



# **AGENDA**

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

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### **Committee Members**

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

Orange County Transportation Authority  
Headquarters  
Conference Room 07  
550 South Main Street  
Orange, California

**Monday, November 2, 2020 at 10:30 a.m.**

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

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

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

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

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

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



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

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

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

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

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

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**

**Call to Order**

**Roll Call**

**Pledge of Allegiance**

Committee Chairman M. Murphy

**1. Public Comments**

**Special Calendar**

There are no Special Calendar matters.

**Consent Calendar (Items 2 through 6)**

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

**2. Approval of Minutes**

Approval of the minutes of the Regional Planning and Highways Committee meeting of October 5, 2020.





**3. Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services for the Warner Avenue Regional Traffic Signal Synchronization Program Project**

Amy Tran/Kia Mortazavi

**Overview**

On May 11, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for a consultant to provide traffic and intelligent transportation systems engineering services for the Warner Avenue Regional Traffic Signal Synchronization Program Project. Board of Directors' approval is requested for the selection of the firm to perform the required work.

**Recommendations**

- A. Approve the selection of Iteris, Inc., as the firm to provide traffic and intelligent transportation systems engineering services for the Warner Avenue Regional Traffic Signal Synchronization Program Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2020 between the Orange County Transportation Authority and Iteris Inc., to provide traffic and intelligent transportation systems engineering services for the Warner Avenue Regional Traffic Signal Synchronization Program Project.

**4. Service Authority for Freeway Emergencies Call Box Upgrade and Reduction Plan**

Patrick Sampson/Jennifer L. Bergener

**Overview**

The Orange County Service Authority for Freeway Emergencies assists motorists and mitigates traffic congestion through its Freeway Call Box, 511 Motorist Assistance and Traveler Information, and Freeway Service Patrol programs. Staff is requesting Board of Directors' approval to reduce the number of freeway call boxes while performing a required equipment upgrade.

**Recommendation**

Authorize staff to reduce the number of freeway call boxes operated by the Orange County Service Authority for Freeway Emergencies as part of a required call box radio upgrade.



**5. Agreement for Measure M2 Environmental Mitigation Program Interim Biological Preserve Monitoring**  
Lesley Hill/Kia Mortazavi

**Overview**

Consultant services are needed to provide biological monitoring of the conservation lands acquired through the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program. Board of Directors' approval is requested to execute an agreement to perform the required work.

**Recommendations**

- A. Approve the selection of Glenn Lukos Associates, Inc., as the firm to provide biological monitoring of the Orange County Transportation Authority's acquired conservation lands.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2479 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$350,000, to provide biological monitoring of the Orange County Transportation Authority's acquired conservation lands for a three-year term.

**6. Regional Planning Update**  
Warren Whiteaker/Kia Mortazavi

**Overview**

Regional planning updates are provided regularly to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy and the state's California Transportation Plan 2050.

**Recommendation**

Receive and file as an information item.



## Regular Calendar

### 7. Amendments to the Master Plan of Arterial Highways

Stephanie Chhan/Kia Mortazavi

#### Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Santa Ana has requested multiple amendments to the Master Plan of Arterial Highways. These amendments are subject to approval by the Board of Directors and are recommended to be contingent on an executed memorandum of understanding to address potential impacts. A status update on the active Master Plan of Arterial Highways amendments is also provided.

#### Recommendations

- A. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a final memorandum of understanding specifying roles and responsibilities for implementation of proposed actions related to the Master Plan of Arterial Highways amendment request. Participating agencies include the cities of Fountain Valley, Santa Ana, Tustin, and the Orange County Transportation Authority.
  
- B. Conditionally approve the following amendment to the Master Plan of Arterial Highways to:
  - 1. Reclassify the following streets from a secondary (four-lane, undivided) arterial to a divided collector (two-lane divided):
    - i. Cambridge Street between Fairhaven Avenue and State Route 22.
    - ii. Santa Clara Avenue between Grand Avenue and Tustin Avenue.
    - iii. Broadway Street between 1st Street and 17th Street.
    - iv. Penn Way between Interstate 5 southbound on/off-ramps and Washington Avenue.
    - v. Santiago Avenue between Washington Avenue and 6th Street.
    - vi. Standard Avenue between 6th Street and Warner Avenue.
    - vii. Civic Center Drive between Fairview Street and Bristol Street.
    - viii. Hazard Avenue between Euclid Street and Harbor Boulevard.



**7. (Continued)**

- ix. Raitt Street between Segerstrom Avenue and Santa Ana Boulevard.
- x. McFadden Avenue between Harbor Boulevard and Grand Avenue.
- xi. Flower Street between Warner Avenue and First Street.
- xii. Halladay Avenue between Warner Avenue and Dyer Road.
- xiii. Chestnut Avenue between Standard Avenue and Grand Avenue.
- 2. Reclassify Civic Center Drive between French Street and Santiago Street, from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial.
- 3. Reclassify 1st Street between Bristol Street and Tustin Avenue, from a major (six-lane, divided) to a primary (four-lane, divided) arterial.
- 4. Reclassify Chestnut Avenue between Grand Avenue the eastern city limit, from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial.
- 5. Remove the following facilities from the Master Plan of Arterial Highways:
  - i. Flower Street between 17th Street and its northern terminus.
  - ii. Logan Street between Stafford Street and Santa Ana Boulevard.
  - iii. Stafford Street between proposed Logan Street and Santiago Street.

The proposed amendment will become final contingent upon the Orange County Transportation Authority (1) fully executing a final memorandum of understanding with the cities of Fountain Valley, Santa Ana, and Tustin, and (2) receiving documentation that the City of Santa Ana has complied with the requirements of the California Environmental Quality Act and have amended their general plan.

If the original proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.



**7. (Continued)**

- C. Conditionally approve the amendment to the Master Plan for Arterial Highways for Fairhaven Avenue between Grand Avenue to Tustin Avenue from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial. The proposed amendment will become final contingent upon the Orange County Transportation Authority receiving documentation that the cities of Santa Ana and Orange have complied with the requirements of the California Environmental Quality Act and have amended their respective general plans.

If the cities of Santa Ana and Orange do not update their respective general plans within three years to reflect the Master Plan of Arterial Highway amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the original proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

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

**8. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55**

Niall Barrett/James G. Beil

**Overview**

On June 22, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required work.



**8. (Continued)**

**Recommendations**

- A. Approve the selection of TranSystems Corporation as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2371 between the Orange County Transportation Authority and TranSystems Corporation for the preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.

**9. Active Transportation Program Biannual Update**

Peter Sotherland/Kia Mortazavi

**Overview**

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

**Recommendation**

Receive and file as an information item.

**Discussion Items**

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

**11. Committee Members' Reports**

**12. Closed Session**

There are no Closed Session items scheduled.

**13. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, December 7, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



**Committee Members Present  
Via Teleconference**

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

**Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Martha M. Ochoa, Assistant Clerk of the Board  
Laurena Weinert, Clerk of the Board  
James M. Donich, General Counsel (Via Teleconference)

**Committee Members Absent**

Miguel Pulido

**Call to Order**

The October 5, 2020 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:31 a.m.

**Roll Call**

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

**Pledge of Allegiance**

Committee Chairman M. Murphy led the Pledge of Allegiance.

**1. Public Comments**

There were no public comments.

**Special Calendar**

There were no Special Calendar matters.

**Consent Calendar (Items 2 through 8)**

**2. Approval of Minutes**

A motion was made by Director Muller, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to approve the minutes of the Regional Planning and Highways Committee meeting of September 3, 2020.



**3. Agreement for Facility Modifications at Santa Ana Bus Base for the Interstate 405 Toll Operations Center**

A motion was made by Director Muller, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Find Reed Family Enterprises, Inc., the apparent low bidder, as non-responsive for failure to meet the federal requirement for Disadvantaged Business Enterprise participation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2191 between the Orange County Transportation Authority and Dalke & Sons Construction, Inc., the lowest responsive, responsible bidder, in the amount of \$636,680, for facility modifications at the Santa Ana Bus Base for the Interstate 405 Express Lanes Toll Operations Center.

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

A motion was made by Director Muller, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,200,000, to provide additional extra maintenance work.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 78 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$537,436, to provide parking lot improvements at the United States Postal Service property.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 79 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$270,528, to provide an extension of the third westbound lane on Talbert Avenue to Cashew Street.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 80 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$579,604, to provide a temporary bypass waterline for the Goldenwest Street overcrossing bridge.





**5. Amendment to Cooperative Agreement with the City of Fountain Valley for the Interstate 405 Improvement Project**

A motion was made by Director Muller, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-5-3613 between the Orange County Transportation Authority and the City of Fountain Valley, in the amount of \$374,000, for the procurement and installation of emergency vehicle preemption at 28 proposed signal locations, as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$5,023,708.

**6. Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55 and Authority to Acquire Right-of-Way**

A motion was made by Director Muller, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2583 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$970,000, to perform right-of-way support services for the State Route 91 Improvement Project between State Route 57 and State Route 55.
- B. Authorize the use of up to \$39.602 million in State Route 91 Express Lanes excess revenue funding for right-of-way capital and right-of-way support services for the following projects:
  - State Route 91 from State Route 55 to Lakeview Avenue (Segment 1) - \$5.926 million
  - State Route 91 from La Palma Avenue to State Route 55 (Segment 2) - \$28.166 million
  - State Route 91 from Acacia Street to La Palma Avenue (Segment 3) - \$5.510 million
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.
- D. Authorize the Chief Executive Officer to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary real property interests and necessary utility relocations.



**7. 2020 Project X - Environmental Cleanup Program Tier 1 Call for Projects - Programming Recommendations**

A motion was made by Director Muller, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to approve 12 projects, in the amount of \$2,800,000, for the 2020 Tier 1 Environmental Cleanup Program Tier 1 call for projects.

**8. Regional Traffic Signal Synchronization Program Update**

A motion was made by Director Muller, seconded by Director Delgleize, and following a roll call vote, declared passed 6-0, to received and file as an information item.

### **Regular Calendar**

**9. Consultant Selection for the Preparation of Project Report and Environmental Document for the Interstate 5 Improvement Project from San Diego County Line to Avenida Pico**

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Rose Casey, Director of Highway Programs, who reported on the following:

- Interstate 5 Improvement Project overview,
- Procurement approach,
- Consultant project manager experience,
- Staff recommendations.

A motion was made by Director Bartlett, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of Advanced Civil Technologies as the firm to prepare the project report and environmental document for the Interstate 5 improvement project from the San Diego County Line to Avenida Pico.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2335 between the Orange County Transportation Authority and Advanced Civil Technologies to prepare the project report and environmental document for the Interstate 5 improvement project from the San Diego County Line to Avenida Pico.



## **Discussion Items**

### **10. Chief Executive Officer's Report**

Darrell E. Johnson, CEO, reported on the following:

- South Orange County Multimodal Transportation Study –
  - Orange County Transportation Authority (OCTA) is conducting the South Orange County Multimodal Transportation Study that will consider transportation needs in south Orange County.
  - The study will identify improvements for all modes of transportation through 2045.
  - OCTA is hosting a virtual public webinar for this study tomorrow from 5:30 p.m. to 6:30 p.m.
  - To learn more, take the online survey, or attend the webinar please visit [octa.net/SouthOCStudy](http://octa.net/SouthOCStudy).
  
- Freeway Bus Rapid Transit (BRT) Study –
  - Earlier this year, in partnership with California Department of Transportation, OCTA initiated a BRT Concept Study to develop a conceptual plan for two freeway BRT routes:
    - The Interstate 5 from the Fullerton Park and Ride to the Laguna Niguel/Mission Viejo Metrolink Station
    - The State Route 55 from the Santa Ana Regional Transportation Center to Hoag Hospital in Newport Beach
  - Freeway BRT service leverages existing and planned high-occupancy vehicle lanes on freeways and is designed to augment transit service along major arterials.
  - OCTA is hosting a virtual public webinar on Wednesday, October 14 from 5:30 p.m. to 6:30 p.m.
  - To register for this webinar, take the online survey, and get more information at [octa.net/freewayBRT](http://octa.net/freewayBRT).



**11. Committee Members' Reports**

There were no Committee Member's reports.

**12. Closed Session**

There were no Closed Session items scheduled.

**13. Adjournment**

The Regional Planning and Highways Committee meeting adjourned at 10:42 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, November 2, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

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Mark A. Murphy  
Committee Chairman

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Martha M. Ochoa  
Assistant Clerk of the Board



**November 2, 2020**

**To:** Regional Planning and Highways Committee

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

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

**Subject:** Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services for the Warner Avenue Regional Traffic Signal Synchronization Program Project

### **Overview**

On May 11, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for a consultant to provide traffic and intelligent transportation systems engineering services for the Warner Avenue Regional Traffic Signal Synchronization Program Project. Board of Directors' approval is requested for the selection of the firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Iteris, Inc., as the firm to provide traffic and intelligent transportation systems engineering services for the Warner Avenue Regional Traffic Signal Synchronization Program Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2020 between the Orange County Transportation Authority and Iteris Inc., to provide traffic and intelligent transportation systems engineering services for the Warner Avenue Regional Traffic Signal Synchronization Program Project.

### **Discussion**

The Orange County Transportation Authority (OCTA) was awarded funds from SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridors Program (SCCP) for the Warner Avenue Regional Traffic Signal Synchronization Program (RTSSP) Project. OCTA will lead and administer this multi-agency traffic signal synchronization project. OCTA requires the services of a highly specialized traffic and intelligent transportation systems (ITS) engineering firm to accomplish this project.

The Warner Avenue RTSSP Project will synchronize 42 signalized intersections over approximately 13 miles. The limits of the project are from Pacific Coast Highway to Pullman Street, and the project includes participation by the cities of Fountain Valley, Huntington Beach, and Santa Ana. The project goals are to improve travel times, reduce greenhouse gas emissions, and provide savings to motorists in reduced fuel consumption through new optimized coordinated synchronized traffic signal timing at all intersections along the project limits, consistent with previous countywide signal synchronization goals.

***Procurement Approach***

This procurement was handled in accordance with OCTA’s Board of Directors (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. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted on the basis of 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.

The Board authorized the release of Request for Proposals (RFP) 0-2020 on May 11, 2020, which was electronically issued on CAMM NET. The project was advertised on May 11 and 18, 2020, in a newspaper of general circulation. A pre-proposal conference was held on May 21, 2020, with 26 attendees representing ten firms. Three addenda were issued to provide pre-proposal conference information, responses to questions received, and handle administrative issues related to the RFP.

On June 16, 2020, seven proposals were received. An evaluation committee consisting of members from Contracts Administration and Materials Management and Strategic Planning departments, as well as external representatives from the cities of Seal Beach and Huntington Beach met to review all submitted proposals.

The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- |                                     |            |
|-------------------------------------|------------|
| ▪ Qualifications of the Firm        | 25 percent |
| ▪ Staffing and Project Organization | 40 percent |
| ▪ Work Plan                         | 35 percent |

Several factors were considered in developing the criteria weightings. Qualifications of the firm evaluated the firm's experience in performing work of similar scope and size. Staff assigned the greatest level of importance to staffing and project organization, as the qualifications and availability of the project manager, key task leaders, and staff resources are of most significance to the successful and timely delivery of the project. Likewise, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the project, project challenges, and the team's approach to implementing the various elements of the scope of work. The technical approach is critical to the successful performance of the project.

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

Firm and Location

Advantec Consulting Engineers (ACE)  
Irvine, California

Albert Grover & Associates, Inc. (AGA)  
Fullerton, California

Iteris, Inc. (Iteris)  
Santa Ana, California

KOA Corporation (KOA)  
Orange, California

The evaluation committee interviewed the short-listed firms on August 31 and September 2, 2020. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Firms also highlighted their staffing plans, availability of resources, work plans, and perceived project issues. Each team was asked general questions regarding its approach to the requirements of the scope of work, work plans, management of the projects, coordination with various agencies, experience with similar projects, and the team's solutions in achieving the project's goals.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends Iteris as the firm to provide traffic and ITS engineering services for the Warner Avenue RTSSP Project. This firm ranked highest amongst the proposing firms based on the team's relevant experience in

traffic and ITS engineering services. Iteris' proposed team is comprised of qualified key personnel with relevant and recent experience in traffic signal synchronization and ITS projects. The firm demonstrated an understanding of the project requirements and presented a comprehensive work plan addressing key issues that are critical to the success of the project. The following is a summary of the proposal evaluation results.

#### Qualifications of Firm

Iteris specializes in transportation planning, engineering, and technology services since 1987. The firm has 450 employees and 19 offices across the United States, including an office in the City of Santa Ana. Iteris has experience in traffic engineering and design, ITS, transportation planning, initial impact studies, transportation modeling, systems engineering, and other transportation technologies both nationally and internationally. Iteris has extensive experience in performing services of similar scope and magnitude. Recent and relevant projects include: OCTA's Project P corridors – Bristol Street, Brookhurst Street, Katella Avenue, Main Street, and Pacific Coast Highway RTSSP projects. The City of Irvine's projects include Culver Avenue, MacArthur Boulevard, and Von Karman Avenue RTSSP projects. Additionally, Iteris has completed numerous RTSSP projects with the cities of Anaheim, Buena Park, Mission Viejo, and Santa Ana.

KOA was founded in 1987 and provides traffic engineering, civil engineering, as well as ITS-related and transportation planning services. KOA has a project office in the City of Orange and various other locations in California, with more than 114 staff members. KOA specializes in traffic engineering projects. Recent and similar projects in signal timing optimization and related services include: OCTA's Traffic Signal Synchronization Master Plan, Los Angeles County Department of Public Works Traffic Signal Synchronization Projects (TSSP), City of Azusa Traffic Management Systems Engineering, City of Coachella TSSP, in addition to various TSSP projects with the cities of Beverly Hills, Inglewood, Long Beach, and Whittier.

AGA is a multi-disciplinary engineering firm specializing in municipal and transportation engineering services. The firm was founded in 1993 and has relevant experience with traffic engineering, traffic signal synchronization, transportation planning, project management, monitoring and operational controls of traffic signal systems, and ITS-related services. AGA has an office in the City of Fullerton with 19 employees. AGA has provided services to local agencies in Southern California for traffic engineering and ITS projects.



Recent and relevant projects for OCTA and other agencies in Orange County include: Orange County Traffic Signal Coordination Program, Tustin Avenue/Rose Drive, Bolsa Avenue/First Street RTSSP, Adams Avenue RTSSP, and Antonio Parkway TSSP.

ACE specializes in multimodal transportation planning, engineering, and technology services since 1998. The firm has 35 employees and six offices, including an office in City of Irvine. ACE has demonstrated experience in traffic engineering, traffic studies, transportation planning and engineering, complete streets, smart cities, traffic signal timing, traffic coordination and operations, ITS, and automated transportation technologies. Recent and similar projects include: OCTA's traffic engineering and ITS RTSSP for Los Alisos and Garden Grove Boulevard, Irvine Boulevard RTSSP, San Clemente Camino Vera Cruz Corridor TSSP, Fairview Road Traffic Signal Synchronization (TSS) Plan, Citywide Traffic Message Center (TMC) and ITS Improvements, other regional TSS programs, and work for the Coachella Valley Association of Governments.

#### Staffing and Project Organization

The short-listed firms proposed qualified project managers, key personnel, and subconsultants with extensive knowledge in traffic engineering and ITS services.

Iteris' proposed project team demonstrated experience in transportation engineering, transportation planning, ITS, and traffic engineering. The project manager has 30 years of experience in the industry with transportation systems and analysis, planning and design, traffic engineering, and signal timing design and implementation. The senior advisor and quality assurance/quality control (QA/QC) manager has over 20 years of experience in leadership on numerous mobility projects internationally, with focus in the application of technologies, including the development, design, and implementation of subsystems of arterial, highway, and transit signal systems upgrades, fiber optic communication networks, and freeway traffic management systems. Iteris' senior project engineer has extensive experience in the field of transportation engineering, signal operations, managing and designing traffic engineering and ITS projects for numerous agencies, and has successfully delivered plans, specifications, and estimate packages for using a platform-based approach signal timing coordination.

The project team consists of specialists and leaders in transportation planning, civil and traffic engineering, signal synchronization projects, and advanced transportation management systems integrators. Iteris' key personnel include task leaders and support staff experienced in ITS, traffic engineering, operations, maintenance and monitoring, systems communications, traffic data collection, traffic management centers, and signal improvements.

Iteris' support team includes the ITS and signal infrastructure and installation experience of Siemens Mobility (Siemens), which is proposed to play a key role in the areas of equipment implementation, utility coordination, electrical integration, and construction. Availability of Siemens staff and resources is critical to the project goals, team collaboration, successful delivery, and implementation of the project. Iteris' project team has successfully worked together for many years on numerous traffic engineering and ITS projects, and demonstrated experience working on numerous projects of similar size and scope. Roles for assigned staff were clearly defined.

KOA's proposed project team has experienced and qualified personnel. The proposed project manager has 12 years of experience managing traffic and civil engineering projects throughout Southern California and performed similar tasks for various cities and agencies in Los Angeles County. The QA/QC manager has 38 years of experience in transportation planning and traffic design on highway, transit, and bicycle projects. These projects include design for traffic signals, street lighting, signing, and striping and worksite traffic control. The signal timing task leader has more than 28 years of experience in transportation and planning, roadway design, traffic design, and transportation modeling and studies. The key personnel have successfully worked together on similar projects and are experienced in ITS, traffic engineering, operation maintenance and monitoring, systems communications, traffic data collection, signal improvements, and demonstrated knowledge on recent relevant projects in signal synchronization, signal improvement, communication design, and equipment implementation and installation. KOA's tasks leaders and support staff have experience working together on signal timing optimization, traffic signal master plans, and various signal and ITS projects.

AGA's proposed team is experienced in traffic engineering operational projects for traffic signal timing and coordination, utilizing the firm's in-house traffic management systems. The proposed project manager has over 25 years of experience in traffic and transportation, and has managed over 11 different traffic engineering, traffic signal synchronization, and ITS projects for OCTA since 1998. AGA's proposed QA/QC manager has been extensively involved in ITS design, signal coordination planning, and traffic signal design. AGA's senior transportation engineers have been instrumental in developing hundreds of signal timing plans throughout Orange County under OCTA's TSSP. AGA's key personnel and support staff have experience in traffic operations and transportation engineering services, including traffic signal timing, operational analysis, traffic signal and communication design, and systems engineering for ITS. AGA's proposed team has worked together successfully implementing numerous transportation signal timing and synchronization projects.

ACE proposed an experienced project team with knowledge and relevance in transportation engineering, transportation planning, and traffic engineering. The proposed project manager has 20 years of experience as project manager and operations task leader in traffic operations and traffic engineering and conducting and managing traffic signal synchronization and ITS projects. ACE's proposed task leader has 29 years of experience in the field of ITS engineering, transportation planning and design, and traffic engineering services. The project team consists of a senior advisor with over 30 years of experience in traffic engineering and transportation planning. The task leaders and support team consist of transportation planners, civil and traffic engineers, and signal synchronization and traffic coordinators. ACE's key personnel are experienced in ITS, traffic engineering, traffic safety, operations, maintenance and monitoring, systems communications, data collection, and TMC and signal improvements. The project team and key support staff have worked together on recent projects of similar size and scope.

#### Work Plan

The work plans of all four short-listed firms met the scope of work requirements of the RFP, and each firm effectively discussed its approach to the project.

Iteris' work plan conveyed an understanding of the project's key requirements, project challenges, and proposed solutions. The work plan discussed the approach to specific tasks to be accomplished, details of each intersection, and the proposed recommendations of traffic signal equipment to improve synchronization. Iteris' team demonstrated awareness, addressed challenges, and suggested solutions due to the coronavirus (COVID-19) impacts on traffic patterns, and the potential effects of schools, parks, residences, retail shops, restaurants, and industrial areas. The work plan identified ITS and communications upgrades, fiber optic communication improvements, and traffic signal upgrades for enhancements of the signal timing and synchronization throughout each intersection. Iteris' proposed project approach discussed the current COVID-19 traffic patterns and proposed the Clear Guide smart mobility platform advanced technologies as a solution to provide real-time monitoring of traffic flow, and the firm conducted travel time studies and field observations to identify possible problems. In the interview, Iteris demonstrated understanding of the work plan, described the design, implementation, operation, and monitoring phases of the project, and presented improvements to signal timing and intersection solutions.

KOA's proposed work plan demonstrated an understanding of the project's key requirements, challenges, and applied recommendations and solutions. The work plan discussed the firm's proactive project management approach including specifics on the tasks to be performed and identified potential constraints. KOA proposed signal synchronization timing to be performed at each intersection, and suggested traffic signal upgrade recommendations. KOA demonstrated knowledge and its research of the corridor, and a thorough understanding of the project by identifying the traffic conditions, pedestrian and school activity, as well as signal synchronization timing and delays. KOA addressed the COVID-19 traffic impacts, and anticipated challenges and strategies. KOA's work plan proposed examples of signal equipment upgrades, traffic signal solutions, TMC improvements, as well as systems equipment and value-added components of performance measures. During the interview, the project team demonstrated their knowledge related to traffic synchronization projects and presented specific details of the project's challenges.

