



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez
Joe Muller
Vicente Sarmiento

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Monday, May 3, 2021 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 Orange County Transportation Authority (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 or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the OCTA Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



**Guidance for Public Access to the Board of Directors/Committee Meeting
(Continued)**

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to ClerkOffice@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Director Chaffee

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 4)

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

2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of April 5, 2021.



3. Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to 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. Contract change orders are needed at this time to compensate OC 405 Partners for additional design and construction efforts related to additional environmental monitoring services, lighting management system, the Bolsa Chica Road community wall, traffic signal equipment, and protection of a private property structure encroaching into the California Department of Transportation's right-of-way.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 68.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$75,000, to provide additional environmental monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 89 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$578,348, to incorporate lighting management system specifications.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 90 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$867,349, to construct the Bolsa Chica Road community wall.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 91 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$418,620, to provide additional traffic signal equipment at multiple intersections.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 92 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$995,000, to mitigate a right-of-way encroachment.



4. Comprehensive Transportation Funding Programs - 2021 Call for Projects Programming Recommendations
Alfonso Hernandez/Kia Mortazavi

Overview

The Orange County Transportation Authority issued the 2021 annual Measure M2 Comprehensive Transportation Funding Programs, Regional Capacity Program, and Regional Traffic Signal Synchronization Program call for projects in August 2020. This call for projects made available up to \$30 million in 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 \$20.2 million in 2021 Measure M2 Regional Capacity Program (Project O) funds to nine projects.
- B. Approve the award of \$8.5 million in 2021 Measure M2 Regional Traffic Signal Synchronization Program (Project P) funds to three projects.

Regular Calendar

5. Regional Planning Update
Warren Whiteaker/Kia Mortazavi

Overview

Updates on regional planning matters are provided regularly to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the State's Climate Action Plan for Transportation Infrastructure, the California Transportation Plan 2050, the Southern California Association of Governments' preparations for the 2024 Regional Transportation Plan/Sustainable Communities Strategy, and a set of proposed Transportation Control Measure substitutions.

Recommendation

Receive and file as an information item.



6. Cooperative Agreement with the City of San Juan Capistrano for the Ortega Highway Widening Improvements from Calle Entradero to Reata Road

Adriann Cardoso/Kia Mortazavi

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the City of San Juan Capistrano to provide Measure M2 Project O funding for the preparation of plans, specifications, and estimates for the Ortega Highway Widening Improvement Project from Calle Entradero to Reata Road. This agreement will supersede the original letter agreement to the Comprehensive Funding Programs Agreement dated August 1, 2020, for the project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3410 between the Orange County Transportation Authority and the City of San Juan Capistrano, in the amount of \$5,250,000, in Measure M2 Project O funds for the preparation of plans, specifications, and estimates for the Ortega Highways Widening Improvement Projects from Calle Entradero to Reata Road.
- B. Approve cancelling Letter Agreement No. 5 to the Comprehensive Transportation Funding Programs Master Agreement No. C-1-2782 with the City of San Juan Capistrano.

7. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue

Josue Vaglienty/James G. Beil

Overview

On December 14, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between Interstate 405 and Yale Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.



7. (Continued)

Recommendations

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Interstate 405 and Yale Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2637 between the Orange County Transportation Authority and AECOM Technical Services, Inc., to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Interstate 405 and Yale Avenue.

Discussion Items

8. South Orange County Projects Update

Kurt Brotcke/Kia Mortazavi

Overview

The Transportation Corridor Agencies and the California Department of Transportation concluded a study of toll road expansion options in south Orange County in March 2020. Based on technical work, public input, and policy direction, three alternatives were identified to move forward in the project development process. These included a non-tolled extension of Los Patrones Parkway from Cow Camp Road to Avenida La Pata, widening of Ortega Highway between Calle Entradero to Reata Road, and extension of the Interstate 5 carpool lane from Avenida Pico to the San Diego County line area. Other future projects will be considered as part of the Orange County Transportation Authority's comprehensive South Orange County Multimodal Transportation Study. A status report on these efforts is presented for information purposes.

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, June 7, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present via Teleconference

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez
Vicente Sarmiento

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Interim Deputy Clerk of the Board
Gina Ramirez, Deputy Clerk of the Board

Via Teleconference:

Darrel E. Johnson, Chief Executive Officer
Cassie Trapesonian, Assistant General Counsel

Committee Members Absent

Joe Muller

Call to Order

The April 5, 2021 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman Murphy at 10:31 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced there was a quorum of the Regional Planning and Highways Committee.

Pledge of Allegiance

Director Bartlett led in the Pledge of Allegiance.

1. Public Comments

There were no Public Comments.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 4)

2. Approval of Minutes

A motion was made by Director Sarmiento, seconded by Director Delgleize, and following a roll call vote, declared passed 7-0, to approve the minutes of the Regional Planning and Highways Committee meeting of March 1, 2021.



3. Consultant Selection for the Interstate 405 TransModeler Simulation Model Development

This item was pulled by Director Harper who requested clarification on what the software would be used for and when simulation modeling is generally completed for a project.

Kia Mortazavi, Executive Director of Planning, commented that simulation modeling is needed to provide insight into freeway conditions and access points.

Darrell E. Johnson, Chief Executive Officer (CEO), commented that traffic studies are completed prior to project development.

A motion was made by Director Harper, seconded by Director Delgleize, and following a roll call vote, declared passed 7-0, to:

- A. Approve the selection of Fehr and Peers as the firm to develop a traffic simulation model for the Interstate 405 using the TransModeler software platform.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2558 between the Orange County Transportation Authority and Fehr and Peers, in the amount of \$399,887, to develop a traffic simulation model for Interstate 405 using the TransModeler software platform

4. Revisions to the Measure M2 Eligibility Guidelines

A motion was made by Director Sarmiento, seconded by Director Delgleize, and following a roll call vote, declared passed 7-0, to approve proposed revisions to the Measure M2 Eligibility Guidelines.

Regular Calendar

5. Interstate 405 Improvement Project Update

Jeff Mills, Senior Program Manager and Chris Boucly, Public Outreach Section Manager III, provided a PowerPoint presentation on this item.

Director Harper commended staff on outreach efforts as the information keeps the community aware of project impacts.

Following the discussion, no action was taken on this receive and file as an information item.



6. Consultant Selection for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Ross Lew, Program Manager, Highway Programs, reported that construction management support services are required for the improvement project of the four-mile section of State Route 55 between Interstate 405 and Interstate 5. An overview of the procurement process was provided, indicating three proposals were received and two firms were short-listed.

A motion was made by Director Hernandez, seconded by Director Bartlett, and following a roll call vote, declared passed 7-0, to:

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2582 between the Orange County Transportation Authority and AECOM Technical Services, Inc., as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Discussion Items

7. State Plans and Policies Related to Climate Change

Kurt Brotcke, Director of Strategic Planning, provided a PowerPoint presentation on this item.

Discussion ensued among the Committee Members and staff regarding the following:

- Conversion of freeways to arterials and shifting jurisdiction.
- Funding guidelines for projects.
- Conservative assumptions related to state funds regarding freeway projects.
- Possible effect on mobility/accessibility to transit.



8. Chief Executive Officer's Report

Jennifer L. Bergener, Deputy Chief Executive Officer, reported that on Wednesday, April 7, 2021 at 4:00 p.m., staff will be hosting a virtual meeting with the community to provide an update on the Interstate 405 Improvement Project and upcoming work on the Ward Street bridge. The bridge will be closed for reconstruction once the Talbert Avenue bridge opens to traffic later in the month.

9. Committee Members' Reports

There were no Committee Members' Reports.

10. Closed Session

There were no Closed Session items scheduled.

11. Adjournment

The meeting adjourned at 11:27 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, May 3, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

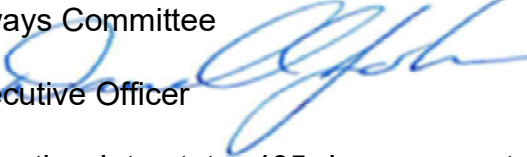
Mark A. Murphy
Committee Chairman

Allison Cheshire
Interim Deputy Clerk of the Board



May 3, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to 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. Contract change orders are needed at this time to compensate OC 405 Partners for additional design and construction efforts related to additional environmental monitoring services, lighting management system, the Bolsa Chica Road community wall, traffic signal equipment, and protection of a private property structure encroaching into the California Department of Transportation's right-of-way.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 68.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$75,000, to provide additional environmental monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 89 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$578,348, to incorporate lighting management system specifications.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 90 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$867,349, to construct the Bolsa Chica Road community wall.

Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 *Page 2*

- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 91 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$418,620, to provide additional traffic signal equipment at multiple intersections.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 92 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$995,000, to mitigate a right-of-way encroachment.

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 from State Route 73 (SR-73) to 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.

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 was issued to OC405 for the full design and construction of the Project.

The recommended contract change orders (CCO) are described in more detail below.

Environmental Monitoring

In accordance with the contract documents, OC405 is required to provide archaeological monitoring for its ground disturbing work along the southbound (SB) I-405 freeway adjacent to the Naval Weapons Station in the City of Seal Beach. In addition to OC405's work, the Southern California Gas Company (SCG) is required to relocate facilities in the same area, which also required archaeological monitoring. Coordinating independent qualified monitors for the SCG utility relocation created a significant schedule risk to the Project; therefore, in order to

Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 *Page 3*

minimize potential Project delays and to provide consistency with monitoring efforts, OC405 was directed to provide additional archaeological monitoring to also support the SCG utility relocation.

CCO Nos. 68 and 68.1, each in the amount of \$100,000, were previously issued for the archaeological monitoring work. Since then, costs for monitoring SCG relocation work has exceeded the original estimates. OCTA staff developed an independent cost estimate for the remaining work, in the amount of \$75,000, based on the level of extra effort to complete the SCG relocation. Therefore, staff is now requesting Board approval of supplemental CCO No. 68.2, in the amount of \$75,000, which brings the total for CCO No. 68 to \$275,000. Costs and expenses for archaeological monitoring will be tracked, reviewed, and paid on a time-and-materials basis.

Lighting Management System

In accordance with the contract documents, OC405 is required to design and construct an electrical and lighting management system in accordance with Caltrans specifications allowing adjustable control of the lighting from the Caltrans traffic management center. The specifications for this element were still being developed by Caltrans during OCTA's procurement of a design-builder and were not provided in the procurement documents prior to the proposals due date in 2016. The specifications were adopted by Caltrans in 2018. The improvements were anticipated in the original scope of work (SOW); however, the details were not finalized until 2018. A CCO is now needed, in the amount of \$578,348, for OC405 to comply with the contract requirement to include the lighting management system.

Bolsa Chica Road Community Wall

In accordance with the contract documents, OC405 is required to reconstruct the Bolsa Chica Road bridge overcrossing and realign the SB off-ramp from I-405. The Project removed existing landscaping and trees that shielded the homes along Bolsa Chica Road from noise and light, particularly from oncoming traffic on the realigned SB off-ramp. The planned Project improvements would not have replaced the shielding that residents had prior to the Project, and the City of Westminster requested construction of a community wall to protect the residents from noise and light resulting from the Project. OCTA agreed with the noted concerns and concurred with the request. OCTA directed OC405 to provide a community wall to protect the residences.

The additional community wall was not anticipated in the original SOW. A CCO is now needed, in the amount of \$867,349, for OC405 to comply with this directive.

Traffic Signal Equipment

In accordance with the contract documents, OC405 is required to furnish and install cabinets and controllers for intersection traffic signals. The contract documents mistakenly identified some City of Westminster and City of Huntington Beach (Cities) intersections to have cabinet and controller models compatible with Caltrans, but that did not comply with the Cities' standards. In addition, the Cities identified some additional elements needed, including electrical facilities, conduit, loop detectors, poles, and signal heads which required replacement. OCTA concurred with the Cities' requests and directed OC405 to provide the correct cabinets and controllers and the additional equipment.

The modified and additional equipment was not anticipated in the original SOW. A CCO is now needed, in the amount of \$418,620, for OC405 to comply with this directive.

Senior Center Right-of-Way (ROW) Encroachment

In accordance with the contract documents, OC405 is required to construct a soundwall on top of a retaining wall within Caltrans ROW to protect existing sensitive noise receptors, including a senior center at Sugar Avenue adjacent to the McFadden Avenue bridge overcrossing and I-405. The existing senior center facility was found to be encroaching into Caltrans ROW, preventing the construction of the wall without disturbing the structure. The Project team sent a letter to notify the property owner of the encroachment and demanding removal of the encroaching structure from Caltrans ROW; however, the removal of the encroaching structure presented significant risks to the Project schedule as potential litigation and relocation of senior citizens would likely take several years. The Project team and property owner were able to reach an agreement with the modification of the soundwall and retaining wall. OCTA directed OC405 to make these modifications.

The additional improvements were not anticipated in the original SOW. A CCO is now needed, in the amount of \$995,000, for OC405 to comply with this directive.

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.

Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 *Page 5*

On November 14, 2016, the OCTA Board approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Proposed supplemental CCO No. 68.2, in the amount of \$75,000, will give OCTA staff the ability to timely direct environmental monitoring work on an as-needed basis without impacting the Project schedule.

Proposed CCO No. 89, in the amount of \$578,348, will provide compensation to OC405 for the additional design and construction necessary to implement the highway lighting management system.

Proposed CCO No. 90, in the amount of \$867,349, will provide compensation to OC405 for the additional design and construction of the new Bolsa Chica Road community wall.

Proposed CCO No. 91, in the amount of \$418,620, will provide compensation to OC405 for the additional design and construction of additional traffic signal equipment at multiple intersections in the Cities.

Proposed CCO No. 92, in the amount of \$995,000, will provide compensation to OC405 for the additional design and construction necessary for a retaining wall to protect a senior center at the McFadden Avenue overcrossing.

Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

Fiscal Impact

Funding for this work was approved in OCTA's Fiscal Year 2020-21 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. The costs of CCO Nos. 68.2, 89, 90, 91, and 92 are funded from the Project contingency and are not anticipated to increase the total Project estimate of \$2.08 billion.

Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 Page 6

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 68.2 to Agreement No. C-5-3843 with OC405, in the amount of \$75,000; CCO No. 89 to Agreement No. C-5-3843 with OC405, in the amount of \$578,348; CCO No. 90 to Agreement No. C-5-3843 with OC405, in the amount of \$867,349; CCO No. 91 to Agreement No. C-5-3843 with OC405, in the amount of \$418,620; and CCO No. 92 to Agreement No. C-5-3843 with OC405, in the amount of \$995,000.

