

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

**Cancellations**

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

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

**CTFP Timely Use of Funds Extensions**

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

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

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

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

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

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

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

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

**Scope Changes**

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

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

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

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

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

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

**Transfers**

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

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

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

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

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

**OCTA-Initiated Requests**

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

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

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