposing to reprogram \$3.162 million in TSSSDRA funds to the Raymond Avenue Railroad Grade Separation (Raymond) Project.

The Raymond Project is able to use the TSSSDRA grants within the timeframe required and the OC Bridges Program, which includes the Raymond Project has an immediate funding need. Further, this action allows OCTA to increase the cooperative agreement with the City of Fullerton to utilize these funds.

TSSSDRA funding will be transferred from five projects in the active 2015, 2016, and 2017 TSSSDRA grants: the Transit Security Operations Center design phase; Video Surveillance System Upgrade Project at OCTA facilities, and the Laguna Niguel/Mission Viejo rail station; back-up generator at OCTA bases; Goldenwest Transportation Center light poles; and the San Juan Creek Bridge right-of-way (ROW) phase. Additional information on these projects and all of the projects discussed in this staff report is provided in Attachment C.

Staff is developing alternative funding options for these projects and will return to the Board with funding recommendations with replacement funds for the five projects that were impacted by the expiring TSSSDRA funds. A summary of all TSSSDRA changes is provided below.

Project List	Board-Approved TSSSDRA (\$ millions)	Proposed TSSSDRA (\$ millions)	Difference (\$ millions)
Transit Security Operations Center (design and ROW phases)	\$7.461	\$5.603	(\$1.858)
Raymond Project	\$0.400	\$3.562	\$ 3.162
Video Surveillance System Upgrade	\$0.528	\$0.155	(\$0.373)
Back-Up Generator at OCTA Bases	\$0.450	\$0.000	(\$0.450)
Goldenwest Transportation Light Poles	\$0.380	\$0.000	(\$0.380)
San Juan Creek Bridge (ROW)	\$0.160	\$0.059	(\$0.101)
Totals	\$9.379	\$9.379	\$0.000

Additionally, the Raymond Project has a funding need due to the project closeout phase taking longer than originally anticipated, unforeseen field conditions, and settlement of construction claims during project closeout. Due to these changes, it is proposed that the project receive \$0.119 million in interest earned on the TSSSDRA funds, as well as \$0.538 million in interest earned on the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds contingent on funding agency approval. Future interest earned on the PTMISEA funds will also be applied to the Raymond Project contingent on funding agency approval.

The current and proposed funding for the Raymond Project is provided in the table below.

Raymond Project

Current Funding (\$000s)	Prop 1B PTMISEA	Prop 1B TSSSDRA	Prop 1B TCIF	Surplus Property	BNSF	MWD	M2	TOTAL
Design	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ 5,098	\$ 5,098
ROW	\$ 25,172	\$ -	\$	\$ -	\$ -	\$ -	\$11,322	\$ 36,494
CON	\$ 51,838	\$ 4,123	\$10,400	\$ 5,216	\$ 700	\$1,800	\$ 9,930	\$ 84,007
Total	\$ 77,010	\$ 4,123	\$10,400	\$ 5,216	\$ 700	\$1,800	\$26,350	\$125,599

Proposed Funding (\$000s)	Prop 1B PTMISEA	Prop 1B TSSSDRA*	Prop 1B TCIF	Surplus Property	BNSF	MWD	M2	TOTAL
Design	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ 5,098	\$ 5,098
ROW	\$ 25,172	\$ -	\$	\$ -	\$ -	\$ -	\$11,322	\$ 36,494
CON	\$ 52,376	\$ 7,403	\$10,400	\$ 5,216	\$ 700	\$1,800	\$ 6,830	\$ 84,725
Total	\$ 77,548	\$ 7,403	\$10,400	\$ 5,216	\$ 700	\$1,800	\$23,250	\$126,317
Change	\$ 538	\$ 3,280	\$ -	\$ -	\$ -	\$ -	\$(3,100)	\$ 718

\* Includes \$0.119 million in interest earnings

Prop 1B – Proposition 1B / TCIF – Trade Corridor Improvement Funds / BNSF – Burlington Northern Santa Fe Railway / MWD – Metropolitan Water District / M2 – Measure M2 / CON - Construction

Cooperative Agreement No. C-9-0576, with the City of Fullerton for the Raymond Project, will be updated to reflect the above changes and will also incorporate \$0.400 million in TSSSDRA funds that were previously approved by the Board on June 11, 2018, and \$0.366 million in Proposition 1B Trade Corridors Improvement Fund, which were approved by the Board on November 26, 2018. These proposed changes total \$4.584 million, and approximately \$3.100 million will be used to offset existing funds, which increases the maximum obligation of the agreement to \$126.317 million.

The use of TSSSDRA and PTMISEA funds for the Raymond Project is consistent with the Board-approved Capital Programming Policy (Attachment A).

The CFP Report is provided as Attachment B, which lists out all of OCTA's capital projects and how they are currently programmed with state, federal, and local funds. Attachment C provides a project description for each of the projects listed in the staff report. A list of Board actions, which directed capital funds towards OCTA capital projects over the last six months is provided in Attachment D. A fact sheet explaining the prior and current amendments to Cooperative Agreement No. C-9-0576 is provided in Attachment E.

**Summary**

With the objective of ensuring that OCTA projects are fully funded and consistent with the Board-approved CAP, OCTA is seeking Board approval to use and reprogram various M2, Prop 1B TSSSRDA, and PTMISEA interest to the Raymond Project.

**Attachments**

- A. Existing Capital Programming Policies by Fund Source, February 2019
- B. Capital Funding Program Report
- C. Capital Programming Update Project Descriptions
- D. List of Board of Directors Reports with Programming Actions, November 2018 – May 2019
- E. City of Fullerton Cooperative Agreement No. C-9-0576 Fact Sheet for Raymond Avenue and State College Boulevard Railroad Grade Separation Projects

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**Existing Capital Programming Policies by Fund Source  
February 2019**

Funding Source	Measure M2 (M2) Programming Policies
<b>M2 Programs</b>	
Projects A-M (freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to Projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, with the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the M2 Transportation Investment Plan, and consistent with the Comprehensive Transportation Funding Programs (CTFP) Guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations.
Project Q (Local Fair Share Program)	Use Project Q M2 funds consistent with the M2 Transportation Investment Plan. Funds are programmed through the annual budget, but actual disbursements may be adjusted based on the formula distribution of funds.
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, with the latest Next 10 Plan, with the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the M2 Transportation Investment Plan, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.

**Existing Capital Programming Policies by Fund Source  
February 2019**

Funding Source	Measure M2 (M2) Programming Policies
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources	<p>First priority of all funding sources is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing the Orange County Transportation Authority's assets in a state of good repair. Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.</p>
State	
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	<p>Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Cap-and-Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council	<p>Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.</p> <p>*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.</p>
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	<p>Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce GHG emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.</p>
Cap-and-Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency	<p>Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions.</p>

**Existing Capital Programming Policies by Fund Source  
February 2019**

Funding Source/Agency	State and Federal Programming Policies
Proposition 1A/CTC	All funds are programmed.
Proposition 1B – Competitive Programs Funding/CTC	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/ Caltrans	Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) - Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects.
Proposition 1B – Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor’s Office of Emergency Services	Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.
SB 1 - Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver M2 projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing Orange County Transportation Authority (OCTA) transit assets
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP first for eligible M2 Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects
STIP/CTC	Use of STIP funds for M2 freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance between freeways and transit capital and are consistent with state goals.

**Existing Capital Programming Policies by Fund Source  
February 2019**

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> <li>• M2 fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements,</li> <li>• as match to leverage funding for OC Bridges grade separation projects,</li> <li>• vanpool program and rideshare services,</li> <li>• other rail and bus transit capital projects,</li> <li>• traffic light synchronization projects, and</li> <li>• new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years).</li> </ul> <p>Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> <li>• preventive maintenance,</li> <li>• capital cost of contracting, and</li> <li>• bus replacement.</li> </ul> <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> <li>• other priority capital projects that are consistent with the comprehensive business plan.</li> </ul> <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5309 Fixed-Guideway Capital Investment Grants (“New Starts”)/FTA	Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the “New Starts” and/or “Small Starts” process.
FTA Section 5310 Formula Funds/FTA	Use funds for eligible enhancements to paratransit capital and operations.
FTA Section 5337 Formula Funds/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.

**Existing Capital Programming Policies by Fund Source  
February 2019**

Funding Source/Agency	State and Federal Programming Policies
FTA Section 5339 Formula Funds/FTA	Use funds for: <ul style="list-style-type: none"> <li>• capital maintenance,</li> <li>• capital cost of contracting,</li> <li>• bus replacement, and</li> <li>• other bus capital projects as identified in the transit asset management plan.</li> </ul>
Highway Infrastructure Program/Caltrans for Federal Highway Administration (FHWA)	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	Currently these funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually
Transportation Alternatives Program (TAP) – CTC/SCAG through ATP	Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above.



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 10, 2019

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile ticketing equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators	V	\$43,659						\$43,659	
Project W Safe Transit Stops (City)	W	\$1,206						\$1,206	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239		\$4,775			\$1,451
Associated Transportation Improvements		\$556				\$556			
Bus replacement - articulated alternative fuel buses (60')		\$31,105			\$22,250	\$8,855			
Bus replacement (40' and ACCESS)		\$149,009			\$29,198	\$68,139			\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts)		\$305,784				\$142,164			\$163,620
Engine rebuild		\$16,294				\$14,824			\$1,470
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657				\$3,657			
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962				\$13,962			
FTA Section 5317 New Freedom		\$6,388				\$6,388			
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Heating ventilation unit replacements		\$448	\$67			\$381			
iShuttle replacement buses		\$6,600	\$5,673						\$927
Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program		\$2,319	\$176						\$2,143
Non-fixed-route paratransit operations assistance		\$240,952				\$48,486			\$192,466
OCTA Transit Security & Operations Center <sup>1</sup>		\$5,914		\$5,914					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$147,691				\$147,691			
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384			\$134,670	\$47,696			\$47,018
Purchase replacement paratransit vans		\$58,058				\$44,292			\$13,766
Rideshare/vanpool		\$6,732			\$6,732				
Six Bravo! 529 buses		\$3,595	\$3,046		\$549				
Ten zero emission hydrogen fuel cell buses		\$12,914	\$5,607						\$7,307
Transit Security Program <sup>2</sup>		\$3,167		\$3,167					
Vanpool Program - capital lease		\$12,838			\$12,838				
VSS upgrades at OCTA facilities – Santa Ana, Garden Grove, Anaheim, & Irvine bases and administration <sup>3</sup>		\$1,159		\$199		\$960			
Zero Emission Bravo! Buses (Five Battery Electric) and Bus Infrastructure		\$6,852	\$6,852						
<b>Bus Transit Project Totals</b>		<b>\$1,348,844</b>	<b>\$23,903</b>	<b>\$26,719</b>	<b>\$209,637</b>	<b>\$552,826</b>	<b>\$5,730</b>	<b>\$45,235</b>	<b>\$484,794</b>

<b>State Funding Total</b>	<b>\$50,622</b>
<b>Federal Funding Total</b>	<b>\$762,463</b>
<b>Local Funding Total</b>	<b>\$535,759</b>
<b>Total Funding (000's)</b>	<b>\$1,348,844</b>

**Project Updates:**

1. Reduce Proposition 1B TSSSDRA funding by \$1.858 million per proposed Board action.
2. Reduce Proposition 1B TSSSDRA funding by \$830,000 per proposed Board action.
3. Reduce Proposition 1B TSSSDRA funding by \$289,000 per proposed Board action.

ATTACHMENT B

Acronyms - STIP - State Transportation Improvement Program / RSTP - Regional Surface Transportation Program / CMAQ - Congestion Mitigation Air Quality / M1 - Measure M1 / M2 - Measure M2 / OCTA - Orange County Transportation Authority / FTA - Federal Transit Administration / ATN - Anaheim Transportation Network / VSS - Video Surveillance System / LCTOP - Low Carbon Transit Operations Program / TSSSDRA - Transit System Safety, Security and Disaster Response Account



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 10, 2019

## Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$274,838		\$22,979				\$251,859	
Raymond Avenue grade separation <sup>5,7</sup>	O	\$126,317		\$95,351				\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$87,807	\$6,845					\$80,962	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621						\$361,621	
M2 Project X Environmental Clean Up	X	\$50,413						\$50,413	
Active Transportation Program - regional call <sup>6</sup>		\$45,484	\$92		\$311	\$39,744			\$5,337
Active Transportation projects		\$17,784	\$15,650						\$2,134
ARRA transportation enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program <sup>1, 2, 3, 4</sup>		\$75,259			\$52,525				\$22,734
Bristol Street widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo widening	M1	\$6,419			\$3,740				\$2,679
<b>Local Road Project Totals</b>		<b>\$1,432,779</b>	<b>\$109,292</b>	<b>\$143,275</b>	<b>\$78,784</b>	<b>\$100,180</b>	<b>\$35,780</b>	<b>\$814,608</b>	<b>\$150,860</b>
<b>State Funding Total</b>		<b>\$252,567</b>							
<b>Federal Funding Total</b>		<b>\$178,964</b>							
<b>Local Funding Total</b>		<b>\$1,001,248</b>							
<b>Total Funding (000's)</b>		<b>\$1,432,779</b>							

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
Kraemer Boulevard grade separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue grade separation	O	\$107,998		\$27,520	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue grade separation	O	\$104,404		\$30,324	\$38,240	\$18,600		\$14,543	\$2,697
Placentia grade separation	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College grade separation	O	\$97,712		\$34,785	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	O	\$95,743		\$22,962	\$53,376			\$17,642	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	



# Capital Funding Program Report

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Antonio Parkway widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz interchange improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
<b>Local Road Project Totals</b>		<b>\$607,195</b>	<b>\$7,500</b>	<b>\$166,166</b>	<b>\$203,513</b>	<b>\$41,599</b>	<b>\$5,992</b>	<b>\$121,696</b>	<b>\$60,729</b>
<b>State Funding Total</b>		<b>\$173,666</b>							
<b>Federal Funding Total</b>		<b>\$245,112</b>							
<b>Local Funding Total</b>		<b>\$188,417</b>							
<b>Total Funding (000's)</b>		<b>\$607,195</b>							

### Board Actions

1. Orange County Transportation Authority state and federal grant programs - update and recommendations: approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 BCIP.
2. Funding recommendations for the 2019 BCIP: Approve 12 projects for \$20.40 million in CMAQ funds, contingent on the Caltrans' approval of project eligibility.
3. Funding recommendations for the 2019 BCIP: approve conditional award of four projects in the City of Santa Ana for \$4.37 million in CMAQ funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and Caltrans' approval of project eligibility.
4. Funding recommendations for the 2019 BCIP: approve conditional award of one project in the City of San Clemente for \$1.08 million in CMAQ funds, contingent on Master Plan of Arterial Highways amendment approval, and Caltrans' approval of project eligibility.
5. Capital programming update: authorize the use of up to \$3.818 million in Proposition 1B TSSSDRA Program (\$3.280 million) and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (\$0.538 million) funding for the Raymond Avenue Railroad Grade Separation Project from the following projects contingent on the approval of the funding agencies:
  - Transit Security Operations Center project design phase (\$1.857 million)
  - Video Surveillance System Upgrade project (\$0.373 million)
  - Generator at bus bases (\$0.450 million)
  - Goldenwest Transportation Center light poles project (\$0.380 million)
  - San Juan Creek Bridge project right-of-way phase (\$0.101 million)
  - Interest earned on Proposition 1B TSSSDRA Program funds (\$0.119 million)
  - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million)

### Project Updates

6. Project funding updated to include previous California Transportation Commission actions which, resulted in an overall funding decrease of \$0.227 million.
7. \$3.100 million in additional TSSSDRA funding in Action 1 offset M2 funds. Increased total project cost by \$1.084 million.