Attachment

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

Prepared by:



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



Pia Veesapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

Approved by:



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

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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	6/14/2017	\$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	\$200,000.00
003.1.1	Provisional Sum for Extra Maintenance Work-Unilateral	Approved	10/10/2019	\$400,000.00
003.1.2	Supplemental Extra Maintenance Work	Approved	1/16/2020	\$350,000.00
003.1.3	Supplemental Extra Maintenance Work	Approved	8/4/2020	\$350,000.00
003.2	Additional Extra Maintenance Work	Approved	12/22/2020	\$500,000.00
003.2.1	Extra Maintenance Work (Supplemental)	Approved	3/19/2021	\$500,000.00
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
005.1	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	7/1/2019	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006.1	Partnering per Contract Section 19.1	Approved	7/1/2019	\$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
008.1	Supplemental Unknown Hazardous Materials	Approved	9/11/2019	\$100,000.00
008.2	Supplemental Unknown Hazardous Materials	Approved	11/25/2019	\$250,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
008.2.1	Supplemental Unknown Hazardous Materials	Approved	3/11/2020	\$150,000.00
008.3	Supplemental Unknown Hazardous Materials	Approved	5/4/2020	\$500,000.00
008.3.1	Supplemental for Additional collection and disposal of Unknown Hazardous Materials	Approved	11/2/2020	\$500,000.00
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 the Orange County Transportation Authority (OCTA) for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39
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 Interstate 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	Approved	2/25/2019	\$8,560,556.00
013.1	Permanent Traffic Signal at the intersection of Warner Avenue and Greenleaf Street	Approved	12/5/2019	\$460,327.00
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
016.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$4,512.00
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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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
026.1	Supplemental for OCTA PlanGrid Software Licenses	Approved	9/11/2019	\$8,570.00
026.2	Additional PlanGrid Software Licenses	Approved	3/8/2021	\$46,278.00
027	Utility potholing on Milton Avenue	Approved	9/12/2019	\$61,731.87
027.1	Electrical Infrastructure Work at Milton Avenue	Approved	1/16/2020	\$278,282.28
028	Mesa Water District 12-inch Water Line (CN-1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp CMS Deletion	Approved	5/15/2019	-\$74,319.00
030	Motel 6 Soundwall (SW-791) Elimination	Approved	5/15/2019	-\$130,000.00
031	Soundwall 956 Reduction	Approved	5/22/2019	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	7/30/2019	\$176,465.00
034	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$75,000.00
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	2/18/2020	\$110,000.00
034.3	Chevron and Crimson Goldenwest Relocation Assistance	Approved	8/4/2020	\$10,982.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
034.4	Chevron and Crimson Goldenwest Relocation Assistance	Approved	9/21/2020	\$300,000.00
035	Incompatible Specifications - Adjacent to Continuously Reinforced Concrete Pavement	Approved	6/26/2019	\$2,900,557.00
036	Minor Construction Support for Dry Utilities	Approved	5/11/2020	\$100,000.00
037	Soundwall 375 Protect in Place	Approved	6/4/2019	\$200,000.00
040	HDPE in Lieu of Reinforced Concrete Pipe	Approved	7/9/2019	-\$7,418.68
041	Emergency Vehicle Preemption Devices at Fairview Street	Approved	7/9/2019	\$44,147.00
042	Executed Utility Agreements (Unilateral)	Approved	11/4/2019	\$0.00
043	Early Partial Removal of Soundwall 328	Approved	9/16/2019	\$14,414.18
044	Field survey for Frontier at Westminster Avenue	Approved	1/7/2020	\$12,908.42
045	Water Line Betterments (CN 1012 & 6044) at Warner Avenue	Approved	10/12/2019	\$256,244.00
046	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$389,878.00
047	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$266,828.00
048	Temporary Construction Easement Reduction at Sit n' Sleep (CPN 103026)	Approved	10/17/2019	\$129,243.00
049	Beach Boulevard Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden OC Abutment 3)	Approved	10/17/2019	\$59,383.87
051	Exercising Water Valves for the City of Fountain Valley	Approved	1/16/2020	\$50,000.00
052	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$0.00
053	Traffic Signal Modification at Beach Boulevard and McFadden Avenue	Approved	11/14/2019	-\$128,118.00
054	Differing Site Condition Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00
055	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$8,428.29

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00
057	Archeological Treatment Plan	Approved	6/4/2020	\$200,000.00
057.1	Archaeological Treatment Plan	Approved	7/9/2020	\$500,000.00
057.1.1	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental)	Approved	8/27/2020	\$500,000.00
057.1.2	Supplemental Environmental Monitoring at Bolsa Overcrossing	Approved	10/30/2020	\$300,000.00
057.2	Archaeological Treatment Plan and Native American Monitoring	Approved	3/4/2021	\$500,000.00
058	Biological Monitoring Naval Weapons Station (Unilateral)	Approved	6/29/2020	\$50,000.00
058.1	Biological Monitor at Naval Weapon Station Seal Beach	Approved	12/10/2021	\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	2/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/2020	\$1,044,927.00
061	Plant Establishment Period	Approved	2/26/2020	\$1,600,000.00
062	Senate Bill 1: Diesel Fuel Sales Tax Rate Increase	Approved	3/9/2020	\$1,764,164.64
063	Bracing for Southern California Edison (SCE) Power Poles at CN 2012	Approved	3/5/2020	\$169,770.00
064	City Sales and Use Tax Increases (Unilateral)	Approved	4/22/2020	\$28,657.00
065	Traffic Studies to Analyze Schedule Mitigation	Approved	4/22/2020	\$70,854.00
066	Combined Authority-accepted Extra Work	Approved	5/14/2020	\$18,826.00
067	SCE Conduit at Heil Avenue	Approved	5/14/2020	\$109,219.00
068	Archaeological Monitoring for all Ground disturbing activities at Naval Weapons Station	Approved	8/27/2020	\$100,000.00
068.1	Archaeological and Native American Monitors at Naval Weapon Station Seal Beach	Approved	12/10/2021	\$100,000.00
068.2	Lighting Management System Specifications	Pending		\$75,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
069	Drainage System 757 Access	Approved	5/14/2020	\$60,374.00
070	Amendments to Contract Sections 19.3.4 and 19.5.2 No Cost	Approved	5/19/2020	\$0.00
071	Union Pacific Railroad Flagging Costs	Approved	6/13/2020	\$200,000.00
072	SCE and Frontier Electrical Infrastructure Work at Almond Avenue	Approved	5/19/2020	\$1,843,329.00
073	Shadow striping on Portland Cement Concrete Pavement	Pending		\$200,000.00
074	Combined Authority Accepted Extra Work (PCOs 169 and 122G)	Approved	7/7/2020	\$6,965.39
075	Bushard Pile Conflict with Existing Piles	Approved	7/21/2020	\$28,867.00
076	Combined Authority Accepted Extra Work (PCOs 180, and 183)	Approved	9/16/2020	\$12,981.02
077	Toll Rate Changeable Message Signs (CMS)	Approved	9/8/2020	\$146,031.00
078	Parking Lot Improvements at United States Postal Service Property	Approved	10/27/2020	\$537,436.00
079	Extension of the Third Westbound Lane on Talbert Avenue to Cashew Street.	Approved	12/2/2020	\$270,528.00
080	Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2	Approved	10/30/2020	\$579,604.00
081	Oceanview Channel Damaged Existing Reinforced Concrete Box	Approved	11/5/2020	\$59,806.16
082	Existing Buried Shoring Removal at Bella Terra Near Retaining Wall 895 (Unilateral)	Approved	11/10/2020	\$19,637.23
083	Combined Authority Accepted Extra Work No. 4 (PCOs 237 and 258)	Approved	12/23/2020	\$7,963.82
084	Revised K-Rail Placement at Bolsa Chica Boulevard	Approved	12/23/2020	\$74,185.84
085	Modified Pavement Overlay for the City of Fountain Valley	Approved	12/15/2021	\$107,180.00
086	Global Settlement	Approved	12/17/2021	\$157,000,000.00
087	Retaining Wall 906 SCE Pole at Sugar Drive	Approved	3/30/2021	\$133,159.89
088	Valves at Corta Bella Apartments	Approved	3/17/2021	\$18,310.07

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
089	Lighting Management System Specifications	Pending		\$578,348.00
090	Construction of Bolsa Chica Road Community Wall	Pending		\$867,349.00
091	Traffic Signal Equipment at Multiple Intersections	Pending		\$418,620.00
092	Mitigate ROW Encroachment	Pending		\$995,000.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$241,959,728.00</u>
Total Contract Allotment	\$1,459,024,728.00
Subtotal Approved CCOs	\$189,991,391.84
Subtotal Pending CCOs	<u>\$3,134,317.00</u>
Total CCOs	\$193,125,708.84
Proposed Revised Contract Price	\$1,410,190,708.84
Remaining Contingency Fund	\$48,834,019.16



May 3, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Comprehensive Transportation Funding Programs – 2021 Call for Projects Programming Recommendations

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

Overview

The Orange County Transportation Authority issued the 2021 annual Measure M2 Comprehensive Transportation Funding Programs, Regional Capacity Program, and Regional Traffic Signal Synchronization Program call for projects in August 2020. This call for projects made available up to \$30 million in 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 \$20.2 million in 2021 Measure M2 Regional Capacity Program (Project O) funds to nine projects.
- B. Approve the award of \$8.5 million in 2021 Measure M2 Regional Traffic Signal Synchronization Program (Project P) funds to three 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 projects to relieve congestion. 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.

The CTFP Guidelines (Guidelines) are developed in collaboration with OCTA's Technical Advisory Committee (TAC), which includes representatives from all of Orange County's 34 cities and the County of Orange, collectively referred to as local jurisdictions, and are ultimately approved by the OCTA Board of Directors (Board). The Guidelines for the 2021 call were approved by the Board on August 10, 2020. At that meeting, the Board also authorized the issuance of the current call, making available up to \$30 million in M2 competitive funds available to support regional roadway capacity and signal synchronization projects throughout Orange County.

Discussion

RCP

OCTA received 12 applications requesting a total of \$27.2 million in RCP funds (Attachment A). Applications were reviewed for eligibility, consistency, adherence to the Guidelines, and compliance with M2 Program objectives. Applications were evaluated and ranked based on the scoring criteria identified in the approved program Guidelines. During the review process, staff worked with local jurisdictions to address technical issues, such as corrections to the applications, scope clarifications, and refinement of final project funding requests.

Based upon these reviews, one application was deemed ineligible to compete due to low traffic count volumes, and two applications from one local jurisdiction were withdrawn from consideration. All the remaining applications were deemed to be competitive and are recommended for funding. A summary of these recommendations is included in Attachment B. In total, the recommendation includes \$20.2 million (with inflationary adjustments as appropriate) in M2 funding commitments to support nine RCP project applications in the cities of Garden Grove, Irvine, Orange, Santa Ana, Yorba Linda, and the County of Orange.

Of the nine recommended projects, five will provide arterial capacity improvement benefits with engineering, right-of-way, and/or construction phase allocations, and four will provide intersection capacity enhancements with engineering and construction phase allocations. Implementation of these projects is anticipated to produce congestion-reducing benefits while also enhancing the arterial system overall, all of which are consistent with the goals outlined in the Guidelines.

RTSSP

OCTA received six applications through the RTSSP requesting a total of \$15.2 million in funding. Attachment A includes a summary of each of the six applications. All RTSSP applications were reviewed for eligibility, consistency, adherence to the guidelines, and overall program objectives. Staff worked with the local jurisdictions to address technical issues primarily related to construction unit cost refinements as well as project scope clarifications. Attachment C includes proposed programming recommendations per the 2021 Guidelines.

The recommended program of projects will provide \$8.5 million in programming to support three RTSSP projects. This is slightly higher than the Board’s authorized funding amount of \$8 million. However, this higher programming amount provides funding to include three well-scoring projects without requiring any reduction to scope to meet the available M2 budget. Together, these projects will improve regional throughput on three key arterial roadways in the cities of Irvine, Lake Forest, and Santa Ana, as well as in several immediately adjacent communities.

Three other RTSSP applications could not be funded due to funding availability. These projects were deemed to be competitive and are encouraged to reapply in the next (or a future) call.

Finally, the table below provides a summary of the total proposed funding recommendations for the 2021 CTFP call.

2021 CTFP Call Summary (\$ in millions)			
	RCP	RTSSP	Total
Number of Applications Received	12	6	18
Funding Request	\$27.2	\$15.2	\$42.4
Number of Recommended Applications	9	3	12
Amount Recommended for Approval (escalated as appropriate)	\$20.2	\$8.5	\$28.7

These recommendations are consistent with the 2021 Guidelines approved by the Board and were approved by both the OCTA Technical Steering Committee and TAC in March 2021.

Next Steps

With Board approval of these recommendations, staff will initiate the execution of letter agreements between OCTA and appropriate local jurisdictions. Once

these agreements are executed, awarded local jurisdictions can proceed and will be authorized to seek M2 reimbursement for their respective eligible project costs.

Summary

Proposed programming recommendations for the M2 2021 RCP and RTSSP calls have been developed. Funding for 12 projects, totaling \$28.7 million in M2 funds is proposed, and Board approval of these recommendations is requested.

