



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, February 5, 2024 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Dumitru

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Committee Meeting 2024 Schedule

Andrew Do

Overview

Chair Do will lead a discussion regarding the 2024 meeting schedule for the Regional Transportation Planning Committee.

Recommendation

Approve the 2024 Regional Transportation Planning Committee meeting calendar.

Attachments:

[Calendar](#)

2. Roles and Responsibilities of the Regional Transportation Planning Committee

Darrell E. Johnson

Overview

The roles and responsibilities of the Regional Transportation Planning Committee are reviewed periodically for any appropriate changes or additions.

Recommendation

Approve the 2024 Regional Transportation Planning Committee Roles and Responsibilities.

Attachments:

[Supplemental Information](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Consent Calendar (Items 3 through 10)

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

3. **Approval of Minutes**

Clerk of the Board

Recommendation

Approve the minutes of the December 4, 2023 Regional Transportation Committee meeting.

Attachments:

[Minutes](#)

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

Niall Barrett/James G. Beil

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved a contract with Arcadis U.S., Incorporated, to provide construction management support services for the Interstate 5 Improvement Project from State Route 73 to Oso Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing agreement is required to provide additional funding for construction management support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$2,230,587, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 to Oso Parkway, and extend the agreement term through December 1, 2025. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$13,205,510.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

5. Amendments to the Master Plan of Arterial Highways

Ivy Hang/Kia Mortazavi

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways for Orange County, including the review and approval of amendments requested by local agencies. The City of Anaheim has requested an amendment to the Master Plan of Arterial Highways that is recommended for conditional approval. A status report on the previous Master Plan of Arterial Highways amendments that are conditionally approved is also provided.

Recommendations

A. Conditionally approve the proposed amendments to the Master Plan of Arterial Highways for the facilities listed below within the City of Anaheim:

1. Reclassify Disney Way, from a major (six-lane, divided) arterial to a primary (four-lane divided) arterial, between Harbor Boulevard and Anaheim Boulevard.
2. Remove Gene Autry Way, an unconstructed major (six-lane, divided) arterial, between Harbor Boulevard and Haster Street.
3. Remove Clementine Street, an unconstructed secondary (four-lane, undivided) arterial, between Katella Avenue and Orangewood Avenue.

Final approval of the proposed amendment is contingent upon the Orange County Transportation Authority receiving documentation that the City of Anaheim has amended its general plan and has complied with the California Environmental Quality Act requirements.

Should the proposed Master Plan of Arterial Highways amendment not be reflected within an approved general plan within three years, the conditional approval will expire, and it must be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action in order to proceed.

Should the proposed Master Plan of Arterial Highways amendment be modified for any reason after receiving conditional approval, the modified Master Plan of Arterial Highways amendment will be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act for the Master Plan of Arterial Highways amendments.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

6. 2023 Orange County Complete Streets Program Project Prioritization Recommendations

Denise Sifford/Kia Mortazavi

Overview

On August 14, 2023, the Orange County Transportation Authority Board of Directors approved the 2023 Orange County Complete Streets Program guidelines and authorized the release of the call for projects. The Board of Directors is being presented with project prioritization recommendations for approval to submit to the Southern California Association of Governments for consideration as part of the final project selection process.

Recommendations

- A. Approve the 2023 Orange County Complete Streets Program project prioritization recommendations.
- B. Authorize submittal of 2023 Orange County Complete Streets Program projects to the Southern California Association of Governments to be considered for final project selection, with four projects contingent on the approval of amendments to the Master Plan of Arterial Highways.
- C. Authorize the Chief Executive Officer or his designee to provide concurrence on future project scope changes, extension requests, and substitutions to the Southern California Association of Governments as needed for the 2023 Orange County Complete Streets Program projects.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

7. 2025 Federal Transportation Improvement Program and Financial Plan

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for regionally significant transportation improvement projects in Orange County, with a total value of approximately \$1.645 billion. A summary of the draft 2025 Federal Transportation Improvement Program, and a supporting resolution are submitted for Board of Directors' approval.

Recommendations

- A. Authorize the submittal of the Federal Transportation Improvement Program project list and financial plan for the fiscal year 2024-25 through fiscal year 2029-30 to the Southern California Association of Governments.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the programming of projects.
- C. Adopt Resolution No. 2024-001 of the Board of Directors of the Orange County Transportation Authority.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

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

Denise Sifford/Kia Mortazavi

Overview

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

Recommendations

- A. Approve one change request from the City of San Clemente for a Bicycle Corridor Improvement Program project, contingent on final approval by the Southern California Association of Governments.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

- B. Approve one technical correction request from Access California Services for an Enhanced Mobility for Seniors and Disabled Grant Program project.
- C. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

9. Measure M2 Environmental Cleanup Program (Project X) - 2024 Tier 1 and Tier 2 Grant Program Call for Projects

Alison Army/Kia Mortazavi

Overview

The Measure M2 Environmental Cleanup Program (Project X) provides competitive grants to local jurisdictions for projects that protect Orange County waterways and beaches from roadway runoff. Updated program guidelines for the 2024 Tier 1 and Tier 2 calls for projects are presented for review and approval. With approval, staff will issue the calls for projects for Tier 1 and Tier 2 and return with project funding recommendations later this year.

Recommendations

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs guidelines for the Environmental Cleanup Program.
- B. Authorize staff to issue the 2024 Environmental Cleanup Program Tier 1 call for projects.
- C. Authorize staff to issue the 2024 Environmental Cleanup Program Tier 2 call for projects.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

10. Measure M2 Annual Eligibility Review

Stephanie Mooney/Kia Mortazavi

Overview

The Measure M2 Ordinance requires that all local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. The required documentation for the review period ending June 30, 2023, was received and reviewed by the Taxpayer Oversight Committee and Orange County Transportation Authority staff. Board of Directors' approval is requested to find 34 of Orange County's 35 local jurisdictions (excluding the City of Cypress) as eligible to continue receiving Measure M2 net revenues.

Recommendations

- A. Approve 34 of Orange County's 35 local jurisdictions (excluding the City of Cypress) as eligible to continue receiving Measure M2 net revenues.
- B. Receive and file the Measure M2 eligibility verification documents submitted by the City of Cypress.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Regular Calendar

11. Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Jeannie Lee/James G. Beil

Overview

On September 25, 2023, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Arcadis U.S., Inc. as the firm to provide construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2827 between the Orange County Transportation Authority and Arcadis U.S., Inc., to provide construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

12. Consultant Selection for Professional Services for the Countywide Signal Synchronization Baseline

Alicia Yang/Kia Mortazavi

Overview

On September 25, 2023, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to provide professional services to coordinate approximately 2,500 signalized intersections in Orange County as part of the Countywide Signal Synchronization Baseline. Board of Directors' approval is requested to select a firm to perform the required work.

Recommendations

- A. Approve the selection of Iteris, Inc., as the firm to provide professional services for the Countywide Signal Synchronization Baseline.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2821 between the Orange County Transportation Authority and Iteris, Inc., in the amount of \$9,630,000, for a five-year term, to provide professional services for the Countywide Signal Synchronization Baseline.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

13. Public Comments

14. Chief Executive Officer's Report

15. Committee Members' Reports

16. Adjournment

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

10:30 a.m. on Monday, March 4, 2024

OCTA Headquarters, 550 South Main Street, Orange, California



ORANGE COUNTY TRANSPORTATION AUTHORITY 2024 REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETINGS

DRAFT

JANUARY						
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DECEMBER						
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 OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:00 a.m., OCTA Headquarters
550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

 RTP
10:30 a.m.

 Holidays

2024 Regional Transportation Planning Committee Calendar - Proposed Exceptions

Standard monthly meeting dates and times are as follows:

Regional Transportation Planning (RTP) – 1st Monday of the month at 10:30 a.m.

Month	Proposed Exceptions to the Standard Meeting Dates
January	Due to the New Years holiday being observed on Monday, January 1, 2024, the Regional Transportation Planning Committee meeting will be held on Tuesday, January 2, 2024
February	No change
March	No change
April	No change
May	No change
June	No change
July	No change
August	No change
September	Due to the Labor Day holiday being observed on Monday, September 2, 2024, the Regional Transportation Planning Committee meeting will be held on Thursday, August 29, 2024
October	No change
November	No change
December	No change

Committee meeting calendars are pending approval by each committee at their first meeting once assignments are finalized

Draft Regional Transportation Planning Committee

Roles and Responsibilities

February 5, 2024

1. Reviews and makes recommendations to the Board of Directors regarding compliance with federal, state, and regional planning and programming requirements, such as the federal transportation program, state/federal funding programs, executive orders, and state congestion management programs;
2. Ensures proper coordination of related countywide plans (i.e., Master Plan of Arterial Highways, Active Transportation Programs, etc.);
3. Reviews and makes recommendations to the Board of Directors regarding priorities for timing and uses of federal, state, and local transportation funding for the freeway, arterial, and other projects, such as active transportation projects;
4. Makes recommendations to the Board of Directors on the use and procurement of professional services and contractors to support the planning, programming, and delivery of regional planning and highway programs;
5. Reviews and provides recommendations to the Board of Directors on matters of motorist services;
6. Reviews and provides recommendations to the Board of Directors on emerging transportation issues such as: arterial and freeway technology, ~~and~~ regional multi-modal innovation initiatives, and system adaptation and resilience to climate-related risks;
7. Reviews local agency eligibility with respect to Measure M requirements, including guidelines related to Measure M freeway and arterial programs;
8. Provides guidance to staff in the development of the Regional Transportation Plan and associated transportation conformity findings and makes recommendations to the Board of Directors on the final report and plan of action;
9. Develops policy recommendations for the Board of Directors with respect to regional transportation matters such as goods movement, regional rail, and managed lanes proposals on the state highway system, including the coordination with other Orange County Transportation Authority committees as appropriate; and
10. Monitors the planning, development, and implementation of state highway and freeway projects and the operation and maintenance of the state highway system in Orange County and makes recommendations to the Board of Directors.

**Committee Members Present**

Andrew Do, Chair
Doug Chaffee, Vice Chair
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Farrah N. Khan

Staff Present

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

Committee Members Absent

None

Call to Order

The December 4, 2023, Regional Transportation Planning Committee meeting was called to order by Committee Chair Do at 10:30 a.m.

Consent Calendar (Items 1 through 4)**1. Approval of Minutes**

A motion was made by Director Federico, seconded by Director Khan, and declared passed by those present to approve the minutes of the November 6, 2023, Regional Transportation Planning Committee meeting.

2. 2024 Technical Steering Committee Membership

A motion was made by Director Federico, seconded by Director Khan, and declared passed by those present to approve the proposed 2024 Technical Steering Committee membership.

3. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2023

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

- A. Approve requested adjustments to proposed Comprehensive Transportation Funding Programs projects.
- B. Reaffirm the previously approved scope change for the City of Huntington Beach's Project V-funded Southeastern Ride Share Pilot.

4. Measure M2 Environmental Mitigation Program Update

A motion was made by Director Federico, seconded by Director Khan, and declared passed by those present, to receive and file as an information item.



Regular Calendar

5. Active Transportation Program Biannual Update

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

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

Discussion Items

6. Interstate 405 Improvement Project Update

Kirk Avila, General Manager, Express Lanes Program, provided a report on this item.

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

7. Public Comments

No public comments were received.

8. Chief Executive Officer's Report

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

- Interstate 405 Improvement Project dedication event
- Stuff-A-Bus on Friday, December 8

9. Committee Members' Reports

There were no Committee Member's reports.

10. Adjournment

The meeting was adjourned at 10:58 a.m.

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

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

OCTA Headquarters

550 South Main Street

Orange, California



February 5, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 to Oso Parkway

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved a contract with Arcadis U.S., Incorporated, to provide construction management support services for the Interstate 5 Improvement Project from State Route 73 to Oso Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing agreement is required to provide additional funding for construction management support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$2,230,587, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 to Oso Parkway, and extend the agreement term through December 1, 2025. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$13,205,510.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2022.

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 to Oso Parkway *Page 2*

The Project adds improvements in each direction on I-5 between Avery Parkway and Alicia Parkway, extends the second high-occupancy vehicle lane from El Toro Road to Alicia Parkway, re-establishes auxiliary lanes, and constructs new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges, reconstruct the Los Alisos Boulevard overcrossing, improve several existing on-ramps and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Construction is underway in three segments with the following Project limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway
- Segment 3 extends from south of Alicia Parkway to El Toro Road

On April 8, 2019, the Board authorized Agreement No. C-8-1969 with Arcadis U.S., Incorporated, (Arcadis) to provide construction management support services for Segment 1, between SR-73 and Oso Parkway.

Additional construction management support services are required at this time due to a variety of issues that have been encountered within the limits of Segment 1 of the Project, including challenges such as third-party utility relocations, buried objects, incorrect as-builts of existing facilities, and installation and removal of shoring required to protect third-party utility facilities. These issues have impacted and delayed the construction contractor's progress and are being monitored and managed with the intent to minimize further delays to the construction completion date. In addition, different site conditions encountered during construction of two large retaining walls, such as high-water tables due to an unusually rainy season, along with overall weather delays, have impacted the construction contractor's progress.

The level of construction management support services needed has also risen due to an increase in the construction scope of work. The additional work associated with coordinating with third-party utilities and the installation and removal of shoring required to protect third-party utility facilities have required additional construction management support and extended the duration of the construction contract by up to 45 working days. Additional construction management support services include the associated collection, processing, and maintenance of project communications and records, management of contractor progress payments, and processing of contract change orders and claims.

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

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. The original time-and-expense agreement was issued on December 1, 2019, in the amount of \$10,974,923. This agreement has been previously amended as shown in Attachment A. It has become necessary to amend the existing agreement to add funds for additional construction management support services.

OCTA staff negotiated the required level of effort with Arcadis to provide the additional construction management support services. Staff found Arcadis' cost proposal, in the amount of \$2,230,587, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project manager. Proposed Amendment No. 5 to Agreement No. C-8-1969 will increase the total contract value to \$13,205,510 and extend the term of the agreement through December 1, 2025.

Fiscal Impact

The additional funding for the Project is included in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 0017-9085-FC102-06W. The source of additional funding is M2.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$2,230,587, and extend the agreement term through December 1, 2025, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 and El Toro Road. This will increase the maximum obligation of the contract to \$13,205,510.

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 to Oso Parkway *Page 4*

Attachment

A. Arcadis U.S., Incorporated, Agreement No. C-8-1969 Fact Sheet

Prepared by:



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

Approved by:



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



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


**Arcadis U.S., Incorporated
Agreement No. C-8-1969 Fact Sheet**

1. April 8, 2019, Agreement No. C-8-1969, \$10,974,923, approved by the Board of Directors (Board).
 - Agreement was executed December 1, 2019, with Arcadis U.S., Incorporated (Arcadis) to provide construction management support services for the Interstate 5 Improvement Project between State Route 73 to Oso Parkway.
2. December 9, 2020, Amendment No. 1 to Agreement No. C-8-1969, \$0, approved by Contracts Administration and Materials Management (CAMM) Department.
 - To modify hourly rate schedule for subconsultants Balk Biological, Inc., Dynamic Engineering Services, Inc., Ninyo and Moore, and Paleo Solutions.
 - To modify other direct costs schedule for Ninyo and Moore.
3. August 20, 2021, Amendment No. 2 to Agreement No. C-8-1969, \$0, approved by CAMM Department.
 - To modify hourly rate schedule, for Arcadis.
4. February 25, 2022, Amendment No. 3 to Agreement No. C-8-1969, \$0, approved by CAMM Department.
 - Modify subconsultant name Paleo Solutions Inc., to Stantec Consulting Services Inc., due to change in ownership.
5. April 1, 2023, Amendment No. 4 to Agreement No. C-8-1969, \$0, approved by CAMM Department.
 - To add personnel for Arcadis and for subconsultant Stantec Consulting Services Inc.
6. February 12, 2024, Amendment No. 5 to Agreement No. C-8-1969, \$2,230,587, pending approval by the Board.
 - To add additional construction management support services due to a variety of issues and increases in the construction scope of work that have impacted the construction schedule of the project.
 - Extend the term of the agreement through December 1, 2025.

Total funds committed to Arcadis after approval of Amendment No. 5 to Agreement No. C-8-1969: \$13,205,510.



February 5, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Amendments to the Master Plan of Arterial Highways

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways for Orange County, including the review and approval of amendments requested by local agencies. The City of Anaheim has requested an amendment to the Master Plan of Arterial Highways that is recommended for conditional approval. A status report on the previous Master Plan of Arterial Highways amendments that are conditionally approved is also provided.

Recommendations

- A. Conditionally approve the proposed amendments to the Master Plan of Arterial Highways for the facilities listed below within the City of Anaheim:
1. Reclassify Disney Way, from a major (six-lane, divided) arterial to a primary (four-lane divided) arterial, between Harbor Boulevard and Anaheim Boulevard.
 2. Remove Gene Autry Way, an unconstructed major (six-lane, divided) arterial, between Harbor Boulevard and Haster Street.
 3. Remove Clementine Street, an unconstructed secondary (four-lane, undivided) arterial, between Katella Avenue and Orangetown Avenue.

Final approval of the proposed amendment is contingent upon the Orange County Transportation Authority receiving documentation that the City of Anaheim has amended its general plan and has complied with the California Environmental Quality Act requirements.

Should the proposed Master Plan of Arterial Highways amendment not be reflected within an approved general plan within three years, the conditional approval will expire, and it must be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action in order to proceed.

Should the proposed Master Plan of Arterial Highways amendment be modified for any reason after receiving conditional approval, the modified Master Plan of Arterial Highways amendment will be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act for the Master Plan of Arterial Highways amendments.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

Background

The Master Plan of Arterial Highways (MPAH) coordinates roadway system planning across Orange County jurisdictions. The MPAH was first adopted by the County of Orange in 1956 and in 1995, the Orange County Transportation Authority (OCTA) assumed administration responsibilities.

OCTA is responsible for maintaining the integrity and continuity of the MPAH system as it evolves by reviewing changes proposed by local jurisdictions for potential transportation-related concerns and facilitating interagency collaboration to avoid unintended impacts in neighboring jurisdictions. Details on a requested amendment by the City of Anaheim (City) are presented below, along with a status report of MPAH amendments that are in process.

Discussion

The City is proposing changes to the MPAH network in the Anaheim Resort area to support planning efforts related to the DisneylandForward project. The requested changes to the roadway system will allow the City to better manage plans to expand the theme parks, retail, hotels, and parking in the area.

Consistent with the MPAH amendment process described in OCTA's Guidance for Administration of the MPAH, the City has submitted a letter (Attachment A) requesting the following amendments to the MPAH:

- Reclassify Disney Way from a major (six-lane, divided) arterial to a primary (four-lane divided) arterial between Harbor Boulevard and Anaheim Boulevard;
- Remove Gene Autry Way, an unconstructed major (six-lane, divided) arterial, between Harbor Boulevard and Haster Street; and
- Remove Clementine Street, an unconstructed secondary (four-lane, undivided) arterial, between Katella Avenue and Orangewood Avenue.

The proposed MPAH amendments are illustrated in Attachment B.

Staff reviewed the traffic analysis provided by the City and met with the City to discuss OCTA's assessment. Following the review and consultation, staff concurs with the City's traffic analysis, indicating that forecasted changes to traffic volumes due to the proposed changes can be accommodated at an acceptable level of service. Therefore, the requested amendments do not result in any significant adverse impacts to the MPAH system within the City or in any partner agency jurisdictions. As such, the MPAH amendment request is recommended for approval. Additional details on the proposed changes are provided below.

Reclassification – Disney Way

The City has requested the reclassification of Disney Way, between Harbor Boulevard and Anaheim Boulevard on the MPAH, from a major (six-lane, divided) arterial to a primary (four-lane divided) arterial. This segment is currently built as a major arterial. The proposed reconfiguration is intended to support future land-use changes in the Anaheim Resort area. This includes using a portion of the existing Disney Way right-of-way to accommodate proposed new development.

The MPAH buildout network was modeled to forecast 2045 traffic conditions. The model indicates that this segment of Disney Way will have unimpeded traffic flow (9,000 to 15,000 daily vehicles) with the proposed amendment. These traffic volumes are well within the acceptable level of service for primary arterials, which typically can accommodate up to 30,000 average daily traffic. As such, the proposed reclassification does not result in any significant adverse impacts to the MPAH system.

Deletion – Unbuilt portions of Gene Autry Way and Clementine Street

The City also requested the deletion of a segment of Gene Autry Way, between Harbor Boulevard and Haster Street, as well as a segment of Clementine Street, between Katella Avenue and Orangewood Avenue. While these segments of Gene Autry Way and Clementine Street are planned as a major arterial and a secondary (four-lane, undivided) arterial, respectively, they are both currently unbuilt. Based on the existing and forecasted traffic conditions, removing these facilities from the MPAH does not result in any significant adverse impacts to the MPAH roadways in the vicinity.

California Environmental Quality Act (CEQA)

Amendments to the MPAH are exempt from CEQA review. With direction from the Board of Directors (Board), staff will file a Notice of Exemption from CEQA for the proposed MPAH amendment.

MPAH Amendment Status Update

There are currently 13 active amendments proposed for the MPAH that are conditionally approved by the Board. These amendments are detailed in Attachment C. Many of the active amendments are awaiting local action to amend their respective general plans. Others are either under review, in the cooperative study process, pending resolution of issues with other agencies, or are awaiting refinement of development plans.

Summary

The City of Anaheim has requested amendments to the MPAH. Based on an analysis of the requested changes, the MPAH Guidance has been satisfied, and staff recommends Board approval. Additionally, a summary of active MPAH amendments is provided as information for the Board.

Attachments

- A. Letter from Rudy Emami, P.E., Director of Public Works, City of Anaheim, to Kurt Brotcke, Orange County Transportation Authority, dated July 27, 2023, re: City of Anaheim Master Plan of Arterial Highways Amendment Request - DisneylandForward
- B. Anaheim MPAH Amendment Map
- C. Status Report on Pending Master Plan of Arterial Highways Amendments

Prepared by:

Ivy Hang
Senior Transportation Analyst
(714) 560-5684

Approved by:

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

City of Anaheim
DEPARTMENT OF PUBLIC WORKS

ATTACHMENT A



July 27, 2023

RECEIVED
AUG 10 2023
PLANNING DIVISION

Mr. Kurt Brotcke
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

RE: City of Anaheim Master Plan of Arterial Highways Amendment Request
– DisneylandForward

Dear Mr. Brotcke:

The City of Anaheim (City) would like to request initiation of the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH) amendment process to support implementation of proposed land use relocations associated with DisneylandForward.

More specifically, the City would like to request OCTA's approval of the following MPAH changes.

- Reclassify Disney Way (from Harbor Boulevard to Anaheim Boulevard) from a major arterial to a primary arterial;
- Remove the planned extension of Gene Autry Way (from Harbor Boulevard to Haster Street); and
- Remove the planned extension of Clementine Street (from Katella Avenue to Orangewood Avenue).

Based upon Orange County Traffic Analysis Model (OCTAM) results (attached), these proposed MPAH modifications produce minimal MPAH circulation changes within the Anaheim Resort. The changes on Disney Way are relatively minor and diverted traffic resulting from the removal of the Gene Autry Way and Clementine Street planned extensions result in limited traffic diversion to immediately parallel arterials. Further, it should be noted that all traffic diversions occur solely within the City and all volume to capacity ratios remain below 1.0.

Given these conclusions, the City would likely to respectfully request that the OCTA initiate the MPAH amendment process for these changes. Thank you for your assistance in this matter; we look forward to working with OCTA on processing these important MPAH changes in support of DisneylandForward.

Should you have any questions regarding this MPAH amendment request, please feel free to contact Rafael Cobian, City Traffic Engineer, at (714) 765-4991.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Emami', with a long horizontal flourish extending to the right.