### Acronyms:

- STIP - State Transportation Improvement Program
- RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program
- M1 - Measure M1
- M2 - Measure M2
- M Code - Project codes in M2 Program
- SR-57 - State Route 57
- FY- Fiscal Year
- ARRA - American Recovery and Reinvestment Act
- SCAG - Southern California Association of Governments
- SR - State Route
- I-5 - Interstate 5
- BCIP - Bicycle Corridor Improvement Program
- Caltrans - California Department of Transportation
- TSSSDRA - Transit System Safety, Security and Disaster Response Account





# Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 10, 2019

## Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center parking expansion	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Orange Transportation Center parking structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050		\$28,192	\$10,536		\$3,116	\$5,352	\$14,854
OC Streetcar (New Starts)	M1/S	\$407,760	\$25,518		\$54,465	\$162,213		\$165,564	
OC Streetcar preliminary studies and environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Canyon Station improvements	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street	R	\$2,985				\$2,985			
Future VSS	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$34,060	\$3,000	\$6,734	\$22,756	\$1,015			\$555
Metrolink preventive maintenance capitalized operation	R	\$56,874				\$56,874			
Metrolink rehabilitation/renovation - FY 2011-12 to FY 2022-23	R	\$160,962				\$160,962			
Metrolink station and track improvements, and rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
San Juan Creek Bridge replacement <sup>2</sup>	R	\$36,018		\$59		\$34,784		\$1,175	
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168				\$4,834		\$334	
State College grade separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket vending machines	R	\$6,857							\$6,857
VSS at Commuter Rail Stations <sup>1</sup>	R	\$4,409		\$56		\$3,594			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
<b>Rail Project Totals</b>		<b>\$1,036,110</b>	<b>\$56,030</b>	<b>\$126,666</b>	<b>\$117,293</b>	<b>\$438,584</b>	<b>\$19,661</b>	<b>\$217,416</b>	<b>\$60,460</b>
<b>State Funding Total</b>		<b>\$182,696</b>							
<b>Federal Funding Total</b>		<b>\$555,877</b>							
<b>Local Funding Total</b>		<b>\$297,537</b>							
<b>Total Funding (000's)</b>		<b>\$1,036,110</b>							

## Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177			\$2,800	\$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		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
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	\$29,219		\$33,250	\$40,754	\$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		



# Capital Funding Program Report

## Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
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 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	
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
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369					\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,479		\$10,903	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390	\$1,100	\$7,181			\$7,109		
<b>Rail Project Totals</b>		<b>\$673,119</b>	<b>\$30,319</b>	<b>\$130,975</b>	<b>\$80,348</b>	<b>\$92,540</b>	<b>\$201,009</b>	<b>\$77,920</b>	<b>\$60,008</b>

<b>State Funding Total</b>	<b>\$161,294</b>
<b>Federal Funding Total</b>	<b>\$172,888</b>
<b>Local Funding Total</b>	<b>\$338,937</b>
<b>Total Funding (000's)</b>	<b>\$673,119</b>

### Acronyms:

- M Code - Project Codes in Measure M1 and M2
- STIP - State Transportation Improvement Program
- RSTP - Regional Surface Transportation Program
- CMAQ - Congestion Mitigation and Air Quality Improvement Program
- M1 - Measure M1
- M2 - Measure M2
- PSR - Project Study Report
- LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
- OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
- ROW - Right-of-Way
- FTA - Federal Transit Administration
- OCTA - Orange County Transportation Authority
- ADA - Americans with Disabilities Act
- TSSSDRA - Transit System Safety, Security and Disaster Response Account

### Project Updates:

1. Reduced Prop 1B TSSSDRA funding by \$84,000 per proposed Board action.
2. Reduced Prop 1B TSSSDRA funding by \$0.101 million per proposed Board action.

## **Capital Programming Update Project Descriptions**

### **Raymond Avenue Grade Separation**

The project was completed May 14, 2018, and includes construction of a vehicular underpass on Raymond Avenue at the Burlington Northern and Santa Fe railroad crossing, between Walnut Avenue and Ash Avenue in the City of Fullerton. The project lowered Raymond Avenue under Valencia Drive. Two bridge structures were constructed, one for the railroad and one for vehicular traffic. The project includes connector roads on the west side of Raymond Avenue to provide access to Valencia Drive and Truslow Avenue.

### **Video Surveillance Systems (VSS)**

The Orange County Transportation Authority (OCTA) has VSS at various facilities in the cities of Anaheim, Garden Grove, Irvine, Laguna Niguel/Mission Viejo, Orange, and Santa Ana. The VSS are currently outdated and have surpassed their useful life. Proposition 1B Transit System Safety, Security, and Disaster Response Account funding was used to replace these systems, but due to funding expiration dates, a total of \$0.373 million will be transferred off the project.

### **Transit Security and Operations Center (TSOC)**

This project includes rebuilding the TSOC due to the seismic conditions of the current facility, which cannot be retrofitted to achieve the continuous operations standards required of essential facilities in California. TSOC houses the OCTA transit police, operations support, and central communications systems, and provides disaster response transportation to move people, goods, emergency personnel, and equipment in the aftermath of a disaster.

### **San Juan Creek Bridge Replacement**

This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will improve the load and storm capacity, increase safety, and reduce maintenance needs. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight train services.

### **Replace Backup Generators and Ventilation Upgrade at OCTA Bases**

This project is for the replacement of the existing emergency power standby generators at the Anaheim and Irvine Ranch Construction Circle (IRCC) bus bases. The existing 300KW generator unit at the Anaheim base is 30-plus years old, beyond its useful life, broken, and in need of replacement. The existing 150KW generator at IRCC base is old and undersized. The work includes installation of new, energy efficient standby back-up power generators and switchgear and related work in compliance with Southern California Air Quality Management District.

## Capital Programming Update Project Descriptions

### Replace Light Poles at the Goldenwest Transportation Center

This project is for the replacement of safety lighting poles and luminaires with new units at the Goldenwest Transportation Center. The existing light poles are deteriorated and exhibit significant rusting and corrosion, which has compromised the integrity of the materials. They are beyond their useful life and need to be replaced. The work includes replacing the light poles and installing new energy efficient light emitting diode luminaires and related work. The work would also include a required phasing of work and traffic control as shown on the plans and in the specifications.

List of Board of Directors Reports with Programming Actions  
November 2018 – May 2019

<b>Date</b>	<b>Report Title</b>	<b>Fund Source(s) Affected</b>
11/26/18	Capital Programming Update	Prop 1B TCIF, TSSSDRA
12/10/18	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2018	M2, Projects O, P, and V
12/10/18	OCTA State and Federal Grant Programs - Update and Recommendations	CMAQ
1/14/19	Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2018-19	FTA 5307, 5310, 5337, and 5339
1/14/19	Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2018-19 Obligation Authority Plan	CMAQ, STBG, HIP
1/14/19	Construction of the Laguna Niguel to San Juan Capistrano Passing Siding Project	Prop 116, Prop 1B IRI, FTA 5309 and CMAQ
2/11/19	Capital Programming Policies Update	All
3/25/19	Low Carbon Transit Operations Program Recommendations for Fiscal Year 2018-19 Funds	LCTOP
5/13/19	Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between State Route 73 and Oso Parkway	Prop 1B TCIF, HIP

**Acronyms:**

CMAQ – Congestion Mitigation and Air Quality Improvement Program

FTA – Federal Transit Administration

HIP – Highway Improvement Program

LCTOP – Low Carbon Transit Operations Program

M2 – Measure M2

Prop 1B – Proposition 1B

Prop 116 – Proposition 116

Prop 1B IRI – Proposition 1B Intercity Rail Improvement

STBG – Surface Transportation Block Grant

TCIF – Trade Corridor Improvement Fund

TSSSDRA – Transit System Safety, Security &amp; Disaster Response Account

**City of Fullerton  
Cooperative Agreement No. C-9-0576 Fact Sheet for  
Raymond Avenue and State College Boulevard Railroad Grade Separation  
Projects**

1. October 26, 2009, Cooperative Agreement No. C-9-0576, \$125,822,000, approved by the Board of Directors (Board).
  - To provide environmental, engineering, right-of-way (ROW) capital and support, construction management, and construction for the Raymond Avenue and State College Boulevard railroad grade separation projects (Projects).
2. July 26, 2010, Amendment No. 1 to Cooperative Agreement No. C-9-0576, \$25,014,000, approved by the Board.
  - To change the overall funding commitment for the Projects, to replace Measure M2 funds with federal funds for the Raymond Avenue railroad grade separation project and to revise the project schedule for the Projects.
3. August 13, 2012, Amendment No. 2 to Cooperative Agreement No. C-9-0576, \$1,964,000, approved by the Board.
  - To change the overall funding commitment for the Projects, consistent with the budget approved by the Board on April 9, 2012, and to designate the Orange County Transportation Authority to serve as the project lead for property acquisition at Raymond Avenue and State College Boulevard.
  - Project costs for Raymond Avenue increased by \$968,000, from \$77,188,000 to \$78,156,000, and project costs for State College Boulevard increased by \$996,000, from \$73,648,000 to \$74,644,000.
4. October 11, 2013, Amendment No. 3 to Cooperative Agreement No. C-9-0576, \$25,592,000, approved by the Board.
  - To change the overall funding commitment for the Projects.
  - To include reimbursement items from third-party contributions.
  - Project cost for Raymond Avenue increased by \$19,982,000, from \$78,156,000 to \$98,138,000 and project cost for State College Boulevard increased by \$5,610,000, from \$74,644,000 to \$80,254,000.
5. January 13, 2014, Amendment No. 4 to Cooperative Agreement No. C-9-0576, \$19,802,000, approved by the Board.
  - To change the overall funding commitment for the Projects.
  - Project cost for Raymond Avenue increased by \$14,052,000, from \$98,138,000 to \$112,190,000, and project cost for State College Boulevard increased by \$5,750,000, from \$80,254,000 to \$86,004,000.

**City of Fullerton**  
**Cooperative Agreement No. C-9-0576 Fact Sheet for**  
**Raymond Avenue and State College Boulevard Railroad Grade Separation**  
**Projects**

6. July 26, 2016, Amendment No. 5 to Cooperative Agreement No. C-9-0576, \$0, approved by the Contracts Administration Materials and Management Department.
  - To extend the term of the cooperative agreement by an additional 24 months, from August 1, 2016 to August 1, 2018, to allow for continued work on the Projects until completion.
7. November 14, 2016, Amendment No. 6 to Cooperative Agreement No. C-9-0576, \$23,608,000, approved by the Board.
  - To change the overall funding commitment for the Projects.
  - To include additional funding from utility reimbursement.
  - Project cost for Raymond Avenue increased by \$12,643,000, from \$112,190,000 to \$124,833,000, and project cost for State College Boulevard increased by \$10,965,000, from \$86,004,000 to \$96,969,000.
8. February 11, 2019, Amendment No. 7 to Cooperative Agreement No. C-9-0576, \$2,662,000, approved by the Board.
  - To change the overall funding commitment for the Projects.
  - Project cost for State College Boulevard increased by \$2,662,000, from \$96,969,000 to \$99,631,000.
  - To advance the City of Fullerton \$12,700,000 to pay ROW costs and include all necessary repayment terms.
9. June 10, 2019, Amendment No. 8 to Cooperative Agreement No. C-9-0576, \$1,484,000, pending Board approval.
  - To change the overall funding commitment for the Projects.
  - To replace \$3,100,000 in existing funds.
  - Project cost for Raymond Avenue increased by \$1,484,000, from \$124,833,000 to \$126,317,000.

Total committed to the City of Fullerton after approval of Amendment No. 8 to Cooperative Agreement No. C-9-0576: \$225,948,000.



**June 3, 2019**

**To:** Regional Planning and Highways Committee

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

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

**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review – March 2019

### **Overview**

The Orange County Transportation Authority recently completed the March 2019 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for Board of Directors' review and approval.

### **Recommendations**

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to execute Cooperative Agreement No. C-9-1380 between the Orange County Transportation Authority and the City of Brea to administer Measure M2 grant funds, in an amount not to exceed \$13,114,578, for the construction and landscaping components of the State Route 57 Lambert Road Interchange Project to establish appropriate roles and responsibilities.

### **Background**

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



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

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

### ***Discussion***

The March 2019 semi-annual review proposed adjustments include two delays, 14 timely use of funds extensions for CTFP projects, 14 timely use of funds extensions for the Local Fair Share Program, six scope changes, one project transfer, and five cancellations. Adjustments are itemized in Attachment A and described in Attachment B.