Attachments

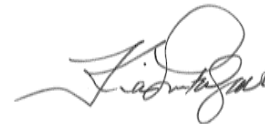
- A. 2021 Measure M2 Call for Projects - Applications Received
- B. 2021 Measure M2 Regional Capacity Program Call for Projects, Programming Recommendations
- C. 2021 Measure M2 Regional Transportation Signal Synchronization Program Call for Projects - Programming Recommendations

Prepared by:



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Approved by:



Kia Mortazavi
Executive Director, Planning
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2021 Measure M2 Call for Projects - Applications Received

2021 Regional Capacity (Project O) Submitted Applications							
Agency	Project	Fund	Phase	Match Rate	Match	Total M2 Request	Total Cost
Anaheim	Lincoln Avenue Street Widening (East Street to Evergreen Street)	ACE	C	25%	\$ 1,754,865	\$ 5,264,595	\$ 7,019,460
Brea	Kraemer Boulevard/Imperial Highway Intersection Multimodal Improvements	ICE	ENG	26%	\$ 75,000	\$ 215,000	\$ 290,000
Brea	SR-90 at SR-57 Southbound On-Ramp Project		ENG	50%	\$ 150,000	\$ 150,000	\$ 300,000
Garden Grove	Euclid Avenue-Westminster Boulevard Intersection Improvement Project	ICE	C	35%	\$ 550,594	\$ 1,022,531	\$ 1,573,125
Irvine	Jeffrey Road at Barranca Parkway Intersection Improvements	ICE	ENG	25%	\$ 62,500	\$ 187,500	\$ 250,000
Orange, City	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	ACE	ENG	25%	\$ 206,250	\$ 618,750	\$ 825,000
Orange, County	Los Patrones Parkway Extension	ACE	ENG	25%	\$ 625,000	\$ 1,875,000	\$ 2,500,000
Santa Ana	Bristol Street and Memory Lane Intersection Improvement	ICE	C	25%	\$ 351,050	\$ 1,052,950	\$ 1,404,000
Santa Ana	Fairview Street Improvements (19th Street to 16th Street)	ACE	ROW, C	79%	\$ 21,453,750	\$ 5,609,250	\$ 27,063,000
Santa Ana	Warner Avenue Improvements (Oak Street to Grand Avenue)	ACE	C	25%	\$ 3,500,500	\$ 10,501,500	\$ 14,002,000
Yorba Linda	Lakeview Avenue Widening (Bastanchury Road to Oriente Drive)	ACE	C	25%	\$ 163,961	\$ 491,884	\$ 655,845
Yorba Linda	Yorba Linda Boulevard Widening Project (Imperial Highway and Lakeview Avenue)	ICE	ENG	50%	\$ 229,379	\$ 229,379	\$ 458,758
REQUESTED TOTALS					\$ 29,122,849	\$ 27,218,339	\$ 56,341,188

2021 Regional Traffic Signal Synchronization Program (Project P) Submitted Applications							
Agency	Project	Fund	Signals	Match Rate	Match	Total M2 Request	Total Cost
Irvine	Alton Parkway RTSSP	RTSSP	50	20%	\$ 782,341	\$ 3,129,362	\$ 3,911,703
Laguna Niguel	Crown Valley Parkway - Pacific Coast Highway RTSSP	RTSSP	45	20%	\$ 657,216	\$ 2,628,866	\$ 3,286,082
Lake Forest	Portola Parkway/Santa Margarita Parkway TSSP	RTSSP	31	20%	\$ 564,070	\$ 2,256,278	\$ 2,820,348
Lake Forest	Rockfield Boulevard	RTSSP	12	20%	\$ 178,928	\$ 715,711	\$ 894,639
Santa Ana	First Street/Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP	55	20%	\$ 757,920	\$ 3,031,680	\$ 3,789,600
Yorba Linda	Yorba Linda Boulevard Weir Canyon Road Corridor	RTSSP	47	20%	\$ 863,230	\$ 3,452,920	\$ 4,316,150
REQUESTED TOTALS					\$ 3,803,704	\$ 15,214,818	\$ 19,018,522

Acronyms:

- ACE - Arterial Capacity Enhancements
- C - Construction
- ICE - Intersection Capacity Enhancements
- ENG - Engineering
- FAST - Freeway Arterial/Streets Transitions
- M2 - Measure M2
- ROW - Right-of-Way
- RTSSP - Regional Traffic Signal Synchronization Program
- SR-57 - State Route 57
- SR-90 - State Route 90
- TSSP - Traffic Signal Synchronization Program

**2021 Measure M2 Regional Capacity Program Call for Projects
Programming Recommendations**

Agency	Fiscal Year	Project	Score	Fund	M2 Amount Engineering	M2 Amount ROW	M2 Amount Construction*	Total M2 Amount	Match	Totals	Match Rate
Santa Ana	21/22	Fairview Street Improvements (9th Street to 16th Street)	70	ACE	\$ -	\$ 1,937,250	\$ -	\$ 1,937,250	\$ 645,750	\$ 2,583,000	25%
	22/23				\$ -	\$ -	\$ 3,721,590	\$ 3,721,590	\$ 21,089,012	\$ 24,810,603	85%
Santa Ana	21/22	Warner Avenue Improvements- (Oak Street to Grand Avenue)	64	ACE	\$ -	\$ -	\$ 9,076,305	\$ 9,076,305	\$ 3,025,435	\$ 12,101,740	25%
Orange, City	21/22	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	62	ACE	\$ 618,750	\$ -	\$ -	\$ 618,750	\$ 206,250	\$ 825,000	25%
Garden Grove	21/22	Euclid-Westminster Intersection Improvement Project	54	ICE	\$ -	\$ -	\$ 1,022,531	\$ 1,022,531	\$ 550,594	\$ 1,573,125	35%
Santa Ana	21/22	Bristol Street at Memory Lane Intersection Improvement	49	ICE	\$ -	\$ -	\$ 1,012,500	\$ 1,012,500	\$ 337,500	\$ 1,350,000	25%
Yorba Linda	21/22	Yorba Linda Boulevard Widening Project (Imperial Highway to Lakeview Avenue)	46	ICE	\$ 229,378	\$ -	\$ -	\$ 229,378	\$ 229,379	\$ 458,757	50%
Orange, County	21/22	Los Patrones Parkway Extension	41	ACE	\$ 1,875,000	\$ -	\$ -	\$ 1,875,000	\$ 625,000	\$ 2,500,000	25%
Yorba Linda ¹	21/22	Lakeview Avenue Widening (Bastanchury Road to Oriente Drive)	38	ACE	\$ -	\$ -	\$ 479,462	\$ 479,462	\$ 159,831	\$ 639,293	25%
Irvine ¹	21/22	Jeffrey Road at Barranca Parkway Intersection Improvements	33	ICE	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ 25,000	\$ 100,000	25%
	22/23				\$ 112,500	\$ -	\$ -	\$ 112,500	\$ 37,500	\$ 150,000	25%
PROGRAMMING TOTALS					\$ 2,910,628	\$ 1,937,250	\$ 15,312,388	\$ 20,160,266	\$ 26,931,251	\$ 47,091,518	

UNFUNDED (Ineligible - Does Not Meet Project O Eligibility Requirements Based Upon Current Traffic Counts)

Agency	Fiscal Year	Project	Score	Fund	M2 Amount - Engineering	M2 Amount - ROW*	M2 Amount - Construction*	Total M2 Amount	Match	Totals	Match Rate
Anaheim	21/22	Lincoln Avenue Street Widening (East Street to Evergreen Street)	N/A	ACE	\$ -	\$ -	\$ 4,350,419	\$ 4,350,419	\$ 2,347,822	\$ 6,698,241	35%
UNFUNDED TOTALS					\$ -	\$ -	\$ 4,350,419	\$ 4,350,419	\$ 2,347,822	\$ 6,698,241	

¹ These projects are considered conditionally eligible based upon their level of service (LOS) being below LOS D, but above .71. Per the Comprehensive Transportation Funding Programs Guidelines, if it is determined that additional programming capacity exists after all eligible projects with LOS D have been funded, consideration of projects with a minimum LOS .71 may be undertaken.

Acronyms:

ACE - Arterial Capacity Enhancements
 ICE - Intersection Capacity Enhancements
 Measure M2 - M2
 ROW - Right-of-Way
 N/A - Not Applicable

*Includes escalation amounts for applicable construction projects - rate of 3.1% for applicable projects programmed in fiscal year 2022-23.

2021 Measure M2 Regional Transportation Signal Synchronization Program Call for Projects - Programming Recommendations

Agency	Fiscal Year	Project Title	Score	M2 Amount - Primary Implementation	M2 Amount - Operations & Maintenance	Total M2 Amount	Match	Total	Match Rate
Lake Forest	21/22	Portola Parkway/Santa Margarita Parkway TSSP	75	\$ 2,138,998	\$ 163,200	\$ 2,302,198	\$ 575,550	\$ 2,877,748	20%
Santa Ana	21/22	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	71	\$ 2,972,712	\$ 124,800	\$ 3,097,512	\$ 774,378	\$ 3,871,890	20%
Irvine	21/22	Alton Parkway RTSSP	67	\$ 2,819,350	\$ 218,880	\$ 3,038,230	\$ 759,557	\$ 3,797,787	20%
TOTALS				\$ 7,931,060	\$ 506,880	\$ 8,437,940	\$ 2,109,485	\$ 10,547,425	

UNFUNDED (Eligible Projects Exceeding Total Amount Available for Call for Projects)

Agency	Fiscal Year	Project Title	Score	M2 Amount - Primary Implementation	M2 Amount - Operations & Maintenance	Total M2 Amount	Match	Total	Match Rate
Laguna Niguel	21/22	Crown Valley Parkway - Pacific Coast Highway RTSSP	65	\$ 2,698,512	\$ 142,760	\$ 2,841,272	\$ 710,318	\$ 3,551,590	20%
Yorba Linda	21/22	Yorba Linda Boulevard Weir Canyon Road Corridor	62	\$ 3,337,000	\$ 161,280	\$ 3,498,280	\$ 874,570	\$ 4,372,850	20%
Lake Forest	21/22	Rockfield Boulevard	26	\$ 679,879	\$ 28,800	\$ 708,679	\$ 177,170	\$ 885,849	20%
TOTALS				\$ 6,715,391	\$ 332,840	\$ 7,048,231	\$ 1,762,058	\$ 8,810,289	

Acronyms:

TSSP - Traffic Signal Synchronization Program
 RTSSP - Regional Traffic Signal Synchronization Program
 Measure M2 - M2



May 3, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Regional Planning Update

Overview

Updates on regional planning matters are provided regularly to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the State's Climate Action Plan for Transportation Infrastructure, the California Transportation Plan 2050, the Southern California Association of Governments' preparations for the 2024 Regional Transportation Plan/Sustainable Communities Strategy, and a set of proposed Transportation Control Measure substitutions.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) regularly coordinates with other planning and regulatory agencies within the Southern California region. This coordination is conducted at many levels, involving the OCTA Board of Directors (Board), executives, and technical staff. Some examples of the regional planning forums in which OCTA participates include:

- Southern California Association of Governments (SCAG) Regional Council, policy committees, and technical working groups,
- State Route 91 (SR-91) Advisory Committee,
- Regional Chief Executive Officers meetings,
- South Coast Air Quality Management District working groups; and
- Interregional planning coordination meetings (OCTA, SCAG, the San Diego Association of Governments, and the California Department of Transportation [Caltrans] districts 7, 8, 11, and 12).

Staff most recently provided a regional planning update to the Board in November 2020. The status of items previously presented and other ongoing regional planning activities is recorded in a matrix that identifies lead agencies, a summary of each activity, key dates, as well as OCTA's interests and current involvement as summarized in Attachment A.

Since the November update, new activities have emerged concerning the State's Climate Action Plan for Transportation Infrastructure (CAPTI) and California Transportation Plan (CTP) 2050, the SCAG 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and proposed substitutions of Transportation Control Measure (TCM) projects in the Federal Transportation Improvement Program (FTIP). A discussion of each of these new activities is provided below.

Discussion

CAPTI

On March 10, 2021, the California State Transportation Agency (CalSTA) released the draft CAPTI as a response to executive orders (N-19-19 and N-79-20) signed by Governor Newsom and targeted at reducing greenhouse gas (GHG) emissions from transportation and increasing the use of zero-emission vehicles. CAPTI outlines a framework for aligning the State's transportation funding investments with the State's climate, public health, and social equity goals.

CAPTI generally aims to prioritize state-directed funding, such as the State Highway Operation and Preservation Program (SHOPP) and Interregional Improvement Program, as well as competitive funding programs, such as SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCIP), and Local Partnership Program (LPP) (Attachment B). Projects that invest in zero-emission vehicles and multimodal transportation options, such as transit and active transportation projects, will be prioritized for funding while limiting future investments in projects that are believed to increase vehicle miles traveled (VMT), such as highway capacity projects. Other funding programs that are impacted but already adhere to these priorities are the Transit and Intercity Rail Capital Improvement Program and the Active Transportation Program (ATP).

Over the last few months, CalSTA has reached out to environmental stakeholders and advocates and held multiple meetings with other stakeholders to discuss CAPTI. The plan was also presented formally by CalSTA at the California Transportation Commission (CTC) on March 24, 2021, and at the

April 8, 2021 joint meeting of the CTC, California Air Resources Board (CARB), and California Department of Housing and Community Development. Several CTC Commissioners and CARB Board Members, as well as other commenters, indicated strong support for CAPTI. A central argument in support of CAPTI and the emphasis on VMT-reducing investments was that reducing VMT also improves public health, reduces infrastructure costs, and supports more efficient land use.

At both meetings, concerns were expressed by several CTC Commissioners and representatives from business, labor, and construction regarding CAPTI economic impacts to the construction industry and jobs, freight transportation, the State falling behind on road maintenance and rehabilitation, the shift in transportation funding priorities established in SB 1, and the impacts to lower-income households that commute long-distances to better-paying jobs. Additionally, representatives from the business community, labor, construction, and freight industries expressed that they were left out of the process, and in response, two workshop dates (April 20, 2021 and April 23, 2021) were added to engage with these stakeholders on CAPTI.

At the April 12, 2021 Board meeting, a presentation entitled, “State Plans and Policies Related to Climate Change” provided background on CAPTI, as well as a summary of challenges and opportunities resulting from the reframed state priorities. Challenges resulting from CAPTI include:

- Shifting expectations and commitments away from congestion reduction and transportation system preservation to reducing VMT and GHG emissions,
- Tying transportation funding to local agency actions on development projects (particularly for infill and affordable housing),
- Limiting flexibility for capacity projects that reduce National Ambient Air Quality Standards (NAAQS) pollutant emissions but increase VMT, and
- Limiting transit investment to start-up operations only with a lack of funding for long-term operations.

However, CAPTI also presents opportunities, including:

- Potential funding for both rail and bus transit capital projects, as well as pedestrian and bikeway improvements,
- Likely funding for zero-emission buses and charging infrastructure,
- Potential for funding some capacity projects if VMT increase can be mitigated, and
- Likely funding for efficiency improvements that employ technology (e.g., signal coordination).

In addition to the CTC-hosted CAPTI workshops on April 20 and 23, 2021, the public review period for CAPTI runs through May 19, 2021. OCTA will provide comments consistent with the challenges and opportunities noted above. Subsequent implementation of CAPTI will entail updates to guidelines to the Transit and Intercity Rail Capital Program, SHOPP, Interregional Transportation Improvement Program, ATP, SCCP, TCIP, and the LPP. OCTA will review and comment on changes to each of these funding programs as appropriate to address any conflicts with OCTA plans or projects.

CTP 2050

The CTP 2050 is the State's statutorily fiscally unconstrained long-range transportation vision for multimodal mobility and reducing GHG emissions. The CTP does not contain projects but includes policies and strategies intended to influence local and regional transportation plans. As noted in the November 2020 update, OCTA provided comments on Caltrans' Draft CTP 2050. OCTA's comments were addressed, but other changes between the draft and final plan are of note. For example, the final plan mirrored other efforts by the State to prioritize GHG emissions and VMT reductions and deemphasize addressing congestion. Specifically, the final plan removed all references in the CTP 2050 of impacts on vehicle hours of delay. Other notable changes include halving the assumed number of residents of California teleworking in the future (from 50 percent of Californians in the draft plan to 25 percent in the final plan) and adding several new performance measures and recommendations related to equity. Although no explanation is provided regarding the reduction in teleworking, data from the United States Census Bureau indicates that more than 70 percent of the highest-earning households (with annual incomes of \$200,000 or more) switched to teleworking during the coronavirus (COVID-19) pandemic while 30 percent of median income households (with annual incomes between \$50,000 and \$75,000) switched, and less than 13 percent of the lowest-earning households (with annual incomes of less than \$25,000) switched. Along with other additions related to equity addressed below, the revised assumptions related to teleworking may also reflect an equity consideration.