Rudy Emami, P.E.
Director of Public Works

c. Rafael Cobian, City Traffic Engineer

Attachment

Anaheim MPAH Amendments OCTAM Modeling



June 2023

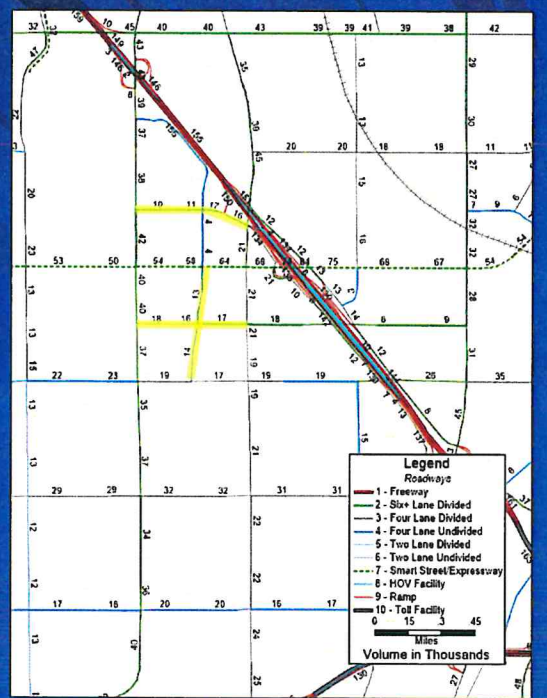
1

Anaheim MPAH Amendments

- Proposed MPAH amendments in the City of Anaheim to accommodate new Disneyland development plans
 - Reclassify Disney Way from major to primary
 - Remove extension of Gene Autry Way
 - Remove extension of Clementine St
- Analyzed proposed amendments using OCTAM 5.0 forecast year 2045

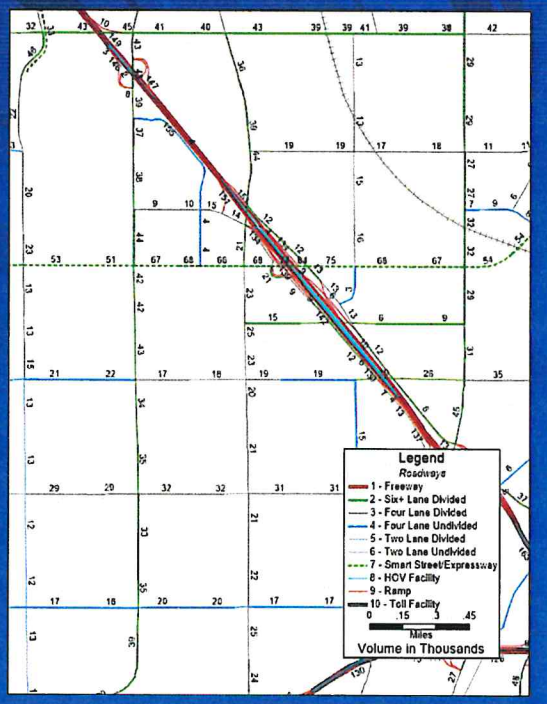
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2045 ADTs with Existing MPAH



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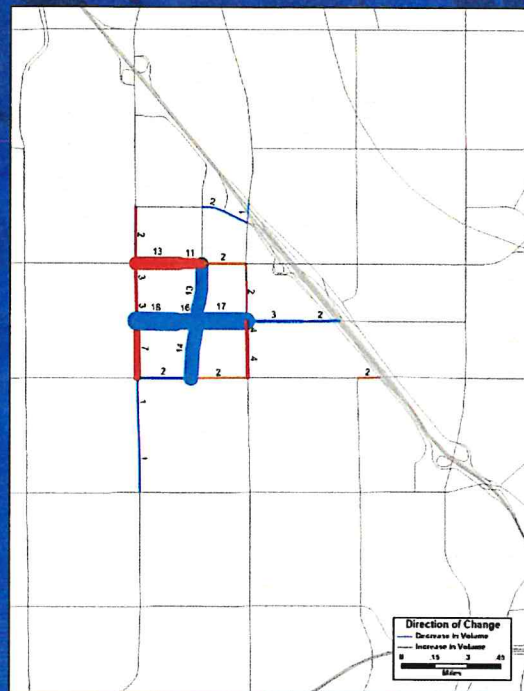
2045 ADTs with Amendments



4

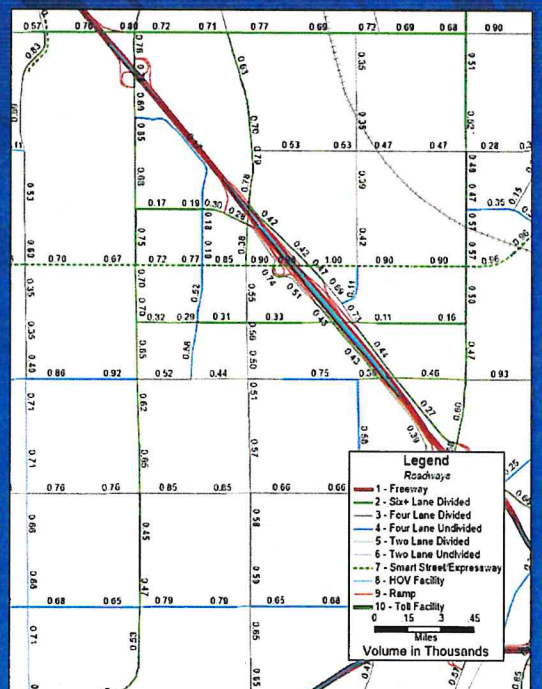
2045 ADTs: Amendments vs MPAH

- Little change from Disney Wy reclassification
- Traffic from removed roads diverted onto parallel arterials, but had little impact elsewhere



5

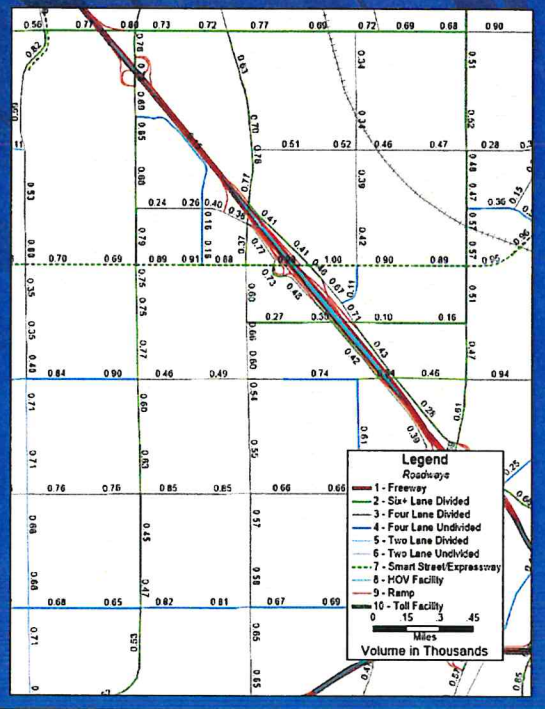
2045 MPAH V/C Existing MPAH



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2045 MPAH V/C with Amendments

- Disney Wy retains relatively low V/Cs
- Arterials with increased volumes have V/Cs less than 1.0.



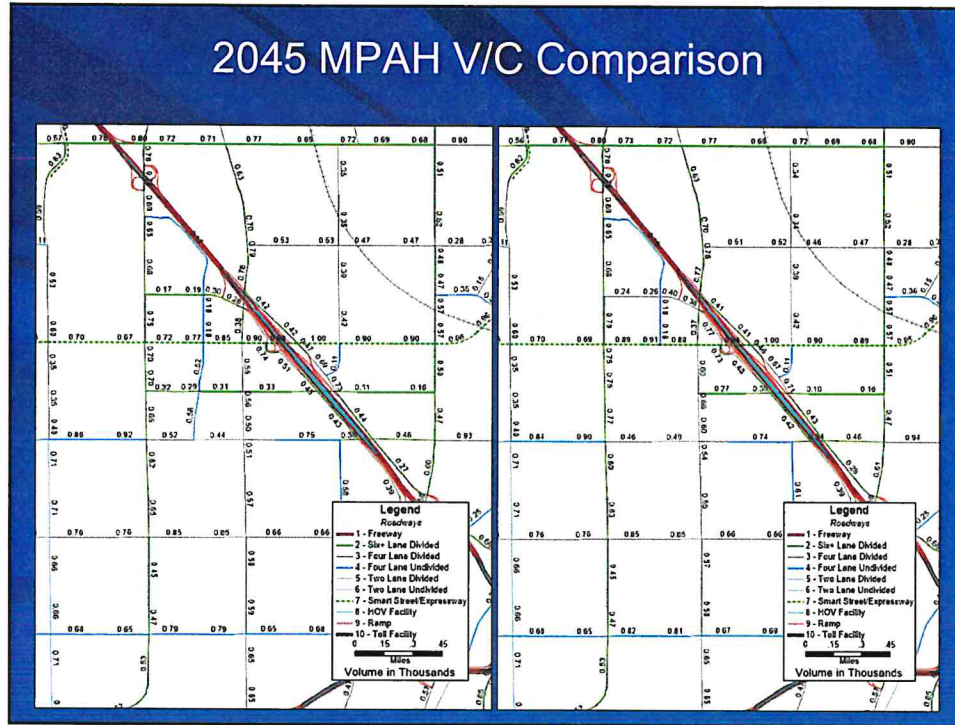
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Summary

- Reclassification of Disney Wy had marginal impact
- Removal of proposed roadway extensions had localized impacts on parallel arterials
 - All changes on City of Anaheim facilities
 - MPAH V/C ratios remained less than 1.0
- DisneylandForward LOS Report documented segment-level impacts similar to or more conservative than this analysis

8

2045 MPAH V/C Comparison

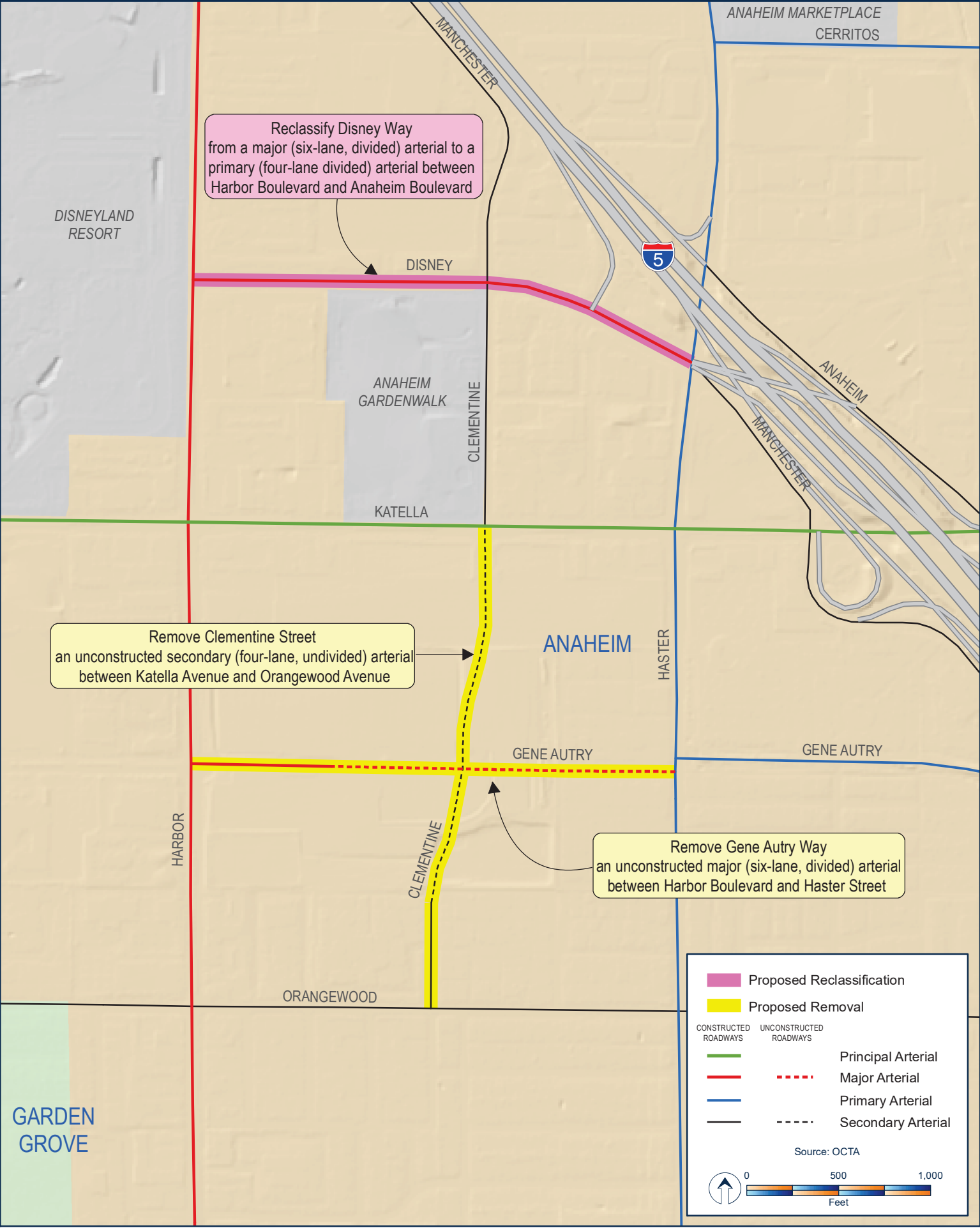


9

OCTAM Summary Statistics

	2019	2045 No Build	2045 Low Build	2045 M2 Sunset (Synch Removed 10%)	2045 Preferred 1
Daily Vehicle Trips	10,622,705	11,524,705	11,585,357	11,567,627	10,350,867
Daily Transit Trips	130,761	138,051	132,685	129,177	185,129
Total Vehicle Hours of Delay	341,299	453,901	450,249	408,119	315,839
Delay as a Percent of Travel Time	15%	18%	18%	16%	14%
Daily Vehicle Hours Traveled	2,210,641	2,463,235	2,508,467	2,604,913	2,317,586
Daily Vehicle Miles Traveled	76,396,589	81,852,780	84,491,470	85,681,639	82,081,090
Avg. Spd. - Freeways Peak	41.22	39.74	40.40	40.49	41.79
Avg. Spd. - Arterials Peak	26.0	25.2	25.2	23.7	26.8

10



Status Report on Pending Master Plan of Arterial Highways Amendments

#	Jurisdiction	Street	From	To	Type of Amendment	Status	Board Approval Date
1	Brea / County of Orange	Tonner Canyon Road	Brea Canyon Road	Planned Valencia Avenue	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	7/12/2021
2	Brea / County of Orange	Valencia Avenue	Carbon Canyon Road	Planned Tonner Canyon Road	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	7/12/2021
3	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete	On hold pending final consensus between Costa Mesa and Newport Beach on circulation plans.	
4	Costa Mesa	19th Street	Placentia Avenue	West City Limit	Reclassify from primary to divided collector	On hold pending final consensus between the cities of Costa Mesa and Newport Beach on circulation plans.	
5	County of Orange / Lake Forest	Santiago Canyon Road	SR-241 NB Ramp	Live Oak Canyon	Reclassify from primary to collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	5/8/2017
6	County of Orange / Irvine	Jeffrey Road	SR-241	Santiago Canyon Road	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	5/8/2017
7	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange County/ Riverside County Line	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	5/8/2017
8	Santa Ana / Orange	Fairhaven Avenue	Grand Avenue	Tustin Avenue	Reclassify from secondary to divided collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	11/9/2020
9	Irvine	Red Hill Avenue	MacArthur Boulevard	Main Street	Reclassify from major to primary	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	4/10/2023
10	Fullerton	Associated Road	Bastanchury Road	Imperial Highway	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	4/10/2023
11	Anaheim	Disney Way	Anaheim Boulevard	Harbor Boulevard	Reclassify	Amendment will be presented to the Board for consideration on 2/12/2024.	n/a
12	Anaheim	Gene Autry Way	Harbor Boulevard	Haster Street	Delete	Amendment will be presented to the Board for consideration on 2/12/2024.	n/a
13	Anaheim	Clementine Street	Katella Avenue	Orangewood Avenue	Delete	Amendment will be being presented to the Board for consideration 2/12/2024.	n/a

Status Report on Pending Master Plan of Arterial Highways Amendments

#	Jurisdiction	Street	From	To	Type of Amendment	Status	Board Approval Date
MOU	Costa Mesa / Fountain Valley/ Huntington Beach	Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from secondary to right-of-way reserve status	The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered an MOU (C-6-0834). Reasonable progress has been made on the implementation of 19 of the 25 mitigation measures that were specified. All improvements must be completed by 2025, when OCTA revisit the Garfield Avenue/Gisler Avenue Bridge designation.	

Board – Board of Directors

CEQA – California Environmental Quality Act

MOU – Memorandum of understanding

OCTA - Orange County Transportation Authority

NB – Northbound

SR-241 – State Route 241



February 5, 2024

To: Regional Transportation Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2023 Orange County Complete Streets Program Project
Prioritization Recommendations

Overview

On August 14, 2023, the Orange County Transportation Authority Board of Directors approved the 2023 Orange County Complete Streets Program guidelines and authorized the release of the call for projects. The Board of Directors is being presented with project prioritization recommendations for approval to submit to the Southern California Association of Governments for consideration as part of the final project selection process.

Recommendations

- A. Approve the 2023 Orange County Complete Streets Program project prioritization recommendations.
- B. Authorize submittal of 2023 Orange County Complete Streets Program projects to the Southern California Association of Governments to be considered for final project selection, with four projects contingent on the approval of amendments to the Master Plan of Arterial Highways.
- C. Authorize the Chief Executive Officer or his designee to provide concurrence on future project scope changes, extension requests, and substitutions to the Southern California Association of Governments as needed for the 2023 Orange County Complete Streets Program projects.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Background

The 2023 Orange County Complete Streets Program (OCCSP) Project call for projects (call) is intended to prioritize local agency projects seeking federal funds. This program expands eligible improvements compared to the predecessor program, the Bicycle Corridor Improvement Program (BCIP). While the BCIP was limited to bicycle improvements, the OCCSP allows for a broader range of project types and improvements to streets to enable safe access for all, including pedestrians, bicyclists, and transit riders of all ages and abilities. The OCCSP was also updated from using only federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds to incorporating federal Surface Transportation Block Grant (STBG) funds supporting the expanded project eligibilities. In December 2022, the Orange County Transportation Authority (OCTA) Board of Directors (Board) authorized using \$55 million in CMAQ/STBG funds for an OCCSP call. Following guidelines approval in August 2023, the OCCSP call was released, and applications were due on October 5, 2023.

The Federal Highway Administration in part provides oversight for the administration of federal funds in support of the state, Metropolitan Planning Organizations, and other transportation partners to ensure compliance with federal requirements. In August 2021, the Federal Highway Administration issued a corrective action that required the Southern California Association of Governments (SCAG) to implement a new project selection process to comply with the latest interpretation of federal regulations for the administration of STBG and CMAQ, requiring SCAG to make the final project selection for funding. As a result, SCAG approved STBG/CMAQ program guidelines in June 2023 to implement the new project selection process. As part of this process, OCTA is required to prioritize projects into three designations: highly recommended, recommended, and not recommended, which will influence final project selection and submit them to SCAG for review and final approval.

Discussion

OCTA received 33 project applications from 19 agencies requesting a total of \$103.8 million through this call. Since the requested funding was significantly higher than the OCTA Board authorized amount of \$55 million, staff is recommending that 19 projects requesting \$58.47 million be designated as “highly recommended” to keep project funding requests whole. In addition, staff is recommending that all remaining eligible projects be submitted to SCAG for consideration through the project selection process since SCAG has indicated that projects that are not initially approved for funding may be placed on a contingency list, which may be approved as additional funding becomes available.

The project prioritization recommendations are provided in Attachment A.

Project evaluations were based on project eligibility, local agency project priority, consistency with SCAG STBG/CMAQ program guidance, and responses to OCTA criteria approved by the Board as part of the 2023 OCCSP guidelines, which included: 1) aligning with local planning efforts, 2) safety considerations, 3) access to community destinations including schools and transit, and 4) public participation, community engagement, and stakeholder coordination.

Highly recommended projects are distinguished by exceptional alignments with the local priorities criteria. The remaining eligible projects are listed as recommended projects and are generally aligned with the local priorities criteria. Three projects are not recommended for funding as they did not sufficiently meet all program requirements. The project prioritization recommendations include at minimum one project from each applicant that is designated either “highly recommended” or “recommended”.

Master Plan of Arterial Highways (MPAH) Amendments

The set of project prioritization recommendations includes four projects that are contingent on modifications to the MPAH. Adjustments to the MPAH are considered when local agencies make requests and provide supporting traffic studies for changes to the roadway classification (either a built or planned classification). OCTA typically conducts evaluations of proposed changes and works with the local agencies before submitting them for Board review and action. No formal MPAH amendment requests for these four projects have been submitted. When formal requests for amendments to the MPAH regarding these four projects are made and assessed, they will be incorporated into the upcoming MPAH update and submitted for Board consideration. These four projects are identified in Attachment A.

Lastly, and consistent with SCAG’s Federal Transportation Improvement Program (FTIP) guidelines, all federally funded or regionally significant projects must be included in the FTIP; therefore, Board direction to add or amend awarded projects in the FTIP is requested.

The projects that have highly recommended and recommended designations represent new and upgraded bicycle and pedestrian facilities along a total of approximately 29 miles of streets that would be implemented if selected by SCAG for funding. Other recommended improvements include traffic calming, safety improvements, and multiple multipurpose trail projects.

Next Steps

SCAG has indicated that they have opened the Solicitation for Project Nominations. Nominations are due March 29, 2024. With Board approval, OCTA staff will provide the project prioritization designations and supporting documentation for OCCSP projects to SCAG for consideration of STBG/CMAQ funds. The SCAG Regional Council is expected to consider project selection in July 2024. As projects are approved through Regional Council action or acceptance into the FTIP, staff will notify applicant agencies of their projects' selection status and keep the Board apprised.

Summary

Through the 2023 OCCSP call, OCTA staff is presenting project prioritization recommendations for Board approval and submittal to SCAG as part of the new project selection process. If approved for funding by SCAG, the projects will provide 29 miles of new or upgraded pedestrian and bicycle facilities and improvements to streets to enable safe access for all, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Attachment

- A. 2023 Orange County Complete Streets Program – Project Prioritization List

Prepared by:



Denise Sifford
Senior Transportation Funding Analyst
(714) 560-5489

Approved by:



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

2023 Orange County Complete Streets Program - Project Prioritization List

Project Number	Agency	Agency Priority	Project Name	Project List Designation	Total Funding Request (000s)	Cumulative Funding Requests (000s)
1	Anaheim	1 of 1	Nohl Ranch Open Space Trail ¹	Highly Recommended	\$ 3,359	\$ 3,359
2	Brea	1 of 3	Tracks at Brea - Western Extension ¹	Highly Recommended	\$ 1,320	\$ 4,679
3	Buena Park	1 of 2	PLAN - Orangethorpe Avenue Complete Streets Planning Study	Highly Recommended	\$ 308	\$ 4,987
4	Costa Mesa	1 of 3	Adams Avenue Active Transportation Project – Multipurpose Trails ¹	Highly Recommended	\$ 4,223	\$ 9,210
5	Costa Mesa	2 of 3	Adams Avenue Bicycle Facility Project –Harbor Boulevard to Fairview Road ¹	Highly Recommended	\$ 1,760	\$ 10,970
6	Costa Mesa	3 of 3	Fairview Road Active Transportation Improvements – Adams Avenue to Fair Drive ¹	Highly Recommended	\$ 1,935	\$ 12,905
7	Fullerton	1 of 1	Harbor Boulevard Complete Streets Improvement Project ²	Highly Recommended	\$ 4,854	\$ 17,759
8	Huntington Beach	1 of 3	Banning Avenue Roundabout & Southeast Corridors Complete Streets Improvements	Highly Recommended	\$ 5,000	\$ 22,759
9	Irvine	1 of 2	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle Bridge	Highly Recommended	\$ 5,000	\$ 27,759
10	Irvine	2 of 2	Harvard Avenue Complete Streets and Safety Improvements	Highly Recommended	\$ 4,312	\$ 32,071
11	Laguna Hills	1 of 1	Paseo De Valencia and Cabot Road Active Transportation Enhancements ^{1,2}	Highly Recommended	\$ 4,998	\$ 37,069
12	Laguna Niguel	1 of 1	South Forbes Road/Oso Creek Trail Active Transportation Enhancements	Highly Recommended	\$ 3,415	\$ 40,484
13	Mission Viejo	1 of 1	Mission Viejo Quad Cities Trail	Highly Recommended	\$ 4,788	\$ 45,272
14	Orange	1 of 3	Riverdale Avenue Complete Street Improvements ²	Highly Recommended	\$ 2,573	\$ 47,845
15	Orange	2 of 3	PLAN - Citywide Active Transportation Plan ²	Highly Recommended	\$ 308	\$ 48,153
16	Placentia	2 of 2	Atwood Multi-Use Trail ¹	Highly Recommended	\$ 2,753	\$ 50,906
17	San Clemente	1 of 2	Complete Streets Along Avenida Calafia ¹	Highly Recommended	\$ 968	\$ 51,874
18	Tustin	1 of 1	Main Street Enhancement Project	Highly Recommended	\$ 3,172	\$ 55,046
19	Yorba Linda	1 of 2	Connect Savi Ranch ¹	Highly Recommended	\$ 3,428	\$ 58,474
20	Brea	2 of 3	Laurel Elementary School Safety	Recommended	\$ 590	\$ 59,064
21	Brea	3 of 3	Birch Community Connections	Recommended	\$ 3,247	\$ 62,311
22	Buena Park	2 of 2	PLAN - Stanton Avenue Complete Streets Planning Study	Recommended	\$ 308	\$ 62,619
23	County of Orange	1 of 1	Los Patrones Parkway Bikeway Widening and Safety Improvements	Recommended	\$ 2,764	\$ 65,383
24	Huntington Beach	2 of 3	Magnolia Street Corridor Complete Streets Improvements	Recommended	\$ 4,687	\$ 70,070
25	Huntington Beach	3 of 3	Hamilton Avenue Corridor Complete Streets Improvements	Recommended	\$ 3,971	\$ 74,041
26	Laguna Beach	1 of 2	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets (Cardinal to 7th)	Recommended	\$ 5,000	\$ 79,041
27	Los Alamitos	1 of 1	Los Alamitos Reimagine Downtown Street and Bicycle Corridor Improvement Project	Recommended	\$ 5,000	\$ 84,041
28	Orange	3 of 3	Santiago Creek Bike Trail Gap Closure	Recommended	\$ 4,992	\$ 89,033
29	Stanton	1 of 1	Orangewood Complete Streets ²	Recommended	\$ 3,268	\$ 92,301
30	Yorba Linda	2 of 2	Valley View Safety	Recommended	\$ 511	\$ 92,812
31	Laguna Beach	2 of 2	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets (7th to 10th) ³	Not Recommended	\$ 5,000	\$ 97,812
32	Placentia	1 of 2	Old Town Placentia Revitalization ⁴	Not Recommended	\$ 5,000	\$ 102,812
33	San Clemente	2 of 2	Complete Streets Along Camino Capistrano ⁵	Not Recommended	\$ 1,012	\$ 103,824
TOTAL					\$	103,824

2023 Orange County Complete Streets Program - Project Prioritization List


Notes:	Summary	
	Project List Designation	Total Funding Requests (000's)
	Highly Recommended	\$ 58,474
	Recommended	\$ 34,338
	Not Recommended	\$ 11,012

TOTAL \$ 103,824



February 5, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: 2025 Federal Transportation Improvement Program and Financial Plan

Overview

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for regionally significant transportation improvement projects in Orange County, with a total value of approximately \$1.645 billion. A summary of the draft 2025 Federal Transportation Improvement Program, and a supporting resolution are submitted for Board of Directors' approval.