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

- Delays (federal funding coordination, utility coordination, and right-of-way coordination),
- Extensions (design issues, project closeout delays, staffing changes, delays in obtaining plan approvals and/or permits, right-of-way issues, and contract amendment timing issues),
- Scope changes (utility coordination, enhanced project benefits, conduit capacity constraints, stakeholder coordination issues, and equipment installed as part of another capital improvement project),
- Transfers (project savings), and
- Cancellations (right-of-way issues, low ridership, design issues, unable to acquire required permits or certifications, and utility coordination issues).

The reasons identified above are consistent with expectations for a March semi-annual review cycle, which is typically influenced by encumbrance timing constraints and fund expenditure deadlines. The September semi-annual review cycle generally sees more project phasing and scope adjustments.

Also provided for reference is an M2 CTFP summary table. Since M2 inception, OCTA has awarded a total of \$490 million in competitive funds, including \$36.5 million through state and federal funds. Changes to this original allocation amount reflect the reduction in programming of approximately \$4.5 million, resulting in a total revised allocation of \$485.5 million, as of March 31, 2019.

M2 CTFP Summary Table				
Project Status	September 2018 Semi-Annual Review		March 2019 Semi-Annual Review	
	Project Phases	Allocation	Project Phases	Allocations <sup>1</sup> (after adjustments)
Planned <sup>2</sup>	95	\$ 84.5	69	64.2
Started <sup>3</sup>	138	\$ 209.7	128	183.4
Pending <sup>4</sup>	71	\$ 28.5	73	60.4
Completed <sup>5</sup>	308	\$ 142.4	337	154.8
Cancelled <sup>6</sup>	33	\$ 20.4	39	22.7
<b>Total</b>	<b>645</b>	<b>\$ 485.5</b>	<b>645</b>	<b>485.5</b>

1. Allocations in millions, pending Board of Directors (Board) approval of the March 2019 semi-annual review.
2. Planned - indicates that funds have not been obligated and/or are pending contract award.
3. Started - indicates that the project is underway and funds are obligated.
4. Pending - indicates that the project work is completed and the final report submittal/approval is pending.
5. Completed - indicates that the project work is complete, final report approved, and final payment has been made.
6. Cancelled - indicates that the project work will not be completed (project savings will be returned to the program).

Local agencies have made significant progress since the last review to deliver and closeout CTFP projects. For example, 26 project phases are now underway. Additionally, 29 project phases were completed between September 2018 and March 2019, and \$2.3 million in cancelled projects were reconciled and closed out. Additional progress not reflected in the table includes over \$1 million in program savings due to completed projects. This brings the cumulative program savings to an estimated \$34 million, including savings from both completed and cancelled projects.

#### Other Actions

Staff is also requesting authorization for OCTA’s Chief Executive Officer, or his designee, to negotiate and execute a separate cooperative agreement between OCTA and the City of Brea (Brea) to administer M2 grant funds for the State Route 57 Lambert Road Improvement Project (Project). Brea’s original M2 CTFP application was focused upon implementing Phase I improvements of the larger project. Subsequent to the awarding of M2 funds, the California Transportation Commission (CTC) approved programming of \$65.7 million from the Transportation Corridor Enhancement Program/SB 1 (Chapter 5, Statutes of 2017) and other Federal grant programs to fund the entire Project. As such, significant components of the Project will be led by the California Department of Transportation. The intent of the proposed cooperative agreement between OCTA and Brea is to specify those components of the Project for which Brea will be responsible, implement Brea’s proposed changes to the M2 grant funds (to accommodate the CTC award) and to simplify the

review and reimbursement processes while maintaining transparency and the overall requirements of M2.

Based upon review of the March 2019 semi-annual review proposed project adjustments and trends, staff has determined that these changes are consistent with prior semi-annual review requests and appropriate from a CTFP administration perspective. These changes have also been reviewed and approved by the Technical Advisory Committee. Therefore, Board approval of the semi-annual review adjustments is recommended. Upon Board approval of these adjustments, staff will monitor the implementation of these proposed changes through future semi-annual reviews, which are conducted and reported to the Board biannually.

***Summary***

OCTA has recently reviewed the status of 351 active project phases funded through the M2 CTFP. Staff recommends the approval of semi-annual review project adjustments requested by local agencies for this semi-annual review cycle.

***Attachments***

- A. Comprehensive Transportation Funding Programs, March 2019 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, March 2019 Semi-Annual Review Adjustment Request Descriptions
- C. Term Sheet Cooperative Agreement Between the Orange County Transportation Authority and the City of Brea for the State Route 57 and Lambert Road Interchange Project

**Prepared by:**



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**Approved by:**



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

**Comprehensive Transportation Funding Programs**  
 March 2019 Semi-Annual Review Adjustment Requests

Delay Request(s)								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay (Months)	Proposed FY
Mission Viejo	18-MVJO-ACE-3904 <sup>1</sup>	O	La Paz Bridge and Road Widening from Muirlands to Chrisanta	CON	18/19	\$ 3,300,843	12	19/20
Santa Ana	18-SNTA-ACE-3908 <sup>2, 3</sup>	O	Warner Avenue Improvements from Main Street to Oak Street	CON	18/19	\$ 4,629,750	24	20/21
<b>Delays - Total Phase Allocations (2)</b>						<b>\$ 7,930,593</b>		

**Reasons for Project Adjustments**

1. Federal funding coordination
2. Utility coordination
3. Right-of-Way coordination

**Comprehensive Transportation Funding Programs**  
 March 2019 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (Months)	Proposed Expenditure Deadline
Anaheim	16-ANAH-ACE-3801 <sup>1</sup>	O	Lincoln Avenue (Harbor Boulevard to West Street)	ROW	16/17	\$ 10,174,241	24	10/25/2021
Brea	14-BREA-TSP-3702 <sup>2</sup>	P	Birch Street/Rose Drive Corridor Traffic Signal Synchronization	O&M	16/17	\$ 47,120	24	6/21/2021
Costa Mesa	15-CMSA-ACE-3766 <sup>3</sup>	O	West 17th Street Widening	ENG	15/16	\$ 262,500	12	6/7/2020
Irvine	16-IRVN-TSP-3791 <sup>3</sup>	P	Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization	IMP	16/17	\$ 1,714,560	24	4/24/2022
Irvine	16-IRVN-TSP-3791 <sup>3</sup>	P	Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization	O&M	17/18	\$ 109,440	24	6/21/2023
Irvine	16-IRVN-TSP-3792 <sup>3</sup>	P	Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization	IMP	16/17	\$ 1,353,580	24	4/10/2022
Irvine	16-IRVN-TSP-3792 <sup>3</sup>	P	Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization	O&M	17/18	\$ 86,400	24	6/21/2023
La Habra	15-LHAB-TSP-3773 <sup>4</sup>	P	Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization	IMP	15/16	\$ 2,547,918	24	5/2/2021
La Habra	15-LHAB-TSP-3773 <sup>4</sup>	P	Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization	O&M	16/17	\$ 212,083	24	5/2/2021
Laguna Niguel	15-LNIG-ACE-3775 <sup>4,5</sup>	O	Crown Valley Parkway Westbound Widening from Interstate 5 to Oso Creek	ENG	15/16	\$ 922,000	24	4/19/2021
OCTA	15-OCTA-TSP-3774 <sup>6</sup>	P	Alicia Parkway Traffic Signal Synchronization	IMP	15/16	\$ 1,754,400	24	6/15/2021
OCTA	15-OCTA-TSP-3778 <sup>6</sup>	P	Coast Highway Traffic Signal Synchronization	IMP	16/17	\$ 1,713,770	24	6/25/2021
OCTA	15-OCTA-TSP-3786 <sup>6</sup>	P	Westminster Avenue/17th Street Corridor Traffic Signal Synchronization	IMP	15/16	\$ 2,704,902	24	6/27/2021
Santa Ana	15-SNTA-ACE-3785 <sup>1</sup>	O	Fairview Street Widening	ENG	15/16	\$ 185,100	24	5/15/2021
<b>Comprehensive Transportation Funding Programs Timely Use of Funds Extensions (14) - Total Phase Allocations</b>						<b>\$ 23,788,014</b>		

**Reasons for Project Adjustments**

1. Design issue
2. Project closeout delays
3. Staffing changes
4. Delays in obtaining necessary plan approvals and/or permits
5. ROW issues
6. Contract amendment timing issues

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

**Comprehensive Transportation Funding Programs**  
**March 2019 Semi-Annual Review Adjustment Requests**

<b>Timely-Use of Funds Extension Requests - LFS*</b>						
<b>Agency</b>	<b>FY</b>	<b>Disbursement Date</b>	<b>Disbursement</b>	<b>Proposed Extension Amount</b>	<b>Proposed Interest Extension Amount</b>	<b>Extension Deadline</b>
Costa Mesa	15/16	5/17/2016	\$ 325,208	\$ 325,208	\$ -	5/17/2021
		6/30/2016	\$ 422,051	\$ 422,051	\$ -	6/30/2021
	16/17	9/13/2016	\$ 408,371	\$ 408,371	\$ -	9/13/2021
Santa Ana	15/16	3/16/2016	\$ 368,068	\$ 368,068	\$ -	3/16/2021
		5/18/2016	\$ 626,030	\$ 626,030	\$ -	5/18/2021
	16/17	7/13/2016	\$ 812,453	\$ 812,453	\$ -	7/13/2021
Seal Beach	15/16	3/15/2016	\$ 67,279	\$ 67,279	\$ -	3/15/2020
		5/17/2016	\$ 55,317	\$ 55,317	\$ -	5/17/2020
		6/30/2016	\$ 71,789	\$ 71,789	\$ -	6/30/2020
	16/17	9/13/2016	\$ 64,316	\$ 64,316	\$ -	9/13/2020
Yorba Linda	15/16	3/15/2016	\$ 164,702	\$ 164,702	\$ -	3/15/2021
		5/17/2016	\$ 135,419	\$ 135,419	\$ -	5/17/2021
		6/30/2016	\$ 175,745	\$ 175,745	\$ -	6/30/2021
	16/17	9/13/2016	\$ 157,959	\$ 157,959	\$ -	9/13/2021
<b>LFS Timely Use of Funds Extensions (14) - Total</b>				<b>\$ 3,854,707</b>		

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

**Comprehensive Transportation Funding Programs**  
**March 2019 Semi-Annual Review Adjustment Requests**

<b>Scope Change Requests</b>							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Brea	16-BREA-FAST-3802 <sup>1</sup>	O	State Route 57 and Lambert Road Interchange Improvements Project	ROW	17/18	\$ 5,929,200	\$ 5,212,800
Brea	18-BREA-FAST-3895 <sup>2</sup>	O	State Route 57 and Lambert Road Interchange Improvements Project Phase	CON	18/19	\$ 12,398,178	\$ 13,114,578
Irvine	16-IRVN-TSP-3791 <sup>3</sup>	P	Irvine Center Drive/Edinger Avenue Signal Synchronization Project	IMP	16/17	\$ 1,714,560	\$ 1,714,560
Irvine	16-IRVN-TSP-3792 <sup>3</sup>	P	Von Karman Avenue/Tustin Ranch Road Signal Synchronization Project	IMP	16/17	\$ 1,353,580	\$ 1,353,580
OCTA	15-OCTA-TSP-3778 <sup>4</sup>	P	Coast Highway Traffic Signal Synchronization Project	O&M	16/17	\$ 1,713,770	\$ 1,713,770
OCTA	18-OCTA-TSP-3894 <sup>5</sup>	P	Katella Avenue/Villa Park Road/Santiago Canyon Road RTSSP	O&M	18/19	\$ 1,476,291	\$ 1,476,291
<b>Scope Changes (6) - Total Phase Allocations</b>						<b>\$ 24,585,579</b>	<b>\$ 24,585,579</b>

**Reasons for Project Adjustments**

1. Utility coordination
2. Enhanced project benefits
3. Conduit capacity constraints
4. Stakeholder coordination issues
5. Equipment installed as part of another capital improvement project

**Comprehensive Transportation Funding Programs**  
**March 2019 Semi-Annual Review Adjustment Requests**

<b>Transfer Requests</b>								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
Orange	15-ORNG-ICE-3780 <sup>1</sup>	O	Tustin Street and Chapman Avenue Intersection Widening	ENG	15/16	\$ 105,000	\$ (48,098.77)	\$ 56,901.23
				ROW	16/17	\$ 138,750	\$ 48,098.77	\$ 186,848.77
<b>Transfer Requests (1) - Total Project Allocations</b>						<b>\$ 243,750</b>	<b>\$ -</b>	<b>\$ 243,750</b>

**Reasons for Project Adjustment**

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



**Comprehensive Transportation Funding Programs**  
**March 2019 Semi-Annual Review Adjustment Requests**

<b>Cancellation Requests</b>							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Costa Mesa	16-CMSA-ACE-3804 <sup>1</sup>	O	Wilson Street Widening from College Avenue to Fairview Road	ENG	18/19	\$ 281,250	\$ 0
Lake Forest	16-LFOR-CBT-3830 <sup>2</sup>	V	Shuttle Service between train Station and Oakley	O&M	18/19M	\$ 303,240	\$ 0
Newport Beach	14-NBCH-ECP-3735 <sup>3,4</sup>	X	Corona del Mar Water Quality Improvement and Litter Removal	CON	14/15	\$ 250,000	TBD *
Santa Ana	15-SNTA-ACE-3787 <sup>4,5</sup>	O	Bristol Street Widening - Civic Center Drive to Washington Avenue	CON	18/19	\$ 2,485,597	\$ 0
Santa Ana	15-SNTA-ACE-3788 <sup>4,5</sup>	O	Bristol Street Widening - Warner Avenue to Street Andrew Place	CON	18/19	\$ 5,629,845	\$ 0
<b>Cancellations (5) - Total Phase Allocations</b>						<b>\$ 8,949,932</b>	<b>TBD</b>

**Reasons for Project Adjustments**

\* In process of evaluating final report to determine eligible expenditures

1. Right-of-Way Issue
2. Low ridership
3. Design plans no longer feasible nor effective
4. Unable to acquire required permits or certifications
5. Utility coordination issues

**Comprehensive Transportation Funding Programs  
March 2019 Semi-Annual Review Adjustment Request Descriptions**

Delays

Local agencies may request a one-time delay of up to 24-months to obligate funds. During the March 2019 semi-annual review cycle, the following delay requests were submitted.