The final CTP 2050 included three new equity performance measures involving tracking:

- Number of communities and community-based organizations meaningfully engaged in the development of plans and projects,
- Air quality in low-income and disadvantaged communities, and
- Access to active travel modes in low-income and disadvantaged communities.

New equity recommendations included in the final CTP 2050 call for:

- Establishing policies to protect marginalized and disadvantaged communities from displacement and community fragmentation that may result from transportation investments, and
- Expanding requirements for funding programs to provide meaningful benefits to low-income and disadvantaged communities.

It is worth noting that the recommendation in the above bullet is already being incorporated into the state funding programs as part of CAPTI.

Caltrans is planning on releasing an Implementation Element later this calendar year. The final CTP 2050 identifies several new components that will be part of the Implementation Element, including to:

- Identify short- (five-year), mid- [five- to ten-year], and long-term [ten-plus-year] implementation actions, each with agency leads, process expectations, and anticipated outcomes,
- Identify initial financial needs and sources for short-term implementation actions, and
- Identify statutory changes that may be needed to implement the plan.

OCTA will review and provide input on the Implementation Element as appropriate to address any conflicts with OCTA plans or projects.

Caltrans is planning on completing the next CTP by 2025.

SCAG 2024 RTP/SCS

The RTP/SCS documents major transportation investments in the SCAG region over a 20-year horizon, at minimum, and is required to be updated every four years under state and federal law. While the most recent RTP/SCS was adopted in 2020, the development of the next RTP/SCS is underway, with a scheduled adoption in April 2024. SCAG plans on using the same branding (Connect SoCal) used in the recently adopted 2020 RTP/SCS and is focusing on process improvements and data updates and refinements. SCAG also plans on addressing how the COVID-19 pandemic recovery may impact long-term trends and the region's evolving needs, challenges, and opportunities.

Three key emphasis areas for the 2024 RTP/SCS are equity, climate change resilience, and closing the digital divide. SCAG currently has initiatives underway related to these emphasis areas, including:

- Racial Equity Early Action Plan – Provides a framework for internally and externally focused actions on equity and social justice,
- Regional Climate Adaptation Framework – Assists local and regional jurisdictions in managing the negative impacts of climate change, and
- Broadband Action Plan – Aims to increase broadband access in underserved communities.

The next Connect SoCal will be developed over four phases.

1. Foundations and Frameworks (now – early 2022): Initiate plan development process and establish plan goals.
2. Data Collection and Policy Development (early 2022 – early 2023): Collect input from local jurisdictions and county transportation commissions, conduct research, identify emerging regional trends, and discuss plan policies and strategies with stakeholders.
3. Outreach and Analysis (early 2023 – mid 2023): Conduct public workshops, incorporate feedback from outreach activities, and analyze data.
4. Draft Plan and Adoption (late 2023 – early 2024): Prepare a draft plan for public review and final plan for consideration by the SCAG Regional Council for adoption by April 2024.

TCM Substitution

Project schedules are regularly updated and amended in the SCAG FTIP. However, certain types of projects, known as committed TCM, may require a replacement project that can be implemented by a certain date before amending the FTIP. TCM's are transportation projects or programs that adjust trip patterns or otherwise influence vehicle use in ways that reduce air pollutant emissions. TCMs are considered "committed" if they have funds programmed for right-of-way or construction in the first two years of an approved SCAG FTIP.

TCMs are also included in the Air Quality Management Plan and State Implementation Plan to help demonstrate how NAAQS will be met for specific years. Calendar year 2023 is one of the key attainment years for the NAAQS. Therefore, committed TCMs that are scheduled to be open to public use by December 31, 2022, cannot be delayed without first demonstrating that a substitute can be implemented by December 31, 2022, and that it provides at least equivalent air quality benefits. This ensures the region stays on track to meet the 2023 NAAQS attainment requirement and is eligible to access federal transportation funds.

The Transportation Corridor Agencies (TCA) decided to delay the planned widening of the existing toll roads. These projects are identified as committed TCMs. TCA determined that toll road widenings were not needed in the near-term. These projects are located on the San Joaquin Hills Transportation Corridor (between Interstate 5 [I-5] in the City of San Juan Capistrano and approximately MacArthur Boulevard in the City of Irvine; FTIP Project ID: ORA10254), Eastern Transportation Corridor (along State Route 241/261/133 between I-5 and SR-91; FTIP Project ID: ORA050), and Foothill Transportation Corridor-North (between Oso Parkway and the Eastern Transportation Corridor; FTIP Project ID: ORA051). Because these toll road projects could have eased congestion on parallel routes (e.g., I-5) and help traffic move more freely in south Orange County, less air pollution would have been produced. Accordingly, it is necessary to identify projects that produce equivalent air quality benefit.

The County of Orange has cancelled the Hazard Avenue Bikeway Project (FTIP Project ID: ORA170205), which was also a committed TCM. Additionally, schedule updates to three OCTA projects (Anaheim Canyon Station [FTIP Project ID: ORA085004], Placentia Commuter Rail Transit Station [FTIP Project ID: ORA030612], and Paratransit Expansion Vehicle Purchase [FTIP Project ID: ORA130099]) also require TCM substitutions as the new completion dates would be beyond December 31, 2022.

OCTA is working with SCAG on the above substitution request. The goal of the effort is to transfer the TCM designation to a set of signal synchronization projects that will be programmed for implementation prior to December 31, 2022. Initial analysis has indicated these signal synchronization projects will have at least equivalent air quality benefits compared with the projects listed above. This is due to a significant decrease in tailpipe emissions that occurs when vehicles operate within an optimal speed range. OCTA will continue to analyze this set of projects in coordination with SCAG to ensure they meet all the necessary criteria. This process is anticipated to take between six to 12 months to finalize. An update on this effort will be provided to the Board in mid-2021.

Summary

Staff continues to coordinate ongoing activities regarding transportation planning in Orange County and Southern California. As drafts of these planning documents are released, staff will review and provide comments as needed to protect OCTA's interests. Staff will continue to keep the Board informed on the status of these ongoing activities.

Attachments

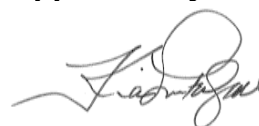
- A. Regional Planning Activities, May 2021
- B. Transportation Funding Programs Impacted by the Climate Action Plan for Transportation Infrastructure (CAPTI)

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Regional Planning Activities May 2021

California State Transportation Agency (CalSTA)

	Summary	Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
Climate Action Plan for Transportation Infrastructure (CAPTI)	<p>On March 10, 2021, CalSTA released the draft CAPTI as a response to executive orders (N-19-19 and N-79-20) signed by Governor Newsom targeted at reducing greenhouse gas (GHG) emissions from transportation and increasing use of zero-emission vehicles. CAPTI outlines a framework for aligning the State's transportation funding investments with the State's climate, public health, and social equity goals. CAPTI generally aims to prioritize funding for transit and active transportation projects while limiting future investments in highway capacity projects.</p>	<p><u>March 2021</u> – Release of draft CAPTI for public input</p> <p><u>April 2021</u> – CAPTI overview presented to OCTA Board of Directors (Board)</p> <p><u>April 2021</u> – Two CAPTI Workshops (April 20 and 23) held by California Transportation Commission</p> <p><u>May 2021</u> – Comment period ends; comments submitted by OCTA</p> <p><u>June 2021</u> – Anticipated release of final CAPTI</p>	<p>Ensure funding sources currently utilized by OCTA are not diverted.</p> <p>Identify opportunities for funding that could benefit OCTA plans and projects.</p>	<p>Participate in stakeholder workshops.</p> <p>Provide comments.</p> <p>Coordinate with CalSTA.</p>

Regional Planning Activities May 2021

California Department of Transportation (Caltrans)

	Summary	Key Dates	OCTA Interest	OCTA Role
Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes	Caltrans District 12 is studying implementation of HOT lanes on I-5 between the Los Angeles County Line and State Route 55. District 12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to OCTA in December 2019. The OCTA Board requested that Caltrans include a high-occupancy vehicle (3+ occupancy) alternative as part of the subsequent environmental studies.	<u>November 2019</u> – Caltrans finalized ConOps and PSR <u>Summer 2021</u> – Caltrans anticipated to initiate environmental studies for I-5 managed lanes	Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.	Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.
California Transportation Plan (CTP) 2050	Update to the state’s Long-Range Transportation Plan (LRTP), which establishes strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing GHG emissions.	<u>August 2020</u> – Draft CTP 2050 released for public review <u>October 2020</u> – OCTA submitted comments on the draft plan <u>February 2021</u> – CTP 2050 finalized <u>2025</u> – Next CTP update anticipated completion	Ensure that the goals, policies, and strategies do not conflict with OCTA plans or projects. Emphasize the need for any CTP strategies to be vetted at the local and regional levels, prior to including in local/regional plans.	Participate in stakeholder workshops. Provide comments. Coordinate with Caltrans.
Southern California Freight Strategy (SCFS)	The objective of the SCFS is to provide a regional perspective on goods movement travel demands, sustainability challenges, innovative opportunities, and regional priorities across the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.	<u>June 2020</u> – Study initiated <u>March 2021</u> – Draft SCFC released; comments submitted by OCTA <u>May 2021</u> – Final SCFC anticipated	Ensure that strategies do not conflict with OCTA plans or projects. Emphasize coordination with OCTA investments and project prioritization process.	Participate in technical advisory committee meetings. Provide comments. Coordinate with Caltrans.

Regional Planning Activities May 2021

California Air Resources Board (CARB)

	Summary	Key Dates	OCTA Interest	OCTA Role
2020 Mobile Source Strategy	CARB developed the 2020 Mobile Source Strategy as an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California’s air quality, climate, and community risk reduction goals to achieve over the next 30 years.	<u>October 2020</u> – Draft 2020 Mobile Source Strategy released for public review <u>November 2020</u> – Draft 2020 Mobile Source Strategy released <u>May 2021</u> – Anticipated CARB Board consideration of final 2020 Mobile Source Strategy	Ensure that strategies do not conflict with OCTA plans or projects.	Review and comment on technical documents.

Regional Planning Activities May 2021

South Coast Air Quality Management District (AQMD)

Summary		Key Dates	OCTA Interest	OCTA Role
2022 Air Quality Management Plan (AQMP)	<p>The AQMP identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin.</p> <p>The AQMP provides input into the California State Implementation Plan (federally required air quality plan).</p>	<p><u>2020</u> – Initiate advisory group meetings</p> <p><u>Fall 2021</u> – Release draft AQMP/regional workshops</p> <p><u>Winter 2021</u> – Release revised draft AQMP/regional hearings</p> <p><u>Spring 2022</u> – Release draft final AQMP</p> <p><u>Summer 2022</u> – AQMD and CARB hearings</p> <p><u>August 2022</u> – AQMP due to Environmental Protection Agency (EPA)</p>	<p>Support development of attainment strategies that are within AQMD’s regulatory authority.</p> <p>Ensure economic impacts are considered.</p> <p>Minimize impacts to mobility.</p> <p>Ensure 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) input is accurately incorporated.</p>	<p>Participate in advisory committee meetings.</p> <p>Review and comment on technical documents.</p>

Regional Planning Activities May 2021

Southern California Association of Governments (SCAG)

	Summary	Key Dates	OCTA Interest	OCTA Role
2020 RTP/SCS	<p>Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by the United States EPA and CARB.</p> <p>SCAG has branded the 2020 RTP/SCS as “Connect SoCal”.</p>	<p><u>November 2018</u> – OCTA submitted projects consistent with 2018 LRTP</p> <p><u>May – June 2019</u> – SCS workshops</p> <p><u>November 2019</u> – Release draft RTP/SCS for public review</p> <p><u>January 2020</u> – OCTA submitted comments on the draft 2020 RTP/SCS</p> <p><u>May 2020</u> – SCAG approved 2020 RTP/SCS for the limited purpose of federal transportation conformity</p> <p><u>September 2020</u> – SCAG adopted final 2020 RTP/SCS</p>	<p>Ensure inclusion of projects identified in the final 2018 LRTP.</p> <p>Support policies that are consistent with OCTA positions.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>

May 2020 Regional Planning Activities

SCAG (continued)

Summary	Key Dates	OCTA Interest	OCTA Role
<p>2024 RTP/SCS</p> <p>Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by the United States EPA and CARB.</p> <p>Update to 2020 RTP/SCS.</p>	<p><u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks</p> <p><u>Early 2022 – Early 2023</u> – Data collection and policy development; OCTA to submit projects consistent with 2022 LRTP</p> <p><u>Early 2023 – Mid 2023</u> – Outreach and analysis</p> <p><u>Late 2023 – Early 2024</u> – Draft plan and adoption; OCTA to submit comments on the draft 2024 RTP/SCS</p>	<p>Ensure inclusion of projects identified in the 2022 LRTP.</p> <p>Support policies that are consistent with OCTA positions.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>
<p>Sustainable Communities Program</p> <p>Grant program that funds sustainability planning efforts and development of local plans that support the implementation of the 2020 RTP/SCS. The grant program is comprised of three main categories: active transportation, housing and sustainable development, and smart cities and mobility innovations projects.</p>	<p><u>December 2020</u> – Active Transportation & Safety applications due</p> <p>January 2021 – Housing and Sustainable</p> <p><u>April 2021</u> – Smart Cities and Mobility Innovations due</p> <p><u>May 2021</u> – SCAG Regional Council approval of 2020 Sustainable Communities Program</p> <p><u>June 2021</u> – California Transportation Commission approval of Active Transportation Program</p>	<p>Funding opportunity for Orange County planning efforts.</p>	<p>Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.</p>

Regional Planning Activities May 2021

San Diego Association of Governments (SANDAG)

Summary		Key Dates	OCTA Interest	OCTA Role
2021 Regional Plan	Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by EPA and CARB.	<p><u>May 2021</u> – Draft 2021 Regional Plan and draft Environmental Impact Report (EIR) anticipated to be released for public review</p> <p><u>Fall 2021</u> – SANDAG Board to adopt 2021 Regional Plan and final EIR</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

Regional Planning Activities May 2021

Los Angeles County Metropolitan Transportation Authority (Metro)

Summary	Key Dates	OCTA Interest	OCTA Role	
<p>2028 Olympics</p>	<p>The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include greater coordination between OCTA, Metro, and other planning agencies in the area.</p> <p>OCTA, in collaboration with Metro and other transit operators along the Los Angeles-Orange County line recently completed the LA-OC Transit Connections Study. The study developed recommendations for both short-term route changes and long-term improvements based on existing and future transit needs. The effort builds on recent bus restructuring efforts at OCTA, Metro, Long Beach Transit, and Foothill Transit. In addition, the study considered existing service and future changes to Metrolink and Metro rail transit services.</p>	<p><u>November 2, 2017</u> – Memorandum of understanding signed between OCTA and Metro</p> <p><u>November 30, 2017</u> – Metro announced the Twenty-Eight by '28 initiative</p> <p><u>January 2018</u> – Metro Board approved a list of projects, 20 of which are already slated for completion by 2028 and eight require additional funding (estimated at \$26.2 billion) to deliver by 2028</p> <p><u>September 2018</u> – Metro Board directed development of Twenty-Eight by '28 funding plan</p> <p><u>December 2018</u> – Twenty-Eight by '28 Program Financing/Funding White Paper</p> <p><u>June 2019</u> – OCTA executed contract to begin the LA-OC Transit Connections Study</p> <p><u>October 2020</u> – LA-OC Transit Connections Study completed</p>	<p>Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics.</p> <p>Monitor development of financing/funding strategy and potential implementation of the Twenty-Eight by '28 program of projects.</p>	<p>Coordinate with Metro and other partner agencies.</p>