Recommendations

- A. Authorize the submittal of the Federal Transportation Improvement Program project list and financial plan for the fiscal year 2024-25 through fiscal year 2029-30 to the Southern California Association of Governments.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the programming of projects.
- C. Adopt Resolution No. 2024-001 of the Board of Directors of the Orange County Transportation Authority.

Background

The Federal Transportation Improvement Program (FTIP) is the programming document that implements the Regional Transportation Plan. To use any federal funds for transportation projects, they are required to be listed in the FTIP.

The FTIP is comprised of projects of regional significance and projects which are approved to receive state or federal funding. Regionally significant projects are those that would have significant impacts on regional travel and air quality.

Federal law requires the FTIP to be updated at least every four years and under state law, that the Southern California Association of Governments (SCAG) update it every two years. Additionally, the FTIP must be financially constrained to reasonably anticipated revenues. Federal law also requires that the FTIP include a financial plan that demonstrates how the proposed improvements will be funded and implemented. Lastly, SCAG conducts a regional air quality assessment based on projects in the FTIP.

Discussion

The 2025 FTIP contains more than 60 projects in Orange County that expect to use a total of \$1.645 billion in reasonably anticipated federal, state, and local funding sources and are scheduled to begin some phase of work between the fiscal year (FY) 2024-25 and FY 2029-30.

The Orange County Transportation Authority (OCTA) is required to certify by resolution that the projects programmed in the first four years of the FTIP (FY 2024-25 through FY 2027-28) are of high priority and will be implemented in accordance with each project's respective schedule.

FTIP guidelines further require that the projects programmed in the first four years of the plan must be fully funded, with an emphasis on projects programmed in the first two years for implementation. Consistent with these requirements and given uncertainties of future funding, Orange County's FTIP is primarily (98 percent) composed of projects with known funding in the first four years of the FTIP, with 65 percent in the first two years, due to a lack of definitive state and federal funding forecasts for the last two years of FTIP.

The recommended 2025 FTIP can be broken down in terms of project type and primary source of funding as follows:

2025 FTIP breakdown by mode:

- Transit: \$337.61 million (16 percent)
- State Highways: \$1,039.625 million (63 percent)
- Local Streets and Roads: \$267.977 million (21 percent)

2025 FTIP breakdown by fund type:

- Federal: \$455.57 million (28 percent)
- State: \$650.954 million (40 percent)
- Local: \$538.688 million (33 percent)

Programmed Total by FY

Programmed (\$000s)	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Total
Federal	\$ 210,333	\$ 195,274	\$ 27,612	\$ 11,054	\$ 11,297	\$ -	\$ 455,570
State	\$ 317,723	\$ 181,205	\$ 71,654	\$ 61,002	\$ 19,370	\$ -	\$ 650,954
Local	\$ 126,084	\$ 32,288	\$ 379,456	\$ -	\$ 860	\$ -	\$ 538,688
Total	\$ 654,140	\$ 408,767	\$ 478,722	\$ 72,056	\$ 31,527	\$ -	\$1,645,212

As specified in OCTA's guidance for administering the FTIP, provided in Attachment D, all agencies with projects programmed in the FTIP, except for the California Department of Transportation (Caltrans), are required to provide a resolution from their governing board confirming that the projects or project components are fully funded in accordance with FTIP guidelines. With respect to OCTA's projects, the draft 2025 FTIP primarily includes projects that have previously been approved for funding through prior Board of Directors' (Board) actions. The Capital Funding Program (CFP) (Attachment E), which summarizes funding for OCTA's capital projects, is also provided. The CFP shows the current Board-approved funding for OCTA projects. Projects in the CFP that have federal funds as well as regionally significant projects are among those included in the current FTIP.

A key component of the FTIP is programming and monitoring of Transportation Control Measure (TCM) projects. Projects designated as TCMs will reduce emissions or concentrations of air pollutants from transportation sources and include projects such as transit service, carpool lanes, or active transportation type projects. TCM projects must be closely monitored because TCMs that are in the first two years of the FTIP are considered committed TCMs and must be operational by the completion date provided in the FTIP. If they do not proceed as planned, OCTA is responsible for providing a substitute project that provides equivalent or greater emissions reductions. The total funding in the 2025 FTIP being programmed for committed TCMs is \$75.066 million.

The 2025 FTIP includes a new equity analysis section to evaluate how and where investments are being made across the region. Additional performance measures include safety, pavement/bridge conditions, system performance, transit safety, and state of good repair. SCAG plans to use this information to provide informational reports throughout the region.

With Board approval, the certifying resolution (Attachment A), financial plan summary (Attachment B), and FTIP project submittals (Attachment C) will be submitted to SCAG for review. SCAG will model the program, determine air quality benefits, and present the 2025 FTIP to the public, regional transportation commissions, transportation committees, and SCAG's Regional Council for review and comment by July 2024. Following the public comment period, SCAG's regional council will consider the 2025 FTIP, which, if approved, will be forwarded

to Caltrans and the Federal Highway Administration/Federal Transit Administration for final review and approval. The 2025 FTIP is anticipated to be fully approved in December 2024.

Minor changes or amendments to the FTIP may be necessary after the preparation of this report. It is recommended that the Board authorize staff to submit the FTIP project list to SCAG, as well as submit any project changes that may be required. This strategy will allow the most up-to-date project information to be included in the 2025 FTIP.

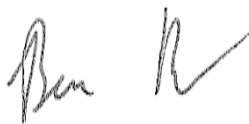
Summary

OCTA developed the 2025 FTIP and associated financial plan, which includes projects that are estimated to use \$1.645 billion. Staff has worked with local agencies and consulted Board-approved plans and previous funding actions to develop the 2025 FTIP. With Board approval, the 2025 FTIP and associated funding plan will be submitted to SCAG.

Attachments

- A. Resolution No. 2024-001 of the Board of Directors of the Orange County Transportation Authority, Fiscal Year 2024-25 to Fiscal Year 2029-30, Federal Transportation Improvement Program
- B. Federal Transportation Improvement Program and Financial Plan Summary, Fiscal Year 2024-25 Through Fiscal Year 2029-30
- C. 2025 Federal Transportation Improvement Program Project List (dollars in \$1,000s)
- D. Orange County Transportation Authority Guidance for Administering the Federal Transportation Improvement Program
- E. Capital Funding Program Report

Prepared by:



Ben Ku
Section Manager II
Formula Funding Programs
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Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-574

**RESOLUTION NO. 2024-001 OF THE BOARD OF DIRECTORS OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

FISCAL YEAR 2024-25 TO FISCAL YEAR 2029-30

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION
AUTHORITY (OCTA), WHICH CERTIFIES THAT OCTA HAS THE RESOURCES
TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR (FFY) 2024-25 –
2029-30 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND
AFFIRMS ITS COMMITMENT TO IMPLEMENT PROJECTS AND PHASES AS
APPLICABLE IN THE PROGRAM

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a Regional Transportation Improvement Program (RTIP) for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the RTIP include a financial plan that demonstrates how the Transportation Improvement Program (TIP) can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, OCTA is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, OCTA is responsible for the development of the Orange County TIP, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, OCTA has adopted the FFY 2024-25 through FFY 2029-30 Orange County TIP with funding for FFY 2024-25 and FFY 2025-26 available and committed, and reasonably committed for FFY 2026-27 through FFY 2027-28.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2024-25 through FFY 2029-30 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2024-25 through FFY 2029-30 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2024-25 through FFY 2029-30 Orange County TIP are consistent with the proposed 2024 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in March 2024.
2. All of the projects in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2024 STIP cycle. The STIP is one of the County's number one priorities for funding. The Orange County 2024 STIP RTIP, as identified in the financial plan, will include sufficient transportation funds to complete the projects. Therefore, as required by federal law, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.
3. Orange County has the funding capacity in its County Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement Program (CMAQ) appropriation to fund all of the projects in the FFY 2024-25 through FFY 2029-30 Orange County TIP.
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.
5. All the Federal Transit Administration-funded projects are programmed within the IIJA guaranteed funding levels.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, _____.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Clerk of the Board

Tam T. Nguyen, Chair
Orange County Transportation Authority

**Federal Transportation Improvement Program and Financial Plan Summary
Fiscal Year 2024-25 Through Fiscal Year 2029-30¹**

PROGRAMMED REVENUE

(dollars in \$1,000s)

PROGRAM DESCRIPTION	TOTAL
FEDERAL	\$ 455,570
Federal Transit Administration - 5307 Urbanized Area Formula	\$ 116,444
Surface Transportation Block Grant	\$ 106,372
Congestion Mitigation and Air Quality Improvement	\$ 97,017
Federal Transit Administration - 5337 State of Good Repair	\$ 58,616
Highway Bridge Replacement and Rehabilitation - Local	\$ 28,979
Federal Transit Administration - 5339 Bus and Facilities	\$ 14,904
Earmarks	\$ 14,620
Local Transportation Climate Adaptation Program	\$ 12,000
Federal Transit Administration - 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	\$ 6,618
STATE	\$ 650,954
State Highway Operations and Protection Program	\$ 313,110
State Transportation Improvement Program	\$ 222,326
Active Transportation Program	\$ 92,318
Transit And Intercity Rail Capital Program	\$ 17,000
SB 1 (Chapter 5, Statutes of 2017) State of Good Repair	\$ 5,578
State Transit Assistance ²	\$ 622
LOCAL	\$ 538,688
Private Funds	\$ 372,055
Orange County Transportation Authority Measure M2	\$ 100,533
Agency ³	\$ 27,415
City Funds	\$ 26,730
Transportation Development Act	\$ 7,704
Local Transportation Funds ²	\$ 3,177
Fares	\$ 574
County	\$ 500
TOTAL REVENUE	\$ 1,645,212

¹Revenue is only the amount programmed for projects in the Federal Transportation Improvement Program from fiscal year 2024-26 through fiscal year 2029-30, and may not reflect all revenue.

²Laguna Beach operating assistance funding.

³Agency funds may represent local, state, or federal funds that are pending formal approval.

2025 Federal Transportation Improvement Program Project List
(dollars in \$1,000s)

ATTACHMENT C

Project #	Project ID	Project Title	Lead Agency	Fiscal Year (FY) ¹						Total (\$1,000s)
				FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	
Local Streets and Roads										
1	ORA152211	Nohl Ranch Open Space Trail	City of Anaheim	\$ 3,818	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,818
2	ORA190902	Citywide SRTS Sidewalk Gap Closure	City of Anaheim	\$ 3,071	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,071
3	ORA190906	OC Loop Brea Gap Closure	City of Brea	\$ 5,867	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,867
4	ORA250002	Costa Mesa Safe Routes to School Action Plan	City of Costa Mesa	\$ 394	\$ 179	\$ -	\$ -	\$ -	\$ -	\$ 573
5	ORA210602	Doheny Village Connectivity Improvement Project	City of Dana Point	\$ -	\$ -	\$ 2,730	\$ -	\$ -	\$ -	\$ 2,730
6	ORA239901	Stonehill Drive Widening/Improvement Project	City of Dana Point	\$ 687	\$ 2,835	\$ -	\$ -	\$ -	\$ -	\$ 3,522
7	ORA231101	Titan Gateway Pedestrian Bridge	City of Fullerton	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500
8	ORA190920	OC Loop Segment A - La Habra Rails to Trails	City of La Habra	\$ 6,844	\$ -	\$ -	\$ 38,233	\$ -	\$ -	\$ 45,077
9	ORA230801	OC Loop Segment P and Q	Orange County	\$ 47,652	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,652
10	ORA130303	State College Grade Separation (LOSSAN)	OCTA	\$ -	\$ 11,250	\$ -	\$ -	\$ -	\$ -	\$ 11,250
11	ORA131306	17th Street Grade Separation	OCTA	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ 50
12	ORA230810	Paseo De Valencia and Cabot Road Active Transportation Enhancements	OCTA	\$ 159	\$ 661	\$ 4,873	\$ -	\$ -	\$ -	\$ 5,693
13	ORA230811	Adams Avenue Active Transportation Project - Multipurpose Trails	OCTA	\$ 513	\$ -	\$ 5,900	\$ -	\$ -	\$ -	\$ 6,413
14	ORA239701	OC Connect - Garden Grove - Santa Ana Rail to Trails Gap Closure	OCTA	\$ -	\$ -	\$ 4,650	\$ -	\$ -	\$ -	\$ 4,650
15	ORA190913	Atwood Multipurpose Trail	City of Placentia	\$ 309	\$ 2,821	\$ -	\$ -	\$ -	\$ -	\$ 3,130
16	ORA190914	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	City of San Clemente	\$ -	\$ -	\$ 1,476	\$ -	\$ -	\$ -	\$ 1,476
17	ORA170007	Fairview Street Rehabilitation and Widening	City of Santa Ana	\$ 8,853	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,853
18	ORA190915	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to Saint Andrew Place	City of Santa Ana	\$ -	\$ 1,855	\$ -	\$ -	\$ -	\$ -	\$ 1,855
19	ORA190916	Bristol Street Protected Bike Lanes - Phase III Saint Andrew Place to Edinger Avenue	City of Santa Ana	\$ -	\$ 1,242	\$ -	\$ -	\$ -	\$ -	\$ 1,242
20	ORA190917	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue	City of Santa Ana	\$ -	\$ 1,023	\$ -	\$ -	\$ -	\$ -	\$ 1,023
21	ORA190918	Bristol Street Protected Bike Lanes - Phase V First Street to Civic Center Drive	City of Santa Ana	\$ -	\$ 1,776	\$ -	\$ -	\$ -	\$ -	\$ 1,776
22	ORA230802	Orange Avenue Bike Lane and Bicycle Boulevard Project	City of Santa Ana	\$ 851	\$ -	\$ 4,891	\$ -	\$ -	\$ -	\$ 5,742
23	ORA020501	Highway Bridge Program - Various Bridge Projects	Various Agencies	\$ 3,167	\$ 1,840	\$ -	\$ 4,074	\$ 12,157	\$ -	\$ 21,238
24	ORA150104	Regional Active Transportation Program	Various Agencies	\$ 5,121	\$ 979	\$ 37,233	\$ -	\$ -	\$ -	\$ 43,333
25	ORA230804	Grouped Projects for Bicycle and pedestrian facilities	Various Agencies	\$ 8,096	\$ 12,909	\$ 10,088	\$ -	\$ -	\$ -	\$ 31,093
26	ORA230806	Grouped Projects for Planning activities	Various Agencies	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350
Local Streets and Roads Subtotal				\$ 102,252	\$ 39,420	\$ 71,841	\$ 42,307	\$ 12,157	\$ -	\$ 267,977
Highways										
1	ORA000820	SR-57 Northbound Climbing Lane from Lambert Road to 0.2 miles north of Orange County/Los Angeles County line	Caltrans	\$ -	\$ 6,500	\$ -	\$ -	\$ 18,000	\$ -	\$ 24,500
2	ORA001102	Collision Reduction Projects in Various Locations	Caltrans	\$ 10,123	\$ 14,895	\$ -	\$ -	\$ -	\$ -	\$ 25,018
3	ORA001103	Roadway Preservation Projects in Various Locations	Caltrans	\$ 120,870	\$ 84,020	\$ -	\$ -	\$ -	\$ -	\$ 204,890
4	ORA001104	Roadside Preservation Projects in Various Locations	Caltrans	\$ 1,260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,260
5	ORA001105	Mobility Projects in Various Locations	Caltrans	\$ -	\$ 30,013	\$ -	\$ -	\$ -	\$ -	\$ 30,013
6	ORA001108	Mandate Projects in Various Locations	Caltrans	\$ 5,489	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,489
7	ORA001109	Bridge Preservation Projects in Various Locations	Caltrans	\$ 2,547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,547
8	ORA082603	Emergency Projects in Various Locations	Caltrans	\$ -	\$ 40,953	\$ -	\$ -	\$ -	\$ -	\$ 40,953
9	ORA084402	Facilities Projects in Various Locations	Caltrans	\$ 580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 580
10	ORA211702	Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation in Various Locations	Caltrans	\$ 2,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,360
11	ORA040607	Orange County - Countywide activities: Planning, Programming and Monitoring	OCTA	\$ 1,056	\$ 1,030	\$ 1,030	\$ 2,769	\$ 1,370	\$ -	\$ 7,255
12	ORA131105	I-5 / Los Alisos / El Toro Interchange	OCTA	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50
13	ORA111207	241/91 Express Lanes Connector: NB SR-241 to EB SR-91, WB SR-91 to SB SR-241	Various Agencies	\$ -	\$ -	\$ 372,055	\$ -	\$ -	\$ -	\$ 372,055
14	ORA120535	SR-74 Ortega Highway Gap Closure for 0.9 mile and Multimodal Improvements	Various Agencies	\$ -	\$ 34,000	\$ 25,600	\$ -	\$ -	\$ -	\$ 59,600
15	ORA130302	I-5 Improvement, I-405 to Yale Avenue (Segment 1)	Various Agencies	\$ 167,030	\$ -	\$ -	\$ 6,980	\$ -	\$ -	\$ 174,010
16	ORA131303	SR-57 Orangewood Avenue to Katella Avenue	Various Agencies	\$ 52,000	\$ 1,000	\$ 8,000	\$ -	\$ -	\$ -	\$ 61,000
17	ORA151401	I-5 Managed Lanes from Avenida Pico to San Diego County Line	Various Agencies	\$ 16,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,500
18	ORA171904	I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)	Various Agencies	\$ 11,545	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,545
Highways Subtotal				\$ 391,410	\$ 212,411	\$ 406,685	\$ 9,749	\$ 19,370	\$ -	\$ 1,039,625
Transit										
1	ORA990933	Transit Operating Assistance	City of Laguna Beach	\$ 5,746	\$ 5,890	\$ -	\$ -	\$ -	\$ -	\$ 11,636
2	ORA174 & ORA021202	OC Bus Operating Assistance for Paratransit	OCTA	\$ 19,256	\$ 19,256	\$ -	\$ -	\$ -	\$ -	\$ 38,512
3	ORA020106 & ORA021203	Preventive Maintenance (OCTA)	OCTA	\$ 22,155	\$ 22,155	\$ -	\$ -	\$ -	\$ -	\$ 44,310
4	ORA080803	Capital Cost of Contracting	OCTA	\$ 25,227	\$ 22,971	\$ -	\$ -	\$ -	\$ -	\$ 48,198
5	ORA191501	OC Streetcar Operations	OCTA	\$ 15,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,543
6	ORA212805	Purchase Paratransit Replacement Vehicles	OCTA	\$ 744	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 744
7	ORA219901	Digital Bus Stop Signs/Electronic Message Signs Along High-Quality Transit Corridors	OCTA	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 2,500
8	ORA230501	Purchase Zero Emission Replacement Buses	OCTA	\$ -	\$ 16,924	\$ -	\$ -	\$ -	\$ -	\$ 16,924
9	ORA230502	Purchase Fuel Cell Electric Buses	OCTA	\$ -	\$ 15,285	\$ -	\$ -	\$ -	\$ -	\$ 15,285

2025 Federal Transportation Improvement Program Project List
(dollars in \$1,000s)

10	ORA230504	Transit Service Expansion Planning	OCTA	\$ 20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20
11	ORA230505	Bravo! Route 553 Operating Assistance	OCTA	\$ 1,398	\$ 2,444	\$ 196	\$ -	\$ -	\$ -	\$ 4,038
12	ORA230507	Rideshare Vanpool Program - Capital Lease Cost	OCTA	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000
13	ORA230510	Coastal Rail Protection Study	OCTA	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000
14	ORA170805	Preventive Maintenance (Metrolink)	SCRRA	\$ 9,716	\$ 9,716	\$ -	\$ -	\$ -	\$ -	\$ 19,432
15	ORA37111	Capital Maintenance on Metrolink System	Various Agencies	\$ 23,652	\$ 23,652	\$ -	\$ -	\$ -	\$ -	\$ 47,304
16	ORA159801	San Juan Creek Bridge Replacement	Various Agencies	\$ 22,578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,578
17	ORA210601	OC Maintenance Facility	Various Agencies	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000
18	ORA212802	Transit Capital Projects (ATN)	Various Agencies	\$ 125	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ 250
19	ORA212808	Preventive Maintenance (ATN)	Various Agencies	\$ 1,018	\$ 1,018	\$ -	\$ -	\$ -	\$ -	\$ 2,036
20	ORA231102	Emergency Slope and Track Stabilization and Safety Improvements from San Juan Capistrano to San Onofre State Beach	Various Agencies	\$ 4,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300
Transit Subtotal				\$ 160,478	\$ 156,936	\$ 196	\$ 20,000	\$ -	\$ -	\$ 337,610
Total (FY 2024-25 through FY 2029-30)				\$ 654,140	\$ 408,767	\$ 478,722	\$ 72,056	\$ 31,527	\$ -	\$ 1,645,212

¹ Congestion Mitigation and Air Quality Improvement and Surface Transportation Block Grant funds may be programmed in a future FY in the FTIP but can be advanced via Local Advance Construction or Expedited Project Selection Procedure

Acronyms

ATN - Anaheim Transportation Network
 Caltrans - California Department of Transportation
 EB - Eastbound
 FTIP - Federal Transportation Improvement Program
 I-5 - Interstate 5
 I-405 - Interstate 405
 LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency
 NB - Northbound
 OCTA - Orange County Transportation Authority
 SB - Southbound
 SCRRA - Southern California Regional Rail Authority
 SR-57 - State Route 57
 SR-73 - State Route 73
 SR-74 - State Route 74
 SR-91 - State Route 91
 SR-241 - State Route 241
 SRTS - Safe Routes to School
 WB - Westbound

Orange County Transportation Authority Guidance for Administering the Federal Transportation Improvement Program

The Orange County Transportation Authority (OCTA) has implemented procedures for the development of the Orange County Transportation Improvement Program. These procedures include additional requirements, beyond those listed in the Southern California Association of Governments (SCAG) 2025 Federal Transportation Improvement Program (FTIP) guidelines, for programming local, regional, and state agencies' projects in the FTIP in Orange County.

OCTA conducts FTIP workshops with the local agencies periodically to keep local agencies informed of the FTIP process and guidelines. These workshops provide an overview of the SCAG and OCTA FTIP guidelines and procedures, a tutorial of the OCFundtracker database, and provides an opportunity for local agencies to ask questions related to their FTIP projects. Tutorial videos, schedules, and more FTIP information can be found on OCTA's FTIP website.

Below is a list of the additional requirements for Orange County local agencies as outlined in the OCTA FTIP guidelines.

- All projects that are listed in the FTIP require some form of approval by the OCTA Board of Directors (Board), Agency Board or Council, or Funding Agency to be included in the FTIP.
- Due to the timing and limited opportunities for FTIP amendments and modifications, OCTA staff may add OCTA projects into the FTIP prior to Board approval but will not seek funding until the Board has approved the project. Further, Board approval is expected to be sought within a reasonable amount of time of the project being listed in the FTIP.
- Local agencies are required to carry-over, complete, or delete their FTIP projects in the OCFundtracker database during the biennial FTIP cycle.
- All agencies, except for the California Department of Transportation (Caltrans), are required to provide a resolution from their governing board affirming their commitment to delivering and securing sufficient funding for the projects submitted in the FTIP. A new resolution is required for each FTIP cycle.
- Backup documentation that confirms approval of funding must be provided for all funds in the FTIP.
- If a project is determined to offset vehicle miles traveled (VMT) or is a transportation control measure (TCM), then OCTA will work with the local agency to determine the most appropriate time to add the project into the FTIP.¹
- If a project is a TCM, then funding for the right-of-way or construction phases may be programmed in the last two years of the FTIP quadrennial in order to provide more flexibility for the local agency. These funds can be advanced through Local Advance Construction or the Expedited Project Selection Procedure (EPSP).²
- OCTA may program funds, at its discretion, to take advantage of processes, such as Local Advance Construction and EPSP, if needed.²

Orange County Transportation Authority Guidance for Administering the Federal Transportation Improvement Program

- OCTA staff has developed a review, checklist, and sign-off procedure to follow for every FTIP modification and amendment.

¹ The recent implementation of SB 743 (Chapter 386, Statutes of 2013) related to State Highway System projects throughout California has focused attention on VMT mitigation. With the implementation of SB 743, Caltrans is looking to focus attention on VMT mitigation by minimizing induced traffic and providing safe access and mobility through multimodal investments, operational improvements, and work with local partners. Projects which reduce or mitigate VMT impacts may be used as environmental mitigation for projects that will increase VMT. However, a project or program shown as already funded within an approved programming document like the FTIP implies that a project would not provide any additional benefits to offset the VMT impact. Thus, the project cannot be used as VMT mitigation.

OCTA will be strategic in adding projects that are considered TCMs. TCMs are specific transportation projects and programs committed to helping improve air quality. TCMs are required by the Federal Clean Air Act in ozone nonattainment areas that are classified as “serious, severe, or extreme” and under certain conditions [Section 182(c)] provide multiple benefits, including reductions of emissions and improvements to mobility and accessibility and can help support better urban form.

Southern California has among the worst air quality in the nation and must implement all reasonably available measures to support attainment of federal and state air quality standards. If a TCM project cannot be delivered or is significantly delayed, the County Transportation Commission and SCAG must identify a replacement project, which must be approved through a lengthy process.

There are significant considerations in terms of adding a new project to the FTIP and OCTA will take these factors into consideration when determining the appropriate time to add a new project to the FTIP, particularly if the project may be used to offset VMT or a project that is a TCM project.