The work plan for AGA demonstrated an understanding of project requirements and challenges. The work plan discussed corridor traffic signal timing strategy and recommendations for modified traffic signal equipment improvements. AGA demonstrated knowledge of the corridor and understanding of the current traffic signal synchronization and potential impacts. AGA's work plan proposed a field review and incorporation of the latest technologies for signal traffic enhancements. The workplan discussed traffic performance operation monitoring, heavy traffic volumes, and pedestrian traffic challenges. The firm demonstrated understanding of traffic conditions and signal synchronization timing and delays. AGA discussed possible corridor issues and proposed solutions for traffic signal optimization and signal timing analysis implementation during the interview.

The work plan for ACE conveyed a clear project understanding including project management approach, QA/QC methods, proposed equipment and communication upgrades, and infrastructure signal improvements. The firm's work plan demonstrated knowledge of the traffic signal analysis and implementation plans, upgrades to equipment to improve synchronization, and identification of traffic conditions and solutions. ACE's work plan conveyed an understanding of the existing traffic conditions, specific corridor characteristics, and proposed solutions and improvements at each intersection. The work plan described reviewing existing transportation infrastructures, traffic patterns, impact studies, and corridor enhancements. The interview demonstrated their understanding of issues, proposed solutions, and equipment upgrades to improve signal synchronization; however, the interview responses lacked detail.

### Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of Iteris as the top-ranked firm to provide traffic and ITS engineering services for the Warner Avenue RTSSP Project. Iteris demonstrated an understanding of the project requirements and submitted a comprehensive work plan addressing key issues and proposed improvements. Iteris presented a thorough interview highlighting the firm's availability of staff and resources, which is critical to the successful delivery of the project.

### Fiscal Impact

The project is included in OCTA's Fiscal Year 2020-21 Budget, Strategic Planning Division, Account 0017-7519-SPF32-P57. Staff has secured funds in the amount of \$4,092,124 (80 percent) from the SCCP. Measure M2 will provide \$818,425 (16 percent). The local agencies will provide \$204,451 (four percent) of the total project cost in matching funds.

### ***Summary***

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2020 with Iteris, Inc., to provide traffic and intelligent transportation systems engineering services for the Warner Avenue Regional Traffic Signal Synchronization Program Project.

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***Attachments***

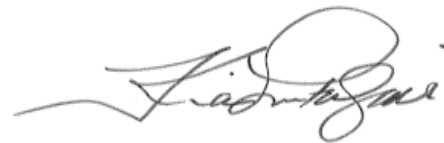
- A. Review of Proposals, Request for Proposals 0-2020 Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for Warner Avenue Regional Traffic Signal Synchronization Program Project
- B. Proposal Evaluation Criteria Matrix - (Short-Listed Firms), Request for Proposals 0-2020 Consultant Services for Traffic Engineering and Intelligent Transportation Systems Services for Warner Avenue Regional Traffic Signal Synchronization Program Project
- C. Contract History for the Past Two Years, Request for Proposals 0-2020, Consultant Services for Traffic Engineering and Intelligent Transportation Systems Services for Warner Avenue Regional Traffic Signal Synchronization Program Project

**Prepared by:**



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Transportation Analyst, Principal  
Regional Modeling - Traffic Operations  
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Interim Director, Contracts Administration and  
Materials Management  
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Request for Proposals 0-2020 Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for Warner Avenue Regional Traffic Signal Synchronization Program Project

Presented to the Regional Planning and Highways Committee - November 2, 2020  
 Seven proposals received, four firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	82	Iteris, Inc. Santa Ana, California	Siemens Mobility Aim Traffic Data LLC	<p>Experienced firm specializing in traffic engineering, signal synchronization, transportation planning, design, and intelligent transportation systems (ITS).</p> <p>Proposed project manager has 30 years of experience in transportation analysis, design, traffic engineering, and signal timing optimization.</p> <p>Proposed team has experience in traffic engineering, intelligent transportation services, planning, impact studies, and transportation modeling.</p> <p>Proposed team has successfully worked together on traffic engineering and ITS projects, and demonstrated experience working on projects of similar scope and magnitude.</p> <p>Proposed team has experienced staff and availability for successful delivery and implementation of the project.</p> <p>Work plan demonstrated an understanding of project requirements, challenges, and discussed coronavirus (COVID-19) impacts, challenges, and recommendations.</p> <p>Interview demonstrated an understanding of the work plan and described design, implementation, operations of the project, and presented improvements and solutions.</p>
2	78	KOA Corporation Orange, California	Kimley-Horn and Associates, Inc. Crosstown Electrical and Data, Inc. Aim Traffic Data LLC	<p>Experienced firm in traffic engineering, transportation planning, and technology services.</p> <p>Project manager has over 12 years of experience in traffic and transportation.</p> <p>Proposed project manager and team have experience working together on signal and traffic synchronization projects.</p> <p>Proposed key tasks leaders and support staff are experienced in signal timing optimization, traffic signal master plans, and ITS projects.</p> <p>Work plan demonstrated a good understanding of the project requirements, challenges, and applied recommendations, and addressed COVID-19 impacts.</p> <p>Interview demonstrated knowledge of traffic synchronization projects, project's challenges, and corridor solutions.</p>
3	71	Albert Grover & Associates, Inc. Fullerton, California	Crosstown Electrical and Data, Inc. Aim Traffic Data LLC	<p>Experienced firm in traffic engineering, signal synchronization, and ITS.</p> <p>Project manager has over 25 years of experience in traffic engineering, transportation planning, and signal synchronization projects.</p> <p>Proposed team experienced in traffic engineering projects for traffic signal timing and coordination utilizing in-house traffic management systems.</p> <p>Proposed key staff have successfully worked on relevant signal timing synchronization and ITS projects.</p> <p>Work plan demonstrated an understanding of project requirements and project challenges.</p> <p>Interview discussed signal timing analysis, implementation, and corridor solutions.</p>
4	68	Advantec Consulting Engineers, Inc. Irvine, California	Crosstown Electrical and Data, Inc. Counts Unlimited, Inc.	<p>Experienced firm in multimodal transportation planning, engineering, and technology services.</p> <p>Proposed project manager has 30 years of experience in ITS and traffic engineering projects, together on project of similar size and scope.</p> <p>Proposed key staff are experienced in ITS, traffic engineering, operations, monitoring, and systems communications.</p> <p>Work plan demonstrated project understanding, management approach, and proposed equipment improvements.</p> <p>Interview discussed issues, solutions, and upgrades; however, answers to questions lacked details.</p>

**Evaluation Panel:**

- Internal:
  - Contracts Administration and Materials Management (1)
  - Strategic Planning (3)
- External:
  - City of Seal Beach (1)
  - City of Huntington Beach (1)

**Proposal Criteria**

- Qualifications of the Firm
- Staffing and Project Organization
- Work Plan

**Weight Factors**

- 25%
- 40%
- 35%

**PROPOSAL EVALUATION CRITERIA MATRIX - (Short-Listed Firms)**

**Request for Proposals 0-2020 Consultant Services for Traffic Engineering and Intelligent Transportation Systems Services for Warner Avenue Regional Traffic Signal Synchronization Program Project**

<b>Firm: Iteris, Inc.</b>							<b>Weights</b>	<b>Criteria Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
<b>Qualifications of Firm</b>	4.0	4.0	4.0	4.0	4.0	4.5	5.00	20.4
<b>Staffing/Project Organization</b>	4.0	4.0	3.5	4.0	4.0	4.0	8.00	31.3
<b>Work Plan</b>	4.5	4.5	4.0	4.0	4.0	4.5	7.00	29.8
<b>Overall Score</b>	83.5	83.5	76.0	80.0	80.0	86.0		82

<b>Firm: KOA Corporation</b>								
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
<b>Qualifications of Firm</b>	4.0	4.0	3.5	4.0	4.0	4.0	5.00	19.6
<b>Staffing/Project Organization</b>	4.0	4.0	3.5	4.0	4.0	4.0	8.00	31.3
<b>Work Plan</b>	4.0	4.0	3.5	3.5	4.0	4.0	7.00	26.8
<b>Overall Score</b>	80.0	80.0	70.0	76.5	80.0	80.0		78

<b>Firm: Albert Grover &amp; Associates, Inc.</b>							<b>Weights</b>	<b>Criteria Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
<b>Qualifications of Firm</b>	4.0	4.0	4.5	4.0	4.0	4.0	5.00	20.4
<b>Staffing/Project Organization</b>	3.0	3.5	3.5	3.5	3.0	3.0	8.00	26.0
<b>Work Plan</b>	3.5	3.5	4.0	3.0	3.5	3.5	7.00	24.5
<b>Overall Score</b>	68.5	72.5	78.5	69.0	68.5	68.5		71

<b>Firm: Advantec Consulting Engineers, Inc.</b>							<b>Weights</b>	<b>Criteria Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>		
<b>Qualifications of Firm</b>	3.5	4.0	4.0	3.5	3.5	4.0	5.00	18.8
<b>Staffing/Project Organization</b>	3.0	3.0	3.5	3.0	3.0	3.0	8.00	24.7
<b>Work Plan</b>	3.5	3.5	3.5	3.5	3.5	3.5	7.00	24.5
<b>Overall Score</b>	66.0	68.5	72.5	66.0	66.0	68.5		68

The range of scores for non short-listed firms is 45 to 64



**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**Request for Proposals 0-2020 Consultant Services for Traffic Engineering and Intelligent Transportation Systems Services for**  
**Warner Avenue Regional Traffic Signal Synchronization Program Project**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Iteris, Inc.</b> Contract Type: Firm-Fixed-Price Subconsultants: <i>Michael Baker International Innovative Data Acquisitions LLC Crosstown Electrical &amp; Data, Inc.</i>	C-9-1066	Intelligent Transportation Systems and Traffic Engineering Services for Main Street Regional Traffic Signal Synchronization Program Project	December 30, 2019	June 30, 2023	\$ 49,368 \$ 19,912 \$ 1,049,686	\$ 3,610,264
<b>Contract Type: Firm-Fixed-Price</b> Subconsultants: <i>National Data &amp; Surveying Services Michael Baker International Crosstown Electrical &amp; Data, Inc.</i>	C-8-2038	Intelligent Transportation Systems and Traffic Engineering Services for Katella Avenue Regional Traffic Signal Synchronization Program Project	January 30, 2020	June 30, 2023	\$ 37,649 \$ 88,077 \$ 1,037,506	\$ 4,703,465
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>National Data &amp; Surveying Services Crosstown Electrical &amp; Data, Inc.</i>	C-1-3057	Trabuco Road Regional Traffic Signal Synchronization Program Project	April 8, 2014	April 30, 2019		\$ 319,861
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>National Data &amp; Surveying Services Crosstown Electrical &amp; Data, Inc.</i>	C-1-3057	Newport Boulevard South Regional Traffic Signal Synchronization Program Project	June 26, 2014	June 30, 2019		\$ 1,406,267
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>National Data &amp; Surveying Services Crosstown Electrical &amp; Data, Inc.</i>	C-4-1316	Bristol Street Regional Traffic Signal Synchronization Program Project	June 29, 2015	March 31, 2020		\$ 2,252,469
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>Crosstown Electrical and Data, Inc.</i>	C-4-1316	Pacific Coast Highway Regional Traffic Signal Synchronization Program Project	June 23, 2016	June 30, 2019		\$ 2,122,346
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>Crosstown Electrical and Data, Inc.</i>	C-4-1316	Brookhurst Street Regional Traffic Signal Synchronization Program Project	June 26, 2018	May 31, 2020		\$ 3,534,110
<b>Contract Type: Firm-Fixed-Price</b> Subconsultants: <i>Eiger Techsystems Inc.</i>	C-6-1553	Beach Boulevard Transit Signal Implementation	April 10, 2017	February 28, 2019	\$ 15,006	\$ 99,877
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>Econolite Systems Crosstown Electrical and Data, Inc. AIM Traffic Data LLC LIN Consulting, Inc.</i>	C-0-1812	On-Call Traffic Engineering and Intelligent Transportation Systems Services	November 30, 2020	November 30, 2025		To Be Determined
<b>Albert Grover and Associates, Inc.</b> Contract Type: Contract Task Order Subconsultants: <i>National Data &amp; Surveying Services Crosstown Electrical and Data, Inc.</i>	C-2-1416	Adams Avenue Regional Traffic Signal Synchronization Program Project	May 15, 2014	May 31, 2019		\$ 1,144,786
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>Crosstown Electrical and Data, Inc.</i>	C-1-2634	Antonio Parkway Regional Traffic Signal Synchronization Program Project	June 23, 2014	June 30, 2019		\$ 1,317,499
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>National Data &amp; Surveying Services Crosstown Electrical and Data, Inc.</i>	C-4-1804	Alicia Parkway Regional Traffic Signal Synchronization Program Project	June 15, 2016	June 30, 2019		\$ 2,135,540
<b>Contract Type: Contract Task Order</b> Subconsultants: <i>National Data &amp; Surveying Services Crosstown Electrical &amp; Data, Inc.</i>	C-9-1810	On-Call Traffic Engineering and Intelligent Transportation Systems Services	June 17, 2020	June 30, 2024		To Be Determined
<b>Sub Total</b>						<b>\$18,048,659</b>

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**Request for Proposals 0-2020 Consultant Services for Traffic Engineering and Intelligent Transportation Systems Services for Warner Avenue Regional Traffic Signal Synchronization Program Project**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Contract Type: Firm-Fixed-Price Subconsultants: None	C-0-2019	Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for MacArthur Boulevard/Falbert Avenue Regional Traffic Signal Synchronization Program Project	December 30, 2020	December 30, 2025		To Be Determined
<b>Sub Total</b>						<b>\$4,597,825</b>
<b>Advantec Consulting Engineers, Inc.</b> Contract Type: Contract Task Order Subconsultants: <i>Pacific Traffic Data Services</i> <i>Crosstown Electrical &amp; Data, Inc.</i>	C-2-1417	Jeronimo Road Regional Traffic Signal Synchronization Program Project	May 15, 2014	May 31, 2019		\$ 307,621
Contract Type: Time and Expense Subconsultants: None	C-8-1627	Intelligent Transportation Systems On-Call Support Services	July 17, 2018	June 30, 2019		\$ 50,000
Contract Type: Contract Task Order Subconsultants: <i>Pacific Traffic Data Services</i> <i>Crosstown Electrical &amp; Data, Inc.</i>	C-2-1418	Edinger Avenue Regional Traffic Signal Synchronization Program Project	June 18, 2016	December 31, 2018		\$ 803,019
Contract Type: Firm-Fixed-Price Subconsultants: <i>Counts Unlimited, Inc.</i>	C-8-1910	Intelligent Transportation Systems and Traffic Engineering Services for Garden Grove Boulevard	September 19, 2019	June 30, 2023		\$ 2,480,653
Contract Type: Firm-Fixed-Price Subconsultants: <i>Counts Unlimited, Inc.</i>	C-9-0940	Intelligent Transportation Systems and Traffic Engineering Services for Los Alisos Boulevard Route	September 19, 2019	June 30, 2023	\$ 27,606	\$ 2,028,365
<b>Sub Total</b>						<b>\$5,669,658</b>
<b>KOA Corporation</b> Contract Type: Contract Task Order Subconsultants: <i>Kimley-Horn and Associates, Inc.</i> <i>AIM Traffic Data LLC</i>	C-9-1811	On-Call Traffic Engineering and Intelligent Transportation Systems Services	September 1, 2020	June 30, 2025		To Be Determined
<b>Sub Total</b>						<b>\$0</b>



**November 2, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Service Authority for Freeway Emergencies Call Box Upgrade and Reduction Plan

**Overview**

The Orange County Service Authority for Freeway Emergencies assists motorists and mitigates traffic congestion through its Freeway Call Box, 511 Motorist Assistance and Traveler Information, and Freeway Service Patrol programs. Staff is requesting Board of Directors' approval to reduce the number of freeway call boxes while performing a required equipment upgrade.

**Recommendation**

Authorize staff to reduce the number of freeway call boxes operated by the Orange County Service Authority for Freeway Emergencies as part of a required call box radio upgrade.

**Background**

In 1988, as a result of legislation that is now a part of California Streets and Highways Code Chapter 14, Sections 2550 to 2559, the Orange County Transportation Commission was designated as Orange County's Service Authority for Freeway Emergencies (SAFE). In 1991, the Orange County SAFE, along with several other entities, became part of the Orange County Transportation Authority (OCTA). In 1992, the Orange County SAFE was expanded to include the Freeway Service Patrol (FSP) program. In 2009, the SAFE was expanded to include regional participation in the Southern California 511 Motorist Assistance and Traveler Information (511) Program.

The Orange County SAFE operates a system of call boxes located on Orange County freeways, toll roads, and select state highways. Funding for operating the call boxes comes from a \$1 registration fee on vehicles registered in Orange County. This revenue stream generated \$2.9M in fiscal year (FY) 2019-20.—Approximately \$1.1M of the \$2.9M was spent on the

call box program for call box maintenance, call center services, and cellular phone services in FY 2019-20. Remaining funds from the registration fee are used for OCTA's participating cost in the regional 511 Program and provides a portion of the required local match funding for the FSP program.

During its peak, the call box program maintained approximately 1,200 call boxes and received an average of 135 calls a day. In 2006, the call box program received only an average of 15 calls a day. Due to the significant drop in the number of calls and significantly diminished demand, the OCTA Board of Directors (Board) authorized staff to reduce the number of freeway call boxes to approximately 621. In 2015, the call box program received an average of five calls a day, and the Board authorized staff to further reduce the number of freeway call boxes to approximately 359.

### ***Discussion***

With FSP tow trucks proactively assisting motorists with disabled vehicles on Orange County freeways, increased availability of cellular telephones, and the implementation of a mobile call box functionality within the 511 Program, reliance on the call box program has continued to decrease significantly, with calls for assistance now averaging just over two calls a day. Attachment A shows the decline in call box calls beginning FY 2009-10, along with the number of 511 Program motorist aid calls received annually since its inception in July 2012.

Orange County freeway call boxes currently utilize AT&T's 3G cellular network to communicate with the contracted call box call answering center. AT&T notified California call box programs that the 3G cellular communications network will be discontinued by December 31, 2021, with reduced availability in some areas before that as AT&T begins to migrate equipment to a new 4G infrastructure. Customers utilizing AT&T's 3G cellular network must migrate to 4G communications solutions before December 31, 2021, in order to maintain service. As part of planning for a 4G radio upgrade, staff evaluated the usage and spacing of freeway call boxes and identified call boxes that may be eliminated from the program before upgrading call box radios to new 4G communication solution.

Since the last required radio upgrade in 2015, staff removed several call boxes at the request of California Department of Transportation (Caltrans) engineers, evaluated call boxes that were removed for extended periods as part of freeway construction projects, and identified call boxes that no longer had a matched pair call box on the opposite side of the freeway. Staff also examined call box usage history for all freeway call boxes, examined the availability of nearby off highway assistance, reviewed cellular service coverage maps for area

cellular service providers, considered off-peak highway traffic volumes (the availability of passing motorists), and the availability of FSP services during peak traffic hours. Through this process, staff has identified 67 freeway call boxes for permanent removal.

All area cellular service providers report full-strength coverage along freeways and state highways within Orange County, but due to the more remote nature of some highway segments, staff recommends no reductions on State Routes 74, 133, and 142.

Staff recommends an approximate 50 percent reduction in freeway call boxes on State Route 241 and on Santiago Canyon Road where call boxes are spaced at one-half mile intervals. A full list of the number of recommended removals and number of remaining call boxes by highway is included as Attachment B.

Based on the availability of other services and continuing declines in the use of freeway call boxes, staff believes that the proposed reduction in freeway call boxes is appropriate. Staff recommends that future reductions be considered when communications upgrades are required or when determined to be appropriate based on changing conditions. Until that time, staff recommends limiting permanent removals to freeway call boxes identified as potential safety concerns by California Department of Transportation engineers, or upon assessment following a construction project, along with the matching pair call box, if applicable.

#### **Fiscal Impact**

The project was approved in OCTA's Fiscal Year 2020-21 Budget, Motorist Services Department SAFE Fund, Account No.0013-7612-S1001-ASM.

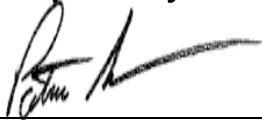
#### **Summary**

Board approval is requested to reduce Orange County freeway call boxes as recommended by staff.

***Attachments***

- A. Annual Call Box and 511 Call Volumes, Beginning Fiscal Year 2009-10
- B. Number of Call Boxes Recommended for Removal by Highway

**Prepared by:**



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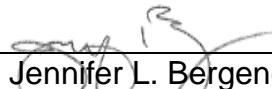
Patrick Sampson  
Manager, Motorist Services  
714-560-5425

**Approved by:**



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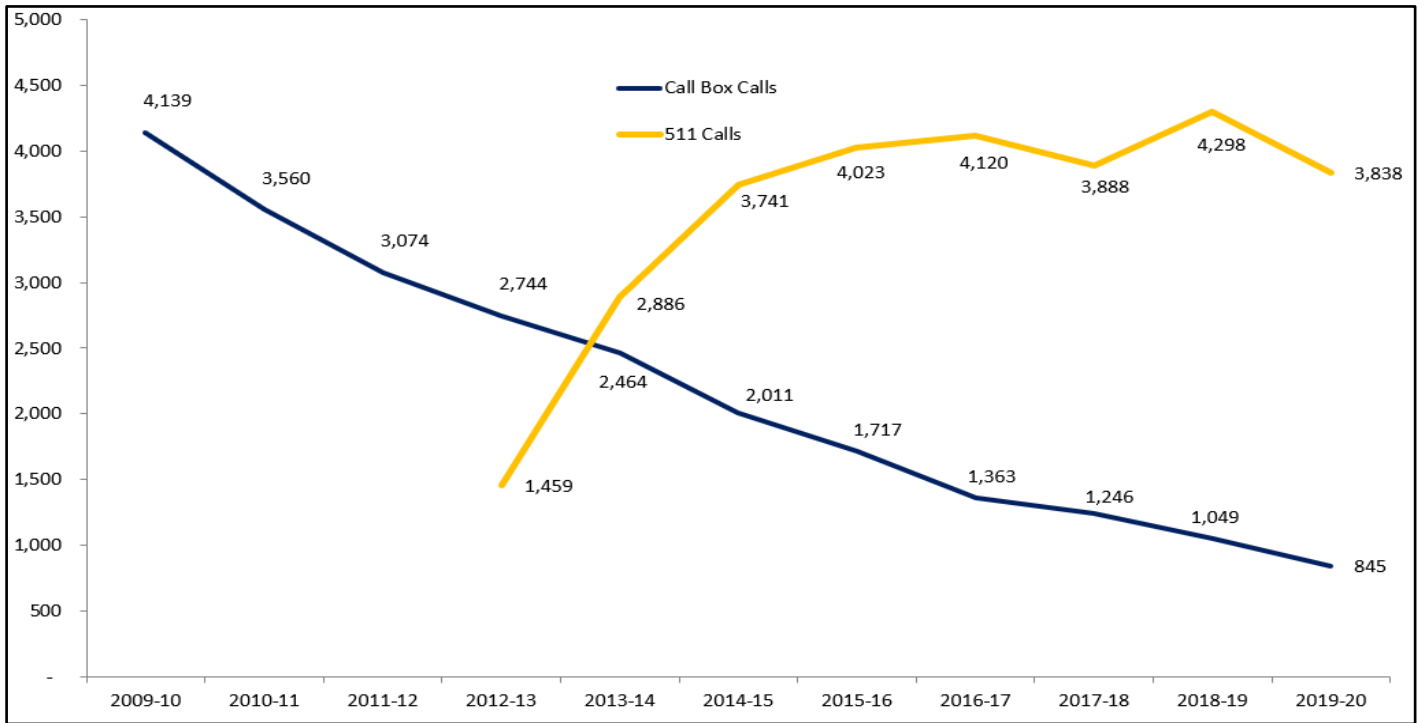
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Jennifer L. Bergener  
Chief Operating Officer, Operations/  
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**Annual Call Box and 511 Call Volumes  
Beginning Fiscal Year 2009-10**



Motorist Aide (Mobile Call Box) Functionality within the 511 program began in fiscal year 2012-13

**Number of Call Boxes Recommended for Removal by Highway**

<b>Highway</b>	<b>Current Boxes</b>	<b>Recommend Remove</b>	<b>Remaining Call Boxes</b>
5	77	4	73
22	33	9	24
55	28	4	24
57	25	4	21
73	39	7	32
74	6		6
91	34	9	25
SC *	17	9	8
133	10		10
133 T**	9		9
142	3		3
241	43	19	24
261	12		12
405	16	2	14
605	7		7
<b>Totals</b>	<b>359</b>	<b>67</b>	<b>292</b>

\* SC = Santiago Canyon Road, recommend reduce spacing from ½ mile to 1 mile

\*\* T = Transportation Corridor Agencies Toll Road Segment





**November 2, 2020**

**To:** Regional Planning and Highways Committee

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

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

**Subject:** Agreement for Measure M2 Environmental Mitigation Program  
Interim Biological Preserve Monitoring

### **Overview**

Consultant services are needed to provide biological monitoring of the conservation lands acquired through the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program. Board of Directors' approval is requested to execute an agreement to perform the required work.