The City of Mission Viejo (Mission Viejo) is requesting a 12-month delay for the construction (CON) phase of the La Paz Bridge and Road widening from Muirlands to Chrisanta project (18-MVJO-ACE-3904). This project includes federal grant funding, and Mission Viejo is requesting a delay due to unforeseen delays in the federal authorization process. The additional time will bring the timing for the Measure M2 (M2) grant funding in line with the federal grant funding.

The City of Santa Ana (Santa Ana) is requesting a 24-month delay for the CON phase of the Warner Avenue Improvements from Main Street to Oak Street project (18-SNTA-ACE-3908). Santa Ana is requesting a delay due to ongoing right-of-way (ROW) negotiations. The additional time will allow Santa Ana to complete negotiations and begin construction once utilities relocations have been completed.

Comprehensive Transportation Funding Programs (CTFP) Timely use of Funds Extensions

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

The City of Anaheim (Anaheim) is requesting a 24-month timely use of funds extension for the ROW phase of the Lincoln Avenue Widening Improvements from Harbor Boulevard to West Street project (16-ANAH-ACE-3801), from October 2019 to October 2021. Recently, Anaheim received a 24-month time extension approval for the engineering (ENG) phase of this project, and additional time is required to coordinate final design plans before completing ROW.

The City of Brea (Brea) is requesting a 24-month timely use of funds extension for the operations and maintenance (O&M) phase of the Birch Street/Rose Drive Corridor Traffic Signal Synchronization Project (14-BREA-TSP-3702), from June 2019 to June 2021. The additional time will enable Brea to complete outstanding O&M tasks and closeout the project.

The City of Costa Mesa is requesting a 12-month timely use of funds extension for the ENG phase of the West 17<sup>th</sup> Street Widening Project (15-CMSA-ACE-3766), from June 2019 to June 2020. Additional time is required due to staffing changes, which delayed the design review process.

**Comprehensive Transportation Funding Programs  
March 2019 Semi-Annual Review Adjustment Request Descriptions**

The City of Irvine (Irvine) is requesting a 24-month timely use of funds extension for both the primary implementation (IMP) and ongoing maintenance and monitoring phases of the Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization Project (16-IRVN-TSP-3791), from April 2020 to April 2022, and June 2021 to June 2023, respectively. The request is due to staffing changes that contributed to the protracted length of time for construction.

Irvine is requesting a 24-month timely use of funds extension for both the IMP and O&M phases of the Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization project (16-IRVN-TSP-3792) from April 2020 to April 2022. and June 2021 to June 2023, respectively. The request is due to staffing changes that contributed to the protracted length of time for construction.

The City of La Habra is requesting a 24-month timely use of funds extension for both the IMP and O&M phases of the Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization Project (15-LHAB-TSP-3773) from May 2019 to May 2021. The extension is being requested to allow sufficient time to comply with state requirements.

The City of Laguna Niguel is requesting a 24-month timely use of funds extension for the ENG phase of the Crown Valley Parkway Westbound Widening from Interstate 5 to Oso Creek Project (15-LNIG-ACE-3775), from April 2019 to April 2021. The request is due to delays in obtaining necessary approvals from the County of Orange, and delays in establishing and acquiring the ROW needed to construct the project.

The Orange County Transportation Authority (OCTA), as administrative lead, is requesting three 24-month timely use of funds extensions from June 2019 to June 2021, for the IMP phase for the following projects. The request is due to delays in issuing contract amendments.

- Alicia Parkway Traffic Signal Synchronization Project (15-OCTA-TSP-3774).
- Coast Highway Traffic Signal Synchronization Project (15-OCTA-TSP-3778).
- Westminster Avenue/17th Street Traffic Signal Synchronization Project (15-OCTA-TSP-3786).

The City of Santa Ana is requesting a 24-month timely use of funds extension for the ENG phase of the Fairview Street Widening Project (15-SNTA-ACE-3785), from May 2019 to May 2021. The extension request will provide additional time to complete the environmental process and design phase.

Local Fair Share Timely use of Funds Extensions

The City of Costa Mesa is requesting a 24-month timely use of funds extension of \$1,155,630. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

**Comprehensive Transportation Funding Programs  
March 2019 Semi-Annual Review Adjustment Request Descriptions**

Santa Ana is requesting a 24-month timely use of funds extension of \$1,806,551. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

The City of Seal Beach is requesting a 12-month timely use of funds extension of \$258,701. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

The City of Yorba Linda is requesting a 24-month timely use of funds extension of \$633,825. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

Scope Changes

Agencies may request minor scope changes for CTFP projects if they can assure that project benefits, as committed to in the initial application can still be delivered. 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 State Route 57 (SR-57) and Lambert Road Interchange Improvements Project. For the ROW phase (16-BREA-FAST-3802), Brea requests that the utility relocation tasks are removed and re-scoped into the CON phase (18-BREA-FAST-3895), along with the corresponding associated costs as outlined in the application. Under the CTFP Guidelines, this is an eligible activity that can be funded under either the ROW or CON phase. The scope change will enable Brea to complete the utility relocations concurrent with the construction staging efforts.

The CON phase (18-BREA-FAST-3895) was originally approved for Phase I of a planned multi-phase project. Since then, Brea has successfully secured non-M2 funding to enable construction of the complete interchange project. Therefore, Brea is requesting the project description and boundary from the original Phase I be modified to encompass improvements to the entire project.

The Phase I application did not evaluate all aspects of the complete project. The cooperative funding agreement between Brea and the California Department of Transportation (Caltrans) specifies which activities will utilize state, local, and M2 funds. Most of the identified local and M2-funded activities are eligible under the CTFP, subject to certain limitations. It is Brea's desire to utilize the identified local and M2-funded activities for CTFP funding and the state funded activities as the qualifying match commitment.

Additionally, the CON phase includes costs associated with the landscaping of the project, which will be completed subsequent to the CON phase. The CON phase is expected to end in fiscal year (FY) 2022-23 with landscaping completed in FY 2023-24. Therefore, based on timing, Brea is requesting that these costs be separated out into FY 2022-23.

**Comprehensive Transportation Funding Programs  
March 2019 Semi-Annual Review Adjustment Request Descriptions**

Lastly, considering the complexity of this project, the overmatch that is being provided, and the overall benefit to both the Lambert Road interchange and SR-57, Brea is requesting that M2 funding be administered by OCTA through a separate cooperative agreement that will simplify the review and reimbursement process while maintaining transparency and the requirements of M2.

The City of Irvine (Irvine) is requesting scope changes for IMP phases of the following two projects. These scope changes will enable Irvine to install video detection as proposed in the application.

- Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization Project (16-IRVN-TSP-3791). The scope change involves installing new traffic signal conduits at several project locations along Irvine Center Drive. Additionally, Irvine is requesting to replace existing traffic signal single conductors with new traffic signal cables for Irvine Center Drive at Orange Tree due to conduit capacity constraints.
- Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization Project (16-IRVN-TSP-3792). The scope change involves installing new traffic signal conduit at Von Karman Avenue/Morse Avenue due to conduit capacity constraints.

OCTA, as administrative lead, is requesting scope changes for IMP phases the following two projects.

- Coast Highway Traffic Signal Synchronization Project (15-OCTA-TSP-3778). The scope change involves removing the dynamic message sign line item from the project due to coordination issues with Caltrans. The savings from this item is to be repurposed to complete a communications gap closure. This addition will allow communications to the City's of Newport's Traffic Management Center at City Hall, and between the Coast Highway and Newport Boulevard sub-network on the Balboa Peninsula.
- Katella Avenue/Villa Park Road/Santiago Canyon Road Traffic Signal Synchronization Project (18-OCTA-TSP-3894). The scope change is comprised of removing equipment such as controllers, cabinets, and fiber-optic enclosures at locations which have already been updated by other city-led projects. The request is to utilize those savings for communications equipment, an extended cabinet foundation, cameras, and video detection which will further enhance the safety and efficiency of the corridor.

## **Comprehensive Transportation Funding Programs March 2019 Semi-Annual Review Adjustment Request Descriptions**

### Transfers

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

The City of Orange is requesting a transfer for the Tustin Street and Chapman Avenue Intersection Widening Project (15-ORNG-ICE-3780). The request is to transfer project savings in the amount of \$48,098.77 from the ENG phase to the ROW phase.

### Cancellations

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

The City of Costa Mesa is requesting to cancel the ENG phase for the Wilson Street Widening from College Avenue to Fairview Road project (16-CMSA-ACE-3804) due to anticipated ROW issues.

The City of Lake Forest is requesting to cancel the O&M phase due to projected ridership below the minimum performance standard for the Shuttle Service between Train Station and Oakley Project (16-LFOR-CBT-3830).

The City of Newport Beach is requesting to cancel the CON phase for the Corona del Mar Water Quality Improvement and Litter Removal Project (14-NBCH-ECP-3735). The original conceptual design is no longer effective nor feasible. Additionally, obtaining the required Coastal Development Permit has been unsuccessful.

Santa Ana is requesting to cancel the CON phase of the following two projects due to issues coordinating utility underground activities. Utility undergrounding plans will not be ready until the first quarter of 2020. Additionally, a complete ROW certification with Caltrans is required prior to awarding the construction contract as the ROW phase of this project is utilizing federal funds. The utility relocation is part of that ROW certification. Without necessary relocation plans, Caltrans will not approve the certification in the timespan required by the CTFP Guidelines.

- Bristol Street Widening from Civic Center Drive to Washington Avenue Project (15-SNTA-ACE-3787).
- Bristol Street Widening from Warner Avenue to Saint Andrew Place Project (15-SNTA-ACE-3788).

**TERM SHEET COOPERATIVE AGREEMENT BETWEEN THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY AND THE CITY OF BREA  
FOR THE STATE ROUTE 57 AND LAMBERT ROAD INTERCHANGE PROJECT**

Funding and Uses:

1. The Orange County Transportation Authority (OCTA) will provide the City of Brea (City) with Measure M2 (M2) funds in an amount not to exceed \$13,114,578 to be used for utility relocation, construction, and landscaping components of the State Route 57 (SR-57) and Lambert Road Interchange Project.
2. While the City originally applied for one segment of the SR-57 and Lambert Road Interchange Project, the California Department of Transportation (Caltrans) is providing additional funding to deliver the entire project. This cooperative agreement will allow the use of M2 funds for any cost elements consistent with the expanded scope of work.
3. It is acknowledged that the project provides a compounded benefit to both the Master Plan of Arterial Highways Lambert Road facility as well as to SR-57. However, the state is providing majority of the project funding.
4. OCTA will advance funds consistent with how an initial payment is made through the Comprehensive Transportation Funding Program.

Roles:

5. The City shall provide certain project components directly, such as utility relocation, city construction support, environmental mitigation, landscape design, and landscaping.
6. The City has entered into a cooperative agreement for Caltrans to be the implementing agency for construction and the City is responsible to ensure that the entire scope of the project is delivered consistent with the scope of work provided through the grant award.

Accountability:

7. The City must provide reports on the progress of the project every six months, consistent with the timing of the semi-annual review.
8. In order to receive a final payment, the City must provide documentation based on Caltrans payments to the construction contractor that state or city funds have been used toward the required CTFP match commitment of 42 percent.
9. The City must provide final payment documentation and a final report within 180 days of the project phase completion date and submit any other documentation required to verify the appropriate use of M2 funds.



**June 3, 2019**

**To:** Regional Planning and Highways Committee

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

**Subject:** Comprehensive Transportation Funding Programs – 2019 Call for Projects Programming Recommendations

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

**Overview**

The Orange County Transportation Authority issued the 2019 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2018. This call for projects made available Measure M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for Board of Directors' review and approval.

**Recommendations**

- A. Approve the award of \$.835 million in 2019 Regional Capacity Program funds to one local agency project.
- B. Approve the award of \$7.695 million in 2019 Regional Traffic Signal Synchronization Program funds to five local agency projects.

**Background**

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) competitive funding program through which the Orange County Transportation Authority (OCTA) supports streets and roads capital improvement projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 competitive program, which provides funding for signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs (CTFP). The CTFP allocates funds through an annual competitive call for projects (call) based on a common set of guidelines and scoring criteria that are developed in collaboration with the OCTA Technical Advisory Committee (TAC) and are ultimately approved by the OCTA Board of Directors (Board). The guidelines for the 2019 call were approved, and the call was authorized by the Board on August 13, 2018.



***Discussion***

RCP

As of the call due date (October 18, 2018), OCTA received seven applications requesting a total of \$8.252 million in RCP funding. All applications were reviewed for eligibility, consistency, adherence to the guidelines, and overall M2 Program objectives. Applications were evaluated and ranked as per the scoring criteria identified in the approved program guidelines. During the review process, staff worked with local agencies to address technical issues, such as application scoring corrections, scope clarifications, and refinement of final project funding requests.

Based upon these reviews, Attachment A includes programming recommendations per the 2019 CTFP Guidelines. Staff is recommending that OCTA award \$.835 million in RCP funds to the City of Garden Grove for the Euclid Street/Westminster Avenue intersection project. Attachment B provides a narrative and rationale for projects that applied for RCP funds, but were not recommended for funding.

It should also be noted that during this call cycle, the volume of RCP applications submitted for consideration was significantly lower than what has traditionally been submitted. Based upon staff research, it appears that the following trends may have contributed to this result:

- SB 1 (Chapter 5, Statutes of 2017) diverted local agencies' attention and local match resources away from the RCP in order to secure new state resources;
- Many M2 RCP-funded projects are either in planning, engineering, and/or right-of-way acquisition phases, which suggests that local agencies are actively involved in current project development efforts rather than focusing on developing new projects.