² Due to financial constraints within the FTIP and per FTIP guidelines, staff may program funding in the last two years of the FTIP quadrennial with the ability to advance the funding through processes such as Local Advance Construction and EPSP, if needed. The Local Advance Construction procedure allows agencies to program local dollars if they anticipate federal revenue will be received for reimbursement, which moves the project forward with limited federal funds. The EPSP allows for the advancement of projects for implementation purposes within the active period of the approved FTIP without the need for immediate processing amendments. This is not a new addition to the 2025 FTIP guidelines but staff wants to acknowledge that it may utilize these processes to advance funding in the FTIP ahead of the Board-approved fiscal year if needed to expedite project delivery.



Capital Funding Program Report

ATTACHMENT E

Pending Approval by OCTA Board of Directors - February 12, 2024

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$60,000	\$21,498					\$25,414			\$13,088
Anaheim Transportation Network suballocation		\$5,741		\$5,741							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,526	\$12,526								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$274,623		\$177,171							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine repower/rebuild contract		\$4,071					\$4,071				
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$2,579					\$2,579				
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Unit Replacement at Santa Ana bus base		\$1,500					\$1,500				
Hydrogen Fueling Station at Garden Grove		\$13,500						\$13,500			
Installation of Battery-Electric Chargers at Santa Ana Base		\$1,500					\$1,500				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Mobility Hubs Strategy		\$300	\$266			\$34					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$270,201		\$270,201							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$21,771		\$21,771							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Security Gates at Garden Grove, Santa Ana, Anaheim bases		\$3,798					\$3,798				
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789
Transit service expansion planning		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,838	\$12,838								
Zero emission bus and bus facility		\$115,594	\$115,594								



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,296,251	\$211,675	\$593,432	\$3,660	\$12,915	\$65,116	\$69,202	\$5,730	\$57,245	\$277,276

Federal Funding Total	\$808,767
State Funding Total	\$147,233
Local Funding Total	\$340,251
Total Funding (000's)	\$1,296,251

Bus Transit Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$405		\$313			\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$374,304	\$55,397	\$185,680	\$341		\$11,816	\$34,583			\$86,487

Federal Funding Total	\$241,418
State Funding Total	\$46,399
Local Funding Total	\$86,487
Total Funding (000's)	\$374,304



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Acronyms:

ATN - Anaheim Transportation Network
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
DCFC - Direct Current Fast Charging
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$329,811						\$24,254		\$305,557	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$133,778	\$1,774					\$11,762	\$4,546	\$115,696	
Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$58,258								\$58,258	
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
First Street Multimodal Boulevard Design		\$4,300						\$4,300			
Future Complete Streets Call for Projects		\$55,000	\$55,000								
Local Agency led SCCP projects		\$3,357					\$3,357				
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690			
OC Loop - Segment A		\$38,233				\$38,233					
Pavement Management Relief Funding Program		\$9,469			\$3,811			\$5,658			
Santa Ana - Garden Grove Rails to Trails		\$7,650			\$3,750	\$3,900					
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Local Road Project Totals		\$1,473,586	\$121,888		\$94,232	\$128,930	\$13,557	\$74,716	\$39,826	\$891,835	\$108,602
Federal Funding Total		\$216,120									
State Funding Total		\$217,203									
Local Funding Total		\$1,040,263									
Total Funding (000's)		\$1,473,586									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$840,715	\$223,243		\$76,218			\$268,544	\$6,492	\$156,141	\$110,077
Federal Funding Total		\$299,461									
State Funding Total		\$268,544									
Local Funding Total		\$272,710									
Total Funding (000's)		\$840,715									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009

Board - Board of Directors

Call - Call for Projects

CMAQ - Congestion Mitigation Air Quality Improvement Program

FTA - Federal Transit Administration

FY - Fiscal Year

I-5 - Interstate 5

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

OCTA - Orange County Transportation Authority

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

SCAG - Southern California Association of Governments

SCCP - Solutions for Congested Corridors Program

SHA - State Highway Account

SR-57 - State Route 57

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$579,157	\$108,132	\$171,961				\$175,427		\$123,637	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$22,000	\$22,000								
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$13,710	\$6,000		\$1,010	\$6,000					\$700
Fullerton Transportation Center stair rehabilitation	R	\$1,065		\$1,030							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano passing siding	R	\$35,956	\$24,652	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital	R	\$5,384	\$2,121	\$3,263							
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	\$162,108		\$162,108							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Orange Olive Wye connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive maintenance (SCRRRA - Metrolink)	R	\$72,353		\$72,353							
San Juan Creek Bridge replacement	R	\$65,670	\$908	\$39,833	\$913		\$5,578	\$17,059		\$1,379	
SCRRRA operating subsidy assistance	R	\$2,510								\$2,510	
Slope and culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Tactile tile project	R	\$1,569		\$1,538						\$31	
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Streetcar operations	S	\$19,500	\$19,500								
Irvine Station Improvement Project		\$6,330						\$6,330			
OC Maintenance Facility		\$91,428		\$198		\$20,000		\$71,230			
San Clemente Track Protection (MP 204.6)		\$5,000								\$5,000	
Rail Project Totals		\$1,286,641	\$213,795	\$465,160	\$1,923	\$47,500	\$5,578	\$323,236	\$6,904	\$193,221	\$29,324
Federal Funding Total		\$680,878									
State Funding Total		\$376,314									
Local Funding Total		\$229,449									
Total Funding (000's)		\$1,286,641									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,581	\$3,204	\$732					\$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink service track expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail station platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Ticket vending machines	R	\$6,857									\$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed Totals		\$850,001	\$93,843	\$99,160	\$4,735	\$55,331		\$204,392	\$215,693	\$83,692	\$93,155
Federal Funding Total		\$197,738									
State Funding Total		\$259,723									
Local Funding Total		\$392,540									
Total Funding (000's)		\$850,001									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

Acronyms:

ADA - Americans with Disabilities Act

Board - Board of Directors

CMAQ - Congestion Mitigation Air Quality Improvement Program

FFY - Federal Fiscal Year

FTA - Federal Transit Administration

FY - Fiscal Year

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

MP - Mile Post

OC - Orange County

OCTA - Orange County Transportation Authority

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PSR - Project Study Report

ROW - Right-of-Way

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

SCRRA - Southern California Regional Rail Authority/Metrolink

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

VSS - Video Surveillance System



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

State Highway Project

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$202,643	\$49,897		\$4,728		\$16,915			\$131,103	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$244,269	\$28,167		\$6,433	\$91,977		\$29,832		\$87,860	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	\$73,621	\$11,500		\$3,240					\$58,881	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$18,171	\$1,770							\$30	\$16,371
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$115,464	\$1,770		\$12,340		\$42,566			\$30	\$58,758
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$34,464	\$17,800							\$16,664	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$4,331,822	\$523,715		\$99,997	\$351,728	\$210,855	\$119,603		\$2,024,483	\$1,001,441
Federal Funding Total		\$623,712									
State Funding Total		\$682,186									
Local Funding Total		\$3,025,924									
Total Funding (000's)		\$4,331,822									

State Highway Project Completed

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 12, 2024


Acronyms:

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



February 5, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

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

Overview

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

Recommendations

- A. Approve one change request from the City of San Clemente for a Bicycle Corridor Improvement Program project, contingent on final approval by the Southern California Association of Governments.
- B. Approve one technical correction request from Access California Services for an Enhanced Mobility for Seniors and Disabled Grant Program project.
- C. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic local, state, and federally funded calls for projects (call). Prior calls include the Enhanced Mobility for Seniors and Disabled (EMSD) Program, Pavement Management Relief Funding (PMRF) Program, Bicycle Corridor Improvement Program (BCIP), and Arterial Pavement Management (APM) Program. Each program has a primary focus or goal, as noted in the table below.

OCTA may also nominate individual local jurisdiction-led projects for funding programs, such as the Solutions for Congested Corridors Program (SCCP), in partnership with the local jurisdiction.

OCTA Program	Primary Program Goal	Program Fund Source
EMSD	Support services provided to seniors and individuals with disabilities	Local funds
PMRF	Support local jurisdictions for pavement management needs	Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Highway Infrastructure Program funds
BCIP	Support the development of Orange County's bicycle network	Federal Congestion Mitigation and Air Quality Improvement Program funds or Mobile Source Air Pollution Reduction Review Committee funds
APM	Support local jurisdictions for pavement management needs	Federal Surface Transportation Block Grant funds

To ensure local, state, and federal requirements are being met, OCTA regularly performs reviews and requests updates on the status of active projects from the implementing jurisdictions and agencies.

Discussion

Since 2012, the OCTA Board of Directors (Board) has approved the programming of approximately \$88 million in state and federal funds to Orange County local jurisdictions and non-profit agencies through the EMSD, PMRF, BCIP, APM calls, and other local jurisdiction-led state-funded projects for a total of 157 phases of work currently programmed for 130 projects.

A summary of all the awarded project phases is provided in the table below, and additional details on the status of active projects are provided in Attachment A.

Phase of Work/ Status	CAP	OPS	ENV/ENG	ROW	CON	Total
Planned	0	0	1	2	30	33
Started	5	7	6	1	16	35
Completed	-	-	18	1	70	89
Total	5	7	25	4	116	157
<i>Cancelled</i>	1	1	2	1	18	23

CAP – Capital

CON – Construction

ENV/ENG – Environmental/engineering

OPS – Operations

ROW – Right-of-way

Notes:

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated or a contract has not yet been executed.

Started – Indicates that the funds for this phase have been obligated or a contract has been executed.

Completed – Indicates that the work related to this phase is complete.

PMRF Program Update

The PMRF Program was funded using federal CRRSAA Highway Infrastructure Program funds. On October 11, 2021, the OCTA Board awarded \$10.931 million to 35 agencies in Orange County through the PMRF Program. Funding was distributed on a formula based on population with a minimum of \$200,000 per local agency. Following the original award, several projects were cancelled by the local agencies, leaving 31 projects totaling \$9.921 million to be delivered.

On June 3, 2023, President Biden signed into law H.R. 3746 “The Fiscal Responsibility Act of 2023” which, in addition to enacting the debt ceiling compromise, rescinded all unobligated CRRSAA funds immediately upon enactment. Despite multiple prior pleas to the local agencies to request approval of funding from the California Department of Transportation (Caltrans) as soon as possible, only nine PMRF projects (totaling \$3.811 million) received approval for the CRRSAA funds by the time the details of the budget ceiling compromise came to light. The remaining 22 projects awarded \$6.11 million in CRRSAA funds could not advance as the funding has expired.

However, in December 2023, Caltrans notified local agencies that state funding was available for these projects, and they can now proceed. This action preserves over 93 percent of the original funding by using state funds. The City of Newport Beach and the City of San Clemente (San Clemente) declined to use the state funds and indicated they are advancing their projects using local funds. The list of all PMRF projects and their status following the federal rescission and the recent commitment of state funds is included in Attachment A.

Project Amendments

For this review period, Board approval is requested for a delay request by San Clemente. San Clemente has requested a delay for the South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project because the project requires additional coordination with adjacent jurisdictions for permits, ROW certification, and additional design coordination. The Southern California Association of Governments (SCAG) will have the final approval, consistent with SCAG’s project selection process for Congestion Mitigation and Air Quality-funded projects.

Details are provided in Attachment B.

In addition, Board approval is requested for a technical correction for the Access California Services (AccessCal) EMSD-funded operating assistance project. AccessCal is requesting a match rate correction from 30 percent to 25 percent, consistent with the match required by the Board-approved EMSD guidelines. This request is due to AccessCal's misunderstanding of the required match rate for operating assistance projects. The correction would reduce the match from \$108,406 to \$83,333. OCTA's grant amount would remain the same at \$250,000. There is no change to the project scope. The correction will allow AccessCal to maximize the use of the grant reimbursement rate and provide the same transportation services to their clients as scoped in the application. AccessCal will be responsible for any cost increases to the project. Also, AccessCal's project would have been recommended for this grant funding if the original application had included the correct match rate of 25 percent when originally submitted. Additional detail is provided in Attachment B.

The Capital Funding Program Report, provided in Attachment C, summarizes the approved funding for streets and roads projects, including OCTA-issued state and federally funded calls.

Summary

Status reports from the PMRF, BCIP, EMSD, APM programs, and local agency led state program projects are provided for review. Staff is requesting Board approval for one delay request from San Clemente and a match adjustment for one EMSD project. Authorization to submit the changes through a Federal Transportation Improvement Program amendment and the SCAG process for final approval as applicable is also requested.

Attachments

- A. State and Federal Grant Programs Project Status
- B. State and Federal Grants Program, Bicycle Corridor Improvement Program Requests
- C. Capital Funding Program Report

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State and Federal Grant Programs Project Status

2014 BCIP						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Completed
2014 BCIP Phases Completed		5	\$ 1,100,736	\$ 4,111,454	\$ 5,212,190	
2014 BCIP Phases In Progress		0	\$ -	\$ -	\$ -	
2014 BCIP Total Program ¹		5	\$ 1,100,736	\$ 4,111,454	\$ 5,212,190	

2016 BCIP						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	E,R	\$ 650,400	\$ 162,600	\$ 813,000	Completed - E Started - R
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Cancelled
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E,C	\$ 1,094,357	\$ 149,230	\$ 1,243,587	Completed - E Completed - C
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Started
Santa Ana	Bristol Street Protected Bicycle Lanes	E,C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Completed - E Completed - C
Santa Ana	Citywide Bike Racks	E,C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - E Started - C
2016 BCIP Phases Completed		17	\$ 13,023,955	\$ 1,799,999	\$ 14,823,954	
2016 BCIP Phases In Progress		3	\$ 3,726,000	\$ 825,000	\$ 4,551,000	
2016 BCIP Total Program ¹		20	\$ 16,749,955	\$ 2,624,999	\$ 19,374,954	

2019 BCIP						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Brea	OC Loop Brea Gap Closure	E, R , C	\$ 6,048,000	\$ 8,480,000	\$ 14,528,000	Planned - E Planned - R Planned - C
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	E, C	\$ 620,336	\$ 316,659	\$ 936,995	Completed - E Started - C
County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	C	\$ 1,308,572	\$ 823,992	\$ 2,132,564	Started
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	\$ 4,000,000	\$ 1,685,383	\$ 5,685,383	Started

Notes:

1. Total does not include cancelled projects.

State and Federal Grant Programs Project Status

2019 BCIP (Continued)						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Irvine	Jeffrey Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge Project	C	\$ 4,000,000	\$ 8,426,028	\$ 12,426,028	Started
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Planned
Mission Viejo	District 5 Regional Bikeways - Mission Viejo N/S Corridor and Jeronimo/ Chrisanta Trail	E	\$ 220,000	\$ 30,000	\$ 250,000	Started
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Started
Placentia	Atwood Multipurpose Trail	E	\$ 280,000	\$ 70,000	\$ 350,000	Started
San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase II Warner to Saint Andrew Place	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase III Saint Andrew Place to Edinger Avenue	E, C	\$ 743,274	\$ 598,356	\$ 1,341,630	Started - E Planned - C
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase IV Civic Center Drive to Washington Avenue	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase V 1st Street to Civic Center Drive	E, C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Started - E Planned - C
Santa Ana	Warner Avenue Protected Bicycle Lanes	E, C	\$ 1,116,126	\$ 326,079	\$ 1,442,205	Started - E Planned - C
2019 BCIP Phases Completed		1	\$ 105,600	\$ 14,400	\$ 120,000	
2019 BCIP Phases In Progress		20	\$ 25,222,542	\$ 22,902,635	\$ 48,125,177	
2019 BCIP Total Program ¹		21	\$ 25,328,142	\$ 22,917,035	\$ 48,245,177	

Other State Programs - Local Agency Led Projects						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Fullerton	Transit and Intercity Rail Capital Program (TIRCP) - Direct Current Fast Charging (DCFC) at Fullerton Transportation Center	C	\$ 625,000	\$ -	\$ 625,000	Planned
Santa Ana	TIRCP - Bike Lockers at Santa Ana Regional Transportation Center (SARTC)	C	\$ 2,000,000	\$ -	\$ 2,000,000	Planned
Santa Ana	TIRCP - DCFC at SARTC	C	\$ 625,000	\$ -	\$ 625,000	Planned
Santa Ana	Solutions for Congested Corridors Program (SCCP) - Santa Clara Bicycle and Pedestrian Improvements	C	\$ 3,243,000	\$ -	\$ 3,243,000	Started
Santa Ana	SCCP - Route 53/553 (Bravo! Main Street) - Bus Stop Improvements - Shelters	C	\$ 114,000	\$ -	\$ 114,000	Started
Phases Completed		0	\$ -	\$ -	\$ -	
Phases In Progress		5	\$ 6,607,000	\$ -	\$ 6,607,000	
Total		5	\$ 6,607,000	\$ -	\$ 6,607,000	

State and Federal Grant Programs Project Status

2021 PMRF						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Aliso Viejo	Aliso Creek Road Rehabilitation from Enterprise to SR-73 Project	C	\$ 200,000	\$ -	\$ 600,000	Planned
Anaheim	Knott Avenue Rehabilitation from Ball Road to Orange Avenue Project	C	\$ 1,037,763	\$ -	\$ 1,100,000	Started
Buena Park	Regio Avenue from Caballero Boulevard to Altura Boulevard	C	\$ 239,650	\$ -	\$ 1,279,000	Planned
Costa Mesa	Fairview Road Improvement Project (from Adams Avenue to Wilson Street)	C	\$ 331,116	\$ -	\$ 1,600,000	Planned
Cypress	Street Rehabilitation Project - Overlay	C	\$ 200,000	\$ -	\$ 440,000	Planned
Dana Point	Replacement - Stonehill Drive Slurry Seal Project	C	\$ 200,000	\$ -	\$ 550,000	Planned
Dana Point	Violet Lantern Street Improvement Project	C	\$ -	\$ -	\$ -	Cancelled ²
Fullerton	Associated Road - Yorba Linda Boulevard to Bastanchury Road	C	\$ 409,362	\$ -	\$ 565,000	Started
Garden Grove	Garden Grove Boulevard Rehabilitation from Harbor Boulevard to Fairview Street	C	\$ 506,380	\$ -	\$ 880,000	Started
Huntington Beach	FY 2021-22 Arterial Rehabilitation - Edinger Avenue, Saybrook Lane, Warner Avenue, Springdale Street, Talbert Avenue, Newland Street, Brookhurst Avenue, Adams Avenue, and Banning Avenue	C	\$ 578,011	\$ -	\$ 5,400,000	Started
Irvine	Irvine Center Drive Pavement Rehabilitation	C	\$ 797,297	\$ -	\$ 3,750,000	Planned
La Habra	Macy Street Rehabilitation Project - PMRF	C	\$ 200,000	\$ -	\$ 300,000	Planned
La Palma	La Palma Avenue Pavement Preservation and Improvements Project	C	\$ 200,000	\$ -	\$ 400,000	Planned
Laguna Beach	Zone 3 Collector Road Improvements	C	\$ 200,000	\$ -	\$ 780,000	Planned
Laguna Hills	Arterial Pavement Rehabilitation Project	C	\$ 200,000	\$ -	\$ 575,000	Planned
Laguna Niguel	Replacement - Pavement Rehabilitation Project	C	\$ 200,000	\$ -	\$ 1,400,000	Planned
Laguna Niguel	Marina Hills Drive (Niguel Road to Golden Lantern) Resurfacing Project	C	\$ -	\$ -	\$ -	Cancelled ²
Laguna Woods	Replacement - Pavement Management Project (Westbound El Toro)	C	\$ 200,000	\$ -	\$ 264,000	Planned
Laguna Woods	PMP Project (S/B Moulton Parkway between Calle Cortez and City Limits)	C	\$ -	\$ -	\$ -	Cancelled ²
Lake Forest	Arterial Slurry Seal - Jeronimo and Muirlands	C	\$ 248,199	\$ -	\$ 1,600,000	Planned
Los Alamitos	PMP Project (S/B Moulton Parkway between Calle Cortez and City Limits)	C	\$ 200,000	\$ -	\$ 270,000	Started
Mission Viejo	Melinda Road Rehabilitation from Olympiad Road to Santa Margarita Parkway	C	\$ 276,328	\$ -	\$ 690,000	Started

Notes:

2. Cancelled project has been replaced by a substitute pavement rehabilitation project by the lead agency. No change in PMRF award.

State and Federal Grant Programs Project Status

2021 PMRF (Continued)						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Newport Beach	Von Karman Avenue Pavement Rehabilitation	C	\$ -	\$ -	\$ -	Cancelled
Orange	Santiago Canyon Road Street Rehabilitation from Newport Boulevard to Jamboree Road	C	\$ 403,299	\$ -	\$ 980,000	Started
Placentia	FY 2022-23 Roadway Rehabilitation Project	C	\$ 200,000	\$ -	\$ 3,500,000	Cancelled
Rancho Santa Margarita	FY 22-23 Antonio Parkway Pavement Rehabilitation	C	\$ 200,000	\$ -	\$ 1,025,000	Started
San Clemente	Street Pavement Maintenance for Avenida Vaquero from Via Cascadita to Camino De Los Mares	C	\$ -	\$ -	\$ -	Cancelled
San Juan Capistrano	Camino Capistrano Pavement Rehabilitation Project	C	\$ 200,000	\$ -	\$ 600,000	Planned
Santa Ana	Grand Avenue Roadway Rehabilitation from 1st Street to McFadden Avenue	C	\$ 972,882	\$ -	\$ 1,072,882	Planned
Seal Beach	Seal Beach Boulevard at North Gate Road Improvement Project	C	\$ 200,000	\$ -	\$ 275,000	Planned
Stanton	Replacement - Citywide Concrete Repair	C	\$ 200,000	\$ -	\$ 200,000	Planned
Stanton	Cerritos Avenue	C	\$ -	\$ -	\$ -	Cancelled ²
Villa Park	Cerro Villa Drive Project	C	\$ 200,000	\$ -	\$ 505,000	Planned
Westminster	Magnolia Street Improvements from Edinger Avenue to Heil Avenue	C	\$ 268,539	\$ -	\$ 1,145,430	Planned
Yorba Linda	La Palma Avenue Improvement Project from West City Limit to 1,350' West of Old Village Road	C	\$ 200,000	\$ -	\$ 240,350	Planned
2021 PMRF Phases Completed		0	\$ -	\$ -	\$ -	
2021 PMRF Phases In Progress		28	\$ 9,268,826	\$ -	\$ 28,486,662	
2021 PMRF Total Program¹		28	\$ 9,268,826	\$ -	\$ 28,486,662	
2021 EMSD						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Abrazar	OC Equity Mobility Management	OPS	\$ 315,000	\$ 35,000	\$ 350,000	Started
Abrazar	COVID-19 Restorative Assistance	OPS	\$ 187,500	\$ 62,500	\$ 250,000	Started
Access California Services	AccessCal Transportation Program ³	OPS	\$ 250,000	\$ 83,333	\$ 333,333	Started
Access California Services		CAP	\$ 99,000	\$ 11,000	\$ 110,000	Started
Access California Services		CAP	\$ 70,200	\$ 7,800	\$ 78,000	Started
Services		CAP	\$ 4,467	\$ 496	\$ 4,963	Started

State and Federal Grant Programs Project Status

2021 EMSD (Continued)						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Age Well Senior Services, Inc.	Age Well Transportation Program	CAP	\$ 346,500	\$ 38,500	\$ 385,000	Started
Age Well Senior Services, Inc.		CAP	\$ 77,400	\$ 8,600	\$ 86,000	Started
Alzheimer's Family Services	AFC Mobility Management	OPS	\$ 134,964	\$ 14,996	\$ 149,960	Started
Community SeniorServ Inc. (dba Meals on Wheels Orange County)	Enhanced Transportation Initiative	OPS	\$ 139,451	\$ 15,495	\$ 154,946	Started
North Orange Continuing Education	Mobility Training Program	OPS	\$ 594,000	\$ 66,000	\$ 660,000	Started
Sally's Fund	Senior Services Assistant	OPS	\$ 61,350	\$ 20,450	\$ 81,800	Started
2021 EMSD Phases Completed			\$ -	\$ -	\$ -	
2021 EMSD Phases In Progress			\$ 2,279,832	\$ 364,170	\$ 2,644,002	
2021 EMSD Total Program ¹			\$ 2,279,832	\$ 364,170	\$ 2,644,002	

Notes:

3. AccessCal's match requirement for their OPS project was reduced from 30 percent to 25 percent resulting in a reduction of \$108,406 to \$83,333 to better align with Board-approved guidelines. Updated cost information consistent with Recommendation B.

2012 BCIP - 17 Completed Projects			
	Award	Matching Funds	Total Project Cost
2012 BCIP Total Program ¹	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065

2014 APM Program - 42 Completed Projects			
	Award	Matching Funds	Total Project Cost
2014 APM Total Program	\$ 19,864,978	\$ 30,958,336	\$ 50,823,314

Acronyms

BCIP - Bicycle Corridor Improvement Program
Board - Board of Directors
C - Construction
CAP - Capital
COVID-19 - Coronavirus
E - Engineering
EMSD - Enhanced Mobility for Seniors and Disabled
FY - Fiscal Year
N/S - North/South
OCTA - Orange County Transportation Authority

OPS - Operations
PMP - Pavement Management Plan
PMRF - Pavement Management Relief Funding Program
R - Right-of-Way
S/B - Southbound
SR-73 - State Route 73
Planned - Indicates that the funds for this phase have not been obligated and/or allocated.
Started - Indicates that the fund for this phase have been obligated and/or allocated.
Completed - Indicates that the work related to this phase is complete.