### **Recommendations**

- A. Approve the selection of Glenn Lukos Associates, Inc., as the firm to provide biological monitoring of the Orange County Transportation Authority's acquired conservation lands.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2479 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$350,000, to provide biological monitoring of the Orange County Transportation Authority's acquired conservation lands for a three-year term.

### **Discussion**

In 2006, Orange County voters approved the renewal of Measure M2 (M2), effectively extending the half-cent sales tax to provide funding for transportation projects and programs in Orange County through 2041. As part of the renewed M2 Program, a portion of the M2 Freeway Program revenues was set aside for the M2 Environmental Mitigation Program (EMP) to provide funding for programmatic mitigation to offset impacts from the 13 freeway projects covered by M2. The Orange County Transportation Authority (OCTA) prepared the M2 Natural Community Conservation Plan/Habitat (NCCP/HCP) Conservation Plan (Conservation Plan) as a mechanism to offset potential project-related effects on threatened and endangered species and their habitats in a comprehensive manner. A key component of the Conservation Plan has

included the identification and acquisition of open space properties to offset habitat impacts. To date, seven OCTA properties (Preserves), totaling approximately 1,300 acres, have been successfully acquired (Attachment A).

The United States Fish and Wildlife Service and the California Department of Fish and Wildlife (CDFW) approved the Conservation Plan and issued permits to OCTA in mid-2017. As required by the Conservation Plan, each Preserve has a completed Resource Management Plan that defines the necessary management activities. OCTA maintains separate contracts to cover the security, maintenance, and biological monitoring needs of the Preserves. The OCTA project manager serves as the Preserve manager and coordinates the activities of the different contractors.

OCTA anticipates that the selected firm will be a resource during the contract term to facilitate the successful completion of various tasks for all seven of the Preserves. The range of tasks includes general biological monitoring, focused species surveys, United States Army Corps of Engineers required monitoring tasks, quantitative vegetation sampling, comprehensive vegetation mapping, and assisting with public outreach events.

The current Preserve monitoring contract is set to expire on August 31, 2021. The frequency of monitoring for these types of contracts is based on Preserve-specific resources and needs. The frequency of monitoring is flexible and dependent on the resources and threats. Due to an increased amount of work performed during the contract period, the budget is anticipated to last through December 2020. During this past contract term, a high amount of rain caused an increase of erosion and non-native weeds on the Preserves. Due to these conditions, the biological monitor was required to spend more time at the Preserves than anticipated. In addition, the high amount of rain created an optimum spring season to document the Conservation Plan listed species. Due to these variables, OCTA increased the monitoring effort, which depleted the budget more quickly than initially anticipated. This work and documentation will enable less monitoring during years of lighter rainfall. The contractor also conducted vegetation mapping of all the cacti on the seven Preserves to help support the development of fire management plans that are underway. This was a significant undertaking that also impacted the budget.

As outlined above, the remaining budget for this contract will not likely support the necessary activities through the end of 2020. Based on the procurement schedule, the new Preserve monitoring contract is anticipated to be executed in December 2020. The new contract would then be used to continue monitoring issues on the Preserves.

***Procurement Approach***

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as project organization and staffing, prior experience with similar projects, work plan, as well as cost and price.

On July 29, 2020, Request for Proposals (RFP) 0-2479 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on July 29 and August 3, 2020. A pre-proposal conference was held on August 4, 2020, with eight attendees representing eight firms. Two addenda were issued to provide a copy of the pre-proposal registration sheet and to respond to questions related to the RFP.

On August 26, 2020, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Project Development and Public Outreach departments, as well as an external representative from the CDFW met to review all proposals received. The proposals were evaluated based on the following evaluation criteria and weightings:

- Qualifications of the Firm                               30 percent
- Staffing and Project Organization                     30 percent
- Work Plan   20 percent
- Cost and Price    20 percent

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 30 percent. The higher weighting in this category emphasized that the firm had to demonstrate relevant experience monitoring similar biological resources, as well as Preserve management. Staffing and project organization was weighted at 30 percent to ensure the proposed project team had the required skills and expertise needed to perform the work. Work plan was weighted at 20 percent as the proposing firm had to demonstrate its understanding of the habitats and species in the Preserves and discuss its approach to monitoring the Preserves. Cost and price was also weighted at 20 percent to ensure the services would be provided at competitive rates.

On September 9, 2020, the evaluation committee reviewed all proposals received based on the evaluation criteria and short-listed the three most qualified firms. The three short-listed firms are listed below in alphabetical order:

Firm and Location

Glenn Lukos Associates, Inc. (Glenn Lukos)  
Santa Ana, California

Land IQ, LLC (Land IQ)  
Sacramento, California

RECON Environmental, Inc. (RECON)  
San Diego, California

On September 15, 2020, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements for this project. Specifically, the firms were requested to describe their approach to monitoring the Preserves including identifying the greatest threats and/or stressors, such as physical disturbances, biological diversity and recreation, and any recommendations to help remedy these threats and/or stressors.

The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' experience performing similar services, recommendation for monitoring specific species, enhancements to the scope of work, and quality control procedures.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary rankings and made adjustments to individual scores. The overall ranking of the firms did not change as a result of the interviews.

Based on the evaluation of the written proposals' information obtained from the interviews and cost and price, the evaluation committee recommends Glenn Lukos for consideration of the award. The following is a brief summary of the proposal evaluation results.

### Qualifications of the Firm

The short-listed firms are all qualified and demonstrated experience in monitoring biological resources within Southern California, which has specific and unique habitat and species.

Glenn Lukos is located in the City of Santa Ana and has been providing environmental services since 1989. The firm employs 22 environmental professionals. The firm has extensive experience with Preserve management, specifically within Orange County as the firm has worked with many public and private entities. Experience includes the City of Laguna Niguel, where they conducted and prepared biological surveys and reports on the Crown Valley Community Park project. Since 1994, the firm has performed various biological and regulatory services for the City of Laguna Beach. They have also provided various biological monitoring and regulatory services for the Irvine Company, as well as Rancho Mission Viejo. The work performed was consistent with the Conservation Plan requirements. The firm has also provided support for OCTA on the 55-acre Aliso Creek restoration project and currently performs biological monitoring services for the OCTA Preserves.

Founded in 1972, RECON has 89 employees and has provided environmental services for many public agencies in Southern California, such as the City of Chula Vista, San Diego Gas and Electric, and the United States (U.S.) Army Corps of Engineers. RECON is familiar with OCTA's Preserves as the firm currently provides on-call maintenance support for the OCTA M2 EMP Preserves. The firm has experience working on similar projects, including the Otay Ranch Preserve, Rolling Hills Ranch Preserve, Central City Preserve, El Cajon Mountain Reserve, and several U.S. Fish and Wildlife Service preserves.

Land IQ was founded in 2012 and has 33 employees. The firm has provided biological monitoring and restoration services to Puente Hills Habitat Preservation Authority, a habitat restoration and enhancement plan for the County of Orange Central and Coastal Subregion NCCP/HCP, and preserve management service for the Transportation Corridor Agencies.

### Staffing and Project Organization

Each firm proposed experienced and knowledgeable project teams that met personnel requirements specified for this project.

Glenn Lukos proposed a qualified team with over ten years of experience for each team member. Additionally, the project team includes task leads and support staff to provide flexible scheduling. The firm's proposal demonstrated staff's knowledge of sensitive wildlife, plant species, and vegetation communities

in the foothills and coastline, as well as applicable technical skills. The proposed project team has handled restoration projects, sensitive species surveys, vegetation mapping, plant surveys, and other environmental services throughout Orange County. The proposed project manager has 15 years of experience with proposed availability at 70 percent to commit to this project and demonstrated knowledge of the entire Preserve system in Orange County. During the interview, the project team responded to the evaluation committee's questions.

RECON proposed an experienced team. The proposed project manager has ten years of experience and proposed 50 percent availability to this project. The project manager has performed maintenance, monitoring, and reporting for OCTA M2 EMP Preserves and performs similar projects throughout Southern California. The project team is comprised of task leads and support staff who are cross-trained to perform multiple tasks in the field and to ensure sufficient support. Most proposed team members have ten years of experience performing similar work. The project team answered all questions during interview.

The Land IQ team meets the requirements to provide the biological monitoring services requested. The project manager has 11 years of experience with Land IQ and 15 years in the field. Other proposed key personnel have over 15 or more years of experience in the field and relevant work experience. The project manager's availability is 30 percent. During the interview, Land IQ did not sufficiently clarify who would be responsible for general Preserve monitoring and whether it will be one or multiple individuals on a rotating basis if the project required greater time commitment.

#### Work Plan

Glenn Lukos presented a work plan that addressed all elements of the scope of work, its requirements, and presented clear ability to accomplish necessary tasks and flexibility in scheduling based on needs. In addition, the firm indicated an understanding and background of the OCTA Conservation Plan and goals of the EMP. The firm demonstrated knowledge of current Preserve conditions and potential issues, as well as covered species location data and referenced potential use and experience using special methods and equipment for upcoming reptile and amphibian surveys. The team's method included remotely-triggered trail cameras, scented track stations, Global Positioning System equipment, and identifying wildlife species from tracks and scat. The project team's presentation demonstrated an understanding of the project requirements, including the characteristics of the Preserves, ongoing threats, and relevant recommendations.

RECON's work plan also demonstrated their understanding of the Preserves and the project requirements. The proposal included a detailed work plan and included accommodations in light of the current coronavirus pandemic working conditions. The firm discussed its approach to biological monitoring, which included using wildlife cameras for photo documentation and special methods for reptile surveys. The firm demonstrated their understanding of the importance and requirements of monitoring tree fungi, invasive species, and other focused species needs. The firm did not suggest any additional innovation or suggestions.

Land IQ presented an understanding of the scope of work and included a detailed work plan with explanation and suggestions, but did not demonstrate an understanding of current Preserve conditions or known threats, nor provide a clear understanding of OCTA's Conservation Plan and goals of the EMP. The proposal established an understanding of general monitoring requirements such as timing of regular site visits, safety protocol, coordination, but did not go into detail on the proposed methods for the Preserves. The proposal did not define an approach for wildlife movement monitoring.

#### Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average hourly rate for the three-year term, and scored the other proposals' weighted average hourly rate based on its relation to the lowest weighted average hourly rate. Although Glenn Lukos' weighted average hourly rate was not the lowest of the short-listed firms, the rates are deemed fair and reasonable as they are competitive with the second-ranked firm and the OCTA project manager's independent cost estimate.

#### Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Glenn Lukos as the top-ranked firm to provide biological preserve monitoring. Glenn Lukos delivered a comprehensive proposal and an interview that was responsive to the requirements of the RFP.

#### Fiscal Impact

This project was approved in OCTA's Fiscal Year 2020-21 Budget, Planning Division, Account 0017-7519-FX001-OYP, and is funded with local funds from M2 sales tax revenues.

***Summary***

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2479 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$350,000, for a three-year term to provide biological preserve monitoring.

***Attachments***

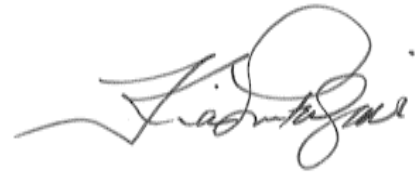
- A. OCTA Preserves
- B. Review of Proposals, RFP 0-2479 Measure M2 Environmental Mitigation Program Interim Biological Preserve Monitoring
- C. Evaluation Criteria Matrix, RFP 0-2479 Measure M2 Environmental Mitigation Program Interim Biological Preserve Monitoring
- D. Contract History for the Past Two Years, RFP 0-2479 Measure M2 Environmental Mitigation Program Interim Biological Preserve Monitoring

**Prepared by:**



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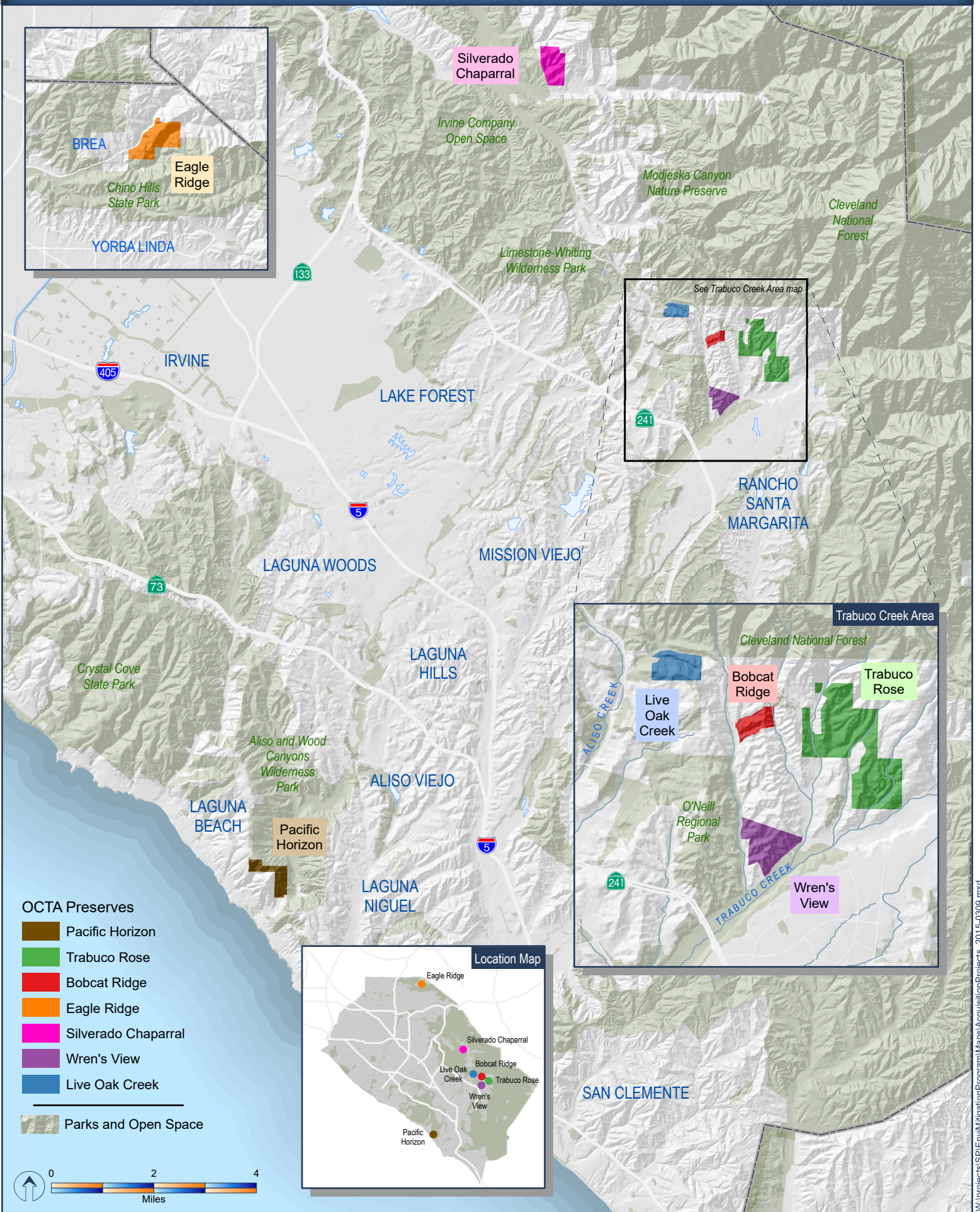


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**Review of Proposals**  
**RFP 0-2479 Measure M2 Environmental Mitigation Program Interim Biological Preserve Monitoring**

Presented to the Regional Planning and Highways Committee on November 2, 2020  
 Six proposals were received, three firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rates
1	87	Glenn Lukos Associates, Inc. Santa Ana, California	Dudek and Associates San Juan Capistrano, California	Has been providing environmental services since 1989 with 22 employees. Prepared biological surveys and reports on the Crown Valley Community Park project for the City of Laguna Niguel. Proposed a qualified team and each team member has over ten years of experience. Work plan addressed all elements of the scope of work. Provided support for OCTA on the 55-acre Aliso Creek restoration project and currently performs biological monitoring for OCTA. The project manager has 15 years of experience. The firm answered all questions during interviews.	\$153
2	84	RECON Environmental, Inc. San Diego, California	None	Founded in 1972 with 89 employees. Project manager has ten years' experience performing similar work. RECON's work plan demonstrated its understanding of the Preserves and project. Similar projects include Otay Ranch Preserve, Rolling Hills Ranch Preserve, Central City Preserve and El Cajon Mountain Reserve. Firm has project management experience. The firm answered all questions during interviews.	\$151
3	81	Land IQ, LLC Sacramento, California	Leatherman Bio Consulting, Inc. Yorba Linda, California  Hamilton Biological, Inc. Long Beach, California  Jan C. Scow Consulting Arborists Santa Monica, California	Founded in 2012 with 33 employees. Project manager has 11 years of experience with Land IQ and 15 in the field. The team meets the requirements to provide biological monitoring. The proposal established an understanding of general monitoring requirements but did not go into detail on the proposed methods for the Preserves. Provided biological monitoring to Puente Hills Habitat Preservation Authority and restoration for Orange Central and management services for Transportation Corridor Agencies. The firm responded to all questions, but did not provide clear details on job responsibilities during interview.	\$126

**Internal:**

- Contracts Administration and Materials Management (1) 30 percent
- Project Development (2) 30 percent
- Public Outreach (1) 20 percent
- External 20 percent
- California Department of Wildlife (1)

**Acronyms**

- RFP - Request for Proposals
- OCTA - Orange County Transportation Authority

**EVALUATION CRITERIA MATRIX**

**RFP 0-2479 Measure M2 Environmental Mitigation Program Interim Biological Preserve Monitoring**

<b>Glenn Lukos Associates, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.50	4.50	4.50	4.50	4.50	6	27.00
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.00
Work Plan	4.00	4.50	5.00	4.50	4.50	4	18.00
Cost and Price	3.70	3.70	3.70	3.70	3.70	4	14.80
<b>Overall Score</b>	<b>86.80</b>	<b>86.80</b>	<b>88.80</b>	<b>86.80</b>	<b>86.80</b>		<b>87</b>
<b>RECON Environmental, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.50	4.00	4.00	4.00	4.00	6	24.60
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.00
Work Plan	4.00	4.50	4.50	4.50	4.50	4	17.60
Cost and Price	3.70	3.70	3.70	3.70	3.70	4	14.80
<b>Overall Score</b>	<b>84.80</b>	<b>83.80</b>	<b>83.80</b>	<b>83.80</b>	<b>83.80</b>		<b>84</b>
<b>Land IQ, LLC</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.00	4.00	4.00	4.00	4.00	6	24.00
Staffing/Project Organization	3.50	4.00	4.00	4.00	4.00	6	23.40
Work Plan	3.50	4.00	4.00	4.00	4.00	4	15.60
Cost and Price	4.50	4.50	4.50	4.50	4.50	4	18.00
<b>Overall Score</b>	<b>77.00</b>	<b>82.00</b>	<b>82.00</b>	<b>82.00</b>	<b>82.00</b>		<b>81</b>

Range of scores for Non-Short Listed firms is 51 to 79.

Acronym  
RFP - Request for proposals



**CONTRACT HISTORY FOR THE PAST TWO YEARS**

**RFP 0-2479 Measure M2 Environmental Mitigation Program Interim Biological Preserve Monitoring**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Glenn Lukos Associates, Inc.</b>						
Contract Type: Time and Expense	C-5-3687	Interim Biological Monitoring Support	February 3, 2016	July 31, 2020		\$240,000
Subconsultants:						
<i>Dudek and Associates</i>						
Contract Type: Time and Expense	C-6-1039	Biological Monitoring Services	August 30, 2016	August 31, 2021		\$420,000
<i>Dudek and Associates</i>						
<b>Sub Total</b>						<b>\$660,000</b>
<b>RECON Environmental, Inc.</b>						
Contract Type: Time and Expense	C-6-1046	Maintenance for Measure M2 Preserves	September 15, 2020	August 31, 2021		\$525,000
Subconsultants:						
<i>BLT Grading and Backhoe</i>						
<i>Petersons Tree Works</i>						
<i>Apex Contracting and Consulting, Inc.</i>						
<i>Aussie Industrial</i>						
<i>Total Engineering Services, Inc.</i>						
<i>Automated Gate Services, Inc.</i>						
<i>Gerhard Electric</i>						
Contract Type: Firm-Fixed-Price	C-8-1966	North Coal Canyon Habitat Restoration	February 13, 2019	January 31, 2024		\$247,000
<i>None</i>						
<b>Sub Total</b>						<b>\$772,000</b>
<b>Land IQ, LLC</b>						
Contract Type: None						
Subconsultants: <i>None</i>						
<b>Sub Total</b>						<b>\$0.00</b>

Acronyms  
RFP - Request for Proposals



**November 2, 2020**

**To:** Regional Planning and Highways Committee

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

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

**Subject:** Regional Planning Update

### **Overview**

Regional planning updates are provided regularly to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy and the state's California Transportation Plan 2050.

### **Recommendation**

Receive and file as an information item.

### **Background**

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

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

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

Since the May update, new activities have emerged concerning the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the state's California Transportation Plan (CTP) 2050. A discussion of each of these new activities is provided below.

### ***Discussion***

#### **SCAG 2020-2045 RTP/SCS**

The RTP/SCS documents major transportation investments in the SCAG region over a 20-year horizon, at minimum, and is required to be updated every four years under state and federal law. On May 7, 2020, the SCAG Regional Council approved the 2020-2045 RTP/SCS for federal transportation conformity purposes only. SCAG postponed consideration to adopt the plan in its entirety in order to allow more time to conduct additional outreach with stakeholders on the challenges associated with the coronavirus pandemic and to engage with local jurisdictions to make refinements to the plan's growth forecast. On June 6, 2020, federal approval of the transportation conformity determination was issued. The SCAG Regional Council subsequently adopted the full 2020-2045 RTP/SCS on September 3, 2020.

Following adoption by the SCAG Regional Council, SCAG submitted the RTP/SCS to the California Air Resources Board (CARB) for a technical review of the SCS element. This review focuses on the strategies and assumptions used to demonstrate how the SCAG region's greenhouse gas (GHG) emission reduction targets can be met. The targets represent a per capita GHG emission reduction from 2005 levels and are currently set for the SCAG region at an eight percent reduction by 2020, and a 19 percent reduction by 2035. The RTP/SCS includes regional initiatives and strategies to demonstrate how the GHG emission reduction targets can potentially be achieved. The regional initiatives and strategies are in addition to the projects and plans submitted by the county transportation commissions and local jurisdictions. However, while there are incentives tied to SCS regional initiatives and strategies, they are not required to be implemented. It is anticipated that by November 2020, CARB will accept SCAG's determination that the SCS meets the state requirements for achieving the GHG emission reduction targets.

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CTP 2050

In late August, Caltrans released the Draft CTP 2050. Caltrans is required by statute to update the CTP every five years to identify Caltrans priorities, as well as strategies for reducing statewide transportation-related GHG emissions to 80 percent below 1990 levels by 2050. Like the SCS discussed above, the CTP must analyze an example of how the strategies could be implemented to achieve the GHG emission reduction goal. The Draft CTP 2050 outlines 14 recommendations to achieve the vision of a “safe, resilient, and universally accessible transportation system [that] supports vibrant communities, advances racial and economic justice, and improves public and environmental health.” The CTP recommendations are:

1. Expand remote access to jobs, goods, services, and education,
2. Expand access to safe and convenient transportation options,
3. Improve transit, rail, and shared mobility options,
4. Advance transportation equity,
5. Enhance transportation system resiliency,
6. Enhance transportation safety and security,
7. Improve goods movement systems and infrastructure,
8. Advance zero-emissions vehicle technology and supportive infrastructure,
9. Manage the adoption of connected and autonomous vehicles,
10. Price roadways to improve the efficiency of auto travel,
11. Encourage efficient land-use,
12. Expand protection of natural resources and ecosystems,
13. Strategically invest in state of good repair improvements,
14. Seek sustainable, long-term transportation funding mechanisms.