Staff has completed a review of unfunded project phases identified by local agencies in OCTA's M2 project database. Based upon this analysis, there is approximately \$191 million in unfunded project phases identified in the near term (through fiscal year {FY} 2022-23), which, if applied for, can potentially be considered for funding in future calls. This finding, coupled with the observations listed above, suggests that the low call volume experienced within the RCP is likely an anomaly rather than a structural shift in project delivery efforts occurring in Orange County. In fact, since inception of M2, OCTA has allocated approximately \$271 million in M2 RCP funds, which have funded approximately 146 projects. Nevertheless, staff will continue to monitor these and other economic and project development trends over the next year and assess whether future guideline modifications may be required.

RTSSP

With respect to the RTSSP, OCTA received six applications requesting \$8.761 million in funding. All of these applications were also reviewed for eligibility, consistency, and adherence to guidelines and overall program objectives. Staff worked with local agencies to address technical issues primarily related to construction unit cost refinements, as well as project scope clarifications.

Staff’s recommendation is to program \$7.695 million to fund the five projects that fall within available Project P funding. Two of the recommended RTSSP projects will be implemented in FY 2019-20, with the remaining three projects starting in FY 2020-21. The details of projects recommended for funding for the RTSSP are shown in Attachment C. Attachment B also includes a narrative and rationale for why one RTSSP application was not recommended for funding.

The table below provides an overall summary of the funding recommendations:

2019 CTFP Call Summary (\$ in millions)			
	RCP	RTSSP	Total
Number of Applications Recommended for Approval	1	5	6
Amount Recommended for Approval (escalated)	\$.835	\$7.695	\$8.530

Recommendations presented in this staff report are consistent with the 2019 guidelines approved by the Board. As such, staff recommends programming \$8.530 million for six projects under the RCP and RTSSP.

In March, these programming recommendations were presented to OCTA’s Technical Steering Committee and TAC. After some discussion related to unfunded projects, both committees approved the recommendations<sup>1</sup>.

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<sup>1</sup> It should be noted that at the TAC, the City of Laguna Beach voted not to support these programming recommendations citing its opposition to OCTA’s finding that its application was incomplete due to it having not complied with project readiness requirements specified in the CTFP Guidelines (with respect to securing appropriate environmental approvals) at the time of the application’s submittal.

Next Steps

If the Board approves these programming recommendations, they will be deemed final, and staff will initiate execution of master funding agreements between OCTA and appropriate local agencies. Once these agreements are executed, awarded local agencies will be authorized to seek M2 reimbursement for their respective eligible project costs. As these projects advance, staff will monitor their status and project delivery through the semi-annual review process, which is reported to the Board on a biannual basis. Staff will also initiate efforts to start developing the 2020 call, which is anticipated to be released in fall 2019 and finalized (with programming award recommendations) in late spring 2020.

**Summary**

Proposed programming recommendations for the 2019 RCP and RTSSP call have been developed. Funding for six projects totaling \$8.530 million in M2 funds is proposed. Board approval of these recommendations is requested.

**Attachments**

- A. 2019 Measure M2 Regional Capacity Program Call for Projects, Programming Recommendations
- B. 2019 Regional Capacity Program and Regional Traffic Signal Synchronization Program Call Applications Not Recommended for Funding
- C. 2019 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects, Programming Recommendation

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**2019 Measure M2 Regional Capacity Program Call for Projects  
Programming Recommendations**

Agency	Project	Fund	Phase	Score	Award
Garden Grove	Euclid Street/Westminster Avenue	ICE	C	56	\$ 834,721
<b>Total</b>					<b>\$ 834,721</b>

**UNFUNDED (City Ineligible For Measure M2 Net Revenues)**

Santa Ana	Fairview (17th Street to Trask Avenue)	ACE	E		
Santa Ana	Bristol Street at Memory Lane Intersection	ICE	C		

**UNFUNDED (Application Incomplete - Environmental Approval Required)**

Irvine	University Drive (Ridgeline to I-405)	ACE	C		
Laguna Beach	Coast Highway at Broadway	ICE	C		

**UNFUNDED (Application Incomplete - ROW Justification Not Available)**

Newport Beach	PCH/Old Newport Boulevard	ACE	R		
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**UNFUNDED (Ineligible - Does Not Meet Project O Definition)**

Newport Beach	West Coast Highway/Superior (Balboa) Phase 2	ICE	E		
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\* Award recommendation based upon revised budget submitted by applicant as a result of qualitative reviews and cooperative adjustments.

Acronyms:

- E - Engineering
- R - Right-of-Way
- C - Construction
- ACE - Arterial Capacity Enhancements
- ICE - Intersection Capacity Enhancements
- PCH - Pacific Coast Highway
- I-405 - Interstate 405

**2019 Regional Capacity Program and Regional Traffic Signal Synchronization  
Program Call Applications Not Recommended for Funding**

Regional Capacity Program:

Project applications submitted by the cities of Irvine and Laguna Beach were reviewed, but are not recommended for funding. These projects do not meet the environmental approval threshold, specified in the CTFP Guidelines, which state that “OCTA will not consider any projects for funding for right-of-way or construction without final adopted project level environmental clearance documentation at the time of the application.” This requirement is intended to ensure timely implementation of projects.

Each of these applications may be resubmitted and considered in the next funding round should they obtain appropriate environmental and city project approvals prior to submittal of their next grant funding requests. The next RCP funding cycle is anticipated to be released in fall 2019.

Two projects in the City of Newport Beach (Newport Beach) were also not recommended for funding. Pacific Coast Highway/Old Newport Boulevard is not recommended for funding due to a lack of clear documentation justifying the project’s specific right-of-way (ROW) requirements and proposed mitigation measures. In addition, a significant element of the project includes acquisition of state-owned ROW that has not been determined as available. Newport Beach’s second project, West Coast Highway/Superior (Balboa) was also not recommended for funding due to the project’s primary improvements being focused upon a grade-separated bicycle and pedestrian bridge, rather than on clear quantifiable traffic improvements to the Master Plan of Arterial Highways. Given this project’s emphasis on active transportation improvements, it is suggested that Newport Beach apply for funding for this project under other programs, which are more focused on active/pedestrian transportation improvement objectives.

Two project applications submitted by the City of Santa Ana (Santa Ana) were initially recommended for funding by both the Orange County Transportation Authority Technical Steering Committee (TSC) and Technical Advisory Committee (TAC). However, based upon the Board of Director’s (Board) May 13, 2019 determination that Santa Ana is ineligible to receive net M2 revenues, these projects cannot be considered for M2 funding at this time. This has resulted in the TSC and TAC’s programming recommendations for the RCP being revised downward from \$2.14 million to \$.835 million. Santa Ana will be able to compete in future calls. However, allocation of M2 funds would depend upon reestablishment of Santa Ana’s eligibility to receive net M2 revenues.

**2019 Regional Capacity Program and Regional Traffic Signal Synchronization  
Program Call Applications Not Recommended for Funding**

Regional Traffic Signal Synchronization Program:

A project application submitted by the City of Buena Park for La Palma Avenue was reviewed, but is not recommended for funding. This project was not competitive enough to warrant accelerating programming commitments beyond the Board's originally authorized amount of \$8.0 million.

**2019 Measure M2 Regional Traffic Signal Synchronization Program Call For Projects  
Programming Recommendations**

Agency	Lead Agency	Fiscal Year	Project	Scores	Primary Implementation	Operations & Maintenance	Award
Fullerton	Fullerton	19/20	Harbor Boulevard Corridor	62	\$ 2,105,395	\$ 69,600	\$ 2,174,995
Irvine	Irvine	19/20	MacArthur Boulevard Corridor	61	\$ 1,209,160	\$ 49,280	\$ 1,258,440
Irvine	OCTA	20/21	Red Hill Avenue Corridor TSSP	55	\$ 1,613,352	\$ 62,720	\$ 1,676,072
Lake Forest	OCTA	20/21	Lake Forest Drive TSSP	55	\$ 1,395,563	\$ 46,080	\$ 1,441,643
Aliso Viejo	OCTA	20/21	Aliso Creek Road TSSP	50	\$ 1,103,658	\$ 40,320	\$ 1,143,978
<b>Total</b>							<b>\$ 7,695,128</b>

<b>Project eligible but below funding line</b>	
Buena Park	19/20 La Palma Avenue TSSP

Acronyms:

OCTA - Orange County Transportation Authority  
TSSP - Traffic Signal Synchronization Program



**June 3, 2019**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

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

**Recommendations**

- A. Authorize conditional approval of delay requests for three projects from the cities of Anaheim, Garden Grove, and the County of Orange, contingent on the availability of Orange County Transportation Authority's Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

**Background**

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



Revenues for the prior calls include federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, federal Surface Transportation Block Grant Program funds, former federal TE (eliminated in the current Federal Transportation Act), Federal Transit Administration funds, state Proposition 1B SLPP funds, and Mobile Source Air Pollution Reduction Review Committee funds. To meet OCTA state and federal requirements, project-specific amendments are requested by local agencies and are presented below for review and approval.

***Discussion***

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

Since 2010, the Board of Directors (Board) has programmed \$83.71 million in state and federal funds to the cities and the County of Orange (County), for a total of 183 project phases of work. The progress and information for each of the active projects is listed in Attachment A. A summary of the progress of phases is provided in the table below.

Project Phase Status	Environmental / Engineering	Right-of-Way	Construction	Total
Planned	1	2	6	9
Started	5	1	23	29
Completed	12	-	123	135
Cancelled	1	-	9	10
<b>Total</b>	<b>19</b>	<b>3</b>	<b>161</b>	<b>183</b>

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

**Delay Requests**

For this review period, the Board is requested to approve three delay requests for the cities of Anaheim, Garden Grove, and the County contingent on the impacts of the federal CMAQ rescission. The time extensions will allow the cities and the County to delay the year in which they obligate each funded phase of work. Extensions are related to delays during the design phase that subsequently extended the project schedule. However, due to the uncertainty of the federal rescission, staff is recommending these time extensions be approved contingent on OCTA’s CMAQ apportionment not being impacted by the federal rescission, further explained below.

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The Fixing America's Surface Transportation (FAST) Act authorized \$305 billion over fiscal years 2016 through 2020. The FAST Act contains a \$7.569 billion rescission that is scheduled to take place in 2020. The rescission will cancel budget authority for transportation programs, such as CMAQ, with unobligated balances prior to September 30, 2019. The Federal Highway Administration Office will release balances and proposed rescission amounts in October 2019.

OCTA has programmed ten BCIP projects, for approximately \$9.646 million in CMAQ funds, which may be impacted by the rescission if the projects do not receive federal Authorization to Proceed before September 30, 2019 (Attachment B). In addition, the three projects requesting delays could also be impacted. Additional details on the delay request is provided in Attachment C. OCTA will work with local agencies towards timely delivery of all of the impacted projects.

#### Project Cancellations

For this review period, the Board is requested to approve cancellation of the Fairview Park Multipurpose Trail project in the City of Costa Mesa (Costa Mesa). In 2016, Costa Mesa voter's approved Measure AA, which restricted development at Fairview Park and prohibits this project from proceeding. Staff is recommending that the project be cancelled and the funds be redirected through the upcoming 2019 BCIP call, which is the subject of a separate item. Additional details on the cancellation are provided in Attachment D.

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

#### **Summary**

Status reports from the BCIP, TE Program, SLPP, and APM Program are provided for review, including three project delay requests and one project cancellation for Board approval. A summary of the proposed rescission under the FAST Act is provided for Board information.

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***Attachments***

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

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**Approved by:**



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## State and Federal Grant Project Status

2012 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Anaheim Regional Transportation Intermodal Corridor to West Anaheim 4th District Bikeway Connector Project	C	\$ 238,293	\$ 35,605	\$ 273,898	Completed
Brea	The Tracks at Brea - Segment 6	C	\$ 836,150	\$ 115,000	\$ 951,150	Completed
Costa Mesa	Bike Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050	Started
Costa Mesa	Fairview Park Multi-purpose Trail	E,C	\$ 835,959	\$ 411,741	\$ 1,247,700	Cancelled <sup>1</sup> - E Cancelled <sup>1</sup> - C
Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288	Started
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	E,C	\$ 746,460	\$ 111,540	\$ 858,000	Completed - E Planned - C
<b>2012 BCIP Phases Completed<sup>2</sup></b>			<b>\$ 5,912,195</b>	<b>\$ 1,234,532</b>	<b>\$ 7,146,727</b>	
<b>2012 BCIP Phases In Progress</b>			<b>\$ 899,005</b>	<b>\$ 134,333</b>	<b>\$ 1,033,338</b>	
<b>2012 BCIP Total Program</b>			<b>\$ 6,811,200</b>	<b>\$ 1,368,865</b>	<b>\$ 8,180,065</b>	

**Notes:**

1. The Fairview Park Multi-purpose Trail project is being recommended for cancellation through the June 10, 2019, funding recommendations for the 2019 BCIP.
2. Includes 21 completed project phases. Only newly completed projects are shown.

2014 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Brea	The Tracks at Brea - Segment 4	C	\$ 229,316	\$ 2,796,684	\$ 3,026,000	Completed
County of Orange	Lambert Road Bikeway Project <sup>3</sup>	C	\$ 40,800	\$ 312,200	\$ 353,000	Completed
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Started
La Habra	La Habra Union Pacific Rail Line Bikeway <sup>3</sup>	R	\$ 91,760	\$ 708,240	\$ 800,000	Started
<b>2014 BCIP Phases Completed<sup>4</sup></b>			<b>\$ 418,476</b>	<b>\$ 3,940,884</b>	<b>\$ 4,359,360</b>	
<b>2014 BCIP Phases In Progress</b>			<b>\$ 774,020</b>	<b>\$ 878,810</b>	<b>\$ 1,652,830</b>	
<b>2014 BCIP Total Program</b>			<b>\$ 1,192,496</b>	<b>\$ 4,819,694</b>	<b>\$ 6,012,190</b>	

**Notes:**

3. Mobile Air Pollution Reduction Committee County Transportation Commission funds.
4. Includes four completed project phases. Only newly completed projects are shown.