State and Federal Grant Programs
Bicycle Corridor Improvement Program Requests

As of February 5, 2024						
Project Amendment Requests						
Agency	Project Title	Fund Source	Phase	Previously Approved Fiscal Year (FY)	Change Type	Supplemental Information
City of San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	BCIP/CMAQ	CON	FY 2023-24	Time Extension	<p>The City submitted documentation to obtain ROW certification in fall 2023 in preparation of the obligation request. However, upon Caltrans review it was determined that an additional encroachment permit from Caltrans would be required. The City has indicated that obtaining this permit and subsequently resubmitting documentation to obtain ROW certification is expected to take an additional 10 months. In addition, though the City was 95 percent complete with design, they have indicated that the additional time would also allow them to further coordinate with San Diego County who have raised concerns regarding the design in the project area near the county line.</p> <p>The ROW certification and a complete design package are both required as part of the construction obligation request. Therefore, the project cannot proceed with the construction phase prior to receiving a ROW certification and approval of the complete design package.</p> <p>Staff concurs with the City's request for a time extension for the construction phase from FY 2023-24 to FY 2026-27.</p> <p>OCTA staff recommend approval and following Board consideration will request final approval by SCAG.</p>
Access California Services (AccessCal)	Operating assistance to support creation of a new transportation program to meet the needs of all underserved communities with a focus on the Arab-American and Muslim-American communities	EMSD	OPS	FY 2021-22	Match Adjustment	<p>The project was originally approved for a grant award of \$250,000 towards a total project cost of \$358,406, with a 30 percent match. AccessCal has indicated that they inadvertently used a 30 percent match, instead of the 25 percent minimum match required in the Board approved guidelines. AccessCal is requesting to correct the approved match to 25 percent without a change to the awarded grant amount. The correction will result in AccessCal's match requirement reduction from \$108,406 to \$83,333 while maintaining their approved award to ensure project delivery of their transportation program. As a result of the reduction to the overall project budget from \$358,406 to \$333,333, AccessCal will bear the responsibility for covering any additional cost increases. The change in match does not change the expected benefit from the project. The project would have been recommended for funding if the original application had proposed the correct match rate of 25 percent.</p> <p>Staff concurs with AccessCal's request and OCTA staff recommend approval.</p>

Acronyms

BCIP - Bicycle Corridor Improvement Program
Board - Board of Directors
Caltrans - California Department of Transportation
CON - Construction
CMAQ - Congestion Mitigation and Air Quality Improvement Program
EMSD - Enhanced Mobility for Seniors and Disabled Grant Program

N/A - Not Applicable
OCTA - Orange County Transportation Authority
OPS - Operations
ROW - Right-of-Way
SCAG - Southern California Association of Governments



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - February 12, 2024

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$329,811						\$24,254		\$305,557	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$133,778	\$1,774					\$11,762	\$4,546	\$115,696	
Regional Traffic Signal Synch (Edinger, MacArthur/Talbert, and Warner)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$58,258								\$58,258	
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
First Street Multimodal Boulevard Design		\$4,300						\$4,300			
Future Complete Streets Call for Projects		\$55,000	\$55,000								
Local Agency led SCCP projects		\$3,357					\$3,357				
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690			
OC Loop - Segment A		\$38,233				\$38,233					
Pavement Management Relief Funding Program ^{1,2}		\$9,469			\$3,811			\$5,658			
Santa Ana - Garden Grove Rails to Trails		\$7,650			\$3,750	\$3,900					
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Local Road Project Totals		\$1,473,586	\$121,888		\$94,232	\$128,930	\$13,557	\$74,716	\$39,826	\$891,835	\$108,602
Federal Funding Total		\$216,120									
State Funding Total		\$217,203									
Local Funding Total		\$1,040,263									
Total Funding (000's)		\$1,473,586									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - February 12, 2024

Local Road Project Completed

Grand Avenue widening, 1st Street to 4th Street	O	\$12,537									
Kraemer Boulevard grade separation	O	\$63,830									
Lakeview Avenue grade separation	O	\$110,702									
Orangethorpe Avenue grade separation	O	\$106,043									
Placentia Avenue grade separation	O	\$64,539									

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$840,715	\$223,243		\$76,218			\$268,544	\$6,492	\$156,141	\$110,077

Federal Funding Total	\$299,461
State Funding Total	\$268,544
Local Funding Total	\$272,710
Total Funding (000's)	\$840,715



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - February 12, 2024

1. The City of Placentia withdrew the approved project from the PMRF program. OCTA made a request for the \$200,000 to be reprogrammed to the Mile Post 206.8 project and requested state funds. OCTA staff will provide additional updates in subsequent reports.
2. The City of San Juan Capistrano deobligated CRRSSA funds. OCTA will try to reprogram the funds to another project. This proposed change still has to be run by the CTC, and there is a possibility that we may not be able to save the funds.


Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009
Call - Call for Projects
CMAQ - Congestion Mitigation Air Quality Improvement Program
CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act
FTA - Federal Transit Administration
FY - Fiscal Year
I-5 - Interstate 5
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
OCTA - Orange County Transportation Authority
SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)
SCAG - Southern California Association of Governments
SCCP - Solutions for Congested Corridors Program
SHA - State Highway Account
SR-57 - State Route 57
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program



February 5, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Environmental Cleanup Program (Project X) – 2024 Tier 1 and Tier 2 Grant Program Call for Projects

Overview

The Measure M2 Environmental Cleanup Program (Project X) provides competitive grants to local jurisdictions for projects that protect Orange County waterways and beaches from roadway runoff. Updated program guidelines for the 2024 Tier 1 and Tier 2 calls for projects are presented for review and approval. With approval, staff will issue the calls for projects for Tier 1 and Tier 2 and return with project funding recommendations later this year.

Recommendations

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs guidelines for the Environmental Cleanup Program.
- B. Authorize staff to issue the 2024 Environmental Cleanup Program Tier 1 call for projects.
- C. Authorize staff to issue the 2024 Environmental Cleanup Program Tier 2 call for projects.

Background

The Environmental Cleanup Program (ECP), referred to as Project X, provides for the allocation of two percent of annual Measure M2 (M2) revenues to improve overall water quality in Orange County. Funding is allocated on a countywide competitive basis to assist jurisdictions in addressing transportation-related water pollution. These funds are intended to supplement, not supplant, existing transportation-related water quality programs. Funds are awarded to priority projects that improve water quality in streams, harbors, and other waterways that have a nexus to transportation-related pollution, consistent with the Orange County Transportation Authority's (OCTA) M2 Ordinance No. 3 (Ordinance). The Environmental Cleanup Allocation Committee (ECAC) was created by the M2 Ordinance to advise the OCTA Board of Directors (Board) on priorities and processes for the use of Project X funds.

In May 2010, the Board approved a two-tiered approach to allocate Project X funding. The Tier 1 Grant Program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices primarily addressing the removal of visible trash and debris from Orange County's waterways. To date, the Board has approved funding for 222 Tier 1 projects, totaling over \$36 million.

The Tier 2 Grant Program consists of funding for regional, potentially multijurisdictional, capital-intensive projects which address non-visible forms of pollution such as heavy metals, organic chemicals, sediment, and other transportation-related pollutants. Two previous Tier 2 calls for projects (call) took place in 2012 and 2013, which resulted in funding 22 projects in the amount of \$28 million. Project types funded in the initial Tier 2 calls included bioswales, infiltration/detention basins, constructed wetlands, and runoff diversions.

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism by which OCTA administers competitive M2 funding to local jurisdictions. The CTFP allocates funds through competitive calls for projects based on guidelines and scoring criteria approved by the OCTA Board. The CTFP guidelines identify procedures and requirements that local agencies must satisfy to apply for M2 funding and how project applications are evaluated.

Discussion

Tier 1 Call

In preparation for the next Tier 1 call, OCTA staff considered lessons learned from previous calls and evaluation processes. A Tier 1 program call has been released annually since 2011, and minor changes to the CTFP guidelines have been made each year based on lessons learned from the preceding calls and based on input from the local jurisdictions. Staff is recommending to increase the call funding target to \$3.5 million from \$3 million and to increase the maximum ECP funding amount that an eligible local agency can receive in the Tier 1 call cycle from \$500,000 to \$600,000. These updates are recommended based on available program cash flows and in order to address the rising costs of equipment typically funded for this program. All other proposed updates are considered minor and would not result in significant changes to the CTFP guidelines. Revisions to the CTFP guidelines for Tier 1 are shown as red-line edits in Attachment A.

Tier 2 Call

As noted earlier, the last Tier 2 call was issued in 2013. Over the past several years, staff has worked with eligible jurisdictions to gauge interest, determine project readiness, and identify potential Tier 2-type projects through a series of informal surveys and questionnaires. Due to the competitive nature of Project X, it is important to release a Tier 2 call when there is a sufficient number of projects that could potentially be eligible for grant funding. Based on the responses received and the expressed interest, staff is recommending a Tier 2 call be issued.

Given the span of time since the last Tier 2 call, a refresh of the guidelines was necessary. Based on the recommended guidelines, project applications will be scored according to the updated Tier 2 scoring criteria, which remains consistent with the criteria used in the initial Tier 2 calls in prioritizing cost effective, multi-benefit stormwater projects that have a direct nexus to reducing transportation-related pollution. The technical scoring criteria (70 percent weighting) will evaluate the proposed project's nexus to transportation-related pollutants, water quality treatment needs, and ability to address specific water quality issues. Technical scoring will be computed within the Orange County Stormwater Tools (OCST) Planning Module, developed in partnership with the County of Orange. This is a new project planning platform that replaces time consuming manual spreadsheet calculations that were formerly used in the Tier 2 scoring process. Non-technical scoring categories (30 percent weighting) for the Tier 2 call include factors such as project readiness, regional benefits, and co-benefits beyond water quality improvement (i.e., recreation, habitat, drainage, water resources). Non-technical scoring will be based upon information provided in the application form, separate from the OCST process.

The recommended funding target of the 2024 Tier 2 call is approximately \$15 million based on M2 funding availability. The maximum grant request per project and/or for each eligible local agency is \$2.5 million. There is a proposed minimum local match requirement of 50 percent as in prior funding cycles. To reward applicants who have already invested in their projects by completing pre-construction phases, the match may be reduced by up to 15 percent for project readiness, as follows:

- 5 percent: Completion of environmental
- 5 percent: Completion of design
- 5 percent: Completion of right-of-way acquisition, if required

The recommended revisions to the CTFP guidelines for both Tier 1 and Tier 2 programs are provided in track changes as Attachment A. These revisions and the release of the 2024 calls for Tier 1 and Tier 2, were reviewed and recommended by the ECAC in December 2023.

Next Steps

Pending Board approval, the Tier 1 and Tier 2 calls would be released on February 12, 2024, for a period of 60 days and 90 days, respectively. Staff will notify local jurisdictions about these funding opportunities, will offer one-on-one meetings to assist local jurisdictions with the application processes, and will provide a workshop for local jurisdictions on February 22, 2024. As an additional resource specific to Tier 2, staff will provide training to assist applicants with the OCST Planning Module data entry portion of the application process. Applications are due April 25, 2024, for Tier 1 and May 16, 2024, for Tier 2. Staff will return to the Board in the summer/fall 2024 timeframe with programming recommendations.

Summary

M2 Project X provides competitive grants to local jurisdictions for projects that protect Orange County waterways and beaches from roadway runoff. Updates to the ECP guidelines were presented to and recommended by the ECAC in December 2023, and staff is now seeking Board approval of proposed revisions to the 2024 guidelines and authorization to initiate the 2024 Tier 1 and Tier 2 calls. The estimated funding targets are \$3.5 million for Tier 1 and \$15 million for Tier 2.

Attachment

- A. Guidelines Excerpt, Comprehensive Transportation Funding Programs Guidelines, 2024 Call for Projects

Prepared by:



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Approved by:



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

GUIDELINES EXCERPT COMPREHENSIVE TRANSPORTATION FUNDING PROGRAMS GUIDELINES

2024 CALL FOR PROJECTS

Orange County Transportation Authority



TABLE OF CONTENTS

I. Overview	vi
Background	vi
Guidelines Overview	vi
II. Funding Sources	viii
Renewed Measure M.....	viii
State/Federal Programs	ix
Call for Projects	ix
III. Definitions	x
IV. Acronyms	xiii
V. Precepts	xviii
Chapter 1 - Eligibility	1-1
Overview	1-1
MPAH Consistency Review and Amendment Process.....	1-1
Additional Information Regarding MPAH	1-2
Chapter 2 – Project Programming	2-3
Program Consolidation	2-3
Sequential Programming Process – RCP	2-3
Tiered Funding	2-4
Funding Projections – Call for Projects	2-4
Project Cost Escalation	2-4
Programming Adjustments.....	2-4
Project Readiness	2-5
Programming Policies	2-5
Schedule change requests	2-6
Timely use of funds.....	2-7

Project Advancements	2-7
Semi-Annual Review	2-7
Environmental Cleanup Program Operations and Maintenance Reporting	2-8
Chapter 3 – Safe Transit Stops (Project W)	3-10
Purpose	3-10
Eligible Applicants	3-10
Application	3-10
Evaluation Criteria	3-11
Available Funding	3-11
Eligible Costs	3-11
Chapter 4 – Transit Extensions to Metrolink (Project S)	4-1
Fixed Guideways	4-1
Bus and Station Vans	4-6
Chapter 5 – Metrolink Gateways (Project T)	5-1
Chapter 6 – Community-Based Transit/Circulators (Project V)	6-1
Overview	6-1
2024 Call for Projects	6-3
Applications	6-3
Application Process	6-3
Application Guidelines	6-4
Scoring Criteria	6-5
Application Review and Program Adoption	6-7
Funding Information	6-8
Project Participation Categories	6-8
Ineligible Categories	6-11
Project Requirements	6-11
Agency Match Requirements	6-13

Eligibility Requirements.....	6-14
Reimbursements.....	6-15
Calculation of Payment.....	6-15
Project Cancellation.....	6-16
Audits	6-16
Chapter 7 – Regional Capacity Program (Project O)	7-1
Overview	7-1
2024 Call for Projects	7-3
Applications	7-3
Attachments.....	7-8
Additional Information	7-9
Application Review Process	7-13
Funding	7-14
Arterial Capacity Enhancements (ACE)	7-15
Intersection Capacity Enhancements (ICE)	7-32
Freeway Arterial/Streets Transitions (FAST)	7-43
Regional Grade Separation Program (RGSP)	7-54
Chapter 8 – Regional Traffic Signal Synchronization Program (Project P).....	8-1
Overview	8-1
2024 Call for Projects	8-2
Applications	8-3
Application Review and Program Adoption	8-6
Chapter 9 – Reimbursements and Reporting	9-1
Procedures for Receiving Funds	9-1
Availability of Funds	9-2
Cancellation of Project.....	9-2
Project O - Regional Capacity Program Initial Payment	9-3
Project O - Regional Capacity Program Final Report and Payment Process	9-6

Project P - Regional Traffic Signal Synchronization Program Reimbursements and Reporting Requirements.....	9-12
Project X - Environmental Cleanup Program Reimbursements & Reporting Requirements.....	9-16
Chapter 10 – Audits	10-1
Chapter 11 – Environmental Cleanup Program (Project X).....	11-1
Tier 1 Grant Program.....	11-3
Tier 2 Grant Program	11-15
Exhibits	
Exhibit IV-1 Coastal Zone Boundary	xxiii
Exhibit 6-1 Point Breakdown & Application Checklist for Project V	6-15
Exhibit 6-2 Project V Sample Resolution.....	6-16
Exhibit 7-1 ACE CTFP Application Checklist Guide	7-5
Exhibit 7-2 ICE CTFP Application Checklist Guide.....	7-6
Exhibit 7-3 FAST CTFP Application Checklist Guide	7-7
Exhibit 7-4 Sample Resolution for CTFP Projects.....	7-11
Exhibit 7-5 Standard MPAH Cross Sections.....	7-18
Exhibit 8-1 RTSSP Project P Application Checklist.....	8-22
Exhibit 8-2 RTSSP Sample Resolution	8-23
Exhibit 11-1 ECP Tier 1 Scoring Criteria	11-7
Exhibit 11-2 ECP Tier 1 Sample Resolution	11-11
Exhibit 11-3 ECP Tier 2 Grant Application Form.....	11-23
Tables	
Table 4-1 Point Breakdown for Project S (Fixed Guideway).....	4-12
Table 4-2 Point Breakdown for Project S (Bus and Station Van).....	4-13
Table 5-1 Point Breakdown for Project T	5-7
Table 6-1 Maximum Annual Project V Funding Allocation	6-8
Table 6-2 Project V Scoring Criteria	6-18

Table 7-1 Street Widening Selection Criteria 7-28

Table 7-2 Street Widening Point Breakdown 7-29

Table 7-3 Intersection Widening Selection Criteria 7-39

Table 7-4 Intersection Widening Point Breakdown 7-40

Table 7-5 Interchange Improvement Selection Criteria 7-50

Table 7-6 Interchange Improvement Point Breakdown 7-51

Table 8-1 RTSSP Point Breakdown 8-16

Chapter 11 – Environmental Cleanup Program (Project X)

Overview

The ECP, herein referred to as Project X, provides M2 revenues to improve overall water quality in Orange County from transportation-generated pollution. Specifically, OCTA's Ordinance No. 3 (Ordinance), dated July 24, 2006, provides that 2 percent (2%) of gross M2 revenues be dedicated to protecting Orange County beaches and waterways from the conveyance of urban runoff associated with transportation-generated pollution. Project X ensures that funds will be used on a countywide competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution by funding nationally recognized Best Management Practices (BMPs).

As required by the Ordinance, an Environmental Cleanup Allocation Committee (ECAC), representing a broad cross-section of the water quality community, was formed in October 2007 to provide guidance on program design and funding. The goal of Project X is to fund projects on a countywide, competitive basis. This will assist the County of Orange and Orange County cities in reducing transportation-related water quality pollution by meeting Clean Water Act standards for local waterways and beaches.

Proposed projects must demonstrate a direct nexus (connection) to a reduction of transportation-related pollution as developed and defined by the ECAC in conformity with the Ordinance. All proposing agencies must demonstrate an understanding of how their proposed projects meet the following transportation pollution nexus definition:

- Transportation-related activities can be a contributor of pollutants and/or impairments to receiving waters via aerial deposition, storm, and non-storm water discharges. Transportation-related activities are associated with the operation, construction, and maintenance of public roads, highways, and other ground transportation systems.
- The conveyance of transportation-related pollutants to surface and groundwater can occur from precipitation, runoff, and leachate entering or discharging from public roads, highways, and other ground transportation systems via drainage systems, such as catch basins, curbs, gutters, ditches, manmade channels, retention basins, or storm drains. The quality and quantity of these discharges vary considerably and are affected by hydrology, geology, land use, season, and sequence and discharge of hydrologic events.
- Pollutant sources can encompass right-of-way, properties, facilities, and activities related to motor vehicles, highway maintenance, construction site runoff, maintenance facility runoff, illegal dumping, spills, and landscaping care. Pollutant categories include but are not limited to metals (such as copper, lead, and zinc), organic chemicals and compounds (hydrocarbons), pesticides, sediment, nutrients (nitrogen and phosphorus), litter, oxygen demanding substances (decaying

vegetation, animal waste, and other organic matter), groundwater dewatering discharges, and pathogenic material.

Project X funds are designed to supplement, not supplant, existing water quality programs. Proposed projects must improve and not replace existing pollution reduction efforts by an eligible party. Funds will be awarded to the most competitive projects with the highest benefit to water quality.

The intent of Project X is to provide funding for water quality projects that do not replace existing transportation water quality expenditures. In other words, if a project has components which would replace features already in place or which would fulfill project specific mitigation, those components would not be eligible for funding consideration. Some upgrades and expansions may be eligible with appropriate supporting justification.

Proposed projects, which support compliance with the 2015 adopted Trash Provisions, are eligible for Project X funding provided the funds do not replace established and programmed funds and the funds are not applied to any mandated project design features or required mitigation measures.

The eligibility of the project and its components will be determined during the evaluation process. Contact Adrian Salazar at (714) 560-5363, or asalazar@octa.net with questions.

Tier 1 Grant Program

Overview

The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on roadways and in the catch basins (storm drains) prior to being deposited in waterways and the ocean. It consists of grant funding for Orange County local governments to purchase equipment and upgrades for existing catch basins and other related BMPs (i.e., “street-scale” low flow diversion projects). Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. To date, 13 Tier 1 calls for projects have been held. Through this process, many of the opportunities for street-scale BMPs have been fulfilled. Water quality projects, regardless of technology, are eligible for Tier 1 funding provided they have a verifiable benefit to water quality and fall within the maximum per project programming cap. The intent of this funding program is for project applicants to complete the work generally within one year from the letter agreement execution date.

Tier 1 Project Types

Tier 1 projects funded in the past include the following types. A description of each project type is provided below:

- 1) Automatic Retractable Screen and other debris screens or inserts: screen or insert units prevent debris from entering the storm drain system.
- 2) Irrigation system retrofits to reduce runoff: these projects decrease runoff from highway medians by using more efficient irrigation systems and/or replacing existing landscape to reduce the amount of water used in irrigation.
- 3) Continuous Deflection Separator (CDS): CDS units screen, separate, and trap debris, sediment, oil, and grease from storm water runoff.
- 4) Linear Radial Gross Solid Removal Device (GSRD): GSRDs are certified full capture systems which efficiently remove large solids from runoff water flows.
- 5) Marina Trash Skimmer: these devices draw in floating debris, such as plastics, bottles, paper, oil sheen, and driftwood. The installation of marina trash skimmers will reduce the amount of trash and debris reaching the open ocean.
- 6) Bioswales and Bioretention systems: pollutants and sediments are captured and subsequently removed from stormwater runoff.
- 7) Trash Boom: a floating boom placed across a channel captures trash and debris that have reached flood channels from being further conveyed to downstream receiving waters.

Pre-Application Process

In order to ensure the best use of M2 funds and assist eligible jurisdictions with the Tier 1 Grant Program, applicants may engage in a pre-application process with OCTA staff in project planning, cost estimate development, and determination of likely projected competitiveness. Specific meeting times will be established once the call is initiated. After the call for projects deadline and submittal of the grant application, applicants will not be able to change the content of the application or scope of the project.

Eligible Applicants

Project X funds can be used to implement ~~street and highway~~transportation-related water quality improvement projects to assist Orange County cities and the County of Orange to meet federal Clean Water Act standards for urban runoff and State Water Resources Control Board requirements for trash capture. Applicants eligible for Project X funds include the 34 Orange County cities plus the County of Orange. Eligible applicants must meet the transportation requirements discussed in the M2 Ordinance.

Third parties, such as water and wastewater public entities, environmental resource organizations, nonprofit 501(c) environmental institutions, and homeowners' associations cannot act as the lead agency for a proposed project; however, these agencies can ~~jointly apply~~coordinate with an eligible Orange County city and/or the County of Orange.

Two or more agencies may participate in a project. If a joint application among agencies and/or third-party entities is submitted, a preliminary agreement with joint or third-party entities must be provided as part of the application. In order to meet Ordinance requirements, an eligible applicant must be the lead agency for the funding application. If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from all joint applicants.

Each eligible jurisdiction must meet the eligibility criteria as set forth in Chapter 1 of these guidelines.

Project Programming

The Tier 1 Grant Program approach is designed to be consistent with Chapter 2 of these CTFP Guidelines regarding the provisions below:

- Program Consolidation
- Funding Projections
- Project Cost Escalation
- Programming Adjustments
- ~~Project Cost Escalation~~

- Programming Policies
- Schedule Change Requests
- Timely-Use of Funds
- Project Advancements
- Semi-Annual Review

Refer to Chapter 2 for explanations of the above provisions.

Funding Estimates

Approximately \$3.5 million is available for the 2024 Tier 1 call for projects.

The maximum amount for the Tier 1 Grant Program is \$~~500,000~~ 600,000 per project. The maximum amount that an eligible local agency can receive in this funding period is \$~~500,000~~ 600,000.

Matching Funds

For the Tier 1 Grant Program, a minimum local match of 20 percent (20%) of the eligible project cost is required. The matching funds shall be provided as a cash contribution.

Retroactive expenditures cannot be credited towards the matching fund threshold or project expenditures.

Overmatch

For the Tier 1 Grant Program, administering agencies may “overmatch” Project X projects; that is, additional cash match may be provided for the project. Applicants will receive additional points in the evaluation process for matching with cash above the minimum requirement. Proposals that exceed the 20 percent (20%) minimum funding match will be given an additional one-half point for every five percent (5%) over the minimum cash match (up to five bonus points).

Additionally, administering agencies must commit to cover any future cost overruns if the project is underfunded. Any work not eligible for Project X reimbursement must be funded by other means by the project applicant and cannot count as match. These non-eligible items should not be included in the cost estimate breakdown in the application.

Reimbursements

For the Tier 1 Grant Program, OCTA will release funds through two payments. The initial payment will constitute 75 percent (75%) of the contract award or programmed amount at contract award. OCTA will disburse the final payment, approximately 25 percent (25%) of eligible funds, after approval of the final report. Further information on reimbursements can be located within Chapter 9 of these CTFP Guidelines.

Scope Reductions/Modifications and Cost Savings

Any proposed scope modifications, such as a change in BMP device quantities and/or the adjustment of device locations of an approved project must be submitted to OCTA for review and approval in advance of the change to ensure consistency with Tier 1 Grant Program requirements. The proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in these guidelines.

If the proposed scope modification is approved by OCTA, any cost savings will be proportionally shared between OCTA and the grantee; for example, a reduction in Project X funds must be applied proportionally to maintain the approved local match percentage. All cost savings will be returned to the Tier 1 Grant Program for reallocation for subsequent calls for projects.