The purpose of the CTP is to serve as a resource for policy makers and transportation planning agencies throughout the state, in the hopes that it will influence policy, legislation, and local and regional transportation plans. The CTP is not required to be fiscally constrained, but it is required to include a feasibility analysis. This feasibility analysis is currently missing from the Draft CTP 2050, which may result in setting unrealistic expectations of what can actually be implemented and achieved. Furthermore, the Draft CTP 2050 does not do enough to clarify that the scenarios described are merely examples of how the proposed strategies could be implemented to achieve the state’s goals, rather than a realistic action plan. These issues could result in misinformation and will reduce the CTP’s value as a resource for policy makers and transportation planning agencies going forward.

OCTA prepared a comment letter on the Draft CTP 2050 (Attachment B). To summarize, the comments address the importance of clearly articulating how this plan is different from RTP/SCSs, including the areas of financial constraint, scrutiny of planning assumptions, and lack of environmental review. Additionally, the comments recommend detailing the assumptions used in the Draft CTP 2050 to meet the GHG emission reduction goals and the CTP 2050's vision. The comments also call on Caltrans to commit to conducting a feasibility analysis of the strategies assumed in the CTP 2050 in a "cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry" consistent with Government Code Section 65070(a). Finally, the comments request that the final plan include an analysis of the impacts of accelerating zero-emission vehicles as called for in Governor Newsom's recent Executive Order N-79-20 and revise the plan accordingly.

**Summary**

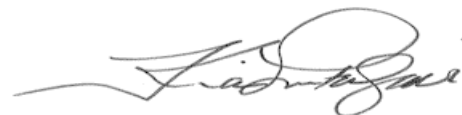
Staff continues to coordinate ongoing activities regarding transportation planning in Orange County and Southern California. As drafts of these planning documents are released, staff will review and provide comments as needed to protect OCTA's interests. Staff will continue to keep the Board informed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

**Attachments**

- A. Regional Planning Activities, November 2020
- B. Letter to Ms. Jeanie Ward-Waller, Deputy Director of Planning and Modal Programs, California Department of Transportation, Dated October 22, 2020, Draft California Transportation Plan 2050

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**Approved by:**

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## Regional Planning Activities November 2020

### United States National Highway Traffic Safety Administration (NHTSA) and United States Environmental Protection Agency (EPA)

	Summary	Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
<p><b>The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks</b></p>	<p>On September 27, 2019, United States Department of Transportation's NHTSA and EPA jointly issued Part One Rule of the Safer Affordable Fuel Efficient Vehicles Rule. Part One Rule affirms NHTSA's statutory authority to set nationally applicable Corporate Average Fuel Economy (CAFE) standards that preempts state and local programs and withdraws the Clean Air Act preemption waiver that it granted to the State of California (State) for the California Air Resources Board (CARB) greenhouse gas (GHG) and zero-emission vehicle programs.</p> <p>In response, CARB developed and released off-model adjustment factors for the Emission Factor (EMFAC) emissions model to account for the impact of the Part One Rule. EPA subsequently affirmed the continuing use of EMFAC off-model adjustments for transportation conformity determinations.</p> <p>On March 30, 2020, NHTSA and EPA jointly issued final rules (Part Two Rule) to roll back the CAFE and vehicle GHG emissions standards promulgated under the Obama Administration. No additional adjustments were required to EMFAC as a result of Part Two Rule.</p>	<p><u>September 2019</u> – NHTSA and EPA issued final rule for Part One</p> <p><u>November 2019</u> – Part One effective</p> <p><u>March 2020</u> – Part One EMFAC adjustments approved</p> <p><u>March 2020</u> – NHTSA and EPA issued final rule for Part Two</p> <p><u>June 2020</u> – Part Two effective</p>	<p>Monitor rule-making process to determine opportunities to limit delay or loss of funding for Orange County projects.</p>	<p>Coordinate with the Southern California Association of Governments (SCAG) and California Association of Councils of Government.</p>

## Regional Planning Activities November 2020

### California Department of Transportation (Caltrans)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes</b>	<p>Caltrans District 12 is studying implementation of HOT lanes on I-5 between the Los Angeles County line and State Route 55. Caltrans District 12 staff stated this effort is District 12's highest planning priority at this time. District 12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to the OCTA Board of Directors (Board) in December 2019. The OCTA Board requested that Caltrans include an HOV 3+ occupancy alternative as part of the subsequent environmental studies.</p>	<p><u>January 2019</u> – Comments submitted on 65 percent draft ConOps and PSR</p> <p><u>April 2019</u> – Comments submitted on 95 percent draft PSR</p> <p><u>November 2019</u> – Caltrans finalized ConOps and PSR</p> <p><u>Fall 2020</u> – Caltrans anticipated to initiate environmental studies for I-5 managed lanes</p>	<p>Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.</p>	<p>Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.</p>
<b>Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)</b>	<p>A key element of the update is the focus on promoting the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses, as required by SB 743. This puts an emphasis on the use of vehicle miles traveled for determining transportation impacts in CEQA documents.</p> <p>For transportation projects, lead agencies have discretion over how to evaluate a project's transportation impact. However, the evaluation criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land-uses.</p> <p>Caltrans issued guidance for evaluation criteria consistent with SB 743 for transportation projects involving the state highway system.</p>	<p><u>December 2018</u> - Governor's Office of Planning and Research released technical advisory on evaluating transportation impacts in CEQA pursuant to SB 743</p> <p><u>January 2019</u> – Office of Administrative Law approved new regulations for implementing CEQA, including changes related to SB 743</p> <p><u>July 2020</u> – Lead agencies must comply with latest CEQA guidelines, including those related to SB 743</p> <p><u>September 2020</u> – Caltrans released guidance on evaluating transportation projects involving the state highway system</p>	<p>Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.</p>	<p>Prepare internal procedures to address final rule.</p> <p>Coordinate with SCAG on opportunities to tier off programmatic-level environmental documents.</p>

## Regional Planning Activities November 2020

### Caltrans (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>California Transportation Plan (CTP) 2050</b>	Update to the State's Long-Range Transportation Plan (LRTP), which establishes strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing GHG emissions.	<p><u>2018</u> – Public and stakeholder engagement, tribal listening sessions, future of mobility white paper</p> <p><u>2019</u> – Transportation scenario development, economic and transportation modeling, and technical reviews</p> <p><u>August 2020</u> – Draft CTP 2050 released for public review</p> <p><u>October 2020</u> – OCTA submitted comments on the draft plan</p> <p><u>December 2020</u> – CTP 2050 finalized</p>	<p>Ensure that the goals, policies, and strategies do not conflict with OCTA plans or projects.</p> <p>Emphasize the need for any CTP strategies to be vetted at the local and regional levels, prior to including in local/regional plans.</p>	<p>Participate in stakeholder workshops.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p>
<b>Southern California Freight Strategy (SCFS)</b>	<p>The objective of the SCFS is to provide a regional perspective on goods movement travel demands, sustainability challenges, innovative opportunities, and regional priorities across the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura.</p>	<p><u>June 2020</u> – Study initiated</p> <p><u>November 2020</u> – Draft SCFC to be released</p> <p><u>January 2021</u> – Final SCFC</p>	<p>Ensure that strategies do not conflict with OCTA plans or projects.</p> <p>Emphasize coordination with OCTA investments and project prioritization process.</p>	<p>Participate in technical advisory committee meetings.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p>

## Regional Planning Activities November 2020

### Caltrans (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>Executive Order N-19-19 Transportation Action Plan</b>	<p>The executive order calls for leveraging approximately \$5 billion in annual spending for transportation construction, operations, and maintenance to reverse increasing fuel consumption, aligning transportation spending to achieve objectives in the State's Climate Change Scoping Plan, where feasible, directing transportation investments to support housing production near jobs and according to State's smart growth principles (taking public health into account), reducing congestion by encouraging mode shifts, funding transit, walking, bicycling, and other active modes, and mitigating increases in transportation costs for lower income residents of the State. The Transportation Action Plan is the implementation approach that Caltrans will use to carry out the executive order.</p>	<p><u>June 2020</u> – Discussion draft document released along with outreach to external partners and stakeholders</p> <p><u>August 2020</u> – Survey external partners and stakeholders; comments submitted by OCTA</p> <p><u>October 2020</u> – Anticipated release of Draft Action Plan for public input</p> <p><u>November 2020</u> – Comment period of public input</p> <p><u>February 2021</u> – Anticipated release of Final Action Plan</p>	<p>Ensure funding sources currently utilized by OCTA are not diverted.</p> <p>Identify opportunities for funding that could benefit OCTA plans and projects.</p>	<p>Participate in stakeholder workshops.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p>

## Regional Planning Activities November 2020

### California High-Speed Rail Authority

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>California High-Speed Rail Project (Los Angeles to Anaheim Section)</b>	A revised Notice of Intent/Notice of Preparation for this section of the California High-Speed Rail Project has been posted to add analysis associated with relocating freight rail service away from the Los Angeles to the Fullerton corridor and new freight facilities in San Bernardino County, consisting of a new intermodal facility in the City of Colton and staging tracks in Lenwood, an unincorporated area of San Bernardino County near the City of Barstow.	<p><u>August 2020</u> – Revised Notice of Intent/Notice of Preparation issued</p> <p><u>September 2020</u> – OCTA submitted comment letter</p> <p><u>Spring 2021</u> – Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to be released for public review</p> <p><u>2022</u> – Record of Decision on the final EIR/EIS anticipated</p>	Ensure high-speed rail project does not negatively impact commuter rail services and investments made on OCTA-owned railroad right-of-way.	Coordinate with California High-Speed Rail Authority and other partner agencies in development of environmental documents.  Provide comments.

## Regional Planning Activities November 2020

### CARB

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

## Regional Planning Activities November 2020

### South Coast Air Quality Management District (AQMD)

Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>Sales Tax Ballot Initiative Authorization</b></p> <p>AQMD sponsored SB 732, which would have authorized the AQMD Board, or the voter initiative process, to place a sales tax increase proposal ranging from a quarter-cent up to one-cent on the 2020 ballot to fund the strategies identified in the 2016 Air Quality Management Plan. The proposal was estimated to generate up to \$1.4 billion a year for air pollution emission reduction, including providing incentives to businesses to promote the development and deployment of clean technology and facilitate truck fleet turnover.</p> <p>It is anticipated that the same language from the prior SB 732 bill will be carried over into a new bill in the next legislative session.</p>	<p><u>May 2019</u> – OCTA Board adopted oppose position on SB 732</p> <p><u>January 2020</u> – AQMD requested bill be pulled to secure additional support</p>	<p>Ensure funding sources currently utilized by OCTA are not diverted.</p> <p>Identify opportunities for funding that could benefit OCTA plans and projects.</p>	<p>Monitoring and communicating with AQMD.</p>
<p><b>2022 Air Quality Management Plan (AQMP)</b></p> <p>Identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin.</p> <p>Provides input into the California State Implementation Plan (federally-required air quality plan).</p>	<p><u>2020</u> – Initiate advisory group meetings</p> <p><u>Fall 2021</u> – Release draft AQMP / regional workshops</p> <p><u>Winter 2021</u> – Release revised draft AQMP / regional hearings</p> <p><u>Spring 2022</u> – Release draft final AQMP</p> <p><u>Summer 2022</u> – AQMD and CARB hearings</p> <p><u>August 2022</u> – AQMP due to EPA</p>	<p>Support development of attainment strategies that are within AQMD’s regulatory authority.</p> <p>Ensure economic impacts are considered.</p> <p>Minimize impacts to mobility.</p> <p>Ensure 2020 RTP/SCS input is accurately incorporated.</p>	<p>Participate in advisory committee meetings.</p> <p>Review and comment on technical documents.</p>

## Regional Planning Activities November 2020

### SCAG

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (2020 RTP/SCS)</b></p>	<p>Federally-required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by EPA and CARB.</p> <p>SCAG has branded the 2020 RTP/SCS as “Connect SoCal”.</p>	<p><u>November 2018</u> – OCTA submitted projects consistent with 2018 LRTP</p> <p><u>May – June 2019</u> – SCS workshops</p> <p><u>November 2019</u> – Release draft RTP/SCS for public review</p> <p><u>January 2020</u> – OCTA submitted comments on the draft 2020 RTP/SCS</p> <p><u>May 2020</u> – SCAG approved 2020 RTP/SCS for the limited purpose of federal transportation conformity</p> <p><u>September 2020</u> – SCAG adopted final 2020 RTP/SCS</p>	<p>Ensure inclusion of projects identified in the final 2018 LRTP.</p> <p>Support policies that are consistent with OCTA positions.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>
<p><b>Sustainable Communities Program</b></p>	<p>Grant program that funds sustainability planning efforts and development of local plans that support the implementation of the 2020 RTP/SCS. The grant program is comprised of three main categories: active transportation, housing supportive planning, and sustainability projects.</p> <p>Four Orange County projects were selected for funding through the 2018 Sustainable Communities Program. Seven Orange County projects were selected for funding through the 2017 active transportation call for proposals. An additional seven Orange County projects were previously selected through the 2016 call for proposals.</p>	<p><u>September 2020</u> – Active Transportation &amp; Safety (AT&amp;S) Call for Applications opened</p> <p><u>November 2020</u> – AT&amp;S applications due</p> <p><u>May 2021</u> – SCAG Regional Council approval of 2020 Sustainable Communities Program</p> <p><u>June 2021</u> – California Transportation Commission approval of Active Transportation Program</p>	<p>Funding opportunity for Orange County planning efforts.</p>	<p>Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.</p>



## Regional Planning Activities November 2020

### San Diego Association of Governments (SANDAG)

Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>2019 Federal RTP and 2021 Regional Plan</b></p>	<p>Federal and state laws require that SANDAG complete an RTP/SCS every four years. Under this timeline, the next RTP/SCS would have been required by October 2019. In February 2019, the SANDAG Board approved an action plan to postpone the next RTP/SCS to late 2021.</p> <p>To do so, AB 1730 (Chapter 634, Statutes 2019) was passed, which allows SANDAG's current 2015 RTP/SCS and its associated CEQA document to remain valid after October 2019.</p> <p>SANDAG prepared the 2019 Federal RTP to comply with federal requirements and obtain an air quality conformity finding from the United States Department of Transportation.</p>	<p><u>February 2019</u> – SANDAG Board approved action plan to develop 2021 Regional Plan</p> <p><u>October 2019</u> – SANDAG Board adopted 2019 Federal RTP</p> <p><u>Spring 2021</u> – Draft 2021 Regional Plan and draft EIR anticipated to be released for public review</p> <p><u>Fall 2021</u> – SANDAG Board to adopt 2021 RTP/SCS</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p> <p>Monitoring.</p>

## Regional Planning Activities November 2020

### Los Angeles County Metropolitan Transportation Authority (Metro)

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

## Regional Planning Activities November 2020

### Metro (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>2020 LRTP</b></p>	<p>The 2020 LRTP details how Metro plans, builds, operates, maintains, and partners for improved mobility in the next 30 years.</p> <p>In September 2017, staff began work to update the 2009 LRTP, following the passage of Measure M, and in alignment with the SCAG process for updating the RTP/SCS.</p> <p>Following adaptation of the 2020 LRTP, Metro will initiate development of an action plan in the form of a Short-Range Transportation Plan (SRTP) to recommend near-term implementation steps over a ten-year timeframe and allow for any needed recalibrations due to the COVID-19 pandemic.</p>	<p><u>May 2020</u> – Draft LRTP released for public review</p> <p><u>July 2020</u> – Public comment period ended on Draft LRTP</p> <p><u>September 2020</u> – Metro Board approved 2020 LRTP</p> <p><u>Fall 2020</u> – Initiate development of SRTP</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p>	<p>Monitoring.</p>
<p><b>Gold Line Eastside Transit Corridor Phase 2</b></p>	<p>Study of three alternatives for extending the Metro L Line (Gold) to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60 (SR-60), another travels along Washington Boulevard, terminating near Orange County, and the third would build both the SR-60 and Washington Boulevard alignments.</p> <p>In February 2020, the Metro Board of selected the “Washington Alternative” for further evaluation.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>February 2020</u> – Metro Board approved proceeding with CEQA only for the project’s environmental process and withdrawing the SR-60 and combined alternatives from further consideration in the environmental study</p> <p><u>2023</u> – Anticipated completion of environmental process</p> <p><u>2028</u> – Completion of final design</p> <p><u>2029</u> – Start of construction</p> <p><u>2035</u> – Phase 2 in service</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>

## Regional Planning Activities November 2020

### Metro (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>West Santa Ana Branch Transit Corridor Project</b>	<p>A new 19-mile light rail transit line that would connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Summer 2017</u> – Initiated environmental studies and conducted public scoping meetings</p> <p><u>March 2018</u> – Four additional northern alignment options evaluated</p> <p><u>May 2018</u> – Two of the four northern alignment options added to environmental studies</p> <p><u>July 2018</u> – Additional scoping meetings</p> <p><u>December 2020</u> – Anticipate release of draft environmental document for public comment</p> <p><u>April 2021</u> – Anticipate selection of a locally preferred alternative</p> <p><u>2028</u> – Anticipate opening service</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>
<b>Countywide Express Lanes Strategic Plan</b>	<p>Establishes a vision for a system of Express Lanes for Los Angeles County that is intended to address federal performance standards and provide a more reliable and faster travel option, utilizing existing capacity in carpool lanes.</p> <p>Express lanes on Interstate 105 and Interstate 10 (from Interstate 605 to the San Bernardino County line) included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Pending</u> – Initiation of planning studies and a financial plan for the Tier 1 projects that are intended to be delivered in the next five to ten years</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p>	<p>Monitoring.</p>

## Regional Planning Activities November 2020

### Transportation Corridor Agencies (TCA)

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

## Regional Planning Activities November 2020

### OCTA

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>Connect OC-LA Transit Study</b>	<p>The Connect OC-LA Transit Study will identify both short- and long-term improvements to the transit infrastructure and services between the Orange and Los Angeles counties.</p> <p>Study Objectives include:</p> <ul style="list-style-type: none"> <li>• Defining near-term recommendations to improve existing transit services and facilities</li> <li>• Identifying long-term solutions to connect underserved populations, including improved access for pedestrians and bicyclists</li> <li>• Identify transit services needed between the counties for the 2028 Summer Olympics</li> </ul>	<p><u>Summer 2019 – Winter 2019</u> – Assess existing conditions</p> <p><u>Fall 2019 – Spring 2020</u> – Prepare needs analysis</p> <p><u>Spring 2020 – Fall 2020</u> – Identify service opportunities</p>	<p>Support solutions that improve regional connectivity for cross-county travelers.</p>	<p>Study effort lead by OCTA, in partnership with Caltrans District 12, eight public transit service providers, and SCAG.</p>
<b>Express Lanes Network Study</b>	<p>The OCTA 2018 LRTP’s Short-Term Action Plan recommended an Express Lanes Network Study to identify planning and policy positions in response to an initiative by Caltrans to implement express lanes in Orange County. The study will establish OCTA’s priorities for tolled express lanes implementation by evaluating quantitative and qualitative factors against stated goals and objectives to determine a preferred approach.</p>	<p><u>May 2019</u> – Study initiated</p> <p><u>December 2019</u> – Study update presented to OCTA Board</p> <p><u>Fall/Winter 2020</u> – Draft recommendations on a preferred approach to implementation of express lanes to be presented to OCTA Board</p>	<p>Establish OCTA’s priorities for tolled express lanes.</p>	<p>Study effort lead by OCTA.</p>

## Regional Planning Activities November 2020

### OCTA (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>South Orange County Multimodal Transportation Study (SOCMTS)</b></p>	<p>SOCMTS is a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the study will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County’s mobility needs through the year 2045.</p> <p>Study objectives</p> <ul style="list-style-type: none"> <li>• Work collaboratively with stakeholders</li> <li>• Leverage all modes of transportation</li> <li>• Address long-term mobility needs</li> <li>• Develop consensus on a set of transportation improvements across all modes</li> </ul>	<p><u>Summer/Fall 2020</u> – Phase 1: Identify issues and opportunities; develop purpose and need; and develop initial alternative strategies</p> <p><u>August 2020</u> – Study update presented to OCTA Board</p> <p><u>Winter 2020 - Spring 2021</u> – Phase 2: Analysis of alternative strategies</p> <p><u>February 2021</u> – Study update to be presented to OCTA Board</p> <p><u>Spring 2021 – Summer/Fall 2021</u> – Phase 3: Further analysis of reduced set of alternative strategies; Recommend a Locally Preferred Strategy</p> <p><u>Fall/Winter 2021</u> – OCTA Board to consider study recommendations</p>	<p>Establish a locally preferred strategy for south Orange County.</p>	<p>Study effort lead by OCTA.</p>

## Regional Planning Activities November 2020

### OCTA (continued)

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





*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

October 22, 2020

Ms. Jeanie Ward-Waller  
Deputy Director of Planning and Modal Programs  
California Department of Transportation  
P.O. Box 942873  
Sacramento, CA 94273-0001

Re: **Draft California Transportation Plan 2050**

Dear Ms. Ward-Waller:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to review and comment on the Draft California Transportation Plan (CTP) 2050 statewide transportation policy planning document. The California Department of Transportation (Caltrans) has been charged with developing a CTP that identifies goals, policies, strategies, and performance measures that demonstrate how the statewide transportation system can reduce transportation sector greenhouse gas (GHG) emissions to 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The statutory GHG goals are complicated by recently announced executive orders, which are likely to facilitate further legislative proposals on this subject. OCTA commends Caltrans for producing a Draft CTP and taking a difficult challenge.

Given that the purpose of the CTP is to inform transportation policy and planning decisions, the CTP 2050 and the forthcoming related report from the Strategic Growth Council, as required by AB 285 (Chapter 605, Statutes of 2019), will impact subsequent local and regional plans, including Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCSs). Therefore, to provide clarity to all stakeholders, OCTA requests that Caltrans:

- Further emphasize how the CTP, which serves as an aspiration vision, is different from financially constrained RTP/SCSs;
- Daylight the assumptions included in the CTP 2050;
- Commit to conducting a feasibility analysis; and
- Update the modeling analysis to account for Executive Order N-79-20.

Ms. Ward-Waller  
October 22, 2020  
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At a minimum, the CTP should accurately describe key differences between the CTP and regional plans in the areas of financial constraint analysis, scrutiny of planning assumptions, and lack of environmental review. The CTP should acknowledge its reliance on assumptions that cannot be included in an RTP/SCS, particularly with respect to transportation conformity. A list of CTP 2050 assumptions should be created with a description of how and why the assumptions differ from the most recent RTP/SCS. OCTA believes this will help prevent misunderstandings that could result from the different planning assumptions used in the CTP 2050 versus regional plans. These details and shared understanding will improve the ability of local, regional, state, and other stakeholders to have constructive conversations about how best to achieve the CTP 2050's vision.

OCTA recommends daylighting the assumptions used in the CTP 2050 to meet the GHG emission reduction goals and CTP 2050's vision. As the California Air Resources Board's SB 150 (Chapter 646, Statutes 2017) report concluded, California at the state, regional, and local levels is not on track to meet GHG emission reduction goals and will need to employ increasing aggressive strategies to meet mandates for 2030 and beyond. The State of California cannot achieve aggressive climate goals without an honest and open conversation about costs, impacts, and tradeoffs.

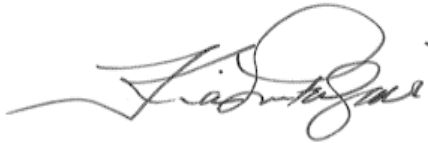
Government Code Section 65072.2(a) requires the CTP to address "how the state will achieve maximum feasible emissions reductions" consistent with state goals. However, feasibility is not considered in the Draft CTP despite this statutory language. The CTP does not estimate the costs, nor truly assess the likely availability of funds. Nor does the Draft CTP evaluate the statutory authority needed to implement several of the assumptions in the plan. As a result, it cannot be ascertained from the information provided if the plan achieves maximum feasible emissions. OCTA recommends that Caltrans commit to conducting a feasibility analysis of its various strategies within twelve months of finalizing the CTP 2050 to ensure the information can inform the Strategic Growth Council report. The feasibility analysis should also be developed in "cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry" consistent with Government Code Section 65070(a).

Ms. Ward-Waller  
October 22, 2020  
Page 3

Finally, OCTA recommends that the Final CTP 2050 conduct an analysis of the impacts Executive Order N-79-20 and revise the plan accordingly.

Again, thank you for the opportunity to comment on the Draft CTP 2050.

Sincerely,

A handwritten signature in black ink, appearing to read "Kia Mortazavi". The signature is fluid and cursive, with a large loop at the end.