Regional Planning Activities May 2021

Metro (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
2020 LRTP	<p>The 2020 LRTP details how Metro plans, builds, operates, maintains, and partners for improved mobility in the next 30 years.</p> <p>In September 2017, staff began work to update the 2009 LRTP, following the passage of Measure M2, and in alignment with the SCAG process for updating the RTP/SCS.</p> <p>Following adaptation of the 2020 LRTP, Metro initiated development of an action plan in the form of a Short-Range Transportation Plan (SRTP) to recommend near-term implementation steps over a ten-year timeframe and allow for any needed recalibrations due to the coronavirus pandemic.</p>	<p><u>May 2020</u> – Draft LRTP released for public review</p> <p><u>July 2020</u> – Public comment period ended on Draft LRTP</p> <p><u>September 2020</u> – Metro Board approved 2020 LRTP</p> <p><u>Fall 2020</u> – Initiated development of SRTP</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p>	<p>Monitoring.</p>
Gold Line Eastside Transit Corridor Phase 2	<p>Study of three alternatives for extending the Metro L Line (Gold) to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60 (SR-60), another travels along Washington Boulevard, terminating near Orange County, and the third would build both the SR-60 and Washington Boulevard alignments.</p> <p>In February 2020, the Metro Board selected the “Washington Alternative” for further evaluation.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>February 2020</u> – Metro Board approved proceeding with the California Environmental Quality Act only for the project’s environmental process and withdrawing the SR-60 and combined alternatives from further consideration in the environmental study</p> <p><u>2023</u> – Anticipated completion of environmental process</p> <p><u>2028</u> – Completion of final design</p> <p><u>2029</u> – Start of construction</p> <p><u>2035</u> – Phase 2 in service</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>

Regional Planning Activities May 2021

Metro (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
West Santa Ana Branch Transit Corridor Project	<p>A new 19-mile light rail transit line that would connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>November 2020</u> – Administrative draft environmental document submitted to Federal Transit Administration for review</p> <p><u>June 2021</u> – Anticipate release of draft environmental document for public comment</p> <p><u>September 2021</u> – Anticipate selection of a locally preferred alternative</p> <p><u>2028</u> – Anticipate opening service</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>
Countywide Express Lanes Strategic Plan	<p>Establishes a vision for a system of Express Lanes for Los Angeles County that is intended to address federal performance standards and provide a more reliable and faster travel option, utilizing existing capacity in carpool lanes.</p> <p>Express lanes on Interstate 105 and Interstate 10 (from Interstate 605 to the San Bernardino County Line) included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Pending</u> – Initiation of planning studies and a financial plan for the Tier 1 projects that are intended to be delivered in the next five to ten years</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p>	<p>Monitoring.</p>

Regional Planning Activities May 2021

Transportation Corridor Agencies (TCA)

	Summary	Key Dates	OCTA Interest	OCTA Role
Transportation Control Measure (TCM) substitution	<p>TCA is seeking to remove the TCM designation from three portions of TCA facilities: 1) the San Joaquin Hills Transportation Corridor (Federal Transportation Improvement Program Project ID: ORA10254), 2) the Eastern Transportation Corridor (ORA050), and 3) the Foothill Transportation Corridor-North (ORA051).</p> <p>TCA is working with OCTA and SCAG on next steps, including a formal substitution. TCA will participate in interagency consultation on any requested TCM substitutions through SCAG's Transportation Conformity Working Group.</p> <p>As part of the 2020-2045 RTP/SCS development process, SCAG, TCA, and OCTA were able to extend the TCM deadline for these three projects from December 31, 2020, to December 31, 2022.</p>	<p><u>Summer 2020</u> – Initiated substitution process with SCAG</p> <p><u>Summer/Fall 2021</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>Fall 2021</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>2022</u> – Anticipate CARB and EPA concurrence</p>	<p>Avoid potential impacts to regional transportation funding.</p>	<p>Coordinating with SCAG and TCA.</p>

Regional Planning Activities May 2021

OCTA

	Summary	Key Dates	OCTA Interest	OCTA Role
Express Lanes Network Study	The OCTA 2018 LRTP's Short-Term Action Plan recommended an Express Lanes Network Study to identify planning and policy positions in response to an initiative by Caltrans to implement express lanes in Orange County. The study will establish OCTA's priorities for tolled express lanes implementation by evaluating quantitative and qualitative factors against stated goals and objectives to determine a preferred approach.	<p><u>May 2019</u> – Study initiated</p> <p><u>December 2019</u> – Study update presented to OCTA Board</p> <p><u>Summer/Fall 2021</u> – Draft recommendations on a preferred approach to implementation of express lanes to be presented to OCTA Board</p>	Establish OCTA's priorities for tolled express lanes.	Study effort lead by OCTA.
South Orange County Multimodal Transportation Study (SOCMTS)	<p>SOCMTS is a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the study will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County's mobility needs through the year 2045 and beyond.</p> <p>Study objectives</p> <ul style="list-style-type: none"> • Work collaboratively with stakeholders • Leverage all modes of transportation • Address long-term mobility needs • Develop consensus on a set of transportation improvements across all modes 	<p><u>Summer/Fall 2020</u> – Phase 1: Identify issues and opportunities; develop purpose and need; and develop initial alternative strategies</p> <p><u>August 2020</u> – Study update presented to OCTA Board</p> <p><u>Winter 2020 - Spring 2021</u> – Phase 2: Analysis of alternative strategies</p> <p><u>February 2021</u> – Study update presented to OCTA Board</p> <p><u>Summer/Fall 2021</u> – Phase 3: Further analysis of reduced set of alternative strategies; Recommend a locally preferred strategy</p> <p><u>Summer 2021</u> – Study update to be presented to OCTA Board</p> <p><u>Fall/Winter 2021</u> – OCTA Board to consider study recommendations</p>	Establish a locally preferred strategy for south Orange County.	Study effort lead by OCTA.

Regional Planning Activities May 2021

OCTA (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
State Route 91 (SR-91) (Eastbound Lane Addition from State Route 241 [SR-241] to State Route 71 [SR-71]) Geometric and Design Alternatives Analysis	This 18-month study will develop conceptual design alternatives for the addition of a sixth general purpose lane along the eastbound SR-91 corridor between the SR-241 and SR-71 interchanges to improve mobility on SR-91 and connections to the SR-241 and SR-71.	<u>March 2020</u> – Study initiated <u>September 2021</u> – Anticipated study completion	Improving the SR-91 corridor in a manner, which is consistent with sales tax measures of Orange and Riverside counties, as well as previously completed studies.	Study effort lead by OCTA, in partnership with the Riverside County Transportation Commission and in coordination with Caltrans, TCA, and corridor cities.

**Transportation Funding Programs Impacted by the
Climate Action Plan for Transportation Infrastructure (CAPTI)**

Active Transportation Program (ATP). The ATP is a competitive funding program that encourages increased use of active modes of transportation such as bicycling and walking. ATP goals include improving mobility, health, and safety for non-motorized users; decreasing greenhouse gas (GHG) emissions; and providing benefit to disadvantaged communities. Eligible ATP projects include:

- Infrastructure projects: capital improvements that further ATP goals, including environmental, design, right-of-way, and/or construction phases of capital projects.
- Non-infrastructure projects: education, encouragement, and enforcement activities that further ATP goals, with focus on start-up projects (ATP cannot fund ongoing program operations).
- Infrastructure projects with non-infrastructure components.
- Plans: community-wide bicycle, pedestrian, safe routes to school, or active transportation plans in disadvantaged communities.

Interregional Transportation Improvement Program (ITIP). A five-year state-regional program, adopted every even year, of capital improvements on and off the State Highway System (SHS) that increase the capacity or improve the state of good repair of the transportation system. The State Transportation Improvement Program (STIP) consists of two broad programs: the Regional Transportation Improvement Program (RTIP), funded from 75 percent of new STIP funding, and the ITIP, funded from 25 percent of new STIP funding. While OCTA receives a share and directs the use of the RTIP funds, the California Department of Transportation (Caltrans) nominates projects for inclusion in the ITIP to improve the SHS, intercity passenger rails system, and interregional movement of people, vehicles, and goods. In the recent past, ITIP funds have been used to support the Ortega Highway Widening and the Laguna Niguel/San Juan Capistrano Passenger Rail Passing Siding project.

Local Partnership Program (LPP). The LPP provides local and regional agencies that have passed sales tax measures, tolls, or fees or that have imposed fees which are dedicated solely to transportation improvements. Eligible projects include: improvements to the SHS; improvements to transit facilities that expand transit services, increase ridership, and improve safety; acquisition, retrofit or rehabilitation of rolling stock, buses or other transit equipment; improvements to the local road system; improvements to bicycle or pedestrian safety or mobility; improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality, including management practices for capturing or treating urban runoff, road maintenance and rehabilitation; and sound walls for highways that were built prior to 1987 without sound walls and with or without high occupancy vehicle (HOV) lanes. LPP funds are divided between a formula-based program that distributes funds to self-help counties and a competitive program. OCTA receives approximately \$9 million annually from the formula program and has received LPP competitive program funds for traffic signal

Transportation Funding Programs Impacted by the Climate Action Plan for Transportation Infrastructure (CAPTI)

programs and for the State Route 55 (SR-55) Improvement Project. All LPP funds must be matched dollar-for-dollar.

Solutions for Congested Corridors Program (SCCP). The SCCP is a competitive funding program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the State. To receive funding, projects must be included in a corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. In order to mitigate increases in vehicle miles traveled (VMT), greenhouse gases, and air pollution, highway lane capacity-increasing projects funded by this program shall be limited to HOV lanes, managed lanes, and other non-general purpose lane improvements primarily designed to improve safety for all modes of travel, such as auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes. Project elements within the corridor plans may include improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. OCTA has received SCCP funds for traffic signal projects, zero-emission buses for Bravo! Main Street and other transit and active transportation improvements.

State Highway Operations & Protection Program. A four-year state funding program for Caltrans' capital projects whose purpose is to maintain the safety and integrity of the SHS. Most of the projects are for pavement and bridge rehabilitation and traffic safety improvements. Operational improvements are also allowed but have significantly limited in recent years. The California Transportation Commission allocates funds to the individual projects. Eligible projects include maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane. While the funds cannot be used for widening components, the State was able to program funds to the auxiliary lane component of the Measure M2 SR-55 Improvement Project from Interstate 405 (I-405) to Interstate 5 (I-5).

Trade Corridor Enhancement Program (TCEP). The TCEP provides funding for infrastructure improvements along corridors with high volumes of freight movement and as identified in the state rail plan. Per the authorizing legislation, projects eligible for TCEP include:

- (1) Highway improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's land ports of entry, rail terminals, and seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.
- (2) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers

Transportation Funding Programs Impacted by the Climate Action Plan for Transportation Infrastructure (CAPTI)

throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility, and other projects that improve the safety, efficiency, and capacity of the rail freight system.

- (3) Projects to enhance the capacity and efficiency of ports, except that funds available under this section shall not be allocated to a project that includes the purchase of fully automated cargo handling equipment. For the purposes of this paragraph, “fully automated” means equipment that is remotely operated or remotely monitored, with or without the exercise of human intervention or control. Nothing in this paragraph shall prohibit the use of funds available pursuant to this section for a project that includes the purchase of human-operated zero-emission equipment, human-operated near-zero-emission equipment, and infrastructure supporting human-operated equipment. Furthermore, nothing in this section shall prohibit the purchase of devices that support human-operated equipment, including equipment to evaluate the utilization and environmental benefits of human-operated equipment.
- (4) Truck corridor improvements, including dedicated truck facilities or truck toll facilities, including the mitigation of the emissions from trucks or these facilities.
- (5) Border access improvements that enhance goods movement between California and Mexico and that maximize the state’s ability to access funds made available to the state by federal law.
- (6) Surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to and from the state’s land ports of entry, airports, and seaports, to relieve traffic congestion along major trade or goods movement corridors.

Both the SR-55 Improvement Project from I-405 to I-5 and the SR-57 Interchange project in Brea have received awards through the TCEP program.

Transit & Intercity Rail Capital Program (TIRCP). The TIRCP funds capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce GHG emissions by reducing VMT throughout California. Eligible projects include expansion, enhancement and improvement of existing rail systems, including new rail cars and locomotives to increase ridership and service levels, and improve reliability; improvements to existing and future rail systems, including high speed rail; and increased integration of rail and transit services, including integrated ticketing and bus transit investments that increase ridership and reduce GHG emissions. OCTA has received TIRCP funds for the OC Streetcar, Mobile Ticketing on OC Bus, and bus purchases for Bravo! Routes.