## State and Federal Grant Project Status

2016 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	E,R	\$ 650,400	\$ 162,600	\$ 813,000	Started - E Planned - R
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Planned
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E,R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Started - E Planned - R
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	E,C	\$ 2,107,054	\$ 287,326	\$ 2,394,380	Started - E Planned - C
Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825	Started
Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Started
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E,C	\$ 1,094,357	\$ 149,230	\$ 1,243,587	Started - E Planned - C
Irvine	Jeffrey Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge Project	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Started
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes	E,C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Completed - E Started - C
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E,C	\$ 735,703	\$ 100,326	\$ 836,029	Completed - E Started - C
Santa Ana	Hazard Avenue Protected Bike Lanes	E,C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Completed - E Started - C
Santa Ana	Citywide Bike Racks	E,C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - E Started - C
Tustin	Main Street/El Camino Real Improvements	C	\$ 2,213,613	\$ 301,856	\$ 2,515,469	Started
<b>2016 BCIP Phases Completed</b>			<b>\$ 531,023</b>	<b>\$ 72,419</b>	<b>\$ 603,442</b>	
<b>2016 BCIP Phases In Progress</b>			<b>\$ 19,316,065</b>	<b>\$ 2,974,916</b>	<b>\$ 22,290,981</b>	
<b>2016 BCIP Total Program</b>			<b>\$ 19,847,088</b>	<b>\$ 3,047,335</b>	<b>\$ 22,894,423</b>	

### State and Federal Grant Project Status

2014 APM Program						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Lincoln Avenue - Brookhurst Street to Euclid Street	C	\$ 835,347	\$ 1,215,550	\$ 2,050,897	Completed
Brea	Kraemer Boulevard - Lambert Road to Golden Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Brea	Lambert Road - Delta Avenue to West City Limit and Lambert Road - Wildcat Way to East City Limit	C	\$ 500,000	\$ 758,527	\$ 1,258,527	Started
Buena Park	Beach Boulevard - Azalea Drive to La Palma Avenue	C	\$ 499,740	\$ 499,740	\$ 999,480	Completed
Costa Mesa	Bristol Street - I-405 to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started
County of Orange	Foothill Boulevard - Newport Avenue to Hewes Street	C	\$ 500,000	\$ 513,730	\$ 1,013,730	Started
County of Orange	Crown Valley Parkway and Oso Parkway	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Started
Fullerton	Chapman Avenue - Berkeley Avenue to Raymond Avenue	C	\$ 402,234	\$ 402,234	\$ 804,468	Completed
Lake Forest	Portola Parkway - Alton Parkway to El Toro Road	C	\$ 500,000	\$ 568,698	\$ 1,068,698	Started
Lake Forest	Alton Parkway - Portola Parkway to Rancho Parkway	C	\$ 250,000	\$ 597,518	\$ 847,518	Completed
Mission Viejo	Trabuco Road and Marguerite Parkway	C	\$ 500,000	\$ 1,273,780	\$ 1,773,780	Started
Newport Beach	MacArthur Boulevard - East Coast Highway to San Joaquin Hills Road	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Newport Beach	MacArthur Boulevard - San Joaquin Hills Road to Bonita Canyon Drive	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Placentia	Placentia Avenue - Chapman Avenue to Ruby Drive	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Started
Rancho Santa Margarita	Santa Margarita Parkway - Buena Suerte to Plano Trabuco Road and Antonio Parkway - Tijeras Creek to Via Ladera	C	\$ 500,000	\$ 759,377	\$ 1,259,377	Started
Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started

## State and Federal Grant Project Status

2014 APM Program (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Seal Beach	Westminster Boulevard - West City Limit to Seal Beach Boulevard	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Villa Park	Taft Avenue - Santiago Boulevard to Lemon Street	C	\$ 385,997	\$ 385,997	\$ 771,994	Started
Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	C	\$ 500,000	\$ 2,171,143	\$ 2,671,143	Completed
<b>2014 APM Phases Completed<sup>5</sup></b>			<b>\$ 12,678,981</b>	<b>\$ 19,580,959</b>	<b>\$ 32,259,940</b>	
<b>2014 APM Phases In Progress</b>			<b>\$ 7,185,997</b>	<b>\$ 11,377,377</b>	<b>\$ 18,563,374</b>	
<b>2014 APM Phase Sub-totals</b>			<b>\$ 19,864,978</b>	<b>\$ 30,958,336</b>	<b>\$ 50,823,314</b>	
<b>APM Available from Savings and Cancellations<sup>6</sup></b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 65,251</b>	
<b>2014 APM Total Program</b>			<b>\$ 19,864,978</b>	<b>\$ 30,958,336</b>	<b>\$ 50,888,565</b>	

**Notes:**

5. Includes 23 completed project phases.

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

2010 TE Program - 28 Completed Projects			
	Allocation	Match	Total Project Cost
<b>2010 TE Phases Completed</b>	<b>\$ 11,464,709</b>	<b>\$ 9,736,895</b>	<b>\$ 21,201,604</b>
<b>2010 TE Total Program</b>	<b>\$ 11,464,709</b>	<b>\$ 9,736,895</b>	<b>\$ 21,201,604</b>

SLPP - 51 Completed Projects			
	Allocation	Match	Total Project Cost
<b>SLPP Phases Completed</b>	<b>\$ 24,528,000</b>	<b>\$ 28,219,918</b>	<b>\$ 52,747,918</b>
<b>SLPP Total Program</b>	<b>\$ 24,528,000</b>	<b>\$ 28,219,918</b>	<b>\$ 52,747,918</b>

C - Construction  
 E - Engineering  
 R - Right-of-Way  
 I-405 - Interstate 405  
 BCIP - Bicycle Corridor Improvement Program  
 APM - Arterial Pavement Management  
 TE - Transportation Enhancement

Completed - Completed indicates that the project work is complete. Planned - Planned indicates that the funds have not been obligated and/or pending contract award.  
 Started - Started indicates that the project is underway and funds are obligated.

## Projects Potentially Impacted by Federal Rescission

No.	Program	Agency	Project Title	Planned Obligation Fiscal Year (FY)	Phase(s) Impacted	CMAQ Impacted
1	2012 BCIP	Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	2018-19	C	\$ 652,500
2	2014 BCIP	Huntington Beach	Utica Avenue Bicycle Boulevard	2018-19	C	\$ 682,260
3	2016 BCIP	Anaheim	Nohl Ranch Open Space Trail	2018-19 <sup>1</sup>	E,R	\$ 650,400
4	2016 BCIP	County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	2018-19 <sup>1</sup>	E,R	\$ 1,551,440
5	2016 BCIP	County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	2018-19	E	\$ 370,920
6	2016 BCIP	Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	2018-19 <sup>1</sup>	C	\$ 1,017,531
7	2016 BCIP	Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	2018-19	C	\$ 635,703
8	2016 BCIP	Santa Ana	Hazard Avenue Protected Bike Lanes	2018-19	C	\$ 935,242
9	2016 BCIP	Santa Ana	Citywide Bike Racks	2018-19	C	\$ 937,200
10	2016 BCIP	Tustin	Main Street/El Camino Real Improvements	2018-19	C	\$ 2,213,613
<b>Total CMAQ Impacted</b>						<b>\$ 9,646,809</b>

**Notes:**

1. Planned obligation is in FY 2019-20 pending Board of Directors (Board) approval at June 10, 2019 Board meeting.

Acronyms

BCIP - Bicycle Corridor Improvement Program

C - Construction

CMAQ - Congestion Mitigation and Air Quality

E - Engineering

R - Right-of-Way



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

Project Delay Requests					
Agency	Project Title	Delayed Phase	Approved Fiscal Year (FY)	Proposed FY*	Delay Reason
Anaheim	Nohl Ranch Open Space Trail	Right-of-Way	2018-19	2019-20	The project is pending approval of the Request for Federal Authorization to Proceed (E-76) for Design. The City anticipates obligation of the design funds within the next 2-3 months. The City will submit the E-76 for right-of-way shortly after.  The design phase was delayed due to the development of technical studies as part of the submittals of environmental documents.
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	Right-of-Way	2018-19	2019-20	The design phase is currently underway. The design phase will identify specific information such as parcel counts and cost, that are required for right of way project authorization.  The design phase for this project was previously approved for an extension due to additional technical studies that were required for environmental clearance. Consequently, the right-of-way phase, which follows design, also requires an extension. The County met the extended deadline and received approval of the obligation of the E-76 for design in April 2019.
Garden Grove	Bicycle Corridor Improvements	Construction	2018-19	2019-20	The project received environmental clearance in January 2019, which delayed the start of the design phase. The project is currently undergoing 95% design review.  Signed final plans, specifications and estimates are required in order to submit the E-76 for construction. Additionally, the City experienced staff changes that delayed the project. For this reason the City was unable to submit the E-76 in February 2019, but anticipates submitting the E-76 by July 2019.

\*Contingent on impact of federal rescission.

Project Cancellation Requests					
Agency	Project Title	Phase	Approved Fiscal Year (FY)	Proposed FY	Cancellation Reason
Costa Mesa	Fairview Park Multipurpose Trail	Construction	2018-19	N/A	The City is requesting a project cancellation. In 2016, Costa Mesa voter's approved Measure AA, which restricted development at Fairview Park to maintenance, restoration or preservation projects. Further, Measure AA required the City to seek a ballot measure to construct the project as scoped in the original application. The City convened a subcommittee to review the project, which resulted in revised project recommendations. The City proposed a revised project scope, consistent with Measure AA, that would eliminate connectivity to regional bikeways and utilize a permeable surface, different than concrete. The revised project scope would make the project ineligible for Bicycle Corridor Improvement Program and would not provide the intended air quality improvement or meet the minimum useful life in the original scope. Staff is recommending cancellation of the project and to make the \$0.84 million in savings available for reprogramming through the 2019 BCIP.



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 10, 2019

## Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$274,838		\$22,979				\$251,859	
Raymond Avenue grade separation <sup>5,7</sup>	O	\$126,317		\$95,351				\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$87,807	\$6,845					\$80,962	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621						\$361,621	
M2 Project X Environmental Clean Up	X	\$50,413						\$50,413	
Active Transportation Program - regional call <sup>6</sup>		\$45,484	\$92		\$311	\$39,744			\$5,337
Active Transportation projects		\$17,784	\$15,650						\$2,134
ARRA transportation enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program <sup>1, 2, 3, 4</sup>		\$75,259			\$52,525				\$22,734
Bristol Street widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo widening	M1	\$6,419			\$3,740				\$2,679
<b>Local Road Project Totals</b>		<b>\$1,432,779</b>	<b>\$109,292</b>	<b>\$143,275</b>	<b>\$78,784</b>	<b>\$100,180</b>	<b>\$35,780</b>	<b>\$814,608</b>	<b>\$150,860</b>
<b>State Funding Total</b>		<b>\$252,567</b>							
<b>Federal Funding Total</b>		<b>\$178,964</b>							
<b>Local Funding Total</b>		<b>\$1,001,248</b>							
<b>Total Funding (000's)</b>		<b>\$1,432,779</b>							

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
Kraemer Boulevard grade separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue grade separation	O	\$107,998		\$27,520	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue grade separation	O	\$104,404		\$30,324	\$38,240	\$18,600		\$14,543	\$2,697
Placentia grade separation	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College grade separation	O	\$97,712		\$34,785	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	O	\$95,743		\$22,962	\$53,376			\$17,642	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	



# Capital Funding Program Report

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Antonio Parkway widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz interchange improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
<b>Local Road Project Totals</b>		<b>\$607,195</b>	<b>\$7,500</b>	<b>\$166,166</b>	<b>\$203,513</b>	<b>\$41,599</b>	<b>\$5,992</b>	<b>\$121,696</b>	<b>\$60,729</b>
<b>State Funding Total</b>		<b>\$173,666</b>							
<b>Federal Funding Total</b>		<b>\$245,112</b>							
<b>Local Funding Total</b>		<b>\$188,417</b>							
<b>Total Funding (000's)</b>		<b>\$607,195</b>							

### Board Actions

1. Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.
2. Approve 12 projects for \$20.40 million in CMAQ funds, contingent on the California Department of Transportation's (Caltrans) approval of project eligibility.
3. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in CMAQ funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and Caltrans' approval of project eligibility.
4. Approve conditional award of one project in the City of San Clemente for \$1.08 million in CMAQ funds, contingent on Master Plan of Arterial Highways amendment approval, and Caltrans' approval of project eligibility.
5. Authorize the use of up to \$3.818 million in Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Program (\$3.280 million) and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (\$0.538 million) funding for the Raymond Avenue railroad grade separation project from the following projects contingent on the approval of the funding agencies:
  - Transit Security Operations Center project design phase (\$1.857 million)
  - Video Surveillance System Upgrade project (\$0.373 million)
  - Generator at bus bases (\$0.450 million)
  - Goldenwest Transportation Center light poles project (\$0.380 million)
  - San Juan Creek Bridge project right-of-way phase (\$0.101 million)
  - Interest earned on Proposition 1B TSSSDRA Program funds (\$0.119 million)
  - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million)

### Project Updates

6. Project funding updated to include previous California Transportation Commission actions which, resulted in an overall funding decrease of \$0.227 million.
7. \$3.100 million in additional TSSSDRA funding in Action 1 offset M2 funds. Increased total project cost by \$1.084 million.

### Acronyms:

- STIP - State Transportation Improvement Program
- RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program
- M1 - Measure M1
- M2 - Measure M2
- M Code - Project codes in M2 Program
- SR-57 - State Route 57
- FY- Fiscal Year
- ARRA - American Recovery and Reinvestment Act
- SCAG - Southern California Association of Governments
- SR - State Route
- I-5 - Interstate 5



**June 3, 2019**

**To:** Regional Planning and Highways Committee

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

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

**Subject:** Funding Recommendations for the 2019 Bicycle Corridor Improvement Program

**Overview**

On September 24, 2018 the Orange County Transportation Authority Board of Directors released the Bicycle Corridor Improvement Program 2019 call for projects. The Orange County Transportation Authority received 20 applications requesting \$32.24 million for bicycle facility projects. Funding recommendations are presented for review and approval.