Kia Mortazavi  
Executive Director, Planning

KM:ww  
Attachment

## OCTA Comments on Draft California Transportation Plan 2050

### California Transportation Plan 2050 – Main Document

- General. Unclear if references to “Los Angeles” is to the city or county or to the “Los Angeles Area” as defined in Figure 7. The same Los Angeles Area is defined as “SCAG Coastal” in the Technical Analysis Element.
- Executive Summary, Page 4: CTP 2050 Goals. Equity – consider expanding to reflect USDOT’s definition of Environmental Justice.
- Executive Summary, Page 6: Plan Benefits. Economy – clearly state that the economic impacts are for the year 2050 alone. The source should also reference the economic impact analysis.
- Executive Summary, Page 8: Implementation. Expand on the differences between RTPs and the CTP. For instance, the CTP does not include a project list and is not required to conduct a CEQA analysis on the plan nor meet federal transportation conformity requirements.
- Introduction, Page 11. Note that only “hundreds of Californians” have participated in the development of the CTP while “thousands” are typical of RTPs.
- Introduction, Page 12: A Call to Action. Clarify how resources will be redirected to marginalized communities.
- Introduction, Page 13: Our Challenges. Important to highlight that the CTP 2050 is required by law to show how the transportation sector will contribute to the mandatory statewide GHG emission reduction target for 2050.
- Introduction, Page 19: How the Plan was Developed. Documentation of the off-model techniques is missing and is not sufficiently addressed in the Technical Analysis Element. Clarify what off-model analysis was conducted and how it influenced the recommendations.
- Our Diverse State, Page 25: Our Geography. Note that many urban and suburban areas also struggle with poor connectivity and access to multimodal options.
- Our Diverse State, Page 27: Table 1. Roadway congestion should also be listed as a challenge in the Urban Geography. Lack of travel options and projects often uncompetitive for grant funding should also be listed as challenges in the Suburban Geography.
- Our Diverse State, Page 28: Population. Explain the difference between the MPO forecasted growth and that from DOF. Is part of the difference due to using latest DOF and older MPO forecasts? In the case of the SCAG region, it appears that the 2016 RTP/SCS was used in development of the CTP 2050. However, the local input on the 2016 RTP/SCS is from 2014 – meaning that the assumptions on growth will be over six years old by the time the CTP is finalized.
- Our Diverse State, Page 30: Demographic Trends. An Aging Population – It may be worth noting the impacts on revenue sources from an aging population.
- Our Multimodal System, Page 40: Figure 14. Consider retitling the figure to better match what is in the graphic. Also, add a reference to VMT for the upper part of the graphic as it is not clear otherwise.

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- Public Transportation, Page 44: Our Transit and Rail Systems. Sparse land use that makes it difficult to provide efficient transit service is not limited to exurban and rural communities – it is also an issue for many areas within urban counties.
- Active Transportation, Page 47: Figure 17. Consider a different graphic rather than the map, which better illustrates the current state of active transportation. The map reflects on a very small aspect of active transportation and fails to acknowledge the statewide coverage of other shared micromobility.
- Active Transportation, Page 49: Our Active Transportation System. Personal safety can remain a significant concern even in locations with access to sidewalks and bike lanes. The speed differential between motor vehicles and active transportation users can be a deterrent to more active transportation use.
- Goods Movement, Pages 53-58. Consider addressing the relationship between goods movement and land use – particularly warehousing space and manufacturing space – as that also has significant impact on California communities.
- Over Travel Patterns, Page 61: By 2050. It seems important to caveat the MPO growth forecasts as they can be considerably older than the DOF numbers. It may be important to note the expected increase in VMT per capita in the Northern California region and Sierra compared to the rest of the state when developing recommendations for the CTP.
- Goals and Objectives, Page 68: Climate Performance Measures. Consider refining or augmenting the GHG emissions from transportation sector to more closely align with the SB 391 requirement such as indicating the percent difference from 1990 levels. Clarify how carbon capture and sequestration are addressed in the CTP. Consider restructuring the number of system improvements addressing climate vulnerability to a potentially more meaningful measure of the degree of know transportation system climate vulnerability not addressed or significantly at risk.
- Goals and Objectives, Pages 68-69: Equity Performance Measures. Clarify what destinations access will be measured to and how access will be measured. Consider evaluating the comparative benefits by income quintile and race for travel time and travel distance for work and non-work trips. Consider expanding the performance measures to evaluate the potential impacts of roadway pricing by income quintile and race. Consider adding access to destination by mode and by travel cost by income quintile and race.
- Goals and Objectives, Page 69: Accessibility Performance Measures. Clarify what destinations access will be measured to and how access will be measured. Consider expanding the households with access to transit service to include a breakdown of households by income quintile and race.
- Goals and Objectives, Page 70: Quality of Life & Public Health. Consider removing “as the COVID-19 pandemic has shown, this also means making sure that transit and shared modes can be accessed with minimal risk of infectious disease transmission” as it is already covered under “minimize safety risks”. Additionally, this sentence raises several questions such as: who decides; how it this enforced; which guidelines or regulations take precedence; how is physical distance on transit or shared modes decided?

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- Goals and Objectives, Page 71: Environment. Clarify how the differences between protected open space, natural habitat, and agricultural uses. Consider restructuring the number of fish passages mediated to a potentially more meaningful measure of the degree to which fish passages remain unmediated.
- Goals and Objectives, Pages 71-72: Economy. Consider refining the annual employment growth to reflect new jobs supported by improved economic competitiveness (indirect) and new jobs supported by transportation system investments (direct).
- Goals and Objectives, Page 73: Infrastructure. Consider restructuring culvert rehabilitated to reflect the degree of culverts needing to be rehabilitated. Clarify repurposed lane-miles. Consider shifting the bicycle safety analysis to the Safety goal.
- Making Progress, Pages 80-82: Figures 32-34. Specify all of the component assumptions of each scenario. The description here is not consistent with the Technical Analysis Element so it is unclear if new assumptions were introduced. For example, excluding the lowest income quintile from increased AOC appears to be a new assumption.
- Making Progress, Page 85: Scenario Analysis Results. See comments on Technical Analysis Element. For example, telework strategies may conflict with land use strategies, but this does not appear to be considered.
- Making Progress, Page 87: GHG Emissions Reduction. What impact will Executive Order N-79-20 have in meeting the target? Will inclusion of the EO allow for future growth more in line with the MPO forecasts, or will the state need to pursue additional growth management strategies to limit growth to meet the 2050 targets?
- Making Progress, Page 92: Economic Benefits. What are the economic analysis results associated with the full Combined Scenario with lower future growth and expanded ZEVs necessary to meet the GHG emission reduction target?
- Making Progress, Page 93: Development Recommendations. Although strategies may not be quantitatively evaluated, a qualitative assessment can be conducted to determine if strategies centered on social equity, public health, and quality of life would substantially improve the likelihood of the state achieving the GHG emission reductions target.
- Our Path Forward, Page 97: Reaching Our Climate Targets. The reference to SB 391 is missing the critical component of feasibility. Without feasibility, SB 150 Reports will likely continue to show that the state is not on progress to meeting emission reduction targets.
- Our Path Forward, Page 98: Figure 48. Clarify the component assumptions included in this figure as it is unclear from the language provided.
- Our Path Forward, Pages 109-110: Price Roadways to Improve the Efficiency of Auto Travel. A clear distinction between Recommendations 10 and 14 is needed. Where Recommendation 14 is focused on a replacement for current transportation funding mechanisms like the gas tax, Recommendation 10 is focused on influencing behavior. The inclusion of a means-based fee structure ignores that fact that every low-income drivers can significantly contribute to congestion, VMT, and GHG emissions.

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Any congestion pricing program should reflect the actual congestion costs and associated externalities associated with each user of the system. A means-based approach would not treat all users fairly. Equity concerns should be addressed in how net congestion pricing revenues are invested (whether for alternatives to driving or for tax deductions), not in how they are collected. Limiting congestion pricing to only the largest MPO areas (with the addition of cordon pricing in select downtowns) will likely incentive sprawl for both business and households, especially as telework makes job location less important for higher wage earners, and reduces the economic competitiveness of these regional that are the core of California's economy. This section also does not address if the net revenues from congestion pricing are targeted for expenditure in the region it was generated. This approach also ignores that congestion, VMT, and GHG emissions are not limited to urban areas of the state and that significant areas within these MPO areas are not well served by transit or other alternatives to driving. For example, according to SCAG data, slightly more than two percent of the SCAG region lies within High-Quality Transit Areas—suggesting most residents of the regional would not likely have sufficient access to transit to avoid the increased VMT fees. Clarify how the legislation would be enacted. Clarify how much should be invested in “viable alternatives to driving?” Clarify if the recommendation and/or legislation would require investments be project-specific (like SB 127) or program-wide? Which agencies would be responsible for delivering pricing-based improvements? Explain why those unable to operate a vehicle would be subject to paying roadway pricing fees.

- Our Path Forward, Page 111: Encourage Efficient Land Use. Clarify limitations of using “existing funding programs, such as greenhouse gas reduction funds (GGRF) and SB1 funds, to elevate projects that support efficient land use and development patterns” including maintaining core tenants of the funding programs and that both of the listed sources are generally considered to have expired or have significantly reduced revenues by 2050.
- Our Path Forward, Page 113: Strategically Invest in State of Good Repair Improvements. Clarify the action “align funding for state of good repair and state highway operations projects with VMT-reduction projects such as tolling and express lanes”. For example, will future SHOPP funding be prioritize for toll roads and SHS facilities with HOT lanes?
- Our Path Forward, Page 114: Seek Sustainable, Long-Term Transportation Funding Mechanisms. Revise “implement a statewide means-based road-user charge program as a replacement for the gas tax, based in the findings of the road-user charge study” to “develop a statewide road-user charge program as a replacement for the gas tax”. The eventual road-user charge program should not be limited to the finding of the road-user charge study as several outstanding issues remained at the conclusion of the study. Additionally, the road-user charge should reflect the actual cost associated with each user to operate and maintain the transportation system. A means-based approach would not treat all users fairly. Equity concerns should be addressed in how transportation revenues are invested, not in how they are collected.
- Our Path Forward, Page 115: Implementation. A central theme of the Implementation Element should be feasibility. The Implementation Element should also be conducted

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within twelve months of finalizing the CTP 2050 to ensure the information can inform the Strategic Growth Council report required per AB 285. The Implement Element/feasibility analysis should also be developed in “cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry” consistent with Government Code Section 65070(a).

### Technical Analysis Element

- Socioeconomic Forecasts, Page 11. Clarify which RTP/SCS is being used for each MPO. Explain how MPO RTP/SCS population and employment forecasts were adjusted to CTP 2050 horizon years. The latest adopted RTP/SCS for the SCAG region at the time of the CTP development was the 2016 RTP/SCS, which had a horizon year of 2040 and most of the growth forecasts are over five years old.
- 2050 Baseline Scenario, Page 17. Clarify what was included from MPO RTP/SCSs in the Baseline Scenario. For example, SCAG’s 2016 RTP/SCS included an assumed VMT fee of \$0.028 per mile. Was this included?
- Sensitivity Testing, Page 23: Local Transit. Clarify how the transit assumptions were modeled? For example, was a 30-minute headway reduced to a 15-minute headway for doubling local transit service? How were speeds increased by 50 percent? Did this assume bus only lanes, which in many cases would have needed to entail converting a mixed flow arterial to bus only? How were free fares modeled? Clarify how “free” transit will be paid for?
- Sensitivity Testing, Page 24: Intercity Rail and High-Speed Rail? Where were the “several significant new rail lines added throughout the state” located? What alignment was assumed for the extension of HSR from Anaheim to San Diego?
- Sensitivity Testing, Page 25: Managed Lanes. In what model year was the minimum HOV occupancies raised to 3+? What assumptions were made for existing and planned express/HOT lanes included in MPO RTP/SCSs?
- Sensitivity Testing, Page 25: Freight and Goods Movement. Clarify where the truck only lanes were assumed to operate and if the lanes were new capacity or conversion of mixed flow lanes to truck only lanes.
- Sensitivity Testing, Page 26: Road User Charge. Provide additional explanation of assumptions behind the 50 to 100 percent. Even the low range appears to be significantly higher than was used in both the 2016 and 2020 SCAG RTP/SCS that included an AOC increase in the 25 to 30 percent range while also including the introduction of VMT fees. Given the presumed larger fleet share of ZEVs with lower AOC than MPOs are allowed to use for SB 375 purposes, the assumed AOC increase is significantly more than maintaining purchasing power with current fuel taxes at both the state and federal levels. Provide documentation of differential access to alternative modes between urban and rural travelers consistent the urban vs. rural counties split.



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According to SCAG data, slightly more than two percent of the SCAG region lies within High-Quality Transit Areas—suggesting most residents of the regional would not likely have sufficient access to transit to avoid the increased VMT fees. What assumption was used for AOC for rural counties?

- Sensitivity Testing, Page 26: Cordon Pricing. Clarify the basis of the \$10 cordon price—is it in 2020 dollars or 2050 dollars? Explain how the cordon pricing would work. Would the \$10 charge be assessed for each crossing of the boundary; was there a maximum per day; any discounts for residents or for lower-income resident/workers? What geographies are included in the cordon areas? Does it include the SHS?
- Round 1 Modeling, Page 29: Figure 7. Specify all of the component assumptions of each scenario. For example, it is unclear if fare free transit is included in Scenario A.
- Round 2 Modeling, Page 36: Figure 8. Specify all of the component assumptions of each scenario. For example, what assumptions were made for local transit and pricing?
- Round 2 Modeling, Page 37: Modeling Land Use. Explain how the reallocation of growth between 2015 and 2050 accounted for actual development activity between 2015 and 2020 and entitled development projects.
- Round 2 Modeling, Page 44: Figure 11. The additional assumption of telework seems like it would likely reduce the benefits accrued to Land Use (and perhaps others like Rail Plan and Transit), as access to work and commute costs would have less influence on residential location. How was this accounted for in the analysis and assumptions?
- Round 2 Modeling, Page 50: Emissions – Reaching 2050 Targets. What impact will Executive Order N-79-20 have in meeting the target? Will inclusion of the EO allow for future growth more in line with the MPO forecasts, or will the state need to pursue additional growth management strategies to limit growth to meet the 2050 targets?
- Round 2 Modeling, Page 52: Key Takeaways. The need to reduce future growth is not listed in the summary points but was critical for meeting the 2050 targets are noted in Figure 13. Additional language addressing the feasibility of the “bold, transformative strategies” is also missing.
- Economic Forecasts and Analysis, Page 54: Methodology. Clarify if adjustments to housing costs were included in the modeling assumptions to reflect increased costs with reallocation of households from lower cost, lower density locations to higher cost, higher density locations and the associated need for additional subsidies to support affordable housing and anti-gentrification/displacement efforts. Which population forecast was used for this analysis? Describe how all assumptions used to the meet the 2050 target via the travel demand model were incorporated into the economic analysis. Was the telework assumption included in the economic forecast?
- Economic Forecasts and Analysis, Page 60: Fees Generated and Re-spent. The locations for imposition of cordon pricing is different than listed earlier. Is this intentional? What was modeled? The imposition of road user fees is listed only for the SCAG, MTC, SACOG, and SANDAG MPO areas. Is the same assumption in the travel demand modeling? Describe the analysis conducted to support the assertion that these MPO areas have sufficient transit coverage to mitigate the impact of the VMT fee.

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Is the economic analysis sensitive to the additional AOC costs in these selected urban area such that it would incentivize other parts of the state due to lower costs? It appears that travel demand model runs were conducted for 2015, 2020, 2030, 2040, and 2050 but only 2050 results were reported. Why not other years for economic impacts, especially for 2030 and 2040 after imposition of the additional fees? Describe the allocation approach for net revenues from cordon pricing and road user fees. Where net revenues distributed across the state? Were any return-to-sources assumptions included? Describe how the use of net revenues from transportation users is allowable for non-transportation uses such as education, affordable housing, and health care based on Article 19 of the California Constitution. Describe how revenues from cordon pricing and VMT fees were adjusted down to account for costs associated.

- Economic Forecasts and Analysis, Pages 63, 65, and 66: Figure 20, 22, and 23. Assuming that the economic analysis did not incorporate the increased costs associated with reallocation of households from lower cost, lower density locations to higher cost, higher density locations and the associated need for additional subsidies to support affordable housing and anti-gentrification/displacement efforts—if these costs were included, would the land use scenario continue to return positive results compared to the 2050 Baseline?
- Economic Forecasts and Analysis, Pages 78-82: Impact by Urban/Rural Setting and Equity. Consider updating the discussion to clarify that the SCAG, MTC, SACOG, and SANDAG MPO areas are assumed to subsidize investments in the rest of the state. This is illustrated in Figure 38, which shows rural areas outperforming urban areas across scenarios. Had the additional housing costs particularly in urban areas also been incorporated into the analysis, rural areas would likely have fared even better.
- Economic Forecasts and Analysis, Pages 82-83: Key Takeaways. As the economic analysis does not appear to actually consider the full breadth of strategies needed to achieve the GHG emission reductions target, it is unclear how the economy would be impacted. For example, telework assumptions, reduced population growth, and increased housing costs due to reallocation of future development activity do not appear to be considered.
- COVID-19 Analysis, Page 91: Key Takeaways: Consider expanding the “advancing social equity” item to include the need to examine how to ensure telework strategies are effective across income groups. Additional analysis would also be valuable to explore the impact of remote work strategies on home and business location choices, especially to consider relationship between other strategies like land use and pricing.

### Financial Analysis Element

- Introduction, Page 1: Short to Medium-Term Impact of COVID-19. Transit cost also significantly increased due to the need to limit passenger loading on vehicles to support social distancing, including the need to dispatch additional vehicles of higher ridership lines. Whether former public transportation users return to transit is not simply an issue of trust or opting for more active modes. The research by UCLA and

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SCAG on transit ridership declines in Southern California reflect the critical role of increased auto ownership in the decline in transit ridership. It is likely that this recently observed trend will also be applicable going forward.

- Introduction, Page 2: Magnitude of Funding Needs. The description of RTPs should be updated for accuracy. For example, RTPs must cover a 20+ year horizon and often plan for 25 years. RTPs also must include the cost to build, operate, and maintain the SHS regardless of funding source. In the case of the incorrectly listed SCAG 2020 RTP/SCS (which was adopted in September 2020 not April 2020), the \$638.9 billion (in year of expenditure dollars) plan includes well over \$100 billion in assumed expenses on the SHS. Additionally, the statement that the RTPs did not include expenses to retrofit infrastructure to handle additional electric vehicle or connected vehicles seems a likely overstatement as this is one of the limited areas MPOs may take credit for efforts that reduce GHG emissions under SB 375. The SCAG 2020 RTP/SCS includes over \$8 billion (in year of expenditure dollars) just associated with electrification strategies. It is also worth noting why the SCAG 2020 RTP/SCS values were included for this section, whereas the SCAG 2016 RTP/SCS information was used in other parts of the CTP 2050.
- Introduction, Pages 5-6: Importance of Self-Help Funding in California. This section is an inaccurate representation of local option sales tax measures. For example, the statements, “With self-help funding, the sales tax revenues are retained by the county and spent primarily on projects of local benefit. This approach allows counties to fund projects that meet local mobility needs...” is incorrect as both Measure M1 and M2 in Orange County committed 43 percent of Orange County resident-funded sales tax revenues to the SHS. The “Move So Cal / Vision 2020/2022” should be removed as it lacks critical support.
- Introduction, Page 6: Role of Transit and Active Modes of Transportation in Reducing Congestions. This section should be revised to acknowledge that transit and active transportation provide alternatives to driving on congestion roadways but do not in themselves reduce congestion as any users switches to these modes would likely induce trips to fill any excess capacity.

### Plan Development Element

- Footers and page number is not set up correctly. References to page numbers below reflect what is on the pdf.
- Regulatory Requirements, Pages 2-ii: State Regulations Addressing Climate Change. The final plan should include EO N-79-20.
- Regulatory Requirements, Pages 2: Checklist of Requirements for Statewide Planning. The section describing California Government Code Section 6502.2 is missing critical language, which is underlined here: “The department shall address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emission...”.

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- Plan Consistency, Page ii: Regional Plans. Language should be added to indicate that the RTPs listed in Table 4 were the currently adopted plans during the development of the CTP 2050 as some of the information in the table is obsolete now.
- Outreach and Engagement, Page 28: Public Workshops. Describe how equivalent input that would have been received through public workshops will be sought prior to finalizing the CTP 2050.
- Oversight, Pages 15-14, Committee Membership. Language should be added to indicate that tables reflect organization representation at the time of the CTP 2050 development as a number of the members are no longer affiliated with listed organization.

### Strategies Element

- Strategy Inputs, Page 5: Regional Transportation Plans and Sustainable Communities Strategies. Language should be added to indicate that the plans listed in Table 2 were the currently adopted plans during the development of the CTP 2050 as some of the information in the table is obsolete now.
- Strategy Inputs, Page 7: Describe how equivalent input that would have been received through public workshops will be sought prior to finalizing the CTP 2050.
- Strategy Inputs, Page 8: Other Statewide Plans. Clarify which listed strategies were screened for effectiveness at achieving CTP goals and for consideration in the Recommendations Element and which were removed from further consideration.
- Climate, Page 15: Promote the adoption of Zero-Emission Vehicles (ZEVs). Subsidies for clean and electric vehicle transportation should not be limited to rural areas just as poverty is not limited to rural areas.
- Equity, Page 20: Improve accessibility and economic vitality in underserved and disadvantage communities. Add “support” to the beginning of “safeguard against displacement by incorporating tenant protection policies, affordable housing production, and affordable housing preservation in the initial phases of transportation planning” as many transportation planning agencies have not authority over land use and/or housing.
- Equity, Page 21: Improve environmental and public health in disadvantage communities. Remove “rural” as other urban areas may also have needs that are not well addressed by population-based allocation – “Develop a needs-based funding mechanism (rather than population-based) to better-assist rural areas that struggle to obtain funding for critical infrastructure projects”
- Accessibility, Page 24: Incentivize more accessible land use. The item “use road pricing revenues to fund affordable housing and non-auto modes” fails to account for unclear authority to use transportation-generated revenues for non-transportation uses and for road pricing in general. Significant additional research is needed to explore road pricing. This item should be revised to “explore use of road pricing revenues to support non-auto modes and affordable housing” and moved under the “expand research on changing travel behavior and preferences” section.

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- Accessibility, Page 27: Improve active transportation travel options. Revise “require a portion of pricing revenues to be invested in transit and active transportation” to “support dedication of a portion of net pricing revenues to be invested in transit and active transportation”.
- Accessibility, Page 28: Provide integrated and seamless travel connections. Revise “implement a statewide integrated fare payment system” to “evaluate a statewide integrated fare payment system” consider other proposals to eliminate fares and potentially incurring significant costs for no gain.
- Accessibility, Page 28: Provide integrated and seamless travel connections. Remove “develop a state-owned single platform to access all mobility options” as it would be addressed by the revision to the item above. Experience with HOT lanes and the RUC program suggest a single platform is not the best approach.
- Accessibility, Page 30: Adapt the system to evolving mobility needs. Add caveats to “raise minimum vehicle occupancy in HOV lanes to 3+” to recognize that changing the occupancy without also converting the lane to HOT may result in significantly underutilized managed lanes and increased delays in adjacent mixed flow lanes with unclear GHG impacts.
- Accessibility, Page 31: Pursue pricing strategies. Remove “with protections for rural and disadvantaged communities from “explore a mileage-based user fee...” as the exploration may yield other provisions that are more critical. If the mileage-based user fee is intended to be a replacement to existing fuel tax-based transportation revenue systems, all users should be paying their fair share. Equity considerations are more appropriately addressed under “explore congestion pricing...” but should not be limited to urban areas as congestion occurs in rural areas too (especially resort communities). Explain why those unable to operate a vehicle would be subject to paying roadway pricing fees.
- Quality of Life & Public Health, Page 33: Expand access to active transportation. Revise “direct investments in active transportation infrastructure toward disadvantaged communities and vulnerable populations, including those in isolated rural communities” to “expand investments in active....” to allow for a comprehensive, needs-based allocation of active transportation investments.
- Quality of Life & Public Health, Page 33: Reduce household transportation costs. Revise “make “last-mile” services free (subsidize rides to/from transit)” to “investigate ways to make...” as it may not be feasible or appropriate to subsidize all last-mile services.
- Quality of Life & Public Health, Page 35: Support enjoyable trip experience and vibrant public spaces. Revise “transform aging malls and office parks into mixed-use, transportation-efficient neighborhoods” to “support the transformation of aging malls and office parks...” to reflect that most public agencies do not actually own malls and office parks nor build neighborhoods.
- Environment, Page 37: Advance environmental justice. Revise “direct investments to communities most impacted by air and water pollution (AB 617)” to encourage investments that would likely improve local air and water pollution conditions.