Regional Planning Update

Regional Planning Update

- Provided regularly to highlight transportation planning issues
- This update focuses on:

Climate Action Plan for Transportation Infrastructure (CAPTI)

California Transportation Plan (CTP) 2050

SCAG 2024 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)

Transportation Control Measure (TCM) substitutions

Purpose - Prioritize state controlled transportation funds to address:
Climate | Public Health | Social Equity

Primary Goal - Reduce transportation-generated greenhouse gas (GHG) emissions

Impacted funding programs:

- Active Transportation Program
- Interregional Transportation Improvement Program
- Local Partnership Program
- Solutions for Congested Corridors
- State Highway Operations & Protection Program
- Trade Corridor Enhancement Program
- Transit and Intercity Rail Capital Program

Challenges

Shift in expectations and commitments

Incentives for transportation investments linked to development projects

Lack of flexibility for capacity projects that reduce NAAQS emissions but increase VMT

Lack of long-term transit operations funding (*start-up operations only*)

Opportunities

Potential funding for transit capital and active transportation projects

Funding for zero-emission buses and charging infrastructure more likely

Some capacity projects may be possible if VMT increase is mitigated

Efficiency improvements through technology more likely to receive funding (*e.g., signal coordination*)

CTP 2050

- Caltrans statewide transportation vision
 - Outlines state transportation policies and priorities
 - Statutorily required
 - Not constrained by revenue
 - Must achieve state GHG goals
- Notable updates
 - Further prioritize GHG and VMT reductions over congestion
 - New equity performance measures and recommendations
- Implementation Element currently under development



SCAG 2024 RTP/SCS

- Long-term transportation investment strategy
- Federal and state requirement
- Six-county region
- Updated every four years

2024 RTP/SCS focus areas:

- Equity
- Climate change resilience
- Closing the digital divide

RTP/SCS Development Schedule



TCM Substitution

TCM - FTIP projects included in the state air quality attainment strategy

Replacement TCM projects:

- Must be implemented by attainment deadline (December 31, 2022)
- Must provide at least equivalent air quality benefits
- Proposed 33 miles of signal synchronization projects as replacement TCMs

TCM – Transportation Control Measure
FTIP – Federal Transportation Improvement Program
TCA – Transportation Corridor Agencies

TCMs proposed for substitution

TCA – Delayed Projects

- San Joaquin Hills Transportation Corridor widening
- Eastern Transportation Corridor widening
- Foothill Transportation Corridor widening

County of Orange – Cancelled Project

- Hazard Avenue Bikeway

OCTA – Delayed Projects

- Anaheim Canyon Station
- Placentia Metrolink Station
- Paratransit Vehicle Purchase

Next Steps

- Submit comments on CAPTI by May 19, 2021
- Monitor CTP 2050 Implementation Element development
- Monitor/participate in the development of 2024 RTP/SCS
- Coordinate with SCAG and stakeholders on TCM substitutions



May 3, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the City of San Juan Capistrano for the Ortega Highway Widening Improvements from Calle Entradero to Reata Road

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the City of San Juan Capistrano to provide Measure M2 Project O funding for the preparation of plans, specifications, and estimates for the Ortega Highway Widening Improvement Project from Calle Entradero to Reata Road. This agreement will supersede the original letter agreement to the Comprehensive Funding Programs Agreement dated August 1, 2020, for the project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3410 between the Orange County Transportation Authority and the City of San Juan Capistrano, in the amount of \$5,250,000, in Measure M2 Project O funds for the preparation of plans, specifications, and estimates for the Ortega Highway Widening Improvement Project from Calle Entradero to Reata Road.
- B. Approve cancelling Letter Agreement No. 5 to the Comprehensive Transportation Funding Programs Master Agreement No. C-1-2782 with the City of San Juan Capistrano.

Discussion

Through a Comprehensive Transportation Funding Programs (CTFP) competitive call for projects, the Orange County Transportation Authority (OCTA) awarded \$5,250,000 to the City of San Juan Capistrano (City) for the preparation of plans, specifications, and estimates (PS&E) for the Ortega Highway Widening Improvement Project (Project) on May 11, 2020. OCTA issued Letter Agreement No. 5 to the CTFP Master Agreement No. C-1-2782

Cooperative Agreement with the City of San Juan Capistrano *Page 2*
for the Ortega Highway Widening Improvements from
Calle Entradero to Raeta Road

with the City with an effective date of August 1, 2020. The OCTA funds must be matched with non-OCTA funds of \$1,750,000 to meet the match requirement consistent with requirements in the Measure M2 (M2) Ordinance.

The PS&E is anticipated to cost approximately \$7,800,000, which will be supported through a combination of sources including \$5,250,000 in M2 funds through OCTA, \$1,750,000 from the County of Orange and Rancho Mission Viejo, and from State Transportation Improvement Program funds, which were previously authorized by the OCTA Board of Directors and the California Transportation Commission for this project. The City's required contribution will be satisfied by the County and Rancho Mission Viejo funding. The City is currently working with the California Department of Transportation (Caltrans) to implement the Project.

Based on the environmental studies and preliminary engineering, the Project will widen Ortega Highway from two to four lanes for a 1.1-mile section between Calle Entradero and Raeta Road. The Project's preliminary plans include installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The Project also requires seven retaining walls. The PS&E phase is anticipated to take 12 to 18 months to complete. The total Project, including construction, is expected to cost approximately \$76 million, based on preliminary estimates, and could be open to traffic by 2028, contingent on funding availability.

This Project is also important to OCTA as it is one of the cornerstone elements in the three-party agreement between OCTA, Caltrans, and the Transportation Corridor Agencies to improve mobility in south Orange County. The three agencies agreed to focus on south Orange County's mobility improvements including this Project, an extension of the high-occupancy vehicle lanes on Interstate 5 between the San Diego County line and Avenida Pico, and improvements to Los Patrones Parkway in place of any southern extension of the State Route 241 toll facility.

The City and Caltrans are proposing to enter into a financial contribution agreement, which will allow the City to make a contribution to Caltrans for the PS&E work without taking on responsibilities that could create additional risk and liability for the City. In order for the City to proceed under this type of arrangement, OCTA needs to also provide the funding to the City through a different mechanism as the letter agreement was created based on CTFP Guidelines that assume the local jurisdiction is also the implementing agency. The cooperative agreement, as proposed, authorizes OCTA to provide payment to the City based on confirmation of the Caltrans agreement and an invoice from

**Cooperative Agreement with the City of San Juan Capistrano Page 3
for the Ortega Highway Widening Improvements from
Calle Entradero to Raeta Road**

Caltrans to the City, as well as confirmation of the match. It will also require regular reports from the City on PS&E progress.

Fiscal Impact

The project is included in OCTA's Fiscal Year (FY) 2020-21 Budget and subsequent FY budgets, Planning Division, Account No. 0017-7831-SO001-TH4, and as noted above, will be funded with M2 Project O funds.

Summary

Staff requests Board of Directors' approval to terminate Letter Agreement No. 5 to Cooperative Agreement No. C-1-2782, and for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3410 with the City of San Juan Capistrano, in the amount of \$5,250,000, to support a financial contribution to the California Department of Transportation to prepare plans, specifications, and estimates for the Ortega Highway Widening Improvements Project from Calle Entradero to Raeta Road.

Attachment

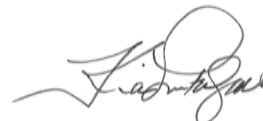
None.

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May 3, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue

Overview

On December 14, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between Interstate 405 and Yale Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Interstate 405 and Yale Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2637 between the Orange County Transportation Authority and AECOM Technical Services, Inc., to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Interstate 405 and Yale Avenue.

Discussion

The Interstate 5 (I-5) improvements between Interstate 405 (I-405) and State Route 55 (SR-55) (Project) is Project B in the Measure M2 (M2) freeway program. In the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, the Project is listed as one of the M2 freeway projects to be cleared through the environmental process, and to move into design using federal and M2 funding.

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue *Page 2*

The Project will add a general purpose (GP) lane in the northbound and southbound directions between I-405 and SR-55, reestablish existing auxiliary lanes and provide new auxiliary lanes where necessary, and provide continuous access to the high-occupancy vehicle (HOV) lanes.

The final environmental document was signed on January 7, 2020, with build alternative 2B identified as the preferred alternative by the Project development team. Alternative 2 includes the addition of one GP lane in each direction of I-5 from north of I-405 to south of SR-55. The improvements include standard lane and shoulder widths, except where the improvements join existing non-standard lanes or shoulders, and at isolated locations at bridge columns, overhead signs, or other appurtenances. Design variation B of alternative 2, the preferred alternative, includes additional non-standard inside shoulder widths and/or lane widths to reduce right-of-way (ROW) impacts. The Project is being developed as two 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 I-405 to Yale Avenue
- Segment 2 extends from Yale Avenue to SR-55

Procurement Approach

This procurement for Segment 1 was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan approach. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On December 14, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2637 which was electronically issued on CAMM NET. The Project was advertised on December 14 and December 21, 2020, in a newspaper of general circulation. A pre-proposal conference was held on December 21, 2020, with 27 attendees representing 17 firms. Three addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue

Page 3

On January 21, 2021, four proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from the California Department of Transportation (Caltrans) and the City of Irvine, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

In developing the criteria and weightings, several factors were considered. The firms' qualifications and experience in performing relevant work of similar scope and size is important to the success of the Project. Staffing and project organization of the firm was assigned a weighting of 40 percent as the qualifications of the project manager (PM) and other key personnel are important to the successful and timely delivery of the Project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the teams' understanding of the Project, its challenges, and its approach to implementing the various elements of the scope of work (SOW). The technical approach to the Project is critical to a firm's successful performance.

The evaluation committee reviewed all proposals based on the evaluation criteria and found three firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firm and Location

AECOM Technical Services, Inc. (AECOM)
Orange, California

HNTB Corporation (HNTB)
Santa Ana, California

WSP USA, Inc. (WSP)
Orange, California

On March 9, 2021, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also discussed its staffing plan, work plan, and perceived Project challenges. Each firm was asked general questions related to

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue *Page 4*

qualifications, relevant experience, Project organization, and approach to the work plan. All firms were asked questions specific to each firm's proposals regarding its team's approach to the requirements of the SOW, management of the Project, coordination with various agencies, experience with similar projects, and the proposed solutions toward achieving the Project goals. After considering responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores for one of the firms; however, AECOM remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends AECOM as the top-ranked firm to prepare the plans, specifications, and estimates (PS&E) for the Project. AECOM received the highest ranking due to its recent PS&E experience with projects of similar scope and scale, familiarity with Caltrans requirements, comprehensive understanding of the Project objectives and constraints, and presentation of technical solutions that consider both time and cost-saving improvements along the I-5 corridor. The firm demonstrated a clear understanding of the Project requirements and presented a comprehensive work plan addressing key issues that are critical to the success of the Project. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

All short-listed firms are well established with recent and relevant experience and are qualified to perform the services.

AECOM was founded in 1927 and specializes in preliminary and final design, construction management, and program management for infrastructure projects on a local and global level. Local highway engineering services have been provided by AECOM to state and local government agencies that include OCTA, Caltrans, Riverside County Transportation Commission, and the San Bernardino County Transportation Authority. The firm has five offices throughout Southern California, including an office in the City of Orange which is comprised of 460 staff members. AECOM recently completed similar projects, including the following: State Route 210 (SR-210) lane addition widening project approval and environmental document (PA/ED) and PS&E, I-5 lane addition widening from I-405 to SR-55 PA/ED, and the Interstate 215 (I-215) lane addition widening from Scott Road to Nuevo Road PS&E. AECOM proposed to utilize eight subconsultants in a wide range of disciplines to provide services required by the SOW, which all have experience working with AECOM on past projects.

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue *Page 5*

Founded in 1914, HNTB is a full-service design engineering firm that provides a wide range of services, including transportation planning, transportation design, highway design, structures design, and cost estimating. HNTB has 60 offices nationwide, which include five Southern California offices, including two office locations in the City of Los Angeles, and a single office in the cities of Ontario, San Diego, and Santa Ana. Relevant firm experience includes OCTA's State Route 91 (SR-91) to State Route 57 interchange improvements, Los Angeles County Metropolitan Transportation Authority's (LA Metro) I-405 Sepulveda Pass widening, and, more recently, OCTA's SR-55 widening project from I-405 to I-5 for which HNTB is providing design support services as a subconsultant. The team has prior working relationships with all eight of the proposed subconsultants, and demonstrated experience working together on projects of similar size and scope.

WSP was founded in 1885 and provides services in the areas of highway final design, transportation engineering, environmental compliance, constructability reviews, and construction support. The firm has 108 offices nationwide and four offices in Southern California located in the cities of Los Angeles, Orange, San Bernardino, and San Diego. WSP has completed and delivered 58 PS&E packages in California within the past ten years. Relevant experience includes PS&E for LA Metro's I-5 north improvements for which the firm is performing work as a design subconsultant, the Transportation Corridor Agency's toll road program management, and the United States Highway 50 multimodal corridor enhancement and rehabilitation design-build for Caltrans, District 3. WSP proposed to utilize eight subconsultants in which all firms have worked with WSP on past projects.

Staffing and Project Organization

All firms proposed qualified PMs, key personnel, and subconsultants with relevant PS&E experience in interchange and freeway widening projects.

AECOM proposed a qualified project team with relevant experience and comprehensive understanding of the Project issues, risks, and challenges. The team is proficient in the various disciplines required for the Project and has extensive recent OCTA and Caltrans experience. The team has demonstrated experience working on projects of similar size and scope. The proposed PM has over 36 years of experience, with the past 15 years working on Caltrans PS&E-focused projects that include the I-215 Murrieta lane addition widening from Murrieta Hot Springs Road to Scott Road PS&E, and the I-215 lane addition widening from Scott Road to Nuevo Road PS&E. The proposed PM provided support during the PA/ED phase of this Project to finalize key deliverables,

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue **Page 6**

including the cost estimate and final project report, and has in-depth knowledge of Caltrans and local agency design standards, procedures, and requirements. The proposed roadway lead has 27 years of experience in freeway and interchange design improvements to optimize safety and traffic flow while meeting Caltrans' design standards. The roadway lead's experience includes conceptual, preliminary, final design, and design-build engineering, which demonstrates a thorough understanding of both the Project development and Project delivery phases. The proposed structures lead has 36 years of civil and structural engineering experience, including the design of more than 200 bridges, and was involved in the preparation of PS&E packages for more than 50 Caltrans projects. The proposed team includes qualified and experienced subconsultants for geometric, structural, traffic engineering, environmental, survey and ROW, landscaping aesthetics, geotechnical, and ground anchor wall design services.

HNTB proposed a qualified project team with relevant experience and understanding of the Project issues, risks, and challenges. The team, including subconsultants, are experienced in the various disciplines required for the Project and have relevant experience in PS&E projects in Southern California. The proposed PM has 33 years of experience in highway design, including freeway corridor widening PS&E projects such as the Interstate 605 HOV between SR-91 and Los Angeles-Orange County Line, Interstate 10 (I-10) median lane addition in Redlands, and the I-405 improvement project. The proposed roadway lead has 34 years of experience in planning and design of freeways, interchanges, and high-speed rail corridors, and has a successful history of managing various disciplines to coordinate and deliver final PS&E packages. The proposed structures lead has 19 years of experience specializing in structural engineering for highway bridge structures, flood control facilities, and various retaining wall and special foundation systems.

WSP proposed a project team and subconsultants with relevant experience in PS&E projects in Southern California. The proposed PM has 36 years of experience with an expansive background in construction management, Caltrans standards, final design, structural design, and constructability. Relevant project experience includes the I-405/State Route 22 west county connectors project, I-10 HOV lanes PS&E, and providing engineering services for the PA/ED phase of the I-405 improvement project. The proposed roadway lead has 21 years of experience on Caltrans projects and most recently served as the roadway lead for the PA/ED phase of the I-5 widening project from I-405 to SR-55 and brings familiarity and knowledge of the Project corridor. The proposed structures lead has 20 years of experience in planning, funding, permitting, design, and construction of structures for highway, roadway, and rail projects. The WSP team includes subconsultants that will also be performing

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue *Page 7*

work on Segment 2 of this Project, which may facilitate Caltrans coordination and approvals.