**Recommendations**

- A. Approve 12 projects for \$20.40 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility.
- B. Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and the California Department of Transportation's approval of project eligibility.
- C. Approve conditional award of one project in the City of San Clemente for \$1.07 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the Master Plan of Arterial Highways amendment approval, and the California Department of Transportation's approval of project eligibility.
- D. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with each local agency selected to receive funding through the Bicycle Corridor Improvement Program.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend any necessary agreements to facilitate the above actions.

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***Background***

Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding is made available through the federal Fixing America's Surface Transportation Act. The Capital Programming Policies approved by the Board of Directors (Board) authorize the use of ten percent of annual CMAQ funds towards bicycle and pedestrian projects.

On September 24, 2018, the Board released the 2019 Bicycle Corridor Improvement Program (BCIP) call for projects (call), making approximately \$25 million available for programming in fiscal year (FY) 2019-20 through FY 2023-24. An additional \$0.84 million in CMAQ savings is also available for reprogramming through the 2019 BCIP call, for a total program capacity of \$25.84 million.

To date, the Board has awarded \$34.98 million in funding through three previous BCIP call cycles to 46 projects. With savings and cancellations, the total previously awarded program value is currently \$38.43 million to 38 projects.

***Discussion***

On November 15, 2018, the Orange County Transportation Authority (OCTA) received 20 BCIP applications requesting \$32.24 million in CMAQ funds from 12 local agencies. However, requests for six project phases were withdrawn, leaving 17 projects requesting \$30.11 million in CMAQ funds, which were advanced for review.

Staff conducted an initial review of all applications to confirm that the applications were consistent with the 2019 BCIP call Guidelines and Procedures (Guidelines). Staff also convened a five-person advisory panel consisting of representatives from the OCTA Technical Advisory Committee, the OCTA Planning Division, the California Department of Transportation, and the Citizens Advisory Committee Bicycle and Pedestrian sub-committee, to score each project based on the Board-approved scoring criteria, which is detailed in the Guidelines.

The resulting recommendations (Attachment A) include funding three projects for environmental phases and 14 projects for implementation phases, for a total of \$25.84 million. Eleven different Orange County local agencies will lead these projects that include gap closures, crossing signals, new Class I bikeway facilities, bridges, and pre-construction work for multi-purpose trails. Project descriptions are provided in Attachment B. Project locations are depicted in Attachment C.

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Conditional Awards

Staff is recommending a conditional award to the City of San Clemente's South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project contingent on the required Master Plan of Arterial Highways amendment approval.

Staff is recommending conditional awards to the City of Santa Ana's Bristol Street Protected Bike Lanes projects (Phases II, III, IV, and V), contingent on completion and consideration of the Bristol Street Transit Corridor Study. The Bristol Street Transit Corridor Study will analyze options for improving transit service on Bristol Street between 17th Street and Baker Street and is scheduled to be completed in summer 2020. These four bikeway projects are in the project study area and should be coordinated with future transit expansion concepts.

Next Steps

Contingent on Board-approval, OCTA will enter into cooperative agreements (Attachment D) with the local agencies recommended for funding. OCTA will program the projects in the Federal Transportation Improvement Program, and work with the local agencies to seek and receive state and federal approvals. Lastly, OCTA will monitor progress and provide support as needed.

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

***Summary***

The OCTA Board released the BCIP 2019 call on September 24, 2018, to fund projects in FY 2019-20 through FY 2023-24. Seventeen projects are recommended for funding. OCTA and the local agencies who were awarded BCIP funding will enter into cooperative agreements to ensure that the projects meet all of the requirements outlined in the Board-approved guidelines.

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**Attachments**

- A. 2019 Bicycle Corridor Improvement Program, Funding Recommendations – Project List
- B. 2019 Bicycle Corridor Improvement Program, Project Descriptions
- C. 2019 BCIP Projects Recommended for Funding
- D. Term Sheet, Cooperative Agreement Between Orange County Transportation Authority and Local Agencies for the Bicycle Corridor Improvement Program Projects
- E. Capital Funding Program Report

Prepared by:



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Approved by:



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**2019 Bicycle Corridor Improvement Program  
Funding Recommendations - Project List**

Project Information					Funding Information					
No.	Agency	Description	Requested Funding Phase	Review Panel Score	Review Week	Fiscal Year (s)	Recommended CMAQ Funding	Total Match Contribution <sup>1</sup>	Total Project Cost	Match
<b>Submittals Recommended for Funding (Environmental Phase Set-Aside)</b>										
1	Mission Viejo	District 5 Regional Bikeways - Mission Viejo North-South Corridor and Jeronimo Road/Chrisanta Drive Trail	Environmental	31	1	19/20	\$ 220,000	\$ 30,000	\$ 250,000	12%
2	Orange	Santiago Creek Multipurpose Extension Project	Environmental	40	1	19/20	\$ 345,794	\$ 97,532	\$ 443,326	22%
3	Placentia	Atwood Multipurpose Trail	Environmental	38	1	19/20	\$ 280,000	\$ 70,000	\$ 350,000	20%
<b>Submittals Recommended for Funding (Implementation Phases)</b>										
4	Brea	OC Loop Brea Gap Closure (Final Design and ROW)	Final Design and ROW	80	1	23/24	\$ 2,586,025	\$ 956,475	\$ 3,542,500	27%
5	Brea	OC Loop Brea Gap Closure (Construction)	Construction	74	1	24/25	\$ 3,461,513	\$ 2,011,275	\$ 5,472,788	37%
6	Buena Park	Valley View Street and Southern California Edison Trail Crossing Bicycle/Pedestrian Traffic Signal	Construction	55	2	19/20	\$ 508,279	\$ 90,886	\$ 599,165	15%
7	Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project <sup>2</sup>	Final Design and Construction	45	2	19/20	\$ 620,336	\$ 316,659	\$ 936,995	34% <sup>2</sup>
8	County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	Construction	78	3	20/21	\$ 4,000,000	\$ 1,685,383	\$ 5,685,383	30%
9	County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	Construction	74	3	20/21	\$ 1,308,572	\$ 823,992	\$ 2,132,564	39%
10	Irvine	Jeffrey Open Space Trail Interstate 5 Bicycle and Pedestrian Bridge	Construction	79	1	21/22	\$ 4,000,000	\$ 8,426,028	\$ 12,426,028	68%
11	La Habra	La Habra Union Pacific Rail Line Bikeway	ROW	67	1	20/21	\$ 1,948,800	\$ 487,200	\$ 2,436,000	20%
12	San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project <sup>3</sup>	Construction	66	2	19/20	\$ 1,075,115	\$ 400,650	\$ 1,475,765	27%
13	Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew Place to Edinger Avenue <sup>3</sup>	Final Design and Construction	73	3	20/21-21/22	\$ 743,274	\$ 598,356	\$ 1,341,630	45%
14	Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue <sup>3</sup>	Construction	72	3	19/20	\$ 793,760	\$ 229,490	\$ 1,023,250	22%
15	Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St. Andrew Place <sup>3</sup>	Construction	70	3	19/20	\$ 1,508,045	\$ 347,393	\$ 1,855,438	19%
16	Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive <sup>3</sup>	Final Design and Construction	70	3	20/21-21/22	\$ 1,320,320	\$ 598,273	\$ 1,918,593	31%
17	Santa Ana	Warner Avenue Protected Bike Lanes	Final Design and Construction	61	2	19/20-20/21	\$ 1,116,126	\$ 326,079	\$ 1,442,205	23%
<b>Totals</b>							<b>\$ 25,835,959</b>	<b>\$ 17,495,671</b>	<b>\$ 43,331,630</b>	

- The 2019 BCIP Guidelines include provisions for non-participating items to be included as part of the scored match contribution. This total match includes both federally participating match and non-participating local contributions.
- The City of Costa Mesa (City) Adams Avenue and Pinecreek Drive Intersection Project requested \$792,876 in CMAQ funds and was scored based on a match of 15 percent. However, as a condition of being approved for partial funding (\$620,336 in CMAQ funds), which was lower than the City request, the City increased their local contribution by \$172,540 for a total match share of 34 percent.
- This project is being recommended for conditional approval consistent with the 2019 BCIP Guidelines.

**Acronyms**  
 BCIP - Bicycle Corridor Improvement Program  
 CMAQ - Congestion Mitigation and Air Quality  
 ROW - Right-of-Way



**2019 Bicycle Corridor Improvement Program  
Project Descriptions**

No.	Agency	Description	Requested Funding Phase	Scope and Location
<b>Submittals Recommended for Funding (Environmental Phase Set-Aside)</b>				
1	Mission Viejo	District 5 Regional Bikeways - Mission Viejo North-South Corridor and Jeronimo Road/Chrisanta Trail	Environmental	Class I and Class II segments in Mission Viejo. The Mission Viejo N/S Corridor Trail is bounded by Los Alisos Boulevard to the north and the Laguna Niguel/Mission Viejo Metrolink Station to the south. The Jeronimo Road/Chrisanta Trail is bounded by Jeronimo Road to the east and Chrisanta Drive, and the Mission Viejo N/S Corridor Trail to the west. The project consists of identifying the most appropriate design parameters for both of the trails. This will include developing a preliminary engineering study to determine trail layout, estimating probable construction costs, identifying limitations in design and access, and seeking public input on trail design.
2	Orange	Santiago Creek Multipurpose Extension Project	Environmental	Class I, 1.50-mile bicycle lane/multipurpose trail will connect the existing bicycle trail west of Cannon Street, parallel the existing equestrian trail on the northern bank, and terminate at the Santiago Oaks Regional Park. The trail will run east along Santiago Creek from Cannon Street in the west to Santiago Oaks Regional Park in the east.
3	Placentia	Atwood Multipurpose Trail	Environmental	Class I, 0.60-mile multi-purpose trail running south of Orangethorpe Avenue between Jefferson Street and Lakeview Avenue. The project consists of conducting CEQA and NEPA studies of the project location, as well as the initial design of the project which will include full ADA accessibility, landscaping enhancements, and amenity installations.
<b>Submittals Recommended for Funding (Implementation Phases)</b>				
4	Brea	OC Loop Brea Gap Closure (Final Design and ROW)	Final Design and ROW	Class I, 1.30-mile bikeway along the existing railroad ROW between North Palm Street and the Brea Canyon Channel in the City of Brea.
5	Brea	OC Loop Brea Gap Closure (Construction)	Construction	
6	Buena Park	Valley View Street and Southern California Edison Trail Crossing Bicycle and Pedestrian Traffic Signal	Construction	Installation of bicycle and pedestrian crossing signals at Valley View Street and the Southern California Edison Bicycle and Pedestrian crossing in the cities of Buena Park and La Palma.
7	Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	Final Design and Construction	Pedestrian and bicycle intersection improvements at Adams Avenue and Pinecreek Drive in the City of Costa Mesa.
8	County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	Construction	Class I, 0.75-mile bikeway along the Santa Ana Gardens Channel from West Monta Vista Avenue to West First Street in the City of Santa Ana.
9	County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	Construction	Class I, 1.10-mile bikeway along the intersection of La Floresta Drive and Imperial Highway, continues along Imperial Highway, then enters into the westerly side of Carbon Canyon Channel, continues to Golden Avenue Bridge, where users can either pass underneath or ascend up to street level, then continues to and underneath Bastanchury Road connecting to the existing Segment E bikeway trail in the cities of Brea and Placentia.
10	Irvine	Jeffrey Open Space Trail I-5 Bicycle Pedestrian Bridge	Construction	Class I separated bicycle-pedestrian (overcrossing) bridge along the east side of Jeffrey Road from the existing Jeffrey Open Space Trail fronting the south side of Cypress Community Park, over I-5 and continuing over the existing Jeffrey Road Park and Ride Lot, Walnut Avenue, and will terminate further south at grade, approximately 500 feet south of Walnut Avenue on a city-owned lot in the City of Irvine.
11	La Habra	La Habra Union Pacific Rail Line Bikeway	ROW	Class I, 3.10-mile bikeway along the northern 15 feet of the Union Pacific Railroad ROW between the west city limit and the east city limit in the City of La Habra.
12	San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	Construction	Class II, 1.10-mile buffered bicycle lanes through the entire project limits on South El Camino Real, from Avenida Mendocino to the south city limit (approximately 600 feet north of Cristianitos Road). The number of through travel lanes will generally be reduced from four lanes to two lanes (one lane in each direction) with a continuous two-way left turn lane and/or exclusive left turn lane. New Class II bicycle lanes will be installed in the northbound and southbound directions, eliminating this section of missing and/or discontinuous bicycle lane facilities. This portion of South El Camino Real is located adjacent to and east of I-5.