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- Environment, Page 37: Promote environmentally sensitive land use. Revise “Develop urban growth boundaries. Create priority development and conservation areas at the statewide level...” to “Support urban growth boundaries that prioritize development and conservation areas at the county, regional, and statewide levels...”. Since land use is controlled primarily at the local level, decisions about where growth should occur should not be limited to a state authority with no local accountability.
- Infrastructure, Page 48: Explore new dedicated funding opportunities. Revise “implement a statewide means-based road-user charge program as a replacement for the gas tax, based in the findings of the road-user charge study” to “develop a statewide road-user charge program as a replacement for the gas tax”. The eventual road-user charge program should not be limited to the finding of the road-user charge study as several outstanding issues remained at the conclusion of the study. Additionally, the road-user charge should reflect the actual cost associated with each user to operate and maintain the transportation system. A means-based approach would not treat all users fairly. Equity concerns should be addressed in how transportation revenues are invested, not in how they are collected.
- Infrastructure, Page 48: Explore new dedicated funding opportunities. Revise “direct pricing revenues to fund projects that improve access to high-quality, safe, and affordable mobility options for disadvantaged communities” to “direct pricing revenues to fund projects that improve access to high-quality, safe, and affordable mobility options, particularly for disadvantaged communities” as the negative impacts of pricing is not limited to disadvantage communities.



**November 2, 2020**

**To:** Regional Planning and Highways 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, including the review and approval of amendments requested by local agencies. The City of Santa Ana has requested multiple amendments to the Master Plan of Arterial Highways. These amendments are subject to approval by the Board of Directors and are recommended to be contingent on an executed memorandum of understanding to address potential impacts. A status update on the active Master Plan of Arterial Highways amendments is also provided.

**Recommendations**

- A. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a final memorandum of understanding specifying roles and responsibilities for implementation of proposed actions related to the Master Plan of Arterial Highways amendment request. Participating agencies include the cities of Fountain Valley, Santa Ana, Tustin, and the Orange County Transportation Authority.
  
- B. Conditionally approve the following amendment to the Master Plan of Arterial Highways to:
  - 1. Reclassify the following streets from a secondary (four-lane, undivided) arterial to a divided collector (two-lane divided):
    - i. Cambridge Street between Fairhaven Avenue and State Route 22.
    - ii. Santa Clara Avenue between Grand Avenue and Tustin Avenue.
    - iii. Broadway Street between 1st Street and 17th Street.
    - iv. Penn Way between Interstate 5 southbound on/off-ramps and Washington Avenue.

- v. Santiago Avenue between Washington Avenue and 6<sup>th</sup> Street.
  - vi. Standard Avenue between 6th Street and Warner Avenue.
  - vii. Civic Center Drive between Fairview Street and Bristol Street.
  - viii. Hazard Avenue between Euclid Street and Harbor Boulevard.
  - ix. Raitt Street between Segerstrom Avenue and Santa Ana Boulevard.
  - x. McFadden Avenue between Harbor Boulevard and Grand Avenue.
  - xi. Flower Street between Warner Avenue and First Street.
  - xii. Halladay Avenue between Warner Avenue and Dyer Road.
  - xiii. Chestnut Avenue between Standard Avenue and Grand Avenue.
2. Reclassify Civic Center Drive between French Street and Santiago Street, from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial.
  3. Reclassify 1st Street between Bristol Street and Tustin Avenue, from a major (six-lane, divided) to a primary (four-lane, divided) arterial.
  4. Reclassify Chestnut Avenue between Grand Avenue the eastern city limit, from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial.
  5. Remove the following facilities from the Master Plan of Arterial Highways:
    - i. Flower Street between 17th Street and its northern terminus.
    - ii. Logan Street between Stafford Street and Santa Ana Boulevard.
    - iii. Stafford Street between proposed Logan Street and Santiago Street.

The proposed amendment will become final contingent upon the Orange County Transportation Authority (1) fully executing a final memorandum of understanding with the cities of Fountain Valley, Santa Ana, and Tustin, and (2) receiving documentation that the City of Santa Ana has complied with the requirements of the California Environmental Quality Act and have amended their general plan.

If the original proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.



- C. Conditionally approve the amendment to the Master Plan for Arterial Highways for Fairhaven Avenue between Grand Avenue to Tustin Avenue from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial. The proposed amendment will become final contingent upon the Orange County Transportation Authority receiving documentation that the cities of Santa Ana and Orange have complied with the requirements of the California Environmental Quality Act and have amended their respective general plans.

If the cities of Santa Ana and Orange do not update their respective general plans within three years to reflect the Master Plan of Arterial Highway amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the original proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

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

### ***Background***

In January 2020, the City of Santa Ana (City) initiated the Circulation Element Update in combination with the overall General Plan Update. The proposed Circulation Element Update is the culmination of community outreach efforts undertaken by the City since 2011, input from neighboring local agencies, and various planning documents. The goal of these efforts is to provide active transportation options for residents through complete street improvements and vision zero policies. The City is requesting amendments to the Master Plan of Arterial Highways (MPAH) to reclassify 17 segments in order to accommodate complete street projects and remove three segments from the MPAH (Attachment A). Complete streets refer to street features that accommodate all users, including pedestrians, bicyclists, public transit users, and drivers. The 17 segments represent those arterials which require MPAH reclassifications in order to accommodate complete street improvements and are depicted in Attachment B.

Amendment to the MPAH require a review of the potential circulation implications of the change. The City utilized the General Plan Update Program Environmental Impact Report (PEIR)-Traffic Impact Study (TIS) for the MPAH amendment process. The TIS reviews existing and future traffic conditions of the current general plan and of the proposed land use and circulation element updates. Additional analysis was completed that focused on the identification of the impacts and mitigations associated with the changes to the MPAH, as opposed to the overall General Plan Update evaluated by the PEIR. The City plans to adopt the General Plan Update and PEIR in late fall 2020. The proposed MPAH amendments are recommended for conditional approval by the Orange County Transportation Authority (OCTA) Board of Directors (Board) contingent on compliance with the MPAH Guidance, and additional terms identified in the Recommendations.

### ***Discussion***

The 17 segments proposed for reclassification would result in a reduction of approximately 30 existing lane miles. Deletions and downgrades on the MPAH may be allowed if the increased traffic volumes in the affected agencies do not result in the unmitigated peak-hour intersection impacts (Guidance for Administration of the MPAH, Section 4.0 MPAH Amendment Policies). If impacts to the MPAH system are identified as a result of the proposed amendment, approval of an amendment may be subject to the execution of a memorandum of understanding (MOU) between OCTA and affected agencies, which specify roles and responsibilities for implementation of any identified mitigations. The TIS analyzed 105 intersections with 18 identified that could be impacted due to the MPAH amendment request (Attachment C). Of the 18 impacted intersections, four are located outside the City in the following jurisdictions: City of Fountain Valley (1), City of Orange (1), and the City of Tustin (2).

The City proposed a draft mitigation program to ensure that mitigations for impacted intersections, if needed in the future, would be implemented. The program would fully mitigate impacts at eight intersections (including the four intersections outside of the City) and partially mitigate impacts at two intersections. Feasible mitigations could not be developed at the remaining eight impacted intersections, all located within the City, due to right-of-way needs for proposed complete streets projects. The TIS also identified potential significant impacts to an additional five intersections due to the City's proposed Land Use Element Update. These impacts are not associated with the change to the MPAH; therefore, they are excluded from the MPAH amendment process.

Furthermore, potential impacts to high-quality transit corridors were identified. OCTA provides high-frequency (15-minute service intervals) fixed-route bus service during peak commute hours on two segments that are part of the MPAH amendment - McFadden Avenue (Route 66) and 1st Street (Route 64).

The City's proposal would remove existing and planned travel lanes to incorporate complete streets infrastructure. OCTA and City staff agreed that additional mitigation measures on these corridors are necessary to maintain or improve transit service performance.

An MOU was prepared to define the roles and responsibilities of the parties the mitigations for the proposed MPAH amendment (Attachment D). Currently, the City and the affected agencies are in agreement on a draft mitigation program. For the impacts located at the cities of Fountain Valley and Tustin, the City has agreed to pay, at minimum, their fair share cost of the mitigation measures. The proposed reclassification on Fairhaven Avenue, between Grand Avenue and Tustin Avenue, is shared with the City of Orange. For this reclassification on Fairhaven Avenue to become final, both the cities of Orange and Santa Ana will need to update their circulation elements. The reclassification results in an impact at the Tustin Avenue and Fairhaven Avenue intersection (City of Orange). The existing intersection can accommodate the proposed reclassification to a divided collector (two-lane, divided) arterial, and therefore, the City of Orange has requested not be a party to the MOU. Lastly, the City has also agreed to fund a cooperative study, led by OCTA. The study will identify feasible transit improvements for impacts on high-quality transit corridors. Roles and responsibilities for funding and implementation would be identified and coordinated with OCTA as well. The affected agencies have reviewed the TIS, addressed remaining questions with the City, and all have provided letters of support for the City's amendment request (attachments E, F, and G).

The City also shared the TIS with immediately adjacent agencies - the cities of Costa Mesa, Garden Grove, Irvine, Westminster, the County of Orange, and the California Department of Transportation. Except for the City of Garden Grove (Garden Grove), all immediately adjacent agencies have indicated their support for the City's amendment request (attachments H, I, J, K, and L). Garden Grove is the owner of the Willowick Golf Course property, which is near the proposed Hazard Avenue reclassification. Garden Grove would like to preserve existing vehicular access in the vicinity of the Willowick property while the City and Garden Grove solidify a vision for the property. Currently, the property remains classified as open space in the City's proposed Land Use Element Update. Moreover, the TIS did not identify any impacts in the vicinity of Hazard Avenue, and it is projected to operate at a segment link level of service "A" in the future year with reclassification. Therefore, there are no technical MPAH-related issues with the proposed reclassification to Hazard Avenue.

Further, the City has discussed the matter with City of Garden Grove, and there is an understanding that the parties will work to address this issue as the long-term vision for the property develops.

Based on the support from the affected agencies and technical analysis of the proposed reclassifications, staff recommends conditional approval of the MPAH amendments, authorization to negotiate and execute the final MOU, and a cooperative agreement for a transit cooperative study. If approved by the Board, the proposed amendments will not become final until OCTA receives: (1) a fully signed and executed MOU among OCTA and the cities of Fountain Valley, Santa Ana, and Tustin; and (2) documentation that the City has amended their general plan and have complied with the requirements of the California Environmental Quality Act (CEQA). Additionally, the City of Orange must also provide documentation that their general plan has been amended in compliance with CEQA before finalizing the reclassification of Fairhaven Avenue on the MPAH.

#### CEQA

Amendments to the MPAH are exempt from the CEQA review. As such, if the Board approves the recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

#### MPAH Status Update

As indicated in the status report in Attachment M, there are currently 22 active amendments proposed for the MPAH.

The City's General Plan Update also includes the conditionally-approved MPAH amendment in 2016 to support planned bikeways and accommodate the development of the OC Streetcar on Fourth Street from French Street to Grand Avenue, and on three segments of Santa Ana Boulevard:(1) Flower Street to Ross Street, (2) French Street to Santiago Street, and (3) Raitt Street to Flower Street. As indicated in Attachment A, the adoption of the General Plan Update will finalize the amendment on these four facilities.

In June 2020, OCTA received appropriate documentation to finalize and update the MPAH map to reflect conditionally-approved amendments within several other jurisdictions:

- Huntington Beach – Graham Street and Talbert Street (shared with the County of Orange), Delaware Street, 6th Street;
- Yorba Linda – Esperanza Road (shared with the County of Orange), Fairmont Boulevard Connector; and
- Westminster – Garden Grove Boulevard, Edwards Street, Trask Avenue, and Hoover Street.

Many of the other remaining amendments are awaiting local action to amend their respective general plans. Others are either under review, pending resolution of issues with other agencies, or awaiting refinement of development plans.

***Summary***

The City of Santa Ana has requested amendments to the Master Plan of Arterial Highways to reflect the City of Santa Ana's General Plan Update. The technical analysis indicates that -- with the recommended mitigations -- implementation of the amendments would not adversely impact the integrity of the Master Plan of Arterial Highways. Therefore, staff recommends Board of Directors' conditional approval of the requested amendments.

***Attachments***

- A. Letter from Mr. Nabil Saba, P.E., Acting Executive Director, Public Works Agency, City of Santa Ana, to Mr. Charles Larwood, Manager of Transportation Planning, Orange County Transportation Authority, Dated January 21, 2020, re: Request for Amendment to the Master Plan of Arterial Highways in Santa Ana
- B. City of Santa Ana Proposed MPAH Amendments Maps
- C. City of Santa Ana General Plan Update, Amendment to the Master Plan of Arterial Highways, Intersection Impacts
- D. Draft Memorandum of Understanding No. C-X-XXXX Between Orange County Transportation Authority and Cities of Santa Ana, Fountain Valley, Tustin for Amendment of the Master Plan of Arterial Highways
- E. Letter from Ms. Hye Jin Lee, MS, PE, Director of Public Works, City of Fountain Valley, to Mr. Nabil Saba, P.E., Executive Director, Public Works Agency, City of Santa Ana, Dated September 8, 2020, re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications
- F. Letter from Mr. Christopher S. Cash, Public Works Director, City of Orange, to Mr. Nabil Saba, P.E., Executive Director, Public Works Agency, City of Santa Ana, Dated September 17, 2020, re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications
- G. Letter from Ms. Krys Saldivar, Public Works Manager - Traffic/Transportation, City of Tustin, to Mr. Nabil Saba, P.E., Executive Director, Public Works Agency, City of Santa Ana, Dated October 6, 2020, re: City of Santa Ana Master Plan of Arterial Highways (MPAH) Reclassifications Letter of Support

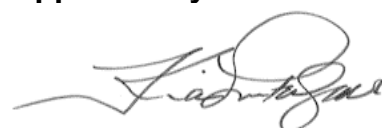
- H. Letter from Mr. Raja Sethuraman, Public Services Director, City of Costa Mesa, to Mr. Nabil Saba, P.E., Executive Director, Public Works Agency, City of Santa Ana, Dated September 3, 2020, re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications
- I. Letter from Mr. Mark A. Steuer, Director of Public Works and Transportation, City of Irvine, to Mr. Nabil Saba, P.E., Executive Director, Public Works Agency, City of Santa Ana, Dated September 15, 2020, re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications
- J. Letter from Mr. Marwan Youssef, Ph.D., P.E., Public Works Director/ City Engineer, City of Westminster, to Mr. Nabil Saba, P.E., Executive Director, Public Works Agency, City of Santa Ana, September 9, 2020, re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications
- K. Letter from Ms. Nardy Khan, PE/PMP, Deputy Director, Infrastructure Programs, Orange County Public Works, to Mr. Nabil Saba, P.E., Executive Director, Public Works Agency, City of Santa Ana, Dated September 3, 2020, re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications
- L. Letter from Mr. Scott Shelley, Branch Chief, Regional-IGR-Transit Planning, California Department of Transportation District 12, to Mr. Verny Carvajal, Principal Planner, City of Santa Ana, Dated August 17, 2020
- M. Status Report on Active Master Plan of Arterial Highways Amendments

**Prepared by:**



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**Approved by:**



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## CITY OF SANTA ANA

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[www.santa-ana.org](http://www.santa-ana.org)

January 21, 2020

Mr. Charles Larwood  
Manager of Transportation Planning  
Orange County Transportation Authority  
550 South Main Street  
Orange, California 92863-1584

### REQUEST FOR AMENDMENT TO THE MASTER PLAN OF ARTERIAL HIGHWAYS IN SANTA ANA

Dear Mr. Larwood:

This letter is to request initiation of the MPAH amendment process associated with the City's impending General Plan Circulation Element Update. As part of the Circulation Element Update, the circulation network within the city will be revised for consistency with the MPAH and compliance with the Complete Streets Act.

The City is currently revising the draft General Plan Update Traffic Analysis, which has been provided to Stephanie Chhan for OCTA staff review. All the requested changes are generally within the City of Santa Ana; with the exception of Fairhaven Avenue, which is shared with the City of Orange. Several roadways traverse or share boundaries with adjacent jurisdictions or have the potential to affect traffic in those jurisdictions. These jurisdictions include:

- City of Costa Mesa
- City of Fountain Valley
- City of Garden Grove
- City of Orange
- City of Irvine
- City of Tustin
- City of Westminster
- County of Orange
- Caltrans District 12

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**Requested changes**

A summary of the requested changes is provided in Table 1. Attachment A provides a map showing the locations of the proposed changes and Attachment B provides detailed information regarding existing classification, proposed classification, and number of lanes, ADT data, and roadway Level of Service (LOS).

**Table 1 – Proposed Santa Ana MPAH Reclassifications**

Roadway	Limits	Proposed Reclassification
Cambridge Street	SR-22 to Fairhaven Ave	Secondary to Divided Collector
Fairhaven Avenue	Grand Avenue to Tustin Avenue	Secondary to Divided Collector
Santa Clara Avenue	Grand Ave to Tustin Ave	Secondary to Divided Collector
Broadway	17 <sup>th</sup> St to 1 <sup>st</sup> St	Secondary to Divided Collector
Penn Way	I-5 SB Ramp to Washington Avenue	Secondary to Divided Collector
Santiago Ave	Washington Avenue to 6 <sup>th</sup> Street	Secondary to Divided Collector
Standard Avenue	6 <sup>th</sup> Street to Warner Ave	Secondary to Divided Collector
Civic Center Drive	French St to Santiago St	Secondary to Collector
Civic Center Drive	Fairview Rd to Bristol St	Secondary to Divided Collector
Hazard Ave	Euclid St to Harbor Blvd	Secondary to Divided Collector
Raitt Street	Santa Ana Blvd to Segerstrom Ave	Secondary to Divided Collector
1 <sup>st</sup> Street	Bristol St to Tustin Ave	Major to Primary
Chestnut Ave	Standard Ave to Grand Avenue	Secondary to Divided Collector
Chestnut Ave	Grand Avenue to East City Limit	Primary to Divided Collector
McFadden Avenue	Harbor Blvd to Grand Ave	Secondary to Divided Collector
Flower Street	1 <sup>st</sup> St to Warner Ave	Secondary to Divided Collector
Halladay Ave	Warner Ave to Dyer Rd	Secondary to Divided Collector
Flower Street	17 <sup>th</sup> Street to its northern terminus	Remove from MPAH
Stafford Street	Santiago Street to proposed Logan Street	Remove from MPAH
Logan Street	Stafford Street to Santa Ana Blvd	Remove from MPAH

SANTA ANA CITY COUNCIL



Mr. Charles Larwood  
Page 3  
January 21, 2020

The General Plan Circulation Element Update also includes the 2016 OCTA Board conditionally approved MPAH amendment to reclassify four segments to accommodate the development of the OC Streetcar and active transportation projects. The City Council adoption of the Circulation Element Update will finalize these following for reclassifications:

Roadway	Limits	Proposed Reclassification
Santa Ana Boulevard	French St to Santiago St	Primary to Divided Collector
Santa Ana Boulevard	Flower St to Ross St	Major to Primary
Santa Ana Boulevard	Raitt St to Flower St	Major to Divided Collector
4 <sup>th</sup> Street	French St to Grand Ave	Secondary to Divided Collector

If you have any questions regarding the requested changes, please contact Zed Kekula in our Traffic Engineering Division at [zkekula@santa-ana.org](mailto:zkekula@santa-ana.org) or (714) 647-5606.

Sincerely,



Nabil Saba, P.E.  
Acting Executive Director  
Public Works Agency

Enclosed:

Attachment A – MPAH Amendment Map  
Attachment B – MPAH Amendment Table

SANTA ANA CITY COUNCIL

# Attachment A - Proposed Arterial Roadway Reclassifications



LEGEND	
	Freeway
	Classify as Primary Arterial
	Classify as Divided Collector Arterial
	Classify as Collector
	Classify as Local Street / Delete from MPAH Network