2024 Tier 1 Call for Projects

The Tier 1 call will be open for 60 days. 2024 Tier 1 Call for Projects applications must be received by OCTA **no later than 5:00 p.m. on Thursday, April 25, 2024**. OCTA allocates funds on July 1 of each year. **Tier 1 projects are not eligible for delay requests**; please refer to Precept 17 for additional information. Funds will become available upon execution of a letter agreement. Projects that do not award construction contracts by December 31, 2025 will not be considered.

After Tier 1 applications are reviewed by OCTA, an advisory panel will review and rank projects. Following a review by the ECAC, a recommended priority list of projects will be forwarded to the OCTA Board for approval in fall 2024. Funds allocated for projects are final once approved by the OCTA Board. No additional funds will be allocated to the project. Grantees are responsible for any costs exceeding the allocated amount.

Tier 1 Selection Criteria

OCTA will evaluate all proposals that meet the mandatory prerequisites based on competitive selection criteria (Exhibit 11-1) with the following categories:

- Project Need, Transportation Nexus, and Water Quality Benefits (15 points)
- Cost/Benefit (16 points)
- Pollutant Reduction Benefits (12 points)
- Effectiveness Against More Visible Forms of Pollutants (10 points)
- Justification for Project Devices Considered and Proposed (5 points)
- Proposed Device Performance Efficiency and/or Effectiveness (6 points)
- Project Readiness (6 points)
- Secondary attributes* (5 points)
- Methodology for Measuring Pollutant Reduction Before and After Implementation (10 points)
- Operations and Maintenance Plan (15 points)

**Note: Project elements which may qualify for points under the "secondary attributes" category do not need to be eligible expenditures. See Eligible Expenditures and Ineligible Expenditures sections for further information.*

Each proposal can receive a maximum of 100 points, exclusive of five bonus points for cash overmatch. See Exhibit 11-1 for scoring categories and point distribution.

Exhibit 11-1 (Tier 1 Scoring Criteria)

Scoring Criteria		Points Possible												
1. Describe the need for the selected BMP(s), including nexus to transportation pollutants, and detail the benefits to water quality the BMP(s) will achieve. (up to 15 Points)		15												
2. Cost/Benefit (Up to 16 points): Based on information provided by the applicant, a cost/benefit calculation will be conducted to compare the total project cost to the area of priority land uses treated by the proposed BMP(s). Applicant is required to provide ¹ : <ul style="list-style-type: none"> Types(s) of BMP(s) proposed Number of each BMP type Total drainage area(s) contributing to each BMP type Percent of drainage area(s) that is/are considered priority land uses (i.e., high density residential, industrial, commercial, mixed urban, public transportation stations) <p>The applicant must also provide geospatial information (through ArcGIS and/or Google Earth) that identifies the drainage area(s) and BMP location(s) for the project.</p>		16												
3. Pollutant Reduction Benefits: Based on treatment capacity and BMP type, project benefit will be calculated using the scoring equation: $(A \times 3) + (B \times 3) + (C \times 6) =$ (up to 12 points) ¹		12												
<table border="1"> <thead> <tr> <th>Line</th><th>Factor</th><th>Points Available</th></tr> </thead> <tbody> <tr> <td>A</td><td>Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)</td><td>0 to 1</td></tr> <tr> <td>B</td><td>Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP²</td><td>0 to 1.5</td></tr> <tr> <td>C</td><td>BMP Multiplier: <ul style="list-style-type: none"> 1/3 point for high capacity systems 2/3 point for filters/biofilters 1 point for zero-discharge BMPs </td><td>0 to 1</td></tr> </tbody> </table>		Line	Factor	Points Available	A	Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)	0 to 1	B	Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP ²	0 to 1.5	C	BMP Multiplier: <ul style="list-style-type: none"> 1/3 point for high capacity systems 2/3 point for filters/biofilters 1 point for zero-discharge BMPs 	0 to 1	
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C	BMP Multiplier: <ul style="list-style-type: none"> 1/3 point for high capacity systems 2/3 point for filters/biofilters 1 point for zero-discharge BMPs 	0 to 1												
¹ Applicants are not expected to calculate the score for question 2 and question 3. OCTA's technical consultant will provide the analysis for these questions based on the application materials provided by the applicant.														
² Examples include high-capacity systems (i.e., hydrodynamic separators), filters/biofilters, or zero-discharge BMPs (i.e., retention/infiltration).														
4. How effective will the proposed project be in dealing with the more visible forms of pollutants, such as a litter and debris? (up to 10 points)		10												
5. What other BMP types were considered for this project? Why was the proposed BMP chosen? (5 points)		5												
6. Provide information on proposed BMP performance efficiency and/or effectiveness, including pollutant capture, storage capacity, flow capacity, etc. (up to 6 points)		6												
7. Project Readiness: The project schedule will be reviewed by the evaluation committee to determine when the proposed BMP will be operational following OCTA Board of Directors approval. (up to 6 points):		6												
Less than 4 Months	(6 points)	8 - 12 months (2 points)												
4 - 8 months	(4 points)	More than 12 months (1 point)												

Comprehensive Transportation Funding Programs



8. Secondary Attributes: Will the proposed project provide any benefits beyond water quality improvement (i.e., water use efficiency, public awareness, flooding control, recreation, habitat, sustainability)? (up to 5 points)	5
9. What is the methodology for measuring pollutant reduction before and after the BMP is implemented? How frequently will monitoring and performance assessment occur? (up to 10 points)	10
10. Provide an O&M plan for the lifespan of the proposed project. Include schedule of inspections, cleaning, removal and disposal of pollutants, repairs, etc. (up to 15 points)	15
	<hr/>
	100
11. BONUS: Are local matching funds in excess of the 20% minimum cash being proposed? If yes, at what percentage? (.5 point for each 5% cash overmatch, up to 5 points)	5
	<hr/>
	105

Application Process

The following information, which is to be completed within the Tier 1 Grant Application Form, available electronically from OCTA, is required to evaluate and select projects. A checklist is included in the Tier 1 Grant Application Form to assist eligible agencies in assembling project proposals. The following project information will be necessary as part of the application process:

- Project Title
- Lead Agency Information
- Proposed Schedule
- Project Management
- Description and Scope of Proposed Project
- Integrated Regional Water Management Plan (IRWMP) identification (if applicable)
- Project Readiness
- Performance Metrics
- Detailed Project Estimate
- Minimum 20% Local Match (cash match only)
- Joint-Application (if applicable)

In addition to the completed Tier 1 Grant Application, the following documentation is required as part of the application process:

- Project design or concept drawings, including preliminary design calculations, of proposed BMPs.
- Precise maps to show tributary drainage area and proposed location(s) for BMP installation including geospatial information (through ArcGIS and/or Google Earth)
- Digital project site photos
- Preliminary agreements with joint and/or third-party entities if part of the funding application (if applicable)
- A city council resolution specific to each proposed project and funding commitment must be approved by the local jurisdiction's governing body prior to the Board approval of grant funds. A sample resolution is included as Exhibit 11-2. **Local agencies, at a minimum, must include items a-l.** The mechanism selected shall serve as a formal request for CTFP funds and states that matching funds will be provided by the agency. A final resolution authorizing a request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** For a project to be considered for funding A final copy of the City Council approved resolution must be provided at least four (4) weeks

PRIOR to the ~~consideration of~~ programming recommendations being presented to ~~by~~ OCTA's Board.

One unbound original hardcopy and one electronic copy of the complete application form and supporting documentation materials must be submitted to OCTA by the application deadline. Electronic application materials can be submitted via email as an attachment, or via a link to an online storage device site, such as DropBox ~~and/or~~ OneDrive, or Submittal via USB drive is also allowed. CD/DVD files will not be accepted. There is no maximum length for proposals. All pages must be numbered and printed on 8 1/2 x 11 sheets of white paper. Use separate sheets of paper if necessary. Maps and drawings can be included on 11 x 17 sheets, folded into the proposal. The original proposal should be left unbound for reproduction purposes.

Application materials are to be submitted by the call for projects deadline to the following OCTA staff email and via hardcopy by mail or in person:

Adrian Salazar
Orange County Transportation Authority
asalazar@octa.net

By mail:
Adrian Salazar
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-5363

In person:
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863-1584

Note: if submitting via email, please note that certain attachments may be subject to file size or file type restrictions, which may prevent emails from being successfully sent to OCTA. OCTA staff will provide a confirmation email that the application was successfully received by the deadline.

Applications are considered final once the electronic application has been submitted. OCTA will document the submittal date and time and download the files for storage and application review. Any applications that do not contain all required information and documentation will be disqualified. Revisions may be allowed if changes are made prior to the application deadline.

Exhibit 11-2 (Tier 1 Sample Resolution)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL/BOARD OF THE CITY/COUNTY OF _____

AUTHORIZING AN APPLICATION FOR FUNDS FOR THE ENVIRONMENTAL CLEANUP, TIER 1 GRANT PROGRAM UNDER ORANGE COUNTY LOCAL TRANSPORTATION ORDINANCE NO. 3 FOR (PROJECT NAME).

- (a) WHEREAS, Orange County Local Transportation Ordinance No. 3, dated July 24, 2006, and is known and cited as the Renewed Measure M Transportation Ordinance and Investment Plan makes funds available through the Environmental Cleanup Program to help protect Orange County beaches and waterways from transportation-generated pollution (urban runoff) and improve overall water quality; and
 - (b) WHEREAS, the Environmental Cleanup, Tier 1 Grant Program consists of funding purchases and installation to catch basins with Best Management Practices, such as screens, filters, inserts, and other "street-scale" low flow diversion projects; and
 - (c) WHEREAS, OCTA has established the procedures and criteria for reviewing proposals; and
 - (d) WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate water quality improvement projects that have a transportation pollution nexus to finance and construct the proposed project; and
 - (e) WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (PROJECT NAME), including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the (ADMINISTERING AGENCY) to act in connection with the nomination and to provide such additional information as may be required; and
 - (f) WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the equipment acquired and installed; and
 - (g) WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the funded Tier 1 Grant Project; and
 - (h) WHEREAS, the (ADMINISTERING AGENCY) will cause work on the project to be commenced within a reasonable time after receipt of notification from OCTA and that the project will be carried to completion with reasonable diligence; and
 - (i) WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the American with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations; and
 - (j) WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement; and
 - (k) WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors; and
 - (l) WHEREAS, the City/County of _____ will provide a minimum of 20% in matching funds for the (PROJECT NAME) as required by the Orange County Comprehensive Transportation Funding Programs Guidelines.
- NOW, THEREFORE, BE IT RESOLVED that the City/County of _____ hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to accept funds for the Environmental Cleanup, Tier 1 Grant Program for (PROJECT NAME).
- BE IT FURTHER RESOLVED that the City/County of _____ agrees to fund its share of the project costs and any additional costs over the identified programmed amount.

Eligible Expenditures

- Tier 1 projects must meet the transportation nexus as outlined previously in this chapter.
- Project X funds must be for capital improvements.
- For construction management, project management and final design (for Project X Tier 1 projects only), combined costs cannot exceed 15 percent (15%) of total construction cost.
- Project X funds can only be used for facilities that are in public ownership for public use; however, water quality improvements on private property, which are connected to municipal separate storm sewer systems, are eligible if part of a right of way agreement (For example, a homeowner association can ~~apply for funding~~ coordinate through an eligible agency for funding if the proposed project is connected to a public facility). Administering agencies shall provide supporting documentation to justify improvements on private property.
- Reducing volume of surface flows is an integral factor of improving water quality, therefore, projects that have water-saving features (i.e., drip systems) are eligible for funding consideration.

Ineligible Expenditures

- O&M costs are not eligible expenditures. O&M costs cannot be utilized as a source of matching funds.
- Project X funds are not to be used for planning but can be used for final design, subject to the restrictions above.
- Expenditures prior to the grantee executed letter agreement date cannot be considered eligible for funding or match.
- Landscaping installation and replacement are not eligible for funding consideration.
- Replacement of equipment funded with Project X funds that is still within its anticipated useful life (based on manufacturer's specifications).
- Capital equipment purchases related to regular on-going street maintenance efforts, including, but not limited to: trash receptacles, vacuum trucks and/or equipment, street sweepers, signage, etc.

Reporting and Reimbursement

A final report must be filed within 180 days of the project being completed with information as shown in Form 10-16. See Chapter 9 for the process and requirements regarding reimbursements and reporting for the Tier 1 Grant Program.

Additionally, an exception to Precept #36: Agencies may appeal to the ECAC and the OCTA Board on any issues that the agency and OCTA cannot resolve, as such are the reviewing and approving bodies, respectively, for this program.

Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP guidelines and may conduct a field review. OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest) to ensure compliance. Only CTFP eligible items listed on a project's cost estimate form will be reimbursed. See Chapter 10 for independent audit requirements beyond the technical and/or field review.

Additional Information

Questions regarding these procedures and criteria should be directed to:

By mail:

Adrian Salazar
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-5363

In person:

Orange County Transportation Authority
600 South Main Street
Orange, CA 92863-1584

Via email:

asalazar@octa.net

Tier 2 Grant Program

The Tier 2 Grant Program consists of funding larger scale, potentially multi-jurisdictional, capital-intensive structural treatment BMP projects. Proposed projects will be evaluated based on their water quality improvement benefits and cost-effectiveness under the scoring criteria guidelines. Examples of large-scale BMPs include constructed wetlands, detention/infiltration basins and other large BMPs that mitigate litter and debris, heavy metals, organic chemicals, sediment, nutrients, and other transportation-related pollutants. Funds will be awarded through a competitive grant process geared towards awarding funds to the highest scoring, most cost-effective projects.

For the 2024 call for projects (call), applicants will use a web-based platform called OC Stormwater Tools (OCST) as part of the application process. The OCST platform was originally developed by Orange County Public Works (OCPW). The OCST platform has been in use for over five years supporting Orange County cities and the County of Orange in managing stormwater BMP inventories, establishing facility delineations, and modeling the performance of the BMPs. It is maintained by OCPW. In 2022, OCTA and OCPW partnered to develop the Planning Module in OCST. The OCST Planning Module allows users to access mapping layers to view priority areas, evaluate the performance of candidate BMPs, and submit selected projects for consideration in the Tier 2 Grant Program, in combination with traditional application forms. Use of the OCST Planning Module to submit the project drainage area and facility design information is a requirement for Tier 2 funding applicants.

Pre-Application Process

In order to facilitate a jurisdiction's best use of Project X funds, Tier 2 applicants may engage in a pre-application process with OCTA staff to assist jurisdictions in project planning, proposal and cost estimate development, and determination of likely projected competitiveness in the scoring criteria. The pre-application timeframe is defined as the time between the initiation of the call and one week prior to the application deadline date. After the call deadline and submittal of the grant application, applicants will not be able to change the content of their application or scope of the project.

Eligible Applicants

Project X funds can be used to implement transportation-related water quality improvement projects to assist Orange County cities and the County of Orange meet federal Clean Water Act standards for urban runoff. Applicants eligible for Project X funds include the 34 Orange County cities plus the County of Orange. Eligible applicants must meet the transportation requirements discussed in the M2 Ordinance.

For Tier 2 multi-agency collaborations, eligible jurisdictions may partner with other entities such as special districts and non-profits, but the lead agency must be an M2 eligible jurisdiction.

Third parties, such as water and wastewater public entities, environmental resource organizations, non-profit 501(c) environmental institutions, and homeowners' associations cannot act as the lead agency for a proposed project, however; these agencies can coordinate with an M2 eligible Orange County city and/or the County of Orange to submit a project application. All project partners must contribute to the project in some capacity (i.e., monetary contribution, time contribution, etc.).

Two or more agencies may participate in a project. If a joint application among agencies and/or an application is submitted for the benefit of third-party entities is submitted, a preliminary agreement with joint or third-party entities must be provided as part of the application. In order to meet M2 Ordinance requirements, an eligible applicant must be the lead agency for the funding application. If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as the lead agency and must provide a resolution of support from the partnering agency. In addition, the applicant shall provide a schedule by which the lead agency will obtain a final agreement with a third party. The final agreement must be executed prior to contract award date.

Each eligible jurisdiction must meet the eligibility criteria as set forth in Chapter 1 of the Comprehensive Transportation Funding Program (CTFP) Guidelines. For example, to apply for CTFP funding, local agencies must fulfill an annual eligibility process. Eligibility packages are due to OCTA by June 30 of each year. The M2 Eligibility Preparation Manual outlines the eligibility requirements in detail.

In order for an applicant to accept Project X funding for their proposed project, OCTA has certain requirements that must be met. These requirements include adhering to the OCTA CTFP Guidelines; meeting a ten-year BMP Operations and Maintenance (O&M) commitment; and commitment to maintain and monitor the project commensurate with the design life.

Project Programming

The Tier 2 Grant Program is designed to be consistent with Chapter 2 of the CTFP Guidelines regarding the provisions below:

- Program Consolidation
- Sequential Programming Process
- Funding Projections
- Project Cost Escalation
- Programming Adjustments

- Project Readiness
- Programming Policies
- Schedule Change Requests
- Timely-Use of Funds
- Project Advancements
- Semi-Annual Review

Refer to Chapter 2 for explanations of the above provisions.

Funding Estimates

Approximately \$15 million is available for the 2024 Tier 2 call. The maximum amount for the Tier 2 Grant Program is \$2.5 million per project. The maximum amount that an eligible local agency can receive in this funding period is \$2.5 million.

2024 Tier 2 Call Implementation Timeline

The Tier 2 call will be open for 90 days. 2024 Tier 2 call applications must be received by OCTA **no later than 5:00 PM on Thursday, May 16, 2024**. OCTA is seeking applications for projects, which can be awarded no later than December 31, 2025. Funds will become available upon execution of a letter agreement. Projects that do not award construction contracts by December 31, 2025 will not be considered.

After Tier 2 applications are reviewed by OCTA staff for completeness and accuracy, an evaluation panel will review and rank projects. Following review and recommendation by the ECAC, a recommended priority list of projects will be presented to the OCTA Board for approval. Funding amounts allocated for projects are final once approved by the OCTA Board. No additional funds will be allocated to the project. Grantees are responsible for any costs exceeding the allocated amount.

Matching Funds

For the Tier 2 Grant Program, a minimum local match of fifty percent (50%) of the eligible project phase cost is required. The matching funds shall be provided by cash contributions. Previously completed phases of a project may not be attributed to the match. Prior expenditures cannot be used as matching funds. There is a potential to reduce matching funds up to 15 percent (15%) for project readiness (at time of application submittal) as follows:

- Environmental (5%): The environmental document has been completed and certified.
- Design (5%): The project has completed 100% design plans.
- Right of Way (5%): This reduction applies to only those projects that require right of way acquisition, and acquisition has been completed.

If a joint application among agencies and/or third-party project partners is submitted, matching funds documentation must clearly identify the entity providing the funds for each line item in the matching funds description. Additionally, preliminary agreements are required to be submitted with the grant application that contains the matching funds commitments from a supporting agency.

Matching rate commitments identified in the project grant application shall remain constant throughout the project. Match rate commitments may not be reduced for any reason.

Operations and Maintenance

Applicants must submit a draft BMP O&M Plan covering a minimum of ten years after project completion. The BMP O&M Plan must document (through the resolution) project O&M financial commitment and sustainability for ten years. Applicants must include project assessment and monitoring of performance as part of the O&M Plan. OCTA may request to review this plan from time to time.

For guidance, please refer to Section 2.8 and Appendix G of the Technical Guidance Document for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans at:

<https://ocgov.app.box.com/v/SDR-WQIP-Clearinghouse/file/252490400944>

Eligible Expenditures

- Tier 2 projects must meet the transportation nexus as outlined previously in this chapter.
- Project X funds are designed to fund capital improvements. Tier 2 funds are designed to be strictly used for project construction costs, although up to ten percent (10%) of the total grant may be used for preliminary project design, environmental, and engineering costs.
- For Tier 2, construction management and project management cannot exceed 15 percent (15%) of the total construction costs.
- Project X funds can only be used for facilities that are in public ownership for public use; however, water quality improvements on private property, which are connected to municipal separate storm sewer systems, are eligible if part of a right of way agreement (For example, a homeowner's association coordinate through an eligible agency for funding if the proposed project is connected to a public facility). Agencies shall provide supporting documentation to justify improvements on private property.

Ineligible Expenditures (including, but not limited to)

- Non-capital expenses for enhancements such as education, recreation, etc.
- Expenditures prior to letter agreement execution
- Amenities such as benches, lighting, signage, waste receptacles, etc.
- Landscaping and vegetation not directly related to improving water quality (i.e., ornamental shrubs, trees)
- Irrigation (sprinklers or drip systems) not directly related to plant establishment of water quality features
- Trails/sidewalks, unless contributing to water quality improvement
- O&M
- Planning activities beyond ten percent (10%) of grant
- Replacement of existing water quality features still within anticipated useful life (based on manufacturer's specifications).

Reimbursements

For the Tier 2 Grant Program, OCTA will typically release funds through two payments. The initial payment will constitute 75 percent (75%) of the contract award or programmed amount at time of award, whichever is lower. OCTA will disburse the final payment, approximately 25 percent (25%) of eligible funds, after approval of the final report. Further information on reimbursements can be found within Chapter 9 of the CTFP Guidelines.

Additionally, administering agencies must commit to cover any future cost overruns if the project is underfunded. Any work not eligible for Project X reimbursement must be funded through other means by the project applicant and cannot count as match. These non-eligible items should not be included in the cost estimate breakdown in the application.

Scope Reductions and Cost Savings

Any proposed scope reductions of an approved project must be submitted to OCTA to ensure consistency with the Tier 2 Grant Program requirements. If the proposed scope reduction is approved by OCTA, cost savings will be proportionally shared between OCTA and the grantee. A reduction in Project X funds must be applied proportionally to maintain the approved local match percentage. All cost savings will be returned to the Tier 2 Grant Program for reallocation to subsequent calls.

Tier 2 Selection Criteria

OCTA will evaluate all proposals that meet the mandatory prerequisites based on competitive selection criteria (Exhibit 11-3) with the following categories:

- Problem and source identification

- Project design
- Project implementation and readiness
- Project benefits
- Performance metrics

Each proposal can receive a maximum of 100 points. Tier 2 selection criteria include both technical scoring criteria –70 percent (70%) weighting – and non-technical scoring criteria –30 percent (30%) weighting.

A focus on several overarching concepts is emphasized in the funding guidelines and scoring criteria:

- Focus on a clear and measurable transportation nexus, defined as total lane miles in the project catchment area, as defined by the MPAH
- Priority in the scoring criteria is given to projects in areas of highest water quality need, as established by predicted pollutant loading, receiving water monitoring, and the extent of impairment of receiving waters (i.e., higher priority given to 303(d) listed water bodies or project in a water quality plan)
- Quantification of project benefits where possible in terms of a load reduction metric (pollutants or water volumes)
- Emphasis on cost beneficial projects
- Emphasis on project readiness, and ability to leverage funding
- Emphasis on other regional and environmental benefits
- Emphasis on multi-jurisdictional and public benefits

Application Process

The technical scoring will be calculated wholly within the OCST Planning Module. The Tier 2 Grant Application Form (available electronically from OCTA) is required to evaluate general project information, funding, and to score non-technical project components. See Exhibit 11-3 for Tier 2 Scoring Criteria.

The applicant will be required to enter the technical project information into the OCST Planning Module (<https://planning.ocstormwatertools.org/>), populate the project with attributes necessary to quantify performance, and elect to share the project with OCTA within the Planning Module.

OCST Planning Module Project Entry

Complete the workflow for adding the project in the OCST Planning Module. The Planning Module Project workflow includes the following steps:

1. Log in to <https://planning.ocstormwatertools.org/>. If a user is not yet registered in this system, use the "Create Account" button to set username and password;

permission to act on behalf of a city or the County will be assigned by the system administrators.

2. Under "Quick Actions", select "Add a Project".
3. Complete the Project Basics form using the same project name as in the Application Form. Enter project information such as Project Name, Description, and Primary Contact Person. Check the box to compute metrics for the OCTA M2 Tier 2 Grant Program.
4. Select "OCTA M2 Tier 2 Grant Program" to view scores (this does not enable sharing with OCTA, it will just calculate scoring metrics for the project for applicant review).
5. On the "Stormwater Treatments / Proposed Treatment BMPs" page, enter BMP type and location, and modeling attributes (a set of key design parameters used to estimate performance). More than one BMP can be entered within a project.
6. On the "Stormwater Treatments / Delineations" page, define the upstream delineation using the web map.
7. On the "Stormwater Treatments / Modeled Performance and Grant Metrics" page, select "Calculate" to review modeling results and preliminary grant scoring metrics for the project.
8. Review results.
9. On the "Review and Share" page, click the button to "Share" the project with the OCTA M2 Tier 2 Grant Program. This will add the project to the grant application reviewers dashboard. While a project is being shared it cannot be edited.

If an applicant believes an edit is needed, or if a change is requested by OCTA, the applicant may "Revoke" the project sharing status, make the edit, and re-share the project. Projects must be shared with the OCTA M2 Tier 2 Grant Program before the call for projects closes in order for the application to be considered eligible for funding.

Important Note: All Tier 2 score metrics computed by the Planning Module are preliminary. Final project scores will be calculated by OCTA after the call is closed, including comparisons between submitted projects.

In addition to entering project information into the OCST Planning Module and the Tier 2 Grant Application Form, the following items are required to be included within the submitted proposal:

- Project design or concept drawings, including preliminary design calculations, of proposed BMP. This should clearly justify the modeling attributes entered into the OCST Planning Module.
- Environmental Document (if applicable)

- Preliminary Cooperative Agreement(s) with joint and/or third-party entities (if applicable)
- Project Cost Estimate
- Maps
- Project site photos
- Project master schedule
- City Council resolution specific to the project and funding commitment must be approved by the local jurisdiction's governing body prior to the Board approval of grant funds. A sample resolution is included as Exhibit 11-4. **Local agencies, at a minimum, must include items a-i.** The mechanism selected shall serve as a formal request for CTFP funds and states that matching funds will be provided by the agency. A final resolution authorizing a request for funding consideration with a commitment of local match funding must be provided with the project application. **If a draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board.
- 10-year draft BMP O&M Plan

For the Tier 2 Grant Program, one unbound original and one electronic copy of the complete application form and supporting documentation materials must be submitted to OCTA by the application deadline. Electronic application materials can be submitted via email as an attachment, or via a link to an online storage device site, such as DropBox or OneDrive. Submittal via USB drive is allowed. CD/DVD files will not be accepted.