Work Plan

All short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

AECOM presented a comprehensive and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. AECOM identified more than 25 special issues on the Project. The firm's work plan focused on 14 of the most critical items, which would eliminate or improve non-standard design features, potentially reduce Project costs, and deliver a constructable PS&E package. The work plan proposed four detailed solutions for the Irvine overhead widening, one of which is a cantilever solution previously used on the SR-210 lane addition project that would avoid impacts to existing utilities and impacts to the Southern California Regional Rail Authority. The work plan also identified several enhancements for Soundwall No. 3.3, located to the adjacent Northwood Place Apartment Homes, which would preserve the existing landscaping and simplify the ROW acquisition process, resulting in reduced construction and ROW costs. AECOM identified areas that will need to be closely coordinated with Segment 2 of the Project that include soundwall aesthetics, traffic management between the two Project boundaries, and consistency in specifications and unit pricing.

The overall approach to Project execution described in the work plan and presented during the interview identified potential risks, accompanied by mitigation plans, corridor coordination discussions, and construction staging. The interview confirmed the technical knowledge and expertise of the AECOM team and its comprehensive understanding of Project risks, challenges, and requirements. The AECOM team demonstrated in-depth knowledge of its proposed approach to the SOW by providing detailed, Project-specific responses to all interview questions with participation from all team members present.

HNTB presented a detailed work plan that demonstrated an understanding of the SOW, Project issues, and risks. The work plan identified six geometric enhancements that centered on the reduction of ROW and construction impacts, eliminating non-standard features, and improving constructability. The work plan provided a detailed narrative as to how corridor-wide coordination strategies would be implemented based off previous successful multi-segment projects HNTB has completed. The proposed highway interchange designs would address various stakeholders' interests by incorporating Complete Streets

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue *Page 8*

elements, such as reducing bicycle lane conflicts and improving crosswalk visibility, which are more closely aligned with all modes of travel.

The overall approach described in the HNTB work plan highlighted enhancements that were built upon previous similar experience and knowledge that would adhere to Caltrans' design standards. The information presented during the interview demonstrated the firm's knowledge of the SOW, objectives, and risks associated with the Project. The firm presented an interview with detailed responses from all personnel to the evaluation committee questions, demonstrating an experienced cohesive team with relevant project experience.

WSP presented a work plan identifying issues, recommendations, challenges, and potential solutions that demonstrated an understanding of the SOW and risks associated with the Project. The work plan included a "First 30-Day" and a "First 90-Day" plan that identified immediate tasks to be completed to ensure the Project is delivered within the proposed schedule. WSP proposed eliminating portions of pavement, retaining walls, ROW acquisitions, and two bridge widenings that would potentially provide cost-saving opportunities.

The overall approach to Project execution described in the work plan and presented during the interview demonstrated an understanding of the SOW, challenges, risks, and project requirements. The WSP team was responsive to evaluation committee's interview questions; however, the proposed PM relied on the proposed design manager in providing detail in response to several questions.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of AECOM as the top-ranked firm to prepare the PS&E for the I-5 Widening Project between I-405 and Yale Avenue.

Fiscal Impact

The Project is included in OCTA's proposed Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0017-7519-FB102-1OC, and will be funded through a combination of state and M2 funds.

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Interstate 405 and Yale Avenue **Page 9**

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-0-2637 with AECOM Technical Services, Inc., as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Interstate 405 and Yale Avenue.

Attachments

- A. Review of Proposals, RFP 0-2637 Consultant Services for the Preparation of Plans, Specifications, and Estimates for Interstate 5 Widening Project Between Interstate 405 and Yale Avenue
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 0-2637 Consultant Services for the Preparation of Plans, Specifications, and Estimates for Interstate 5 Widening Project Between Interstate 405 and Yale Avenue
- C. Contract History for the Past Two Years, RFP 0-2637 Consultant Services for the Preparation of Plans, Specifications, and Estimates for Interstate 5 Widening Project Between Interstate 405 and Yale Avenue

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Review of Proposals

RFP 0-2637 Consultant Services for the Preparation of Plans, Specifications, and Estimates for Interstate 5 Widening Project Between Interstate 405 and Yale Avenue
Presented to the Regional Planning and Highways Committee - May 3, 2021

4 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm and Location	Subcontractors	Evaluation Committee Comments
1	87	AECOM Technical Services, Inc. Orange, California	CNS Engineers, Inc. Earth Mechanics, Inc. LIN Consulting, Inc. LSA Associates, Inc. Psomas T.Y. Lin International Tatsumi and Partners, Inc. TRC Solutions, Inc.	Firm has recent relevant experience managing and delivering design transportation projects of similar size and scope. Qualified team, including project manager (PM), key personnel, technical staff, and subconsultants with experience working together on recent plans, specifications, and estimates (PS&E) projects. PM has comprehensive experience, which includes California Department of Transportation experience and has demonstrated experience working on similar projects. Comprehensive work plan identifying key issues, providing sound recommendations, and innovative solutions. Proposed design enhancements to minimize risks, improve safety, and reduce costs in construction and right-of-way (ROW) activities. Comprehensive team presentation and interview with project-specific responses to all questions.
2	83	HNTB Corporation Santa Ana, California	D'Leon Consulting Engineers Earth Mechanics, Inc. Leighton Group, Inc. Michael Baker International, Inc. Monument Paleo Solutions, Inc. Psomas Tatsumi and Partners, Inc.	Firm has relevant experience performing PS&E and other similar projects. Qualified team, including PM, key personnel, and subconsultants with experience working together on recent PS&E projects. PM is qualified with relevant experience planning, managing, and successfully delivering transportation projects. Work plan proposed enhancements and innovative solutions to reduce construction costs and minimize ROW impacts. Detailed presentation and interview with thorough responses to all interview questions.
3	79	WSP USA, Inc. Orange, California	Advanced Civil Technologies Advantec Consulting Engineers Earth Mechanics, Inc. Group Delta Consultants, Inc. LSA Associates, Inc. Mark Thomas & Company, Inc. Psomas Tatsumi and Partners, Inc.	Firm has recent and relevant experience managing and delivering PS&E packages of similar size and scope. Qualified team, including PM, discipline leads, key and technical staff, and subconsultants with experience working together on recent PS&E projects. Design manager and roadway lead have extensive knowledge of the project from working on the prior project approval/environmental document phase. Work plan demonstrated a general understanding of the project requirements and potential issues. Thorough team presentation and project team was responsive to all interview questions.

Evaluation Panel: 6 Members

Internal:
Contracts Administration and Materials Management (1)
Highway Programs (2)
External:
California Department of Transportation (2)
City of Irvine (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

20%
40%
40%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 0-2637 Consultant Services for the Preparation of Plans, Specifications, and Estimates for Interstate 5
Widening Project Between Interstate 405 and Yale Avenue

AECOM Technical Services, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.00	4.00	4.00	4.50	4.50	4.50	4	17.0
Staffing/Project Organization	4.00	4.00	4.50	4.50	4.50	4.50	8	34.7
Work Plan	4.50	4.00	4.50	4.50	4.50	4.50	8	35.3
Overall Score	84	80	88	90	90	90		87
HNTB Corporation								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.00	4.00	4.50	4.00	4.50	4.00	4	16.7
Staffing/Project Organization	4.50	4.00	4.00	4.00	4.00	4.00	8	32.7
Work Plan	4.50	4.50	4.00	4.00	4.00	4.00	8	33.3
Overall Score	88	84	82	80	82	80		83
WSP USA, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.00	4.00	4.00	4.50	4.50	4.50	4	17.0
Staffing/Project Organization	4.00	4.00	4.00	3.50	4.00	4.00	8	31.3
Work Plan	3.50	3.50	4.00	4.00	4.00	4.00	8	30.7
Overall Score	76	76	80	78	82	82		79

The score for the non-short-listed firm was 75.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 0-2637 Consultant Services for the Preparation of Plans, Specifications, and Estimates for Interstate 5 Widening Project Between Interstate 405 and Yale Avenue

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
AECOM Technical Services, Inc.						
Contract Type: Firm-Fixed Price	C-3-1433	Project report and environmental document for the Interstate 5 Improvement Project from North of Interstate 405 to State Route 55	May 8, 2014	December 31, 2020		\$7,463,942.00
<i>Subconsultants:</i>						
<i>CNS Engineering, Inc.</i>					\$ 263,257.00	
<i>Coast Surveying, Inc.</i>					\$ 230,485.00	
<i>Earth Mechanics, Inc</i>					\$ 159,455.00	
<i>Epic Land Solutions, Inc.</i>					\$ 136,508.00	
<i>FPL and Associates, Inc.</i>					\$ 144,173.00	
<i>LSA Associates, Inc.</i>					\$ 1,671,786.00	
<i>Lynn Capouya, Inc.</i>					\$ 76,554.00	
<i>RBF Consulting</i>					\$ 358,437.00	
<i>Value Management Strategies, Inc.</i>					\$ 42,474.00	
<i>Wiltec</i>					\$ 26,000.00	
Contract Type: Time and Expense	C-0-2582	Construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5	TBD	TBD		TBD
<i>Subconsultants:</i>						
<i>Analyzer International, Inc.</i>						
<i>Fountainhead Consulting Corporation</i>						
<i>Ghirardelli Associates, Inc.</i>						
<i>Guida Surveying, Inc.</i>						
<i>HDR Construction Control Corporation</i>						
<i>Ninyo & Moore</i>						
<i>V&A, Inc.</i>						
Total						\$7,463,942.00

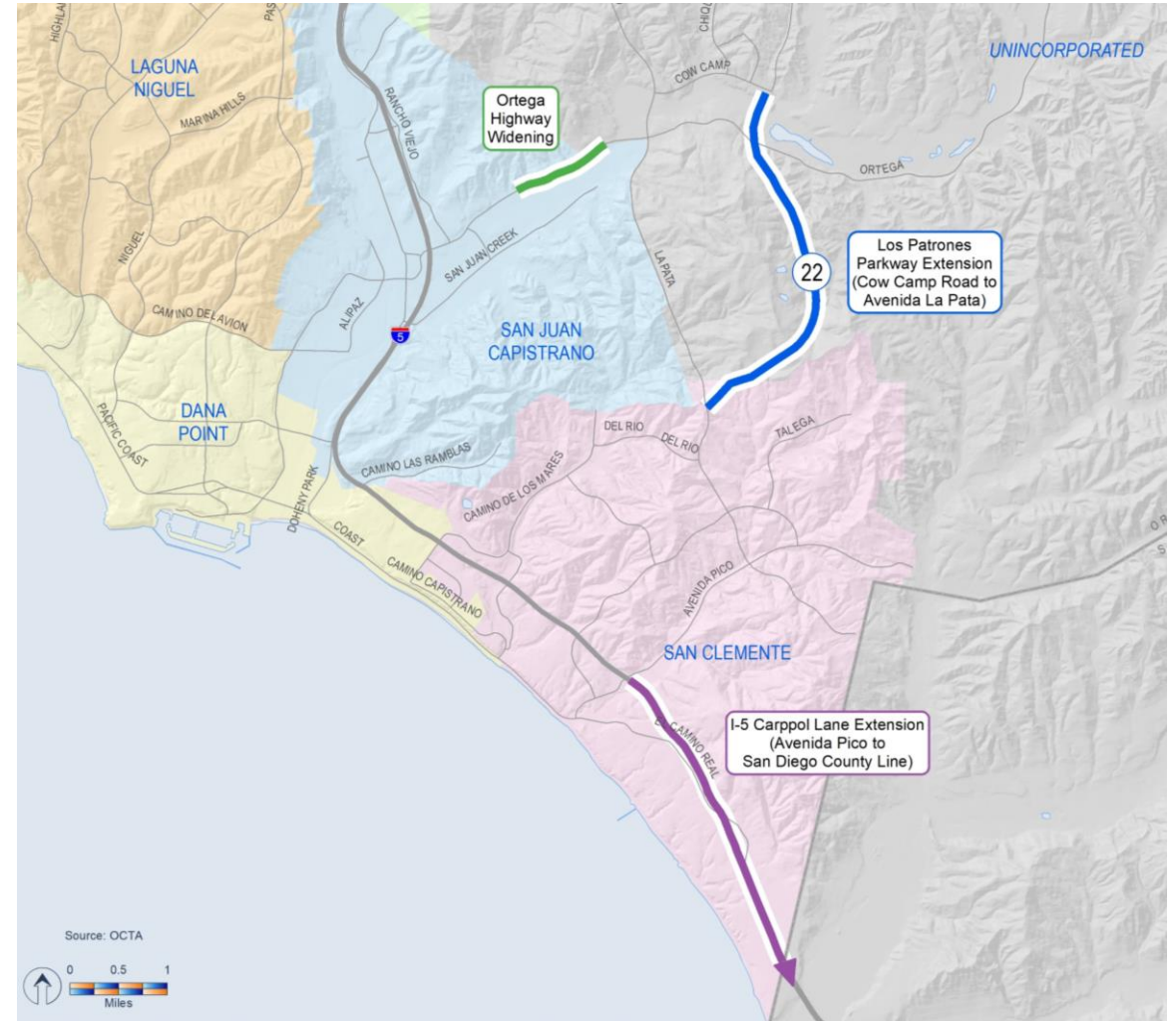
Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
HNTB Corporation						
Contract Type: Firm-Fixed Price	C-4-1370	Plans, specifications, and estimates for the Laguna Niguel-San Juan Capistrano Passing Siding Project	March 25, 2015	June 30, 2021		\$2,385,214.14
<i>Subconsultants:</i>						
		<i>Arellano Associates</i>			\$ 63,220.03	
		<i>Diaz Yourman & Associates</i>			\$ 48,448.81	
		<i>Earth Mechanics, Inc</i>			\$ 105,816.08	
		<i>ICF International, Inc.</i>			\$ 143,846.58	
		<i>Paleo Solutions, Inc.</i>			\$ 5,463.00	
		<i>Rail Surveyors and Engineers, Inc.</i>			\$ 155,396.77	
		<i>Safeprobe, Inc.</i>			\$ 33,450.00	
		<i>Utility Coordinating, Inc.</i>			\$ 9,802.98	
		<i>Utility Specialists</i>			\$ 21,162.22	
Contract Type: Firm-Fixed Price	C-5-3337	Plans, specifications, and estimates for the OC Streetcar Project	February 1, 2016	March 31, 2022		\$23,583,840.00
<i>Subconsultants:</i>						
		<i>Alta Planning + Design</i>			\$ 27,276.00	
		<i>Auriga Corporation</i>			\$ 41,508.00	
		<i>Coast Surveying, Inc.</i>			\$ 109,565.00	
		<i>Cornerstone Studios, Inc.</i>			\$ 273,921.00	
		<i>Corrpro Companies, Inc.</i>			\$ 220,680.00	
		<i>Diaz Yourman & Associates</i>			\$ 1,086,590.00	
		<i>FPL & Associates, Inc.</i>			\$ 1,075,468.00	
		<i>Project Engineering Consultants</i>			\$ 163,043.00	
		<i>Psomas</i>			\$ 1,078,246.00	
		<i>Safeprobe, Inc.</i>			\$ 303,994.00	
		<i>STV, Incorporated</i>			\$ 3,405,360.00	
		<i>Utility Specialists</i>			\$ 134,525.00	
Contract Type: Firm-Fixed Price	C-7-1609	Plans, specifications, and estimates for the Anaheim Canyon Metrolink Station	May 17, 2018	December 31, 2021		\$2,190,923.10
<i>Subconsultants:</i>						
		<i>Diaz Yourman & Associates</i>			\$ 120,298.00	
		<i>FPL & Associates, Inc.</i>			\$ 147,565.07	
		<i>Lynn Capouya, Inc.</i>			\$ 47,332.00	
		<i>Rail Surveyors and Engineers, Inc.</i>			\$ 102,903.78	
		<i>Safeprobe, Inc.</i>			\$ 20,432.00	
Contract Type: Firm-Fixed Price	C-7-2050	On-call consulting services for the 91 Express Lanes	May 17, 2018	December 31, 2021		\$600,000.00
<i>Subconsultants:</i>						
		<i>None</i>				
Total						\$28,759,977.24