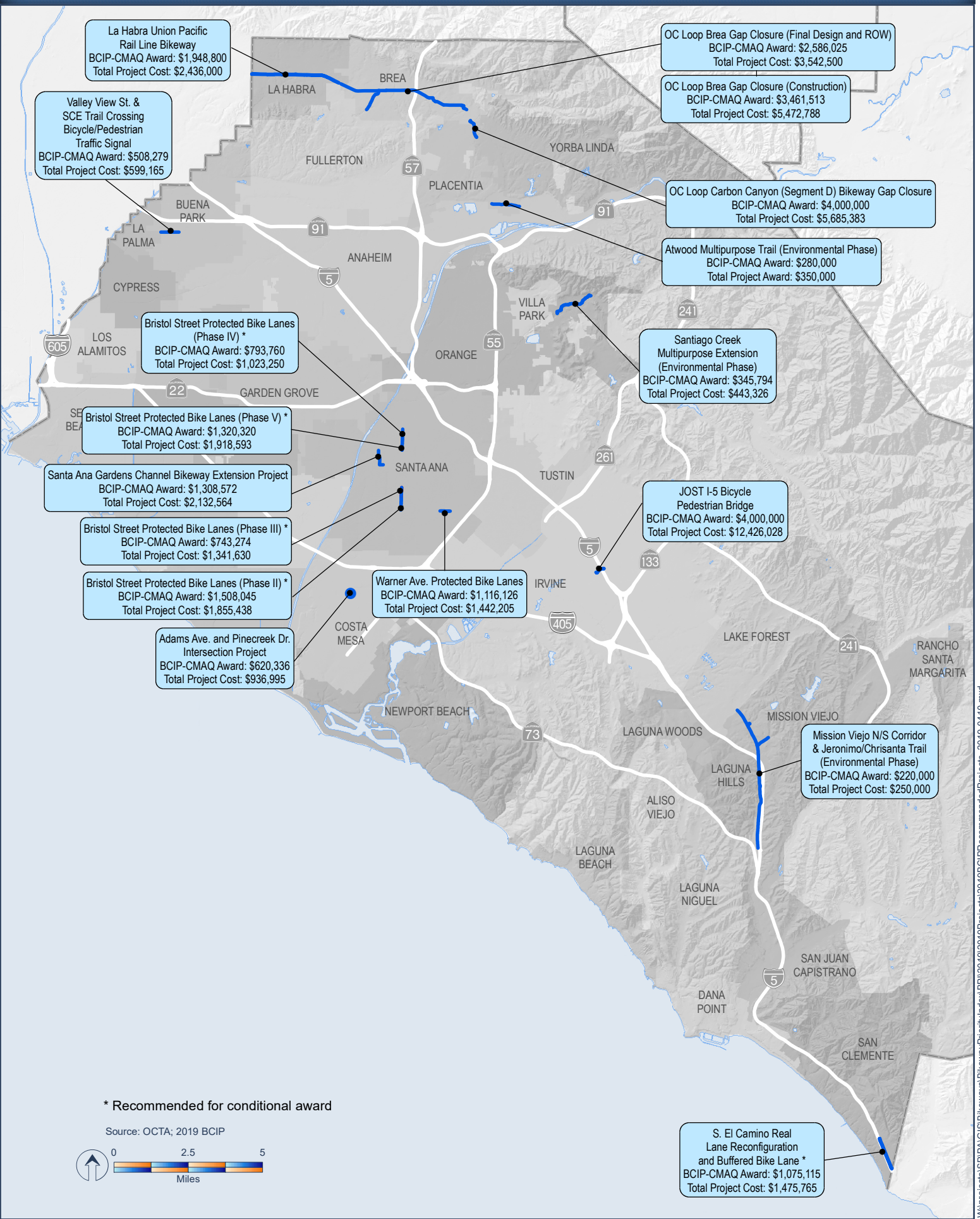
**2019 Bicycle Corridor Improvement Program  
Project Descriptions**

No.	Agency	Description	Requested Funding Phase	Scope and Location
13	Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St Andrew Place	Construction	Class IV, 1.0-mile bicycle lane installation on Bristol Street from Warner Avenue to St. Andrew Place. This segment will install a six-foot wide bicycle lane and a four-foot wide separation barrier as a buffer within the curb to curb street width after.
14	Santa Ana	Bristol Street Protected Bike Lanes - Phase III St Andrew Place to Edinger Avenue	Final Design and Construction	Class IV, 0.30-mile bicycle lane installation on Bristol Street from St Andrew Place to Edinger Avenue. This segment will install a six-foot wide bicycle lane with a four-foot wide raised median as a buffer within the existing curb to curb street width.
15	Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue	Construction	Class IV, 0.40-mile bicycle lane installation on Bristol Street from Civic Center Drive to Washington Avenue. This segment will install a six-foot wide bicycle lane with a four-foot wide raised median as a buffer within the existing curb to curb street width.
16	Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive	Final Design and Construction	Class IV, 0.50-mile bicycle lane installation on Bristol Street from First Street to Civic Center Drive. This segment will install a six-foot wide bicycle lane with a four-foot wide raised median as a buffer within the existing curb to curb street width.
17	Santa Ana	Warner Avenue Protected Bike Lanes	Final Design and Construction	Class IV, 0.70-mile bicycle lane installation on Warner Avenue from Oak Street to Grand Avenue. This segment will install a three foot wide bicycle lane with a six-foot wide raised median as a buffer within the existing curb to curb street width.

Acronyms

CEQA - California Environmental Quality Act  
I-5 - Interstate 5  
N/S - North/South  
NEPA - National Environmental Policy Act  
ROW - Right-of-Way

# 2019 BCIP Projects Recommended for Funding



La Habra Union Pacific Rail Line Bikeway  
BCIP-CMAQ Award: \$1,948,800  
Total Project Cost: \$2,436,000

OC Loop Brea Gap Closure (Final Design and ROW)  
BCIP-CMAQ Award: \$2,586,025  
Total Project Cost: \$3,542,500

OC Loop Brea Gap Closure (Construction)  
BCIP-CMAQ Award: \$3,461,513  
Total Project Cost: \$5,472,788

OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure  
BCIP-CMAQ Award: \$4,000,000  
Total Project Cost: \$5,685,383

Atwood Multipurpose Trail (Environmental Phase)  
BCIP-CMAQ Award: \$280,000  
Total Project Award: \$350,000

Santiago Creek Multipurpose Extension (Environmental Phase)  
BCIP-CMAQ Award: \$345,794  
Total Project Cost: \$443,326

JOST I-5 Bicycle Pedestrian Bridge  
BCIP-CMAQ Award: \$4,000,000  
Total Project Cost: \$12,426,028

Mission Viejo N/S Corridor & Jeronimo/Chrisanta Trail (Environmental Phase)  
BCIP-CMAQ Award: \$220,000  
Total Project Cost: \$250,000

S. El Camino Real Lane Reconfiguration and Buffered Bike Lane \*  
BCIP-CMAQ Award: \$1,075,115  
Total Project Cost: \$1,475,765

Valley View St. & SCE Trail Crossing Bicycle/Pedestrian Traffic Signal  
BCIP-CMAQ Award: \$508,279  
Total Project Cost: \$599,165

Bristol Street Protected Bike Lanes (Phase IV) \*  
BCIP-CMAQ Award: \$793,760  
Total Project Cost: \$1,023,250

Bristol Street Protected Bike Lanes (Phase V) \*  
BCIP-CMAQ Award: \$1,320,320  
Total Project Cost: \$1,918,593

Santa Ana Gardens Channel Bikeway Extension Project  
BCIP-CMAQ Award: \$1,308,572  
Total Project Cost: \$2,132,564

Bristol Street Protected Bike Lanes (Phase III) \*  
BCIP-CMAQ Award: \$743,274  
Total Project Cost: \$1,341,630

Bristol Street Protected Bike Lanes (Phase II) \*  
BCIP-CMAQ Award: \$1,508,045  
Total Project Cost: \$1,855,438

Warner Ave. Protected Bike Lanes  
BCIP-CMAQ Award: \$1,116,126  
Total Project Cost: \$1,442,205

Adams Ave. and Pinecreek Dr. Intersection Project  
BCIP-CMAQ Award: \$620,336  
Total Project Cost: \$936,995

\* Recommended for conditional award

Source: OCTA; 2019 BCIP



**TERM SHEET  
COOPERATIVE AGREEMENTS BETWEEN  
ORANGE COUNTY TRANSPORTATION AUTHORITY AND LOCAL AGENCIES FOR  
BICYCLE CORRIDOR IMPROVEMENT PROGRAM PROJECTS**

The Cooperative Agreement defines the roles and responsibilities related to funding between the Orange County Transportation Authority (OCTA) and Local Agency for project approval and environmental documentation, preliminary engineering, engineering, right-of-way acquisition, and/or construction for projects selected for funding through the 2019 Bicycle Corridor Improvement Program (BCIP) call for projects (Call).

The agreement includes the following terms:

1. The BCIP is funded with federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.
2. The amount of CMAQ and local funds provided by Local Agency is defined by phase of work. OCTA and Local Agency agree that availability of CMAQ funds is contingent upon funding being available through the Fixing America's Surface Transportation Act, a continuing resolution or a new federal transportation act, and PROJECT maintaining its eligibility for this funding.
3. California Department of Transportation (Caltrans) and Federal Highways Administration authorization is required following OCTA's amendment to the Federal Transportation Improvement Program, and in order to proceed or commence each phase of PROJECT for performance under the cooperative agreement.
4. The Local Agency must meet certain timeline requirements or is at risk to lose the funds.
5. The Local Agency shall comply with all local, state, and federal project delivery requirements including, but not limited to, Disadvantaged Business Enterprise, American with Disabilities Act, and Buy America provisions.
6. Local Agency shall invoice Caltrans, at minimum, once every six months.
7. Local Agency shall submit semi-annual status reports on the PROJECT and OCTA shall report to the OCTA Board of Directors on status of the PROJECT.
8. Local Agency agrees that any cost overruns shall be the responsibility of Local Agency.
9. OCTA and Local Agency shall maintain a complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, Local Agency shall permit the authorized representatives of OCTA to inspect and audit all work, materials, payroll, books, accounts, and other data and records of Local Agency for a period of four years after final payment, or until any on-going audit is completed.



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 10, 2019

Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds			Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other	
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445		\$24,945				\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$274,838		\$22,979					\$251,859	
Raymond Avenue grade separation <sup>67</sup>	O	\$126,317		\$95,351					\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500	\$74,705			\$7,719			\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$87,807	\$6,845						\$80,962	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621							\$361,621	
M2 Project X Environmental Clean Up	X	\$50,413							\$50,413	
Active Transportation Program - regional call <sup>6</sup>		\$45,484	\$92		\$311	\$39,744				\$5,337
Active Transportation projects		\$17,784	\$15,650							\$2,134
ARRA transportation enhancements		\$6,833						\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930	\$4,049				\$30,958
Atlanta Avenue widening		\$4,160			\$2,278					\$1,882
Bicycle Corridor Improvement Program <sup>1,2,3,4</sup>		\$75,259			\$52,525					\$22,734
Bristol Street widening		\$44,750								\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369						\$34,000		
M1 Combined Transportation Funding Program (CTFP)		\$34,000								
SCAG Sustainability Planning Grants		\$720								\$49
Traffic Signal Improvements		\$15,000	\$12,000			\$671				\$3,000
Transportation Enhancement Activities		\$22,172								\$6,544
Del Obispo widening	M1	\$6,419			\$3,740					\$2,679
<b>Local Road Project Totals</b>		<b>\$1,432,779</b>	<b>\$1,09,292</b>	<b>\$143,275</b>	<b>\$78,784</b>	<b>\$100,180</b>		<b>\$35,780</b>	<b>\$814,608</b>	<b>\$150,860</b>

State Funding Total	\$252,567
Federal Funding Total	\$178,964
Local Funding Total	\$1,001,248
Total Funding (000's)	\$1,432,779

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds			Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other	
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537			\$6,708					\$5,829
Kraemer Boulevard grade separation	O	\$63,462	\$1,460	\$15,513	\$22,044				\$22,613	\$1,832
Lakeview Avenue grade separation	O	\$107,998		\$27,520	\$35,411	\$9,709			\$24,783	\$10,575
Orangethorpe Avenue grade separation	O	\$104,404		\$30,324	\$38,240	\$18,600			\$14,543	\$2,697
Placentia grade separation	O	\$64,444	\$6,040	\$27,346					\$27,356	\$3,702
State College grade separation	O	\$97,712		\$34,785	\$27,376	\$13,290			\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	O	\$95,743		\$22,962	\$53,376				\$17,642	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032		\$3,516					\$3,516	



# Capital Funding Program Report

## Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds			
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other	
Antonio Parkway widening		\$32,553			\$15,499					\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468			\$2,059					\$409
I-5 at La Paz interchange improvements	M1	\$8,942			\$2,800			\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200				\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000		\$4,000				\$4,000		
<b>Local Road Project Totals</b>		<b>\$607,195</b>	<b>\$7,500</b>	<b>\$166,166</b>	<b>\$203,513</b>	<b>\$41,599</b>	<b>\$5,992</b>	<b>\$121,696</b>		<b>\$60,729</b>

State Funding Total	\$173,666
Federal Funding Total	\$245,112
Local Funding Total	\$188,417
<b>Total Funding (000's)</b>	<b>\$607,195</b>

### Acronyms:

STIP - State Transportation Improvement Program  
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program  
 M1 - Measure M1  
 M2 - Measure M2  
 M Code - Project codes in M2 Program  
 SR-57 - State Route 57  
 FY- Fiscal Year  
 ARRA - American Recovery and Reinvestment Act  
 SCAG - Southern California Association of Governments  
 SR - State Route  
 I-5 - Interstate 5

### Board Actions

- Approve one project cancellation from the City of Costa Mesa and authorize staff to reprogram savings to the 2019 Bicycle Corridor Improvement Program.
- Approve 12 projects for \$20.40 million in CMAQ funds, contingent on the California Department of Transportation's (Caltrans) approval of project eligibility.
- Approve conditional award of four projects in the City of Santa Ana for \$4.37 million in CMAQ funds, contingent on completion and consideration of the Bristol Street Transit Corridor Study, and Caltrans' approval of project eligibility.
- Approve conditional award of one project in the City of San Clemente for \$1.08 million in CMAQ funds, contingent on Master Plan of Arterial Highways amendment approval, and Caltrans' approval of project eligibility.
- Authorize the use of up to \$3.818 million in Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Program (\$3.280 million) and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (\$0.538 million) funding for the Raymond Avenue railroad grade separation project from the following projects contingent on the approval of the funding agencies:
  - Transit Security Operations Center project design phase (\$1.857 million)
  - Video Surveillance System Upgrade project (\$0.373 million)
  - Generator at bus bases (\$0.450 million)
  - Goldenwest Transportation Center light poles project (\$0.380 million)
  - San Juan Creek Bridge project right-of-way phase (\$0.101 million)
  - Interest earned on Proposition 1B TSSSDRA Program funds (\$0.119 million)
  - Interest earned on Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds (\$0.538 million)

### Project Updates

- Project funding updated to include previous California Transportation Commission actions which, resulted in an overall funding decrease of \$0.227 million.
- \$3.100 million in additional TSSSDRA funding in Action 1 offset M2 funds. Increased total project cost by \$1.084 million.