ATTACHMENT B

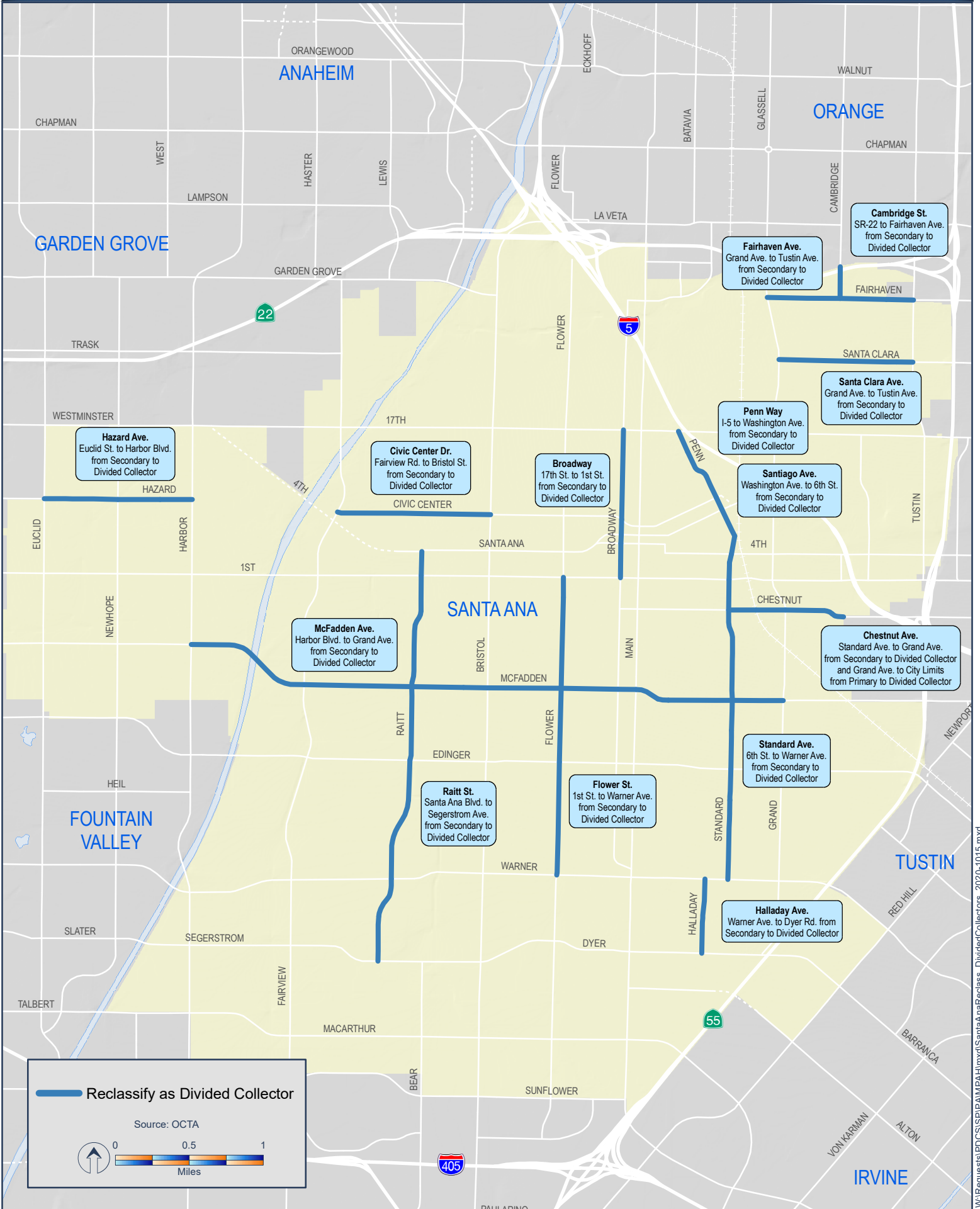
ID	Roadway	Segment	Existing Year (2020)				Future Year (2045) No Project				Future Year (2045) With Project									
			Lanes*	Classification [b]	Capacity [d]	ADT [e]	V/C	Lanes*	Classification [b]	Capacity [d]	ADT [f]	V/C	Lanes*	Classification [c]	Capacity [g]	ADT [h]	V/C	LOS		
22	31st Street	Main Street to Standard Avenue	4D	Major Arterial	56,300	42,699	0.76	C	6D	Major Arterial	56,300	38,200	0.68	B	4D	Primary Arterial	37,500	32,000	0.88	D
30	31st Street	Grand Avenue to Elk Lane	6D	Major Arterial	56,300	78,678	0.51	A	6D	Major Arterial	56,300	29,300	0.52	A	4D	Primary Arterial	37,500	30,000	0.82	D
31	31st Street	Cabrillo Park Drive to Tustin Avenue	6D	Major Arterial	56,300	22,083	0.39	A	6D	Major Arterial	56,300	15,600	0.28	A	4D	Primary Arterial	37,500	14,000	0.39	A
60	31st Street	180th Street to Flower Street	6D	Major Arterial	56,300	39,006	0.69	B	6D	Major Arterial	56,300	26,600	0.47	A	4D	Primary Arterial	37,500	25,700	0.69	B
62	41st Street	French Street to Standard Avenue	2D	Divided Collector	27,000	14,855	0.68	B	4U	Secondary Arterial	25,000	21,600	0.91	E	2D	Divided Collector	22,000	16,500	0.75	C
63	Roadway	17th Street to Civic Center Drive	4D	Primary Arterial	37,500	20,630	0.55	A	4U	Secondary Arterial	25,000	21,600	1.18	F	2D	Divided Collector	22,000	22,700	1.03	F
64	Cambridge Street	Civic Center Drive to 1st Street	2U	Secondary Arterial	25,000	16,005	0.64	B	4U	Secondary Arterial	25,000	12,200	0.49	A	2D	Divided Collector	22,000	13,800	0.63	B
65	Cambridge Street	SR-22 to Fairhaven Avenue	2U	Collector	12,500	16,005	0.64	B	4U	Secondary Arterial	25,000	9,700	0.37	A	2D	Divided Collector	22,000	8,800	0.40	A
66	Cherini Avenue	Standard Avenue to Lyon Street	4U	Secondary Arterial	25,000	2,587	0.10	A	4U	Secondary Arterial	25,000	11,900	0.48	A	2D	Divided Collector	22,000	7,900	0.35	A
67	Civic Center Drive	French Street to Santiago Street	2U	Collector	12,500	10,266	0.82	D	4U	Secondary Arterial	25,000	2,100	0.08	A	2U	Collector	12,500	1,900	0.15	A
68	Civic Center Drive	Fairview Road to Bristol Street	4U	Secondary Arterial	25,000	13,772	0.55	A	4U	Secondary Arterial	25,000	20,300	0.81	D	2D	Divided Collector	22,000	12,300	0.55	A
61	Fairhaven Avenue	Grand Avenue to Tustin Avenue	4D	Primary Arterial	37,500	10,218	0.27	A	4D	Primary Arterial	37,500	13,500	0.36	A	2D	Divided Collector	22,000	11,100	0.50	A
17	Flower Street	1st Street to Bishop Street	2U	Collector	12,500	15,622	1.25	F	4U	Secondary Arterial	25,000	9,400	0.38	A	2D	Divided Collector	22,000	6,900	0.31	A
69	Flower Street	Edinger Avenue to Warner Avenue	2U	Collector	12,500	10,964	0.88	D	4U	Secondary Arterial	25,000	33,900	0.88	D	2D	Divided Collector	22,000	6,900	0.39	A
70	Holladay Avenue	Warner Avenue to Dyer Road	2D	Divided Collector	22,000	10,964	0.88	D	4U	Secondary Arterial	25,000	20,400	0.62	B	2D	Divided Collector	22,000	16,100	0.73	C
71	Hazard Avenue	Lucid Street to Harbor Boulevard	4U	Secondary Arterial	25,000	9,546	0.38	A	4U	Secondary Arterial	25,000	20,000	0.80	B	2D	Divided Collector	22,000	7,900	0.36	A
36	McFadden Avenue	Fairview Street to Buitt Street	4D	Primary Arterial	37,500	20,397	0.56	A	4U	Secondary Arterial	25,000	15,400	0.62	B	2D	Divided Collector	22,000	7,900	0.36	A
58	McFadden Avenue	Buitt Street to Flower Street	2U	Collector	12,500	14,051	1.20	F	4U	Secondary Arterial	25,000	20,000	0.80	B	2D	Divided Collector	22,000	7,900	0.36	A
72	McFadden Avenue	Main Street to Standard Avenue	2U	Collector	12,500	16,064	1.29	F	4U	Secondary Arterial	25,000	24,700	0.93	E	2D	Divided Collector	22,000	8,200	0.37	A
73	Pein Way / Santiago Street	1-5 SR Ramps to Santa Ana Boulevard	2U	Collector	12,500	16,064	1.29	F	4U	Secondary Arterial	25,000	23,300	0.93	E	2D	Divided Collector	22,000	8,200	0.37	A
74	Ruitt Street	Santa Ana Boulevard to 1st Street	4U	Secondary Arterial	25,000	9,719	0.80	C	4U	Secondary Arterial	25,000	23,300	1.05	F	2D	Divided Collector	22,000	14,300	0.65	B
75	Santa Ana Boulevard	Warner Avenue to Segregation Avenue	4D	Primary Arterial	37,500	14,746	0.39	A	4U	Secondary Arterial	25,000	20,000	0.80	C	2D	Divided Collector	22,000	15,400	0.88	D
76	Santa Ana Boulevard	French Street to Santiago Street	2D	Divided Collector	22,000	6,616	0.30	A	4U	Secondary Arterial	25,000	23,300	0.92	F	2D	Divided Collector	22,000	15,400	0.53	A
21	Santa Ana Boulevard	Flower Street to Ross Street	6D	Major Arterial	56,300	14,689	0.16	A	6D	Primary Arterial	56,300	16,500	0.44	A	2D	Divided Collector	22,000	11,600	0.53	A
77	Santa Ana Boulevard	Ruitt Street to Bristol Street	4U	Secondary Arterial	25,000	4,216	0.17	A	6D	Major Arterial	56,300	22,200	0.39	A	4D	Primary Arterial	37,500	15,600	0.61	B
26	Santa Clara Avenue	Grand Avenue to Tustin Avenue	2U	Collector	12,500	10,455	0.85	D	4U	Secondary Arterial	25,000	27,000	0.48	A	2D	Divided Collector	22,000	15,600	0.42	B
78	Standard Avenue	Chestnut Avenue to McFadden Avenue	4U	Secondary Arterial	25,000	12,871	0.51	A	4U	Secondary Arterial	25,000	10,600	0.53	A	2D	Divided Collector	22,000	8,100	0.40	A
79	Standard Avenue	Edinger Avenue to Warner Avenue	4U	Secondary Arterial	25,000	12,852	0.51	A	4U	Secondary Arterial	25,000	18,200	0.73	C	2D	Divided Collector	22,000	11,000	0.50	A
DELETIONS FROM MPASH NETWORK																				
82	Flower Street	17th Street to Northern Terminus	2D	Divided Collector	22,000	11,155	0.51	A	2D	Divided Collector	22,000	5,900	0.27	A	2D	Divided Collector	22,000	4,700	0.21	A
83	Logan Street	Civic Center Drive to Santa Ana Boulevard	2U	Collector	12,500	-	-	-	2U	Collector	13,500	-	-	-	2U	Collector	13,500	-	-	-
84	Eastlawn Street	Logan Street to Santa Ana Boulevard	2U	Collector	12,500	-	-	-	2U	Collector	13,500	-	-	-	2U	Collector	13,500	-	-	-

\* Lane configuration (Lanes) - Number of Unidirectional and Divided Lanes.  
 [a] Classification per current MPASH  
 [b] Assumes MPASH Buildout Lane Configurations.  
 [c] Assumes With Project Buildout Lane Configurations; classification per current MPASH.  
 [d] Capacity per current MPASH.  
 [e] Existing year counts developed by applying 1% growth factor to 2019 counts.  
 [f] Forecast volumes from OCMAD.

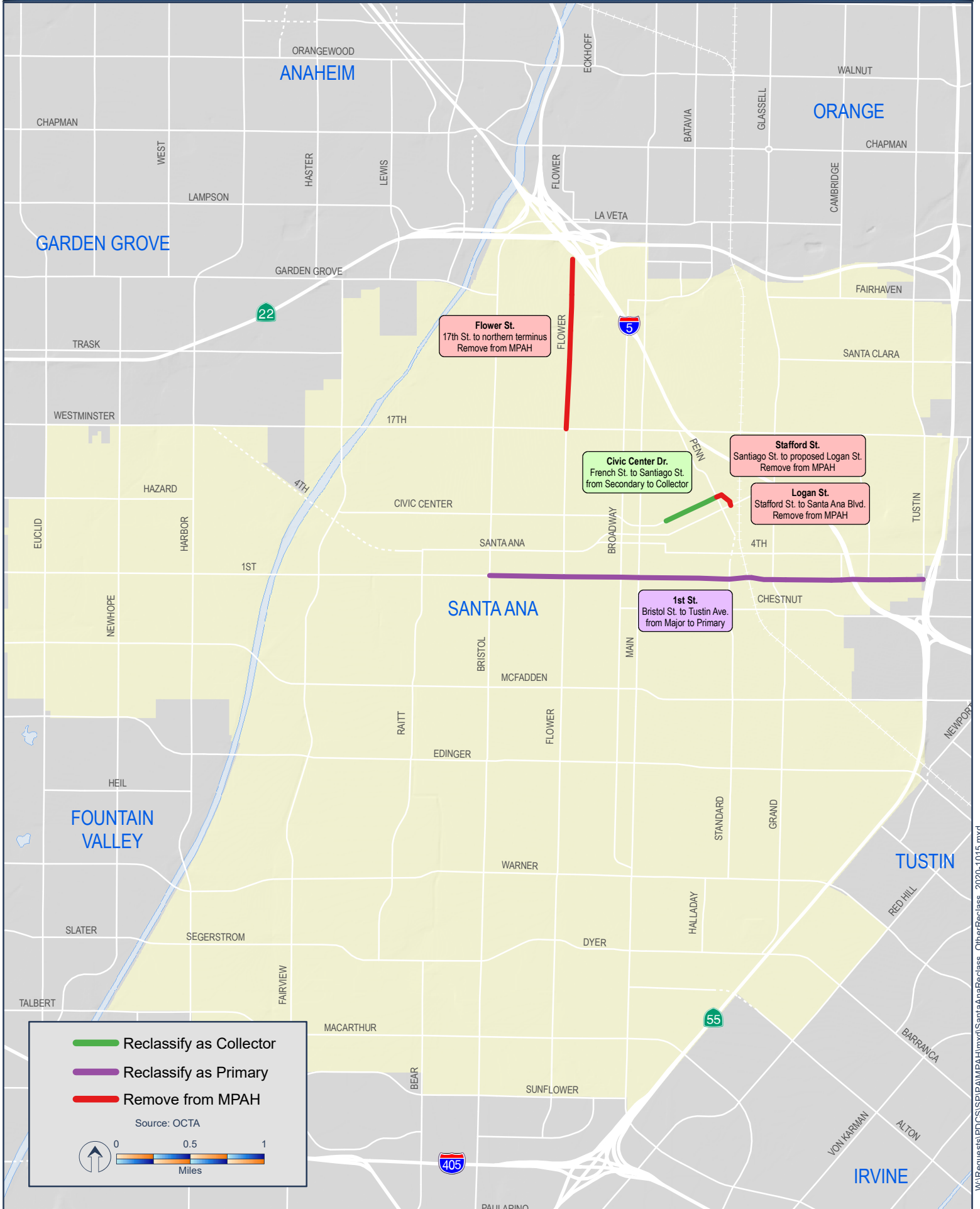
City of Santa Ana  
Proposed MPAH Amendments Maps



# City of Santa Ana Proposed MPAH Amendments Reclassifications to Divided Collector



# City of Santa Ana Proposed MPAH Amendments Reclassifications and Deletions



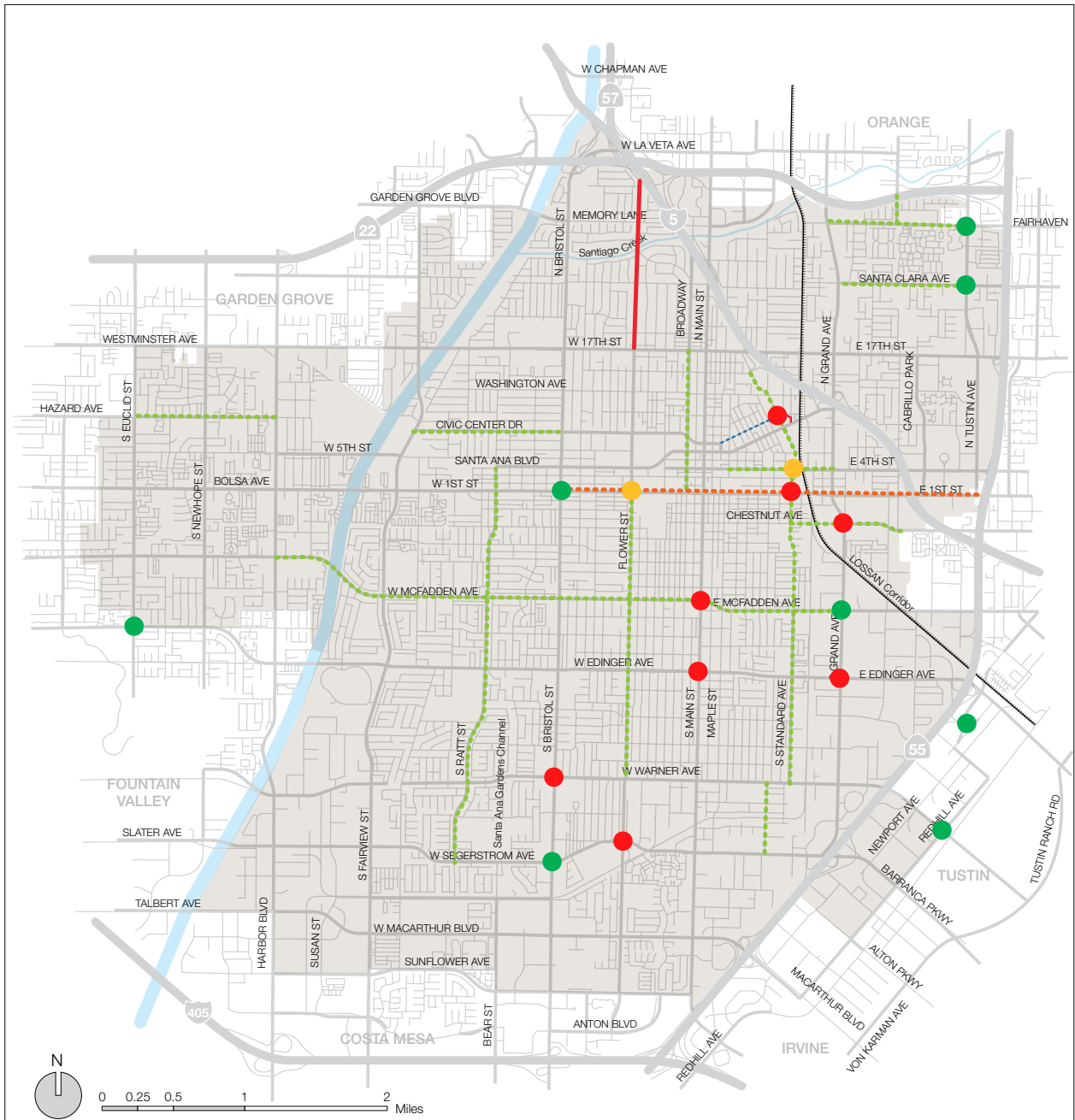
— Reclassify as Collector  
— Reclassify as Primary  
— Remove from MPAH

Source: OCTA

0 0.5 1  
Miles

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**City of Santa Ana General Plan Update  
Amendment to the Master Plan of Arterial Highways  
Intersection Impacts**



LEGEND		MPAH Related Intersection Impacts	
	Freeway		Fully Mitigated
	Classify as Primary Arterial		Partially Mitigated
	Classify as Divided Collector Arterial		Not mitigated
	Classify as Collector		
	Classify as Local Street / Delete from MPAH Network		

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

**BETWEEN**

**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**AND**

**CITIES OF SANTA ANA, FOUNTAIN VALLEY, TUSTIN**

**FOR**

**AMENDMENT OF THE MASTER PLAN OF ARTERIAL HIGHWAYS**

**THIS MEMORANDUM OF UNDERSTANDING** (hereinafter referred to as "MOU") is effective this \_\_\_\_\_ day of \_\_\_\_\_, 2020, by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, California 92863-1584 (hereinafter referred to as "AUTHORITY"), and the City of Santa Ana, City of Fountain Valley, and the City of Tustin (hereinafter collectively referred to as "AGENCIES" and individually as "AGENCY"). AUTHORITY and each AGENCY are sometimes referred to collectively in this MOU as the "PARTIES" and individually as "PARTY."

**RECITALS**

**WHEREAS**, AUTHORITY administers the Master Plan of Arterial Highways (hereinafter referred to as "MPAH") including the review and approval of amendments requested by local agencies; and

**WHEREAS**, the CITY of Santa Ana has prepared an update of their General Plan which includes changes to their Circulation Element to enhance bicycle and pedestrian facilities along arterial roadways and changes to their Land Use Element for consistency with population and housing projections developed by the Southern California Association of Regional Government's Regional Transportation Plan/Sustainable Communities Strategies (adopted May 7, 2020); and

**WHEREAS**, the CITY of Santa Ana's updates to the Circulation Element will require roadway reconfigurations and/or reductions of existing or planned travel lanes to roadway segments on the MPAH; and



**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

1           **WHEREAS**, the CITY of Santa Ana has requested an Amendment to the MPAH as set forth in  
2 Exhibit A, entitled "Amendment to the MPAH," attached to and, by this reference, incorporated in and  
3 made a part of this agreement; and

4           **WHEREAS**, traffic analyses conducted as part of the MPAH amendment process determined that  
5 the Amendment to the MPAH would result in projected changes to future traffic patterns; and

6           **WHEREAS**, these projected changes in future traffic patterns results in a determination that  
7 appreciable impacts may occur in the CITIES of Santa Ana, Fountain Valley, Orange and Tustin; and

8           **WHEREAS**, AGENCIES have established Level of Service (LOS) "D" as their minimum  
9 acceptable LOS and an appreciable impact is defined as an increase in Intersection Capacity Utilization  
10 ("ICU") of 0.01, or otherwise adopted by the respective AGENCY, for intersections currently operating at  
11 an unacceptable level of service; and

12           **WHEREAS**, Exhibit B titled "SUMMARY OF MPAH AMENDMENT APPRECIABLE IMPACTS  
13 AND TRAFFIC SHARE", provides a summary of the appreciable impacts occurring at intersections as a  
14 result of the Amendment to the MPAH (in ICU for city controlled facilities and Highway Capacity Manual  
15 [HCM] for state controlled facilities); and

16           **WHEREAS**, the CITIES of Orange, Fountain Valley, and Tustin are Affected Agencies, having  
17 appreciable impacts occurring within their jurisdictions as a result of the CITY of Santa Ana's Amendment  
18 to the MPAH; and

19           **WHEREAS**, the CITY of Orange is also an Affected Agency because the CITY of Santa Ana's  
20 Amendment to the MPAH includes reclassifying a roadway shared between the CITIES of Santa Ana  
21 and Orange, Fairhaven Avenue between Grand Avenue to Tustin Street; and

22           **WHEREAS**, both the CITIES Santa Ana and Orange must amend their respective General Plans  
23 and comply with the California Environmental Quality Act (CEQA) to finalize the Fairhaven Avenue  
24 amendment per the Guidance to the Master Plan of Arterial Highways; and

25           **WHEREAS**, the Affected Agencies have reviewed the CITY of Santa Ana's Amendment to the  
26 MPAH; and

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

1           **WHEREAS**, the Affected Agencies have provided letters of support for the CITY of Santa Ana's  
2 Amendment to the MPAH; and

3           **WHEREAS**, the CITY of Orange has requested to not be a Party to this MOU; and

4           **WHEREAS**, AUTHORITY provides high quality transit service with 15-minute headways during  
5 peak commute hours on the 1<sup>st</sup> Street corridor and McFadden Avenue corridor; and

6           **WHEREAS**, the CITY of Santa Ana proposes to reclassify the 1<sup>st</sup> Street corridor and McFadden  
7 Avenue corridor as part of the Amendment to the MPAH; and

8           **WHEREAS**, the reclassifications of the 1<sup>st</sup> Street corridor and McFadden Avenue corridor will  
9 result in lane reductions; and

10           **WHEREAS**, lane reductions on the 1<sup>st</sup> Street corridor and McFadden Avenue corridor may result  
11 in reduced travel speeds and therefore longer average transit travel times which in turn may lower bus  
12 ridership; and

13           **WHEREAS**, improvements have been identified to mitigate potential impacts, preserve the  
14 operational integrity of the MPAH system, and maintain or improve AUTHORITY's high-quality transit  
15 service; and

16           **WHEREAS**, AUTHORITY, as the transportation agency for Orange County, and the CITIES of  
17 Santa Ana, Fountain Valley, and Tustin desire to enter into an MOU to work as partners to mitigate  
18 impacts from the CITY of Santa Ana's requested Amendment to the MPAH; and

19           **WHEREAS**, AUTHORITY's Board of Directors approved this Amendment to the MPAH, subject  
20 to approval of a general plan amendment by the CITIES of Santa Ana and Orange, and authorized  
21 negotiation and execution of an MOU with the cities of Santa Ana, Fountain Valley, and Tustin for the  
22 implementation of proposed intersection mitigation improvements on November 9, 2020. Exhibit C to this  
23 MOU contains the background for the Amendment to the MPAH, as it is the Staff Report approved by the  
24 AUTHORITY's Regional Planning & Highways Committee on November 2, 2020 and by the  
25 AUTHORITY's Board of Directors on November 9, 2020; and  
26

1           **WHEREAS**, all PARTIES agree upon Exhibit D, "MITIGATION IMPROVEMENTS AND  
2 MONITORING PROGRAM" which identifies improvements that could mitigate the appreciable impacts  
3 resulting from the implementation of the CITY of Santa Ana's Amendment to the MPAH; and

4           **NOW, THEREFORE**, it is mutually understood and agreed by the PARTIES as follows:

5           **ARTICLE 1. COMPLETE AGREEMENT:**

6           A.       This MOU, including all exhibits and documents incorporated herein and made applicable  
7 by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) of the  
8 MOU between the PARTIES concerning the Amendment to the MPAH and supersedes all prior  
9 representations, understandings and communications concerning the same subject matter between the  
10 PARTIES. The invalidity, in whole or part, of any term or condition of this MOU shall not affect the validity  
11 of other term(s) or conditions(s) of this MOU. The above referenced recitals are true and correct and are  
12 incorporated by reference herein.

13           B.       Any PARTY'S failure to insist on any instance(s) of performance of any term(s) or  
14 condition(s) of this MOU shall not be construed as a waiver or relinquishment of rights to such  
15 performance or to future performance of such term(s) or condition(s), and obligations in respect thereto  
16 shall continue in full force and effect.

17           **ARTICLE 2. MUTUAL RESPONSIBILITIES OF ALL PARTIES:**

18           A.       Each PARTY to this MOU agrees to cooperate and coordinate with the other PARTIES to  
19 this MOU and their respective staff, contractors, consultants, and vendors, etc. providing services  
20 required under this MOU to the extent practicable.

21           B.       All PARTIES to this MOU agree to work diligently together, and in good faith, toward the  
22 resolution of any unforeseen issues and disputes arising out of the performance of this MOU.

23           **ARTICLE 3. RESPONSIBILITIES OF AUTHORITY:**

24           AUTHORITY agrees to the following responsibilities:

25           A.       AUTHORITY shall administer the MPAH, including updating the MPAH to reflect the  
26 Amendment to the MPAH upon fulfillment of the following conditions:

1. AUTHORITY's Board of Directors' conditional approval of the Amendment to the

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

1 MPAH. With the exception of Fairhaven Avenue, the AUTHORITY's Board of  
2 Directors' approval of the Amendment to the MPAH will not become final until  
3 conditions 2 and 3 below have been satisfied. For the amendment on Fairhaven  
4 Avenue, the AUTHORITY'S Board of Directors' approval will not become final until  
5 conditions 3 and 4 below has been satisfied;

- 6 2. Receipt of an original, fully executed MOU (signed by all PARTIES);
- 7 3. Receipt of documentation that that the CITY of Santa Ana has amended their General  
8 Plan to reflect the Amendment to the MPAH;
- 9 4. Receipt of documentation that that the CITY Orange has amended their General Plan  
10 to reflect Fairhaven Avenue between Grand Avenue to Tustin Avenue as a divided  
11 collector (two-lane, divided).

12 B. AUTHORITY shall lead a cooperative study funded by the CITY of Santa Ana to identify  
13 appropriate and feasible transit improvements (including but not limited to queue-jump lanes and transit  
14 signal priorities) to maintain or improve AUTHORITY'S high quality transit service on the 1<sup>st</sup> Street corridor  
15 and McFadden Avenue corridor. The cooperative study will identify the funding and implementation  
16 responsibilities between the CITY of Santa Ana and AUTHORITY. The recommendations from the  
17 cooperative study shall be incorporated into the design of the complete street projects along the 1st Street  
18 corridor and McFadden Avenue corridor, unless otherwise agreed upon.