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
WSP USA, Inc.	C-5-3273	On-call planning services for commuter and intercity rail support	March 2, 2016	January 31, 2020		
Contract Type: Time and Expense						\$200,000.00
<i>Subconsultants:</i>						
<i>Arellano Associates</i>						
<i>Cogstone Resource Management, Inc.</i>						
<i>Epic Land Solutions, Inc.</i>						
<i>Kal Krishnan Consulting Services, Inc.</i>						
<i>Michael Kodama Planning</i>						
<i>MLM & Associates Engineering, Inc.</i>						
<i>SMA Rail Consulting + IT</i>						
Contract Type: Firm-Fixed Price	C-8-1629	Bristol Street Transit Corridor Study	October 24, 2018	July 31, 2021		\$538,158.57
<i>Subconsultants:</i>						
<i>Arellano Associates</i>					\$53,084	
<i>Kal Krishnan Consulting Services, Inc.</i>					\$20,000	
<i>STV Incorporated</i>					\$170,854	
Contract Type: Firm-Fixed Price	C-8-2072	Orange County Rail Infrastructure Defense Against Climate Change Plan	September 3, 2019	March 31, 2021		\$549,953.00
<i>Subconsultants:</i>						
<i>Arellano Associates</i>					\$67,517	
<i>Fehr & Peers</i>					\$29,842	
<i>Watearth, Inc.</i>					\$26,448	
Total						\$1,288,110.57

South Orange County Projects Update

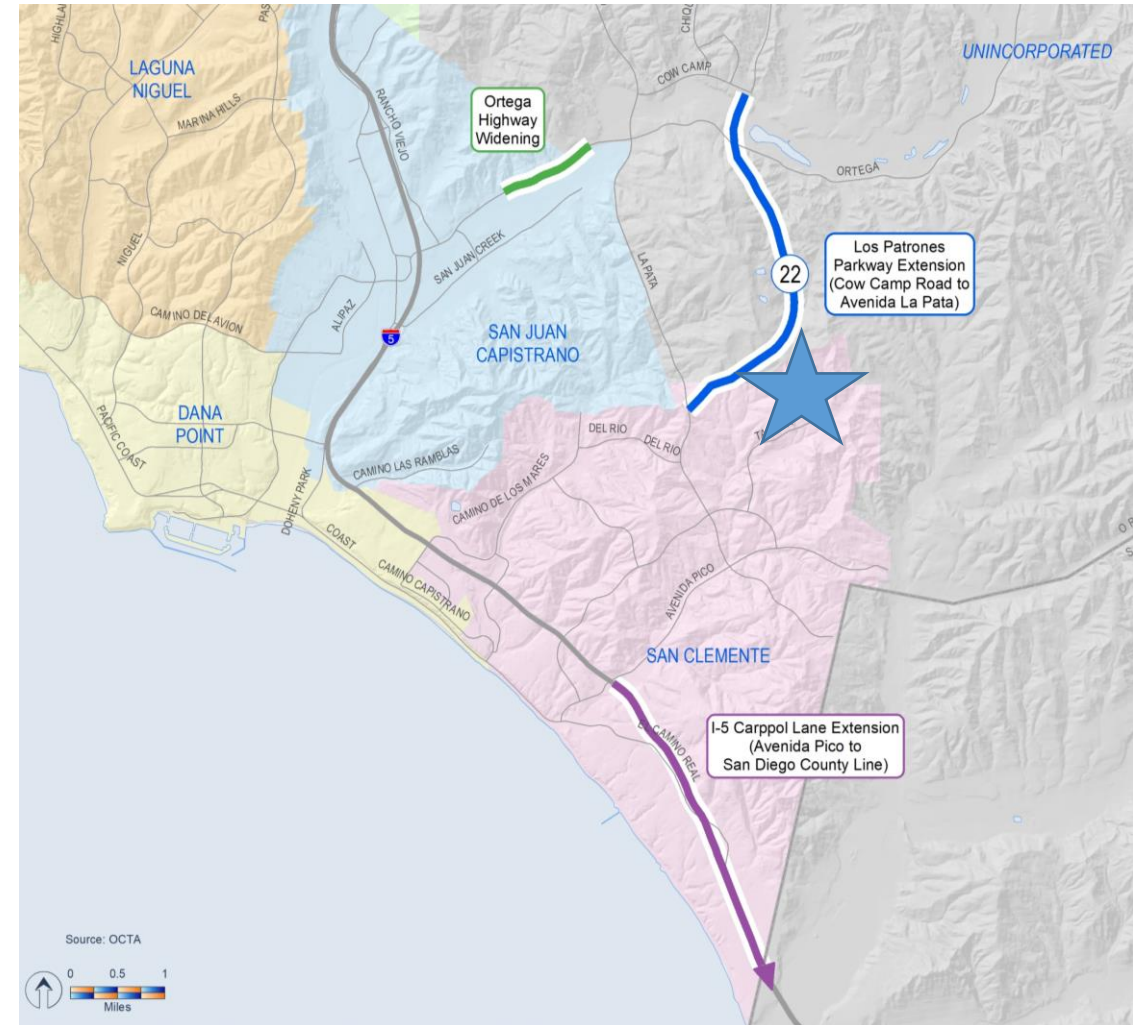
Agreed Upon Next Steps (April 2020)

- Prepare a project development plan for a non-tolled extension to Los Patrones Parkway
- Advance funding for final design for the widening of Ortega Highway
- Advance funding for the environmental process for I-5 HOV lane improvements
- Defer longer solutions to the South Orange County Multimodal Transportation Study (SOCMTS)



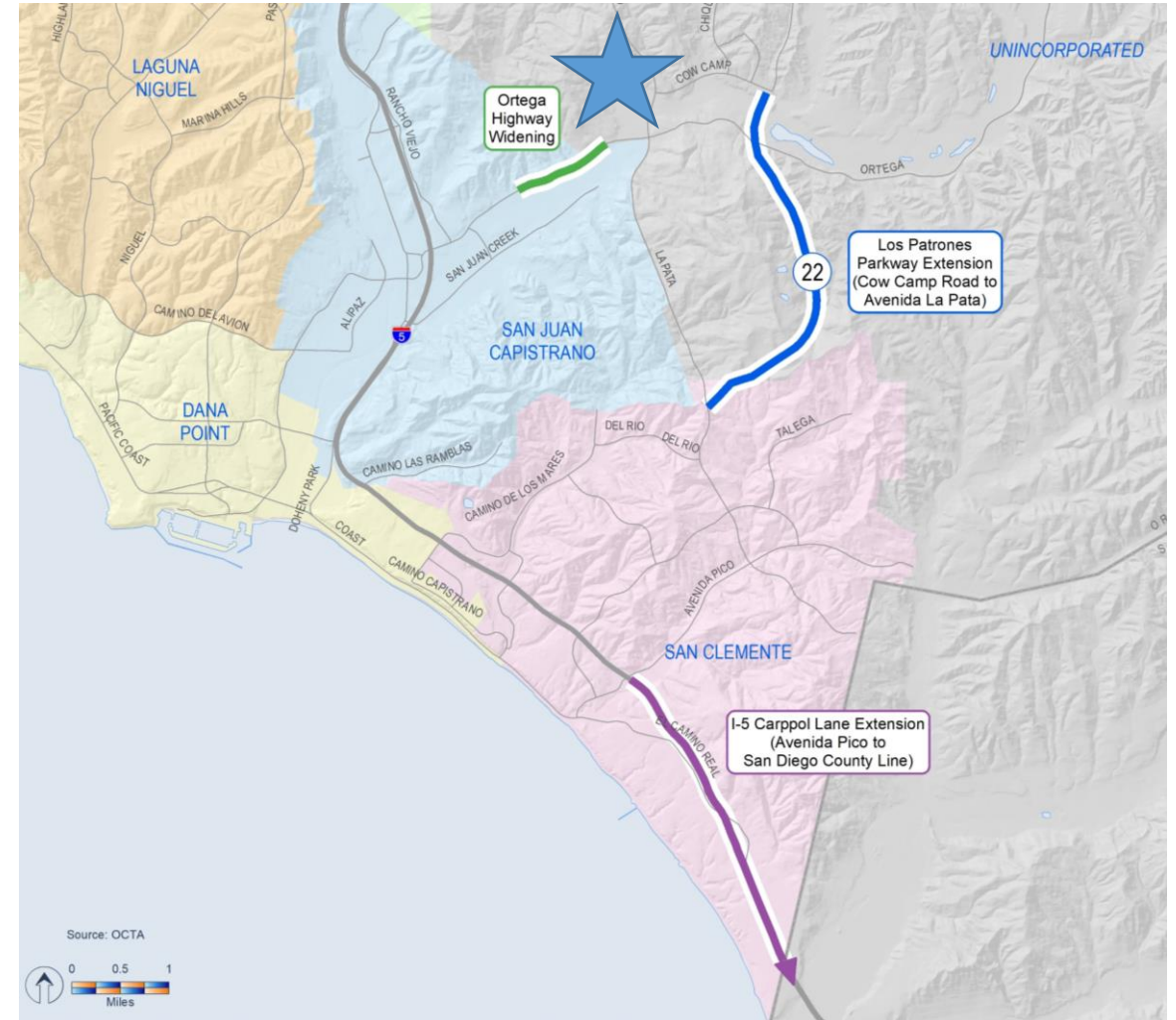
Los Patrones Parkway Extension Update

- Conceptual alignment added to general plans and Master Plan of Arterial Highways
- OCTA Technical Advisory Committee approved Measure M2 funding for preliminary engineering (PE) in March 2021
- OCTA Board action on PE grant planned for May 2021
- PE could start as early as fall 2021 (County of Orange lead)



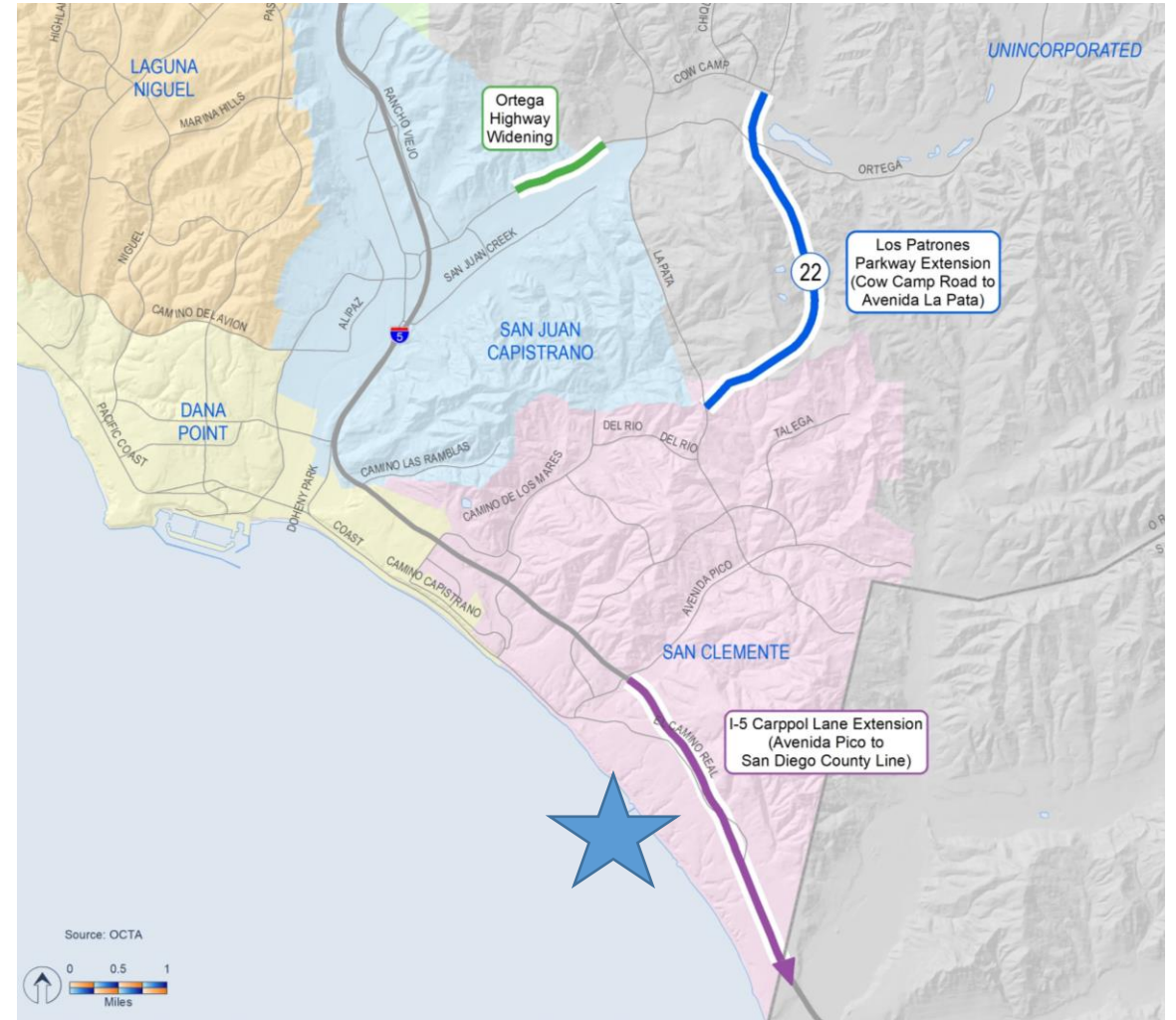
Ortega Highway Widening Update

- Caltrans to lead final design work
- Funding contributions from City of San Juan Capistrano, County of Orange, Rancho Mission Viejo, the State, and OCTA
- Funding agreements planned for execution in June 2021
- Final design planned to start in fall 2021



I-5 HOV Lane Improvements Update

- OCTA awarded consultant contract for environmental document
- Environmental process has started and expected to be complete by early 2024
- OCTA and Caltrans committed to robust public outreach process involving City of San Clemente and other stakeholders



SOCMTS Update

Phase 1 completed in late 2020. Phase 2 underway.
Phase 3 to begin in summer 2021.