There is no maximum length for proposals. All pages must be numbered and printed on 8 1/2 x 11 sheets of white paper. Use separate sheets of paper if necessary. Maps and drawings can be included on 11 x 17 sheets, folded into the proposal. *The original proposal should be left unbound for reproduction purposes.*

Application materials are to be submitted by the call for projects deadline to the following OCTA staff email and via hardcopy by mail or in person:

Adrian Salazar

Orange County Transportation Authority

asalazar@octa.net

By mail:

Adrian Salazar

Orange County Transportation Authority

P.O. Box 14184

Orange, CA 92863-1584

Tel: (714) 560-5363

In person:

Orange County Transportation Authority

600 South Main Street

Orange, CA 92863-1584

Note: if submitting via email, please note that certain attachments may be subject to file size or file type restrictions, which may prevent emails from being successfully sent to OCTA. OCTA staff will provide a confirmation email that the application was successfully received by the deadline.

Applications are considered final once the electronic application has been submitted. OCTA will document the submittal date and time and download the files for storage and application review. Any applications that do not contain all required information and documentation will be disqualified. Revisions may be allowed if changes are made prior to the application deadline.

Reporting and Reimbursement

The Tier 2 Grant Program is consistent with Chapter 9 of the CTFP Guidelines regarding the process and requirements of reimbursements and reporting including semi-annual reviews. Upon completion of project construction, a 10-year final BMP O&M Plan is required to be submitted along with the final report.

Additionally, an exception to Precept #39: Agencies may appeal to the ECAC and the OCTA Board on any issues that the agency and OCTA cannot resolve.

Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP Guidelines and may conduct a field review. OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest) to ensure compliance. Only CTFP eligible items listed on a project's cost estimate form will be reimbursed. See Chapter 10 for independent audit requirements beyond the technical and/or field review.

Exhibit 11-3 Tier 2 Scoring Criteria

Technical Scoring – 70 points (Points awarded based on scoring metrics computed within OCST Planning Module)		
Scoring Metric	Description	Points
Transportation Priority Index (TPI)	The TPI is developed based on density of roadway lane miles within pre-defined catchment areas.	5
WQ Need Analysis	WQ Need is based on the presence of TMDLs and 303(d) list impairments, as well as receiving water quality monitoring data.	40
BMP Performance	BMP performance is a normalized score based on the total inflow volume, Water Quality Load Reduction Index, the ratio of wet to dry weather pollutant load reduction, and project cost.	25
Non-technical Scoring – 30 points (Points awarded based upon information provided by applicant)		
Multiple Benefits <ul style="list-style-type: none"> • Drainage • Recreation • Habitat • Water Resources 	Describe the benefits of the proposed project above and beyond water quality improvement (load reduction benefit).	10
Cost/Benefit	Describe how the project is designed to maximize benefits while reducing costs, such as by aligning with parallel project efforts in the region and/or obtaining additional sources of funding beyond the minimum required match.	10
Regional Benefit	Describe how the proposed project would provide a regional benefit.	5
Project Readiness	Describe the proposed project's readiness with regard to concept development, cost estimates, design, environmental compliance, and construction documents.	5
Total		100

Exhibit 11-4 SAMPLE AGENCY RESOLUTION REQUESTING FUNDS FOR PROPOSED PROJECT

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL/BOARD OF THE CITY/COUNTY OF _____
AUTHORIZING AN APPLICATION FOR FUNDS FOR THE ENVIRONMENTAL CLEANUP, TIER 2 GRANT
PROGRAM UNDER ORANGE COUNTY LOCAL TRANSPORTATION ORDINANCE NO. 3 FOR
(NAME OF PROPOSAL) PROJECT.

(a) WHEREAS, Orange County Local Transportation Ordinance No. 3, dated July 24, 2006, and is known and cited as the Renewed Measure M Transportation Ordinance and Investment Plan makes funds available through the Environmental Cleanup Program to help protect Orange County beaches and waterways from transportation-generated pollution (urban runoff) and improve overall water quality; and

(b) WHEREAS, the Environmental Cleanup, Tier 2 Grant Program consists of funding regional, potentially multi-jurisdictional, capital-intensive projects, such as constructed wetlands, detention/infiltration basins and bioswales, which mitigate pollutants including litter and debris, heavy metals, organic chemicals, sediment, and nutrients; and

(c) WHEREAS, OCTA has established the procedures and criteria for reviewing proposals; and

(d) WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate water quality improvement projects that have a transportation pollution nexus to finance and construct the proposed project; and

(e) WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (NAME OF PROPOSAL), including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the (ADMINISTERING AGENCY) to act in connection with the nomination and to provide such additional information as may be required; and

(f) WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the equipment acquired and installed; and

(g) WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the funded Tier 2 Grant Project; and

(h) WHEREAS, the (ADMINISTERING AGENCY) will cause work on the project to be commenced within a reasonable time after receipt of notification from OCTA and that the project will be carried to completion with reasonable diligence; and

(i) WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the American with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations; and

(j) WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement; and

(k) WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors; and

(l) WHEREAS, the City/County of _____ is committing to a minimum match of up to 50% for the (PROJECT NAME) as required by the Orange County Comprehensive Transportation Funding Programs Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City/County of _____, hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to accept funds for the Environmental Cleanup, Tier 2 Grant Program for (NAME OF PROPOSAL).

BE IT FURTHER RESOLVED that the City/County of _____, agrees to fund its share of the project costs and support any additional costs over the grant funding.



February 5, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Annual Eligibility Review

Overview

The Measure M2 Ordinance requires that all local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. The required documentation for the review period ending June 30, 2023, was received and reviewed by the Taxpayer Oversight Committee and Orange County Transportation Authority staff. Board of Directors' approval is requested to find 34 of Orange County's 35 local jurisdictions (excluding the City of Cypress) as eligible to continue receiving Measure M2 net revenues.

Recommendations

- A. Approve 34 of Orange County's 35 local jurisdictions (excluding the City of Cypress) as eligible to continue receiving Measure M2 net revenues.
- B. Receive and file the Measure M2 eligibility verification documents submitted by the City of Cypress.

Background

Local jurisdictions must meet Measure M2 (M2) eligibility requirements required by the Ordinance and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) annually in order to remain eligible to receive M2 net revenues. There are 13 eligibility requirements that local jurisdictions must satisfy. However, not all 13 eligibility components require verification for each eligibility cycle. For reference, a summary of M2 eligibility requirements and their respective due dates are provided in Attachment A.

While OCTA staff reviews and affirms all M2 eligibility components, the M2 Ordinance requires the Taxpayer Oversight Committee (TOC) to also review a subset of these requirements. These include the Congestion Management

Plan (CMP), Mitigation Fee Program (MFP), Local Signal Synchronization Plan (LSSP), Pavement Management Plan (PMP), and Expenditure Report.

Generally, local jurisdictions must submit the required documentation on or before June 30, 2023. These submittals are reviewed by staff and the TOC in the fall of each year. Expenditure Reports are due on December 31, 2023, six months after the close of the fiscal year, and are reviewed the following spring. This item addresses the submittals due for the June 30, 2023.

Discussion

All 35 local jurisdictions submitted the required M2 eligibility verification documents prior to OCTA's June 30, 2023, deadline. OCTA staff reviewed all local jurisdictions' eligibility verification documents to ensure completion, accuracy, and consistency with M2 Ordinance requirements. The eligibility requirements reviewed by OCTA staff included the Capital Improvement Program, Circulation Element/Master Plan of Arterial Highways consistency, maintenance of effort (MOE), no supplanting of developer fees, timely submittal of project final reports, timely use of net revenues, traffic forum participation, and transit and non-motorized transportation land-use planning strategies. All of the submitted documents were in conformance with the M2 requirements.

The TOC-designated Annual Eligibility Review (AER) Subcommittee was convened to review the CMP, LSSP, MFP, and PMP¹ eligibility components. Based on the staff and AER Subcommittee's review, the TOC formally confirmed its required review at its December 12, 2023, meeting.

Based on staff and TOC reviews, OCTA staff recommends that 34 of Orange County's 35 local jurisdictions, excluding the City of Cypress (City), be found eligible to continue receiving M2 net revenues. A summary of the findings for the 12 M2 eligibility components that were due for this cycle is provided in Attachment B.

The City submitted the required documentation to satisfy M2 eligibility submittal requirements this cycle; however, the City is currently ineligible to receive net M2 revenues due not meeting the MOE requirement for fiscal year 2022-23. There is a separate Board of Directors (Board) action, which took place on May 22, 2023, and included an interagency agreement outlining how the City can fulfill their eligibility requirements and resume receiving M2 net revenues. Although the M2 eligibility verification documents submitted by the City fulfill the respective requirements, staff is not recommending that this review will modify their existing M2 ineligible status. The review of these materials will be helpful in

¹ For this eligibility review cycle, PMPs were required from 14 local jurisdictions. The remaining 21 local jurisdictions' PMPs will be submitted and reviewed during the next eligibility review cycle.

ensuring and maintaining timely M2 compliance should the Board find the City eligible for M2 funds upon resolution of prior MOE shortcomings. The City is expected to meet outstanding MOE eligibility requirements by May 2025.

Summary

In December 2023, the TOC convened and affirmed it had received and reviewed the required M2 eligibility documentation due at this time for all local jurisdictions. OCTA staff has also reviewed the other submittals required for this cycle and found them to be in conformance with the requirements. Given this review, Board approval is requested to find the 34 currently eligible local jurisdictions eligible to continue receiving M2 net revenues. Additionally, a receive and file action of the submitted M2 eligibility verification documents is requested for the one currently ineligible local jurisdiction.

Attachments

- A. Measure M2 Eligibility Requirements and Submittal Schedule Summary, Due June 30, 2023, and December 31, 2023
- B. Fiscal Year 2023-24, Measure M2 Eligibility Review Summary

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**Measure M2 Eligibility Requirements and Submittal Schedule Summary
Due June 30, 2023, and December 31, 2023**

Compliance Category	Frequency	Required
Capital Improvement Program	Annual (June 30)	✓
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30)	✓
Congestion Management Program	Biennial (June 30)	✓
Expenditure Report	Annual (December 31)	✓
Local Signal Synchronization Plan	Every Three Years (i.e. June 30)	✓
Maintenance of Effort	Annual (June 30)	✓
Mitigation Fee Program (MFP)	Biennial (June 30) ¹	✓
No Supplanting of Developer Fees	Annual (June 30)	✓
Pavement Management Plans (PMP)	Biennial (June 30) ²	✓
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	✓
Timely Use of Net Revenues	Annual (June 30)	✓
Traffic Forum Participation	Annual (June 30)	✓
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30)	✓

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

² 21 local jurisdictions update their PMPs on odd-numbered fiscal years, while 14 local jurisdictions update their PMPs on even-numbered fiscal years.

Fiscal Year 2023-24 Measure M2 Eligibility Review Summary

ATTACHMENT B

[illegible]

Fiscal Year 2023-24
Measure M2 Eligibility Review Summary

Local Jurisdiction	Capital Improvement Program	Circulation Element/ MPAH Consistency	Congestion Management Program	Expenditure Reports ¹	Land-Use Planning Strategies	Local Signal Synchronization Plan	Maintenance of Effort	Mitigation Fee Program	No Supplanting of Developer Fees	Pavement Management Plan ²	Timely Submittal of Final Reports	Timely Use of Net Revenues	Traffic Forum
Tustin	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Villa Park	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Westminster	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Yorba Linda	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Totals	35	35	35	-	35	35	34	35	35	14	35	35	35

¹ M2 Expenditure Reports are under review and anticipated to be presented to the TOC in June 2024

² 14 local jurisdictions update their PMPs on odd-numbered fiscal years, while 21 local jurisdictions update their PMPs on even-numbered fiscal years.

³ Maintenance of effort is based on a three-year average of discretionary fund expenditures for transportation purposes prior to 1990, plus adjustments permitted by the M2 Ordinance No. 3. However, Orange County Public Works and their predecessor agencies did not and do not use discretionary funds for transportation purposes. The sources of their transportation funds have been various restricted or partially restricted funds (e.g., HUTA, federal grants, assessment districts, developer impact fees, community facilities districts, Subdivision Map Act Highway, and bridge fees etc.). It should be noted that about 40 percent of the HUTA revenues that come to Orange County local jurisdictions go to the County.

⁴ The City of Cypress submitted the required documentation to satisfy M2 eligibility submittal requirements this cycle, however, they are currently ineligible to receive net M2 revenues due to a previous and separate Board action. Staff is recommending the acceptance of the M2 eligibility verification documents submitted by the local agency as a receive and file action. This will not modify their existing M2 ineligible status but will be helpful in ensuring and maintaining timely M2 compliance once the Board ultimately approves to return them to an eligible status

Acronyms:

Board - Board of Directors

County - County of Orange

HUTA - Highway Users Tax Account

M2 - Measure M2

MPAH - Master Plan of Arterial Highways

N/A - Not applicable

PMP - Pavement Management Plan

TOC - Taxpayer Oversight Committee



February 5, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Overview

On September 25, 2023, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Arcadis U.S., Inc. as the firm to provide construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2827 between the Orange County Transportation Authority and Arcadis U.S., Inc., to provide construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 91 (SR-91) Improvement Project between Acacia Street and La Palma Avenue (Project). The Project is part of Project I in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The project improvements include westbound (WB) operational improvements between Acacia Street and La Palma Avenue, WB improvements at State College Boulevard, and reconstruction of the La Palma Avenue overcrossing bridge. The Project will also provide a new bypass ramp that allows northbound (NB) State Route 57 (SR-57) traffic to exit at Orangethorpe Avenue in advance of the SR-91/NB SR-57 connector merge. The WB SR-91/NB SR-57 connector will be adjusted to accommodate the bypass ramp. The existing La Palma Avenue overcrossing bridge will be replaced with a new bridge that includes standard vertical clearance and four lanes with shoulders and sidewalks. Caltrans has also developed a multi-asset project (MAP) within the project limits that is funded by the State Highway Operation and Protection Program. Caltrans' MAP scope of work (SOW) includes pavement rehabilitation, existing safety device upgrades, census stations installation, lighting replacement, and conduit replacement. The MAP SOW was combined with the Project at 95 percent design, which was then submitted to Caltrans for review in April 2023.

Pursuant to the existing cooperative agreement with Caltrans for this Project, Caltrans will administer the construction contract. As the implementing agency for the construction phase, Caltrans will provide the resident engineer, structures representative, and other field personnel, along with construction administrative support and environmental monitoring. OCTA will provide consultant field staff for construction inspection, the office engineer, scheduling, claims support, materials testing, and field surveying. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

Procurement Approach

This procurement 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. An 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 September 25, 2023, the Board authorized the release of Request for Proposals (RFP) 3-2827 which was electronically issued on CAMM NET. The Project was advertised on September 25 and October 2, 2023, in a newspaper of general circulation. A pre-proposal conference was held on October 5, 2023,

with 26 attendees representing 13 firms. Four 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.

On October 30, 2023, six proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management and Highway Capital Programs departments, as well as external representatives from Caltrans and the City of Anaheim, 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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent as the firm must demonstrate experience with construction management (CM) support services in performing relevant work of similar scope, size, and complexity. Staffing and project organization was weighted at 40 percent as the qualifications of the project manager (PM) and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. Work plan was equally weighted at 40 percent as an understanding of freeway construction and other required critical activities, such as utility relocations and coordination, control of the contractor's work within temporary construction easement limits, and management of anticipated critical work elements in the risk register is critical to the success of the Project.

The evaluation committee reviewed the six proposals received, 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:

Firms and Location

Arcadis U.S., Inc. (Arcadis)
Irvine, California

SYRUSA Engineering, Inc. (SYRUSA)
Brea, California

TRC Engineers, Inc. (TRC)
Irvine, California

On December 13, 2023, 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 the evaluation committee's questions. Each firm highlighted its staffing plan, work plan, and perceived project challenges. The firms were asked general questions regarding their approach to the requirements of the SOW, management of the Project, coordination with various agencies, experiences with similar projects, and solutions for achieving the project goals. After considering responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for all three firms. Arcadis remained the top-ranked firm with the highest cumulative score.

Based on the evaluation of the written proposals and information obtained during the interviews, staff recommends Arcadis as the top-ranked firm to provide CM services for the Project. The firm ranked the highest among the proposing firms because it submitted a comprehensive proposal that was responsive to all the requirements of the RFP and presented a cohesive interview with focused responses to the interview questions, highlighting the firm's experience, qualified staff, and detailed work plan.

The following is a summary of the proposal evaluation results.

Qualifications of the Firm

All shortlisted firms are well established with recent and relevant experience and are qualified to perform CM support services for the Project. Positive references were received for all three firms.

Arcadis was founded in 1957 and has over 36,000 employees. With over 700 employees in California, the firm has specialized in transportation-related construction projects for Caltrans for the last 30 years. The firm has four offices in Southern California, and over 130 employees in its Orange County office. Arcadis has provided CM support services in Southern California for freeway widening, roadway improvements, interchange improvements, and bridge widening and replacement projects mostly as a prime consultant and as part of an integrated team. Arcadis has demonstrated proficiency in providing CM support services such as inspection for freeway widening, street improvements, bridge and retaining wall construction, traffic management, improved Americans with Disabilities Act pedestrian access, oversight of utility relocations, office engineering, scheduling, claims analysis, constructability review, and Caltrans and public agency coordination. The firm's project experience includes CM services on OCTA's Interstate 5 (I-5) Improvement Project between State Route 73 to Oso Parkway (I-5 Project Segment 1),

San Bernardino County Transportation Authority's (SBCTA) Interstate 15 (I-15)/Base Line Road Interchange and Widening (I-15/Base Line) Project, Riverside County Transportation Commission's (RCTC) I-15/Railroad Canyon Interchange Improvements Project, and the City of Mission Viejo's La Paz Bridge and Road Widening Project. The firm proposed to utilize three subconsultants. All proposed subconsultants have experience working with Arcadis and will support Arcadis with additional electrical inspection, field materials testing, and survey services.

TRC was founded in 1969 and has 16 offices in California with 700 employees, and 150 offices globally. The firm has an office in Orange County. TRC has demonstrated proficiency in providing CM support services, including inspections for freeway widening, bridge and retaining wall construction, traffic management, office engineering, and Caltrans and public agency coordination. The firm's project experience includes construction inspection and engineering services to Caltrans District 12 (D-12) for the Interstate 405 (I-405) Improvement Project (I-405 Project), design and CM services for I-405/Interstate 605 High-Occupancy Vehicle Connector (HOV), CM services for the I-5 Improvement Project between State Route 55 and State Route 57 (I-5 Central Project) and I-5 Project Segment 1, and Los Angeles County Metropolitan Transportation Authority's (LA Metro) I-5 North Improvements Project. The firm proposed to utilize eight subconsultants. The proposed subconsultants have experience working with TRC and are proposed to support TRC with additional roadway, structures, and electrical inspection, scheduling, field materials testing, and survey services.

SYRUSA was founded in 2009 and has two offices in Southern California with 19 employees. The firm specializes in transportation-related construction projects and structures construction inspection services for highways, bridges, grade separation and roadway construction projects. The firm's relevant experience includes CM support services for Interstate 10 Corridor Express Lanes Project (I-10 Project) for SBCTA, Caltrans District 8's SR-91 Corridor Improvements Project (CIP), Caltrans District 59's SR-91 Pachappa Union Pacific Bridge, and Caltrans District 7's State Route 210 (SR-210) Slab Replacement and Rehabilitation Project. The firm proposed to utilize four subconsultants. The proposed subconsultants have experience working with SYRUSA and are proposed to support SYRUSA with additional roadway and electrical inspection, scheduling, office engineering, field materials testing, and survey services.

Staffing and Project Organization

All short-listed firms proposed a qualified team of key personnel and subconsultants with relevant CM experience in freeway and bridge widening, and roadway and structures inspection, as well as working with Caltrans.

Arcadis proposed a qualified project team with each key personnel demonstrating relevant and comprehensive CM experience with freeway and bridge replacement projects. The team has demonstrated experience in roadway and structures inspections, utility relocations, bridge reconstruction, steel bridge demolition, traffic management plan and staging, and has extensive experience working with Caltrans. Arcadis presented several cross-trained staff in roadway inspection and structures inspection. Having cross-trained personnel provides efficiencies for OCTA by quickly mobilizing personnel who can bring different perspectives to the work based on the team's varied experiences.

The proposed PM has over 40 years of project management and CM experience on similar freeway/bridge construction projects and performed the PM role for OCTA's I-5 Project Segment 1 and SBCTA's I-15/Base Line and U.S. Route 395 (US 395) Widening Phase 1 projects. The proposed PM also performed as a resident engineer (RE) for SBCTA's I-15/Base Line and US 395 Widening Phase 1 projects. Arcadis' proposed senior roadway inspector has successfully delivered complex, intricately staged highway, bridge, and heavy civil infrastructure projects for 23 years, including over 20 years of general contractor experience. The proposed senior roadway inspector has extensive construction experience leading the construction activities and overseeing field operations for SBCTA's I-15/Base Line as a general contractor and RE, OCTA's I-5 South County Improvements Project between Vista Hermosa to Pacific Coast Highway (I-5 HOV Segment 2) as a general contractor and project manager, Caltrans District 11's I-15 Lane Design Sequencing Method Design Project as a superintendent, and LA Metro's G Line improvements as an RE.

Arcadis' proposed structures inspector has more than ten years of experience with various methods of bridge construction from pre-construction to closeout, and all aspects of structural improvements in the field, including falsework inspections, pre-fabrication bridge inspections, cast-in-place bridge inspections, bridge widening inspections, bridge demolition inspections, scaffolding system bridge construction, and various types of walls. The proposed structures inspector is cross-trained and has experience in both structures and roadway inspections. Relevant experience includes RCTC's I-15 Railroad Canyon Interchange Project as an RE; SBCTA's I-15/Base Line as the roadway inspector; and the Port of Long Beach's Gerald Desmond Bridge Replacement project as the structures field engineer.

The Arcadis team presented an interview demonstrating comprehensive knowledge of its proposed approach to the SOW, a clear understanding of the team's roles and responsibilities, and the process to resolve any potential challenges while keeping the Project on schedule. The team provided a project-specific presentation and responses to all interview questions, which further demonstrated the firm's experience and in-depth understanding of the SOW requirements, objectives, and risks associated with the Project. Additionally, the proposed senior roadway inspector and structures inspector's ability to lead the presentation and respond to questions demonstrated their depth of knowledge, which is notable as the individuals would be performing a large portion of the work for the Project as specified in the SOW.

TRC proposed a knowledgeable project team with CM experience. The team's expertise includes a range of relevant CM services, including roadway inspection, structures inspection, electrical inspection, and office engineering support, among other relevant expertise.

TRC's proposed PM has over 31 years of experience, including the I-405 Project as a principal-in-charge (PIC) for construction inspection and engineering services for Caltrans D-12, I-5 Project Segment 1, and I-5 Improvement Project between El Toro Road to Alicia Parkway (I-5 Project Segment 3) as PIC for OCTA, LA Metro's I-5 North Improvements as PIC, and the San Diego Association of Governments' on-call CM services as PM. Most of the PM's experience includes overseeing CM projects serving as the PIC.

TRC's proposed senior roadway inspector has 25 years of CM experience, including ten years as an RE on Caltrans roadway and facility projects. Relevant project experience includes assistant RE for OCTA's I-5 Central Project and I-5 HOV Segment 2, and for Caltrans D-12's SR-91 Widening Project. TRC's proposed structures inspector has over 30 years of experience in transportation engineering and CM. The relevant experience includes SBCTA's SR-210 Lane Addition and Base Line Interchange Project and Mount Vernon Viaduct Bridge Replacement Project as a CM, and the City of Palm Springs I-10/Indian Canyon Interchange Project as a structures representative.

The TRC team presented an interview demonstrating knowledge of its proposed project approach to the SOW and potential challenges. The team addressed all aspects of the interview questions with project-specific responses and discussed its proposed construction and sequence enhancements that could result in time and cost savings.

SYRUSA proposed a project team with relevant experience. The proposed PM has over 25 years of experience in engineering and construction. SYRUSA's proposed PM is a former Caltrans D-12's Acting District Director and Office Chief, and District 8 Area Construction Manager and Senior Bridge Engineer. Relevant project experience includes State Route 22, SR-91 Widening, RCTC's SR-91 CIP, and Caltrans District 8's I-15/Interstate 215 Devore Interchange Improvements Project.

SYRUSA's proposed senior roadway inspector has 30 years of CM experience on various highway and bridge construction projects. Relevant project experience includes RE and senior inspector for OCTA's Lakeview Avenue Grade Separation Project, senior inspector for Caltrans District 7's I-5 North Corridor Improvement Segment 3, roadway construction projects on various state routes, and on-call construction engineering and inspection services. SYRUSA proposed a structures inspector with over 24 years of experience in transportation infrastructure construction projects. The relevant experience includes the SBCTA's I-10 Project as a structures lead, Caltrans' Division of Engineering Services unit of headquarters' Express Lanes North Direct Connector, Ortega Highway Safety Improvements, Pachappa Union Pacific Rail Tie-In Project, and I-15 Express Lanes as a structures representative, and Caltrans District 8's SR-91 CIP project as a structures representative.

Although the proposed PM and key personnel were responsive to the interview questions overall, certain responses were general and lacked the level of detail necessary to effectively highlight the firm's knowledge and expertise.

Work Plan

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

Arcadis presented a project-specific and comprehensive work plan. The work plan included a complete discussion of project understanding, issues and challenges with realistic recommendations, and proposed solutions demonstrating the firm's knowledge and experience. The team identified the project risks and challenges, and demonstrated methodical, detailed, and well-thought-out approaches to address those risks with lessons learned from recent relevant projects in the proposal and during the interview. Approaches and solutions to challenges included management of full closures of the SR-91 and La Palma Avenue during demolition and bridge construction, early hazardous material testing and management of La Palma Avenue steel bridge demolition, early surveying, environmental monitoring, tracking environmental compliance, proactive management of noise, vibration and dust, and temporary

construction easements to minimize impacts to property owners and neighboring residents, identification of time-saving construction staging, coordination with adjacent projects, mitigation measures for all the potential risk items related to structures precast girders and piles, coordination of utility relocations, and proactive documentation and a detailed schedule for claims prevention. A detailed construction schedule was provided from the contractor's perspective that would be used to verify contractor's progress and changes to critical path workflow.

TRC presented an organized work plan with a project-specific approach for identified risks and responsiveness to all requirements identified in the SOW. The team demonstrated an understanding of the overall project issues and challenges. The work plan identified challenges and proposed solutions for utility work, bridge and retaining wall construction, construction staging, traffic management, electrical, and closeout. The sequential outline of activities provided proposed personnel responsibility by task. A construction schedule was provided with key activities. The team discussed its proposed construction sequence enhancements.

SYRUSA presented a work plan that demonstrated an understanding of the SOW and challenges. The work plan discussed project approach and risks associated with structures work, utility relocation, electrical work, traffic coordination, drainage construction, and environmental compliance. The work plan included risks and solutions to mitigate those risks, as well as sequential activities.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, work plan approach, and information obtained during the interviews, the evaluation committee recommends the selection of Arcadis as the top-ranked firm to provide CM support services for the Project. Arcadis delivered a comprehensive proposal which addressed all requirements of the RFP.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 0017-9085-FI104-0U9, and will be funded with a combination of net excess 91 Express Lanes revenue and local funds.

Consultant Selection for Construction Management Support Page 10
Services for the State Route 91 Improvement Project Between
Acacia Street and La Palma Avenue

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-3-2827 with Arcadis U.S., Inc. as the firm to provide construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Attachments

- A. Review of Proposals, RFP 3-2827 - Construction Management Support Services for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 3-2827 Construction Management Support Services for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue
- C. Contract History for the Past Two Years, RFP 3-2827, Construction Management Support Services for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

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Review of Proposals

RFP 3-2827 - Construction Management Support Services for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Presented to the Regional Transportation Planning Committee - February 5, 2024

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

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	91	Arcadis U.S., Inc. Irvine, California	Calvada Surveying, Inc. Dynamic Engineering Services, Inc. Leighton Consulting, Inc.	Firm has recent and relevant experience providing construction management (CM) support services. Qualified cohesive cross-trained team, including project manager (PM), key personnel, and subconsultants with experience working together on recent CM support services projects. PM has demonstrated comprehensive CM experience planning and managing multidisciplinary teams and projects. Comprehensive and well-thought-out work plan identifying risks and challenges, recommendations and viable solutions. Proposed approaches and solutions included management of full closures of freeway and La Palma Avenue during demolition and bridge construction, and identification of time-saving construction staging and temporary easements to minimize construction impacts. Detailed team presentation and interview with thorough responses to all interview questions. Positive references received.
2	84	TRC Engineers, Inc. Irvine, California	Caliworks, LLC CL Surveying & Mapping, Inc. Dynamic Engineering Services, Inc. FCG Consultants, Inc. Fulcrum Consultants, Inc. Ghiradelli Associates, Inc. Leighton Consulting, Inc. Mark Thomas & Company	Firm has recent relevant experience managing and delivering CM support services of similar size and scope. Qualified experienced team, including PM, key personnel, and subconsultants with experience working together on CM projects, including roadway, structures, and electrical inspections. PM is qualified with relevant CM experience throughout Southern California and has served as a principal-in-charge for construction inspection and engineering services for the California Department of Transportation (Caltrans). Well organized work plan that identified issues, recommendations, and challenges and proposed solutions for utility work, bridge, and retaining wall construction. Good team presentation and interview with project-specific responses to all questions. Positive references received.
3	79	SYRUSA Engineering, Inc. Brea, California	AECOM Coast Survey CL Surveying & Mapping, Inc. Dynamic Engineering Services, Inc. Twining Inc.	Firm has relevant experience delivering CM projects of similar size and scope. Experienced team, including PM, key personnel, and subconsultants with relevant experience. PM is qualified with relevant project experience managing and delivering large complex projects and has managed projects in various roles while at Caltrans. Work plan demonstrated an understanding of the scope of work and project challenges and solutions for utility relocation, construction staging, and drainage construction. Good team presentation and responsive to the interview questions but some responses lacked the level of detail to effectively highlight the firm's knowledge and expertise. Positive references received.

Evaluation Panel: 6 Members

Internal:

Contracts Administration and Materials Management (1)
Highway Capital Programs (2)

External:

City of Anaheim (1)
California Department of Transportation (2)

Evaluation Criteria:

Qualification of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

20%
40%
40%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 3-2827 Construction Management Support Services for the State Route 91 Improvement Project Between
Acacia Street and La Palma Avenue

Firm: Arcadis U.S., Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	5.0	5.0	4.5	4.5	4.5	4.5	4	18.7
Staffing/Project Organization	4.5	4.0	4.0	4.5	4.5	4.5	8	34.7
Work Plan	5.0	4.5	5.0	5.0	4.5	4.5	8	38.0
Overall Score	96	88	90	94	90	90		91

Firm: TRC Engineers, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.0	4.5	4.5	4.0	4.0	4	17.0
Staffing/Project Organization	4.0	4.0	4.0	4.5	4.5	4.0	8	33.3
Work Plan	4.0	4.5	4.5	4.0	4.0	4.0	8	33.3
Overall Score	82	84	86	86	84	80		84

Firm: Syrusa Engineering, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	3.5	3.5	4.5	4.5	4.5	4	16.7
Staffing/Project Organization	3.5	4.0	4.0	4.0	4.0	3.5	8	30.7
Work Plan	4.0	4.0	4.5	4.0	3.5	4.0	8	32.0
Overall Score	78	78	82	82	78	78		79

The range of scores for the non-shortlisted firms was 37- 71

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 3-2827 - Construction Management Support Services for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Arcadis U.S., Inc.						
Contract Type: Contract Task Order	C-0-2112	On-Call Design and Construction Support Services for Facility Modification Projects	September 1, 2020	November 3, 2025		\$186,902
<i>Subconsultants:</i>						
<i>Jensen Hughes</i>						
<i>Jones And Stokes</i>						
<i>Mark Thomas & Company</i>						
<i>Miyamoto International, Inc.</i>						
<i>Psomas</i>						
<i>TK1SC</i>						
<i>Triunity, Inc.</i>						
Contract Type: Firm-Fixed Price	C-2-2697	Regional Synchronization Performance Analysis Support	October 5, 2022	September 30, 2024		\$ 41,400
<i>Subconsultants:</i>						
<i>None</i>						
Contract Type: Time and Expense	C-3-2354	On-Call Regional Planning Support Services	July 17, 2023	May 31, 2026		\$ 250,000
<i>Subconsultants:</i>						
<i>Michael Baker International</i>						
Contract Type: Time and Expense	C-8-1969	Construction Management Support Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway	December 2, 2019	December 1, 2024		\$ 10,974,923
<i>Subconsultants:</i>						
<i>Balk Biological, Inc.</i>						
<i>Dynamic Engineering Services</i>						
<i>Ninyo & Moore</i>						
<i>Paleo Solutions, Inc.</i>						
<i>TRC Solutions, Inc.</i>						
Total						\$11,453,225


Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
TRC Engineers, Inc.						
Contract Type: Firm-Fixed Price	C-4-1426	Preparation of Plans, Specifications, and Estimates for the San Diego Improvement Project from South of Alicia Parkway to El Toro Road	March 31, 2015	June 30, 2024		\$ 10,622,222
<i>Subconsultants:</i>						
<i>Advantec Consulting Engineers</i>					\$396,179.02	
<i>Earth Mechanics Inc</i>					\$606,479.88	
<i>HDR Engineering, Inc.</i>					\$1,103,875.85	
<i>LSA</i>					\$16,596.19	
<i>Psomas</i>					\$517,694.29	
<i>Tatsumi and Partners, Inc.</i>					\$102,591.55	
Contract Type: Time and Expense	C-8-2086	Public Communications and Community Outreach Services for the Interstate 5 Freeway Improvement Project from State Route 73 to El Toro Road	June 28, 2019	June 30, 2025		\$ 1,321,410
<i>Subconsultants:</i>						
<i>21st Century Comm. Strategies</i>						
<i>AJ Design</i>						
<i>Lazar Translating & Interpreting</i>						
Total						\$11,943,632

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Syrusa Engineering, Inc.						
Contract Type: N/A	None	N/A	N/A	N/A		N/A
Subconsultants:						
N/A						
Total						\$0.00



February 5, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Consultant Selection for Professional Services for the Countywide Signal Synchronization Baseline

Overview

On September 25, 2023, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to provide professional services to coordinate approximately 2,500 signalized intersections in Orange County as part of the Countywide Signal Synchronization Baseline. Board of Directors' approval is requested to select a firm to perform the required work.

Recommendations

- A. Approve the selection of Iteris, Inc., as the firm to provide professional services for the Countywide Signal Synchronization Baseline.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2821 between the Orange County Transportation Authority and Iteris, Inc., in the amount of \$9,630,000, for a five-year term, to provide professional services for the Countywide Signal Synchronization Baseline.

Discussion

In 2019, a decade into the Regional Traffic Signal Synchronization Program (RTSSP), the Orange County Transportation Authority (OCTA) began a study to evaluate and update the program with current traffic and technology trends in mind. This study included continuous coordination and meetings with representatives from all 34 local cities, the County of Orange (County), the California Department of Transportation (Caltrans), and the Orange County Fire Authority. The existing signal synchronization program was found to be successful. The study also identified opportunities to enhance the program, enabling it to better address the goals with minimal impacts and improve the interaction of coordinated corridors when they intersect.

In March 2022, OCTA staff presented the findings of the 2019 study to the OCTA Board of Directors (Board). The study included recommendations for the future of the signal synchronization program beginning with setting a new signal synchronization baseline. Setting a countywide signal synchronization baseline will consist of retiming approximately 2,500 signals throughout the County along regionally significant corridors to avoid any crossing coordination conflicts and ensure signal timing is based on current traffic volumes. A request for information (RFI) was issued to industry professionals to solicit information regarding expected level of effort, current available resources, products, or customized solutions to effectively deliver the countywide baseline project. The responses from the RFI significantly influenced the development of the scope of work task flows, critical path for efficient project delivery, and confirmation of overall project budget.

The 2019 study also recommended that OCTA leverage external funds to improve its signal synchronization network (SSN). In response to those recommendations and after reviewing the information provided in the RFI, OCTA secured grant funds from the Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs to develop a countywide baseline network. The Countywide Signal Synchronization Baseline Project (Project) aims to build and reset the synchronization baseline network for Orange County's SSN for the weekday and weekend peak periods. The selected consultant will be responsible for data collection, timing optimization, implementation, fine-tuning, performance monitoring through data analysis, and continuity testing as OCTA transitions to a new signal synchronization program.

Procurement Approach

This procurement was managed in accordance with OCTA's Board-approved procedures for professional and technical services that conform to both state and federal laws. Various factors are considered in the award for professional and technical services. The award is recommended to the firm offering the most comprehensive overall proposal considering such factors as prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On September 25, 2023, the Board authorized the release of Request for Proposals (RFP) 3-2821, which was electronically issued on CAMM NET. The Project was advertised on September 25 and October 2, 2023, in a newspaper of general circulation. A pre-proposal conference was held on October 4, 2023, with 23 attendees representing 12 firms. Two 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.

On October 23, 2023, two proposals were received. A responsiveness review was conducted and determined that both proposals were responsive to the 15 percent Disadvantaged Business Enterprise goal. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management and Strategic Planning departments, as well as representatives from the cities of Buena Park and Irvine met to review both 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 | 25 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 25 percent |

Several factors were considered in developing the evaluation criteria weightings. The qualifications of the firm was weighted at 20 percent as the firm must demonstrate experience with signal synchronization and performance measures of a similar scope and scale. Staffing and project organization was weighted at 25 percent as the firm must demonstrate the level of expertise, resource availability, and involvement for the roles of the proposed project team. The work plan was weighted at 30 percent as the firm's proposed implementation plan and solution must be able to meet the functional and technical requirements and address challenges on a countywide project with multiple stakeholders. Cost and price was weighted at 25 percent to ensure that OCTA receives value for the services provided.

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

Firm and Location

Iteris, Inc. (Iteris)
Santa Ana, California

Kimley-Horn and Associates, Inc. (KHA)
Orange, California

On December 5, 2023, the evaluation committee conducted interviews with both firms. The interviews consisted of a presentation allowing each firm to present its qualifications, highlight its proposal, and respond to the evaluation committee questions. Each firm also discussed its staffing plan, work plan, and perceived project challenges. Each firm was asked general questions related to qualifications, staffing availability, proposed project organization, and approach to the work plan. Both firms were asked questions specific to their proposals

regarding their teams' approach to the requirements of the scope of work, management of the Project, coordination with the various agencies, and the proposed solutions toward achieving the Project goals.

After considering responses to the questions asked during the interviews, the evaluation committee made no adjustments to the preliminary scores of both firms. Iteris remained the top-ranked firm with the higher cumulative score.

Based on the evaluation of the written proposals and the information obtained during the interviews as well as cost and price, staff recommends Iteris as the top-ranked firm to provide services for the Project. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Both firms demonstrated relevant experience providing signal synchronization and performance monitoring services for agencies of similar size and for Orange County agencies participating in this Project.

Iteris was founded in 1987 and has an office located in the City of Santa Ana, California with access to over 460 employees in 16 offices nationwide. Iteris offers smart mobility infrastructure management and patented products that help detect, measure, and manage performance. The firm's recent experience includes Warner Avenue RTSSP, Main Street RTSSP, San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) and development of a Smart County Master Plan, and performance analytics and third-party data for the Utah Department of Transportation. Iteris has also completed more than 3,000 traffic signal timing or synchronization projects, covering over 27,000 intersections across 20 states that are used to control traffic flow for over 7,500 road miles. Iteris will utilize seven subconsultants. Iteris noted recent partnership with relevant scope to this Project for each subconsultant.

KHA was incorporated in 1967 with over 750 employees in 12 offices in California with a local office in the City of Orange, and access to over 7,500 employees nationwide. KHA is a full-service engineering, planning, and environmental consulting firm. The firm's recent experience includes serving on the OCTA on-call traffic engineering bench of contracts as a subconsultant, SigOps Statewide Traffic Signal Operations Program with the Georgia Department of Transportation, OCTA Traffic Signal Synchronization Master Plan and 2019 study, Program for Arterial System Synchronization by the Bay Area Metropolitan Transportation Commission, and Mobility Management Center Operations Enhancement Project in Austin, Texas. KHA proposed to utilize ten subconsultants, all of which have worked with KHA on past projects.

Staffing and Project Organization

Both firms proposed experienced project managers, key personnel, and subconsultants with relevant signal synchronization experience.

Iteris proposed a project team with extensive relevant experience where proposed staff have been involved in 70 out of 109 RTSSP projects led by OCTA or local agencies. Iteris' team includes subconsultants that have provided services on a similar scale to other transportation agencies. The proposed project manager has over 35 years of related experience, including managing multiple OCTA RTSSP projects, SBVCTSS, and the Development of a Smart County Master Plan for the San Bernardino County Transportation Authority. The proposed project manager has experience working with multiple stakeholders on a single project and will be responsible for coordinating efforts with all local agencies involved to ensure the Project is completed on time and within budget. Iteris proposed task leads who have over eight years of experience and were selected based on their direct local knowledge of the area to which they are assigned. The task leads have also been involved on past OCTA RTSSP projects and are familiar with the program's requirements.

KHA proposed an experienced and knowledgeable project team. The proposed project manager has over 20 years of experience delivering complex projects and has served as project manager for multiple projects including OCTA's RTSSP projects and OCTA's Traffic Signal Synchronization Master Plan. The deputy project manager has 15 years of experience in transportation engineering and will be responsible for day-to-day subconsultant coordination and administrative tasks. KHA's project team includes qualified and experienced subconsultants that meet the requirements of the scope of work, as well as providing outreach and consensus building services for the local agencies.

Work Plan

Both firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

Iteris presented a comprehensive and viable work plan that demonstrated an understanding of the Project and study area. Iteris' approach to the Project is to divide the study area into six zones to allow a more consistent number of signals in each zone, mindful of city boundaries so that no cities are split into separate zones, other than the City of Anaheim, due to the traffic patterns within the city. The firm proposed to utilize a comprehensive solution in its ClearGuide dashboard platform to provide corridor analytics which has also been used successfully on past OCTA RTSSP projects. Iteris is proposing a three-prong approach to completing the Project, the first of which includes leveraging data-driven decision-making processes. Next, a network-based approach will be utilized to create a "backbone" network that would coordinate with existing

corridors to provide more optimized improvements for a city as a whole. Lastly, a holistic approach will be implemented to involve Caltrans in establishing a project buy-in early on.

During the interview, the project team's presentation demonstrated an understanding of the Project and provided an overview of the different aspects of the Project, including the timing parameters and metrics to incorporate. The Iteris team detailed substantial cost savings in the development of the existing conditions, demonstrating a comprehensive understanding of synchronization challenges unique to each area. The Iteris team highlighted its experience working together on past projects and provided detailed responses to the evaluation committee's questions, further demonstrating its understanding of the Project.

KHA provided a detailed work plan that demonstrated an understanding of the Project scope of work, issues, and risks. The firm's project approach is centered around eight themes, which include: agency coordination and consensus building, concurrent projects, zone-based approach and overlapping areas, efficiency toolkit, corridor signal prioritization index, database management, project execution, and performance metrics. KHA's approach to the study area is to divide the County into four zones to develop optimized timing countywide and keep city boundaries in mind so as to not have a corridor cross two different cities. During the interview, the team discussed its qualifications and provided an overview of the methodology for completing the Project during the presentation with a focus on electronic tools and platforms for data management. While KHA understood the limited resources of the project stakeholders, the proposed solution presented multiple platforms that appeared to require extensive resources to populate, troubleshoot, and coordinate tools and meetings. The team members participated in responding to the evaluation committee's questions with detailed responses.

Cost and Price

Pricing scores were based on a formula, which assigned the higher score to the lower total firm-fixed price for the tasks to be completed and scored the other proposal's total firm-fixed price based on its relation to the lower total firm-fixed price. Iteris' proposed cost of \$9,630,000 and KHA's proposed cost of \$12,494,408 were both lower than the OCTA project manager's independent cost estimate of \$14,180,000.

Cost savings were realized by both firms due to the amount of existing available data that could be used for the Project. Iteris was the lower overall price and is therefore considered fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, work plan approach, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Iteris as the top-ranked firm to provide professional services for the Project. Iteris delivered a comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2023-24 Budget, Planning Division, Account No. 0017-7519-SPB01-HP9, and will be funded using the CMAQ and STBG program funds.

Summary

Staff requests the Board's authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-3-2821 between OCTA and Iteris, in the amount of \$9,630,000, for a five-year term, for professional services for the Project.

Attachments

- A. Review of Proposals, RFP 3-2821, Countywide Signal Synchronization Baseline
- B. Proposal Evaluation Criteria Matrix, RFP 3-2821, Countywide Signal Synchronization Baseline
- C. Contract History for the Past Two Years, RFP 3-2821, Countywide Signal Synchronization Baseline

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Review of Proposals

RFP 3-2821 Countywide Signal Synchronization Baseline

Presented to the Regional Transportation Planning Committee - February 5, 2024

Two proposals were received, two firms were interviewed, one firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments	Total Firm - Fixed Price
1	88	Iteris, Inc. Santa Ana, California	AET & Associates, Inc. AGA Engineers, Inc. AIM Traffic & Data, LLC Arcadis U.S., Inc. KOA Corporation Survey Count, Inc. System Metrics Group, Inc.	Firm has recent relevant experience performing signal synchronization services. Qualified team, including project manager, key personnel, and subconsultants with experience working together on recent signal synchronization projects. Project manager has comprehensive experience, which includes recent Orange County Transportation Authority Regional Traffic Signal Synchronization Program experience and has demonstrated experience working on similar projects. Comprehensive work plan leveraging data for decision making and utilizing existing tools for Project efficiency. Detailed presentation and interview with thorough responses to all interview questions. Positive references received.	\$9,630,000
2	79	Kimley-Horn and Associates, Inc. Orange, California	AIM Traffic & Data, LLC CLR Analytics, Inc. DKS Associates INRIX Michael Baker International National Data & Surveying Services Rock E. Miller & Associates Traffic Signal Coordination Technologies, Inc. Transportation & Energy Solutions, Inc. Wiltec, Inc.	Firm has recent relevant experience providing signal synchronization for projects of similar size and scope. Qualified team, including project manager, key personnel, technical staff, and subconsultants with experience working together on recent signal synchronization projects. Work plan demonstrated a good understanding of the project requirements and proposed enhancements for better stakeholder coordination. Comprehensive team presentation and interview with project specific responses to all questions. Positive references received.	\$12,494,408

Evaluation Panel: 6 Members

Internal:
Contracts Administration and Materials Management (1)
Strategic Planning (3)
External:
City of Buena Park (1)
City of Irvine (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

20%
25%
30%
25%

Acronym

RFP - Request for Proposal

PROPOSAL EVALUATION CRITERIA MATRIX
RFP 3-2821 Countywide Signal Synchronization Baseline

Iteris, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.50	4.00	4.00	4.50	4.00	4.50	4	17.0
Staffing/Project Organization	4.00	4.00	3.50	4.50	4.00	4.00	5	20.0
Work Plan	4.00	4.50	4.50	4.00	4.00	4.50	6	25.5
Cost and Price	5.00	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	87	88	86	90	85	90		88
Kimley-Horn and Associates, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.50	4.00	4.00	4.50	4.00	4.00	4	16.7
Staffing/Project Organization	4.00	4.00	4.00	4.00	3.50	4.00	5	19.6
Work Plan	4.00	4.00	4.00	4.00	3.50	4.00	6	23.5
Cost and Price	3.85	3.85	3.85	3.85	3.85	3.85	5	19.3
Overall Score	81	79	79	81	74	79		79

Acronym

RFP - Request for Proposal

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 3-2821 Countywide Signal Synchronization Baseline

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Iteris, Inc.						
Contract Type: Contract Task Order	C-4-1316	On-Call Traffic Engineering and Related Services for Regional Traffic Signal Synchronization Program	May 11, 2015	June 30, 2023		\$ 2 414,485
<i>Subconsultants:</i>						
<i>None</i>						
Contract Type: Contract Task Order	C-8-2075	Traffic Operations Analysis Services	April 30, 2019	March 31, 2022		\$ 49,800
<i>Subconsultants:</i>						
<i>None</i>						
Contract Type: Firm-Fixed Price	C-9-1066	Intelligent Transportation Systems and Traffic Engineering Services for Main Street Regional Traffic Signal Synchronization Project	December 23, 2019	December 31, 2023		\$ 610,264
<i>Subconsultants:</i>						
<i>None</i>						
Contract Type: Contract Task Order	C-9-1812	On-Call Traffic Engineering and Related Services for Regional Traffic Signal Synchronization Program	March 9, 2021	August 19, 2022		\$ 1 875,425
<i>Subconsultants:</i>						
<i>Crosstown Electrical & Data, Inc.</i>						
Contract Type: Firm-Fixed Price	C-8-2038	Intelligent Transportation Systems and Traffic Engineering Services for the Katella Avenue Regional Traffic Signal Synchronization Project	June 18, 2020	June 30, 2024		\$ 689,352
<i>Subconsultants:</i>						
<i>Michael Baker International</i>						
<i>National Data and Surveying Services, Inc.</i>						
Total						\$47,639,326.00

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Kimley-Horn and Associates, Inc.						
Contract Type: Contract Task Order	C-4-1806	On-Call Traffic Engineering and Related Services for Regional Traffic Signal Synchronization Program	June 26, 2018	June 30, 2023		\$ 23,414,485
<i>Subconsultants:</i>						
<i>Crosstown Electrical & Data, Inc.</i>						
Contract Type: Firm-Fixed Price	C-0-2172	2009 Traffic Signal Synchronization Master Plan for Orange County Update	May 28, 2020	May 31, 2022		\$ 249,653.00
<i>Subconsultants:</i>						
<i>KOA Corporation</i>						
<i>Rock E. Miller & Associates</i>						
Contract Type: Firm-Fixed Price	C-1-3273	Santa Ana Transit Cooperative Study	April 19, 2021	April 30, 2022		\$ 249,400.00
<i>Subconsultants:</i>						
<i>Cambridge Systematics, Inc.</i>						
<i>Texas A&M Transportation Institute</i>						
Contract Type: Firm-Fixed Price	C-1-3653	Transit Asset Management Plan Update	November 18, 2021	October 31, 2022		\$ 174,860.00
<i>Subconsultants:</i>						
<i>Jacobs Engineering Group, Inc.</i>						
Total						\$24,088,398.00

Acronyms

No. - Number

RFP - Request for Proposal