19 C. AUTHORITY shall utilize the funding provided by the CITY of Santa Ana on the  
20 cooperative study.

21 D. AUTHORITY and the CITY of Santa Ana shall mutually coordinate implementation of  
22 feasible transit improvements identified from the cooperative study to maintain or improve AUTHORITY'S  
23 high-quality transit service. AUTHORITY and CITY of Santa Ana shall implement the improvements prior  
24 to or at the time of construction of the complete street projects along the 1<sup>st</sup> Street corridor and McFadden  
25 Avenue corridor, unless otherwise agreed upon.

26 **ARTICLE 4. RESPONSIBILITIES OF CITY OF SANTA ANA:**

The CITY of Santa Ana agrees to the following responsibilities:

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

1           A.       The CITY of Santa Ana shall amend the Circulation Element of its General Plan to reflect  
2 the Amendment to the MPAH, and in doing so, shall comply with the requirements of the California  
3 Environmental Quality Act.

4           B.       The CITY of Santa Ana shall implement the mitigation improvements for impacted  
5 intersections within the CITY of Santa Ana's jurisdiction. The CITY of Santa Ana's proposed mitigation  
6 measures for impacts within the CITY of Santa Ana's jurisdiction are identified in Exhibit D, as well as  
7 detailed below:

- 8           1. Bristol Street and 1<sup>st</sup> Street: The CITY of Santa Ana shall add an eastbound right-  
9 turn pocket. The CITY of Santa Ana shall not reduce the existing westbound lane  
10 configuration when implementing the 1<sup>st</sup> Street complete street project. The  
11 westbound approach lane configuration shall remain as one left lane, one thru lane,  
12 and one thru-right lane. The CITY of Santa Ana shall include this mitigation  
13 improvement in their Capital Improvement Plan and implement the project (1) within  
14 the CIP horizon year; (2) before the Intersection Capacity Utilization (ICU) exceeds  
15 the pre-amendment to the MPAH ICU trigger; or (3) during construction of the CITY  
16 of Santa Ana's complete street project(s) if the intersection improvement falls along  
17 such a facility, whichever occurs first.
- 18           2. Bristol Street and Segerstrom Avenue: The CITY of Santa Ana shall add a  
19 northbound right-turn pocket. The CITY of Santa Ana shall construct the eastbound  
20 and westbound approach lane configurations as one left turn, two thru lanes, and  
21 one thru-right lane. The CITY of Santa Ana shall include this mitigation improvement  
22 in their Capital Improvement Plan and implement the project (1) within the CIP  
23 horizon year; (2) before the Intersection Capacity Utilization (ICU) exceeds the pre-  
24 amendment to the MPAH ICU trigger; or (3) during construction of the CITY of Santa  
25 Ana's complete street project(s) if the intersection improvement falls along such a  
26 facility, whichever occurs first.
3. Flower Street and 1<sup>st</sup> Street: The CITY of Santa Ana shall not reduce the existing

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

1 northbound lane configuration when implementing the Flower Street complete street  
2 project. The northbound approach lane configuration shall remain as one left turn lane,  
3 two thru lanes, and one right turn lane.

4 4. Standard Avenue and 4<sup>th</sup> Street: This intersection does not currently exist. The CITY  
5 of Santa Ana will construct the intersection as identified in Exhibit D. The northbound  
6 and southbound lanes shall be constructed as one left turn lane, one thru lane, and  
7 one right turn lane when the intersection is established. The eastbound and  
8 westbound lanes shall be constructed as one left turn lane, one thru lane, and one  
9 thru-right lane when the intersection is established.

10 5. Grand Avenue and McFadden Avenue: The CITY of Santa Ana shall not reduce the  
11 existing eastbound lane configuration when implementing the McFadden Avenue  
12 complete street project. The eastbound approach lane configuration shall remain as  
13 one left lane, one thru lane, and one thru-right lane.

14 6. Tustin Avenue and Santa Clara Avenue: The CITY of Santa Ana shall not reduce the  
15 existing eastbound and westbound lane configuration when constructing the Santa  
16 Clara Avenue complete street project. The eastbound and westbound lane  
17 configuration shall remain as one left turn lane, one thru lane, and one thru-right lane.

18 C. The CITY of Santa Ana shall transfer a lump sum of \$250,000 to AUTHORITY within 30  
19 days of the execution of this MOU to fund a cooperative study led by AUTHORITY. The cooperative study  
20 will identify appropriate and feasible transit improvements (including but not limited to transit signal priority  
21 and/or queue-jumping lanes) to maintain or improve AUTHORITY'S high quality transit service on the 1<sup>st</sup>  
22 Street corridor and McFadden Avenue corridor. The cooperative study shall identify the funding and  
23 implementation responsibilities between the CITY of Santa Ana and AUTHORITY. The recommendations  
24 from the cooperative study shall be incorporated into the design of the complete street projects along the  
25 1st Street corridor and McFadden Avenue corridor, unless otherwise agreed upon.

26 D. The CITY of Santa Ana and AUTHORITY shall mutually coordinate implementation of  
feasible transit improvements identified from the cooperative study to maintain or improve AUTHORITY'S

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

1 high-quality transit service. CITY of Santa Ana and AUTHORITY shall implement the improvements prior  
2 to or at the time of construction of the complete street projects along the 1<sup>st</sup> Street corridor and McFadden  
3 Avenue corridor, unless otherwise agreed upon.

4 E. The CITY of Santa Ana enters into this MOU in order for the above mitigation measures  
5 to be implemented.

6 F. The CITY of Santa Ana shall coordinate with the CITIES of Fountain Valley and Tustin to  
7 fund mitigation improvements for impacts due to the amendment to the MPAH outside of the CITY of  
8 Santa Ana. Proposed mitigation improvements and 2020 estimated costs for the proposed mitigation  
9 improvements are included in Exhibit D. If an alternative improvement is identified beyond those listed on  
10 Exhibit D, or if a buyout option is desired, there must be agreement for the alternative amongst the  
11 appropriate jurisdictions. At the time of mitigation improvement implementation or buy out, the CITY of  
12 Santa Ana shall incorporate cost changes, which may include cost changes based on the California  
13 Construction Cost Index or the County of Orange's assessment of land value, to their funding contribution  
14 to the CITIES of Fountain Valley and Tustin. This includes the following intersections:

- 15 1. Euclid Street and Edinger Avenue: This intersection is located within CITY of Fountain  
16 Valley. Prior to the ICU LOS at the intersection of Euclid Street and Edinger Avenue  
17 exceeding the pre-amendment to the MPAH ICU LOS of 0.99, the CITY of Santa Ana  
18 shall fund, at minimum, their fair share cost allocation for mitigation improvement at  
19 the Euclid Street and Edinger Avenue intersection.
- 20 2. Red Hill Avenue and Warner Avenue: This intersection is shared with the CITY of  
21 Tustin. The CITY of Santa Ana shall monitor the Red Hill Avenue and Warner Avenue  
22 intersection every two years, and shall provide the monitoring results to the CITY of  
23 Tustin. Monitoring shall begin two years after the MOU is executed. Prior to the ICU  
24 LOS at the intersection of Red Hill Avenue and Warner Avenue exceeding the pre-  
25 amendment to the MPAH ICU LOS of 0.88, the CITY of Santa Ana shall fund the cost  
26 of the Red Hill Avenue and Warner Avenue improvement.

G. The CITY of Santa Ana shall maintain funding available, for a minimum of 10 years, to

1 contribute their fair share cost allocation to the agency leading the mitigation improvement, as identified  
2 in Exhibit D, at the SR-55 NB Ramps/Del Amo Avenue and Newport Avenue intersection. The CITY of  
3 Santa Ana shall incorporate cost changes, which may include cost changes based on the California  
4 Construction Cost Index or the County of Orange's assessment of land value, at the time of mitigation  
5 improvement implementation. This funding shall be provided to the agency leading and implementing the  
6 improvement at this intersection.

7 H. The CITY of Santa Ana shall provide status reports to AUTHORITY on the progress of  
8 the cooperative transit study and subsequent implementation of transit improvements and strategies,  
9 Article 4 Subsections C and D, every odd year through the MPAH Certification Review Process of the  
10 Measure M2 Eligibility Submittal.

11 **ARTICLE 5. RESPONSIBILITIES OF THE CITY OF FOUNTAIN VALLEY:**

12 The CITY of Fountain Valley agrees to the following responsibilities:

13 A. CITY of Fountain Valley enters into this MOU to implement one of the three proposed  
14 mitigation improvements at the Euclid Street and Edinger Avenue intersection, as identified in Exhibit D.  
15 The improvement is not meant to be prescriptive. If an alternative improvement, which meets the overall  
16 objective of achieving and/or maintaining the pre-amendment to the MPAH ICU, is identified then that  
17 improvement shall be considered acceptable and shall be implemented as a substituted solution if there  
18 is agreement amongst the CITIES of Fountain Valley and Santa Ana.

19 B. CITY of Fountain Valley should include the mitigation improvement in their next CIP. The  
20 improvement should be implemented prior to the intersection reaching the pre-amendment to the MPAH  
21 ICU LOS of 0.99, LOS E as shown in Exhibit D.

22 C. CITY of Fountain Valley shall utilize funding provided by the CITY of Santa Ana to  
23 implement the mitigation improvement.

24 **ARTICLE 6. RESPONSIBILITIES OF THE CITY OF TUSTIN:**

25 The CITY of Tustin agrees to the following responsibilities:

26 A. CITY of Tustin enters into this MOU to implement the proposed mitigation improvement  
measure at the Red Hill Avenue and Warner Avenue intersection, as identified in Exhibit D. The



1 improvement is not meant to be prescriptive. If an alternative improvement, which meets the overall  
2 objective of achieving and/or maintaining the pre-amendment to the MPAH ICU, is identified then that  
3 improvement shall be considered acceptable and shall be implemented as a substituted solution if there  
4 is agreement amongst the CITIES of Tustin and Santa Ana.

5 B. CITY of Tustin should include the mitigation improvement in their next CIP. The  
6 improvement should be implemented prior to the intersection reaching the pre-amendment to the MPAH  
7 ICU LOS of 0.88, LOS D, as shown in Exhibit D.

8 C. CITY of Tustin shall utilize funding provided by the CITY of Santa Ana to implement the  
9 mitigation improvement.

10 **ARTICLE 7. DELEGATED AUTHORITY:**

11 The actions required to be taken by the AGENCIES in the implementation of this MOU are  
12 delegated to each AGENCY's City Manager, or designee. Required actions to be taken by the  
13 AUTHORITY in the implementation of this MOU are delegated to AUTHORITY's Chief Executive Officer,  
14 or designee.

15 **ARTICLE 8. INDEMNIFICATION:**

16 A. Each PARTY shall indemnify, defend and hold harmless all other PARTIES, its officers,  
17 directors, employees and agents from and against any and all claims (including attorney's fees and  
18 reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death,  
19 worker's compensation subrogation claims, damage to or loss of use of property, arising from the  
20 negligent acts, omissions or willful misconduct by any PARTY, its officers, directors, employees or agents  
21 in connection with or arising out of the performance of this MOU.

22 B. Indemnification and defense obligations of this MOU shall survive its expiration or  
23 termination.

24 **ARTICLE 9. ADDITIONAL PROVISIONS**

25 The PARTIES agree to the following:  
26

**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

1           A.     Termination: This MOU shall continue in full force and effect until all terms and conditions  
2 of this MOU are implemented, unless terminated earlier by mutual written consent by all the PARTIES to  
3 this MOU.

4           B.     This MOU may only be amended in writing at any time by the consent of all PARTIES.  
5 No amendment shall have any force or effect unless executed in writing by all PARTIES.

6           C.     AUTHORITY and AGENCIES shall comply with all applicable federal, state, and local  
7 laws, statues, ordinances and regulations in the performance of this MOU.

8           D.     Successors in Interest: This MOU shall be binding upon and shall inure to the benefit of  
9 the parties hereto and their respective heirs, personal representatives, successors, and assigns.

10          E.     Attorney's Fees: In the event any action is brought between the PARTIES hereto relating  
11 to this MOU or the breach thereof, the prevailing PARTY in such action shall be entitled to recover from  
12 the other PARTY reasonable expenses, attorneys' fees and costs in connection with such action or  
13 proceeding.

14          F.     Legal Authority: Each of the undersigned represents and warrants that they are  
15 authorized to execute this MOU on behalf of said PARTIES and that, by so executing this MOU, the  
16 PARTIES hereto are formally bound to the provisions of this MOU.

17          G.     Severability: If any term, provision, covenant or condition of this MOU is held to be invalid,  
18 void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of  
19 this MOU shall not be affected thereby, and each term, provision, covenant or condition of this MOU shall  
20 be valid and enforceable to the fullest extent permitted by law.

21          H.     Counterparts of Agreement: This MOU may be executed and delivered in any number of  
22 counterparts, each of which, when executed and delivered shall be deemed an original and all of which  
23 together shall constitute the same agreement. Facsimile signatures will be permitted.

24          I.     Force Majeure: Any PARTY shall be excused from performing its obligations under this  
25 MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause  
26 beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering  
of material, products, plants or facilities by the federal, state or local government; national fuel shortage;

MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX

1 or a material act or omission by any other PARTY; when satisfactory evidence of such cause is presented  
2 to the other PARTIES, and provided further that such nonperformance is unforeseeable, beyond the  
3 control and is not due to the fault or negligence of the PARTY not performing.

4 J. Assignment: Neither this MOU, nor any PARTY's rights, obligations, duties, or authority  
5 hereunder may be assigned in whole or in part by any PARTY without the prior written consent of all other  
6 PARTIES in their sole and absolute discretion. Any such attempted assignment shall be deemed void  
7 and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent  
8 assignment, nor the waiver of any right to consent to such subsequent assignment.

9 K. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to  
10 authorize or require any PARTY to issue bonds, notes or other evidence of indebtedness under terms, in  
11 amounts, or for purposes other than as authorized by local, state or federal law.

12 L. Governing Law: The laws of the State of California and applicable local and federal laws,  
13 regulations and guidelines shall govern this MOU.

14 M. Notices: Any notices, requests, or demands made between the PARTIES pursuant to this  
15 MOU are to be directed as follows:

16 /

To CITY OF Santa Ana:	To AUTHORITY:
City of Santa Ana	Orange County Transportation Authority
20 Civic Center Plaza Santa Ana, CA 92701	550 South Main Street P. O. Box 14184 Orange, CA 92863-1584
Attention: Kristine Ridge City Manager Tel: (714) 647-5200 Email: <a href="mailto:kridge@santa-ana.org">kridge@santa-ana.org</a>	Attention: Meena Katakia, Manager, Capital Programs Tel: (714) 560-5694 Email: <a href="mailto:mkatakia@octa.net">mkatakia@octa.net</a>

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**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

<b>To CITY OF FOUNTAIN VALLEY:</b>	<b>To CITY OF TUSTIN:</b>
City of Fountain Valley	City of Tustin
10200 Slater Avenue	300 Centennial Way
Fountain Valley, CA 92708	Tustin, CA 92780
Attention: Robert J. Houston City Manager	Attention: Matthew S. West City Manager
Tel:	Tel:
Email:	Email: Citymanager@tustinca.org

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N. Successors and Assigns: The provisions of this MOU shall bind and inure to the benefit of each of PARTY hereto, and all successors or assigns of any PARTY hereto.

This MOU shall continue in full force and effect until all terms and conditions of this MOU are implemented, unless terminated earlier by written consent of all the PARTIES.

The above understandings are a guide to the intent and policies of the PARTIES to this MOU. This MOU shall be effective upon execution by all PARTIES.

**IN WITNESS WHEREOF**, the PARTIES hereto have caused this Memorandum of Understanding No. C-X-XXXX to be executed on the date first written above.

**CITY OF SANTA ANA**

**ORANGE COUNTY TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Kristine Ridge  
City Manager

By: \_\_\_\_\_  
Darrell E. Johnson  
Chief Executive Officer

**ATTEST:**

By: \_\_\_\_\_  
Daisy Gomez  
City Clerk

**APPROVED AS TO FORM:**

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Sonia Carvalho  
City Attorney

By: \_\_\_\_\_  
James Donich  
General Counsel

**APPROVAL RECOMMENDED:**

By: \_\_\_\_\_  
Nabil Saba  
Executive Director, Public Works Agency

By: \_\_\_\_\_  
Kia Mortazavi  
Executive Director, Planning

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

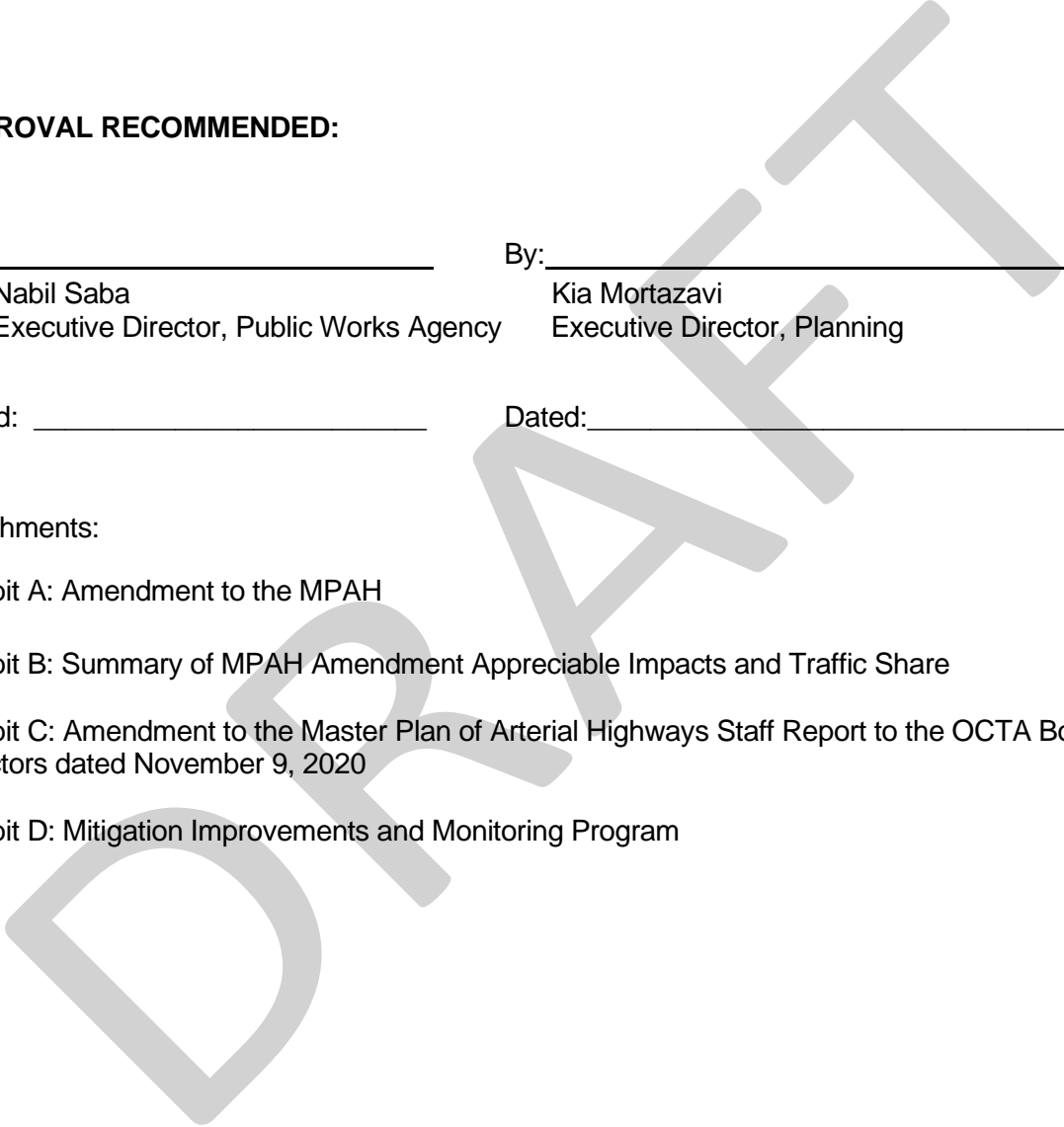
**Attachments:**

Exhibit A: Amendment to the MPAH

Exhibit B: Summary of MPAH Amendment Appreciable Impacts and Traffic Share

Exhibit C: Amendment to the Master Plan of Arterial Highways Staff Report to the OCTA Board of Directors dated November 9, 2020

Exhibit D: Mitigation Improvements and Monitoring Program



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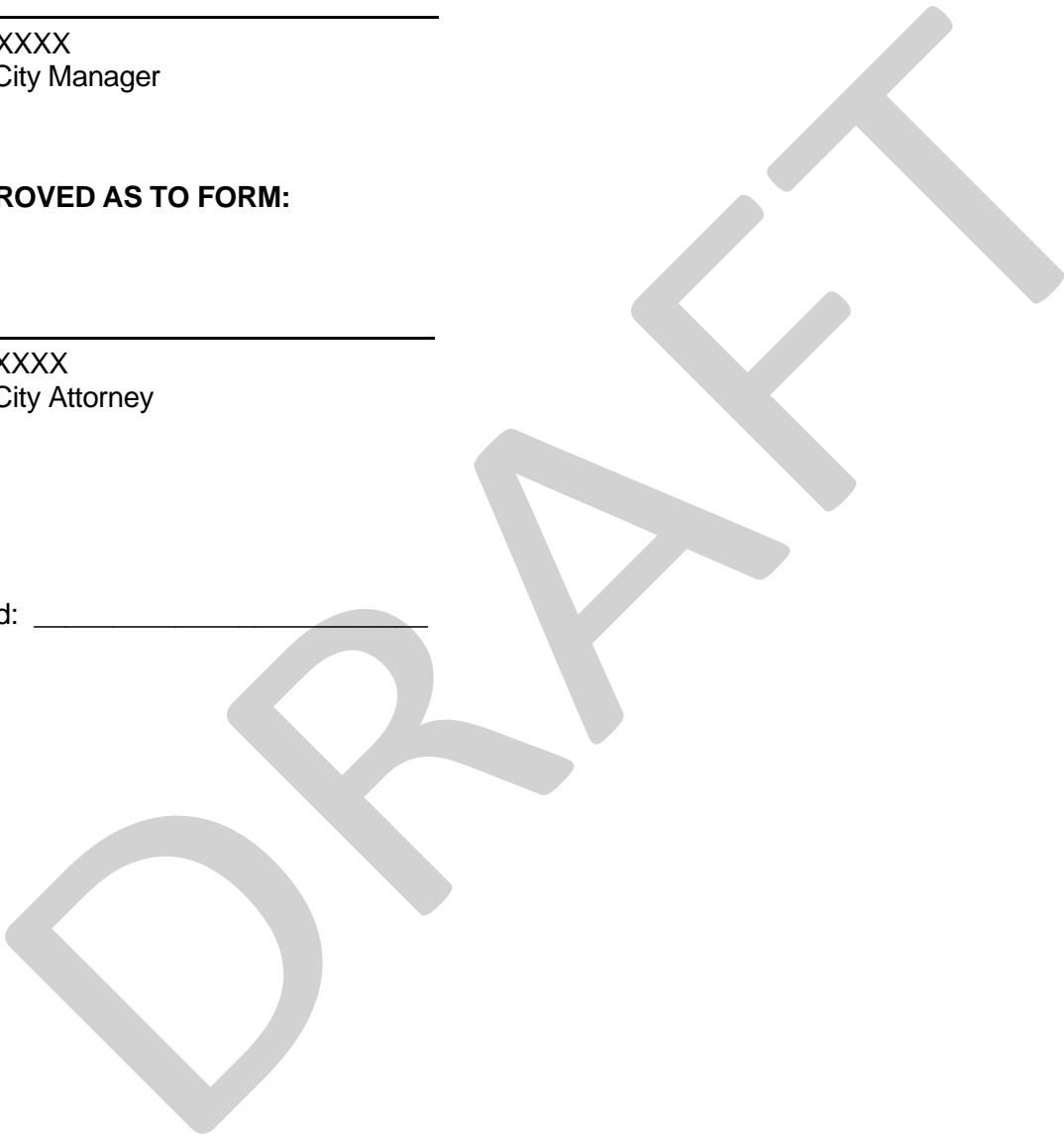
CITY OF FOUNTAIN VALLEY

By: \_\_\_\_\_  
XXXX  
City Manager

APPROVED AS TO FORM:

By: \_\_\_\_\_  
XXXX  
City Attorney

Dated: \_\_\_\_\_



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**IN WITNESS WHEREOF**, the PARTIES hereto have caused this Memorandum of Understanding No. C-X-XXXX to be executed on the date first written above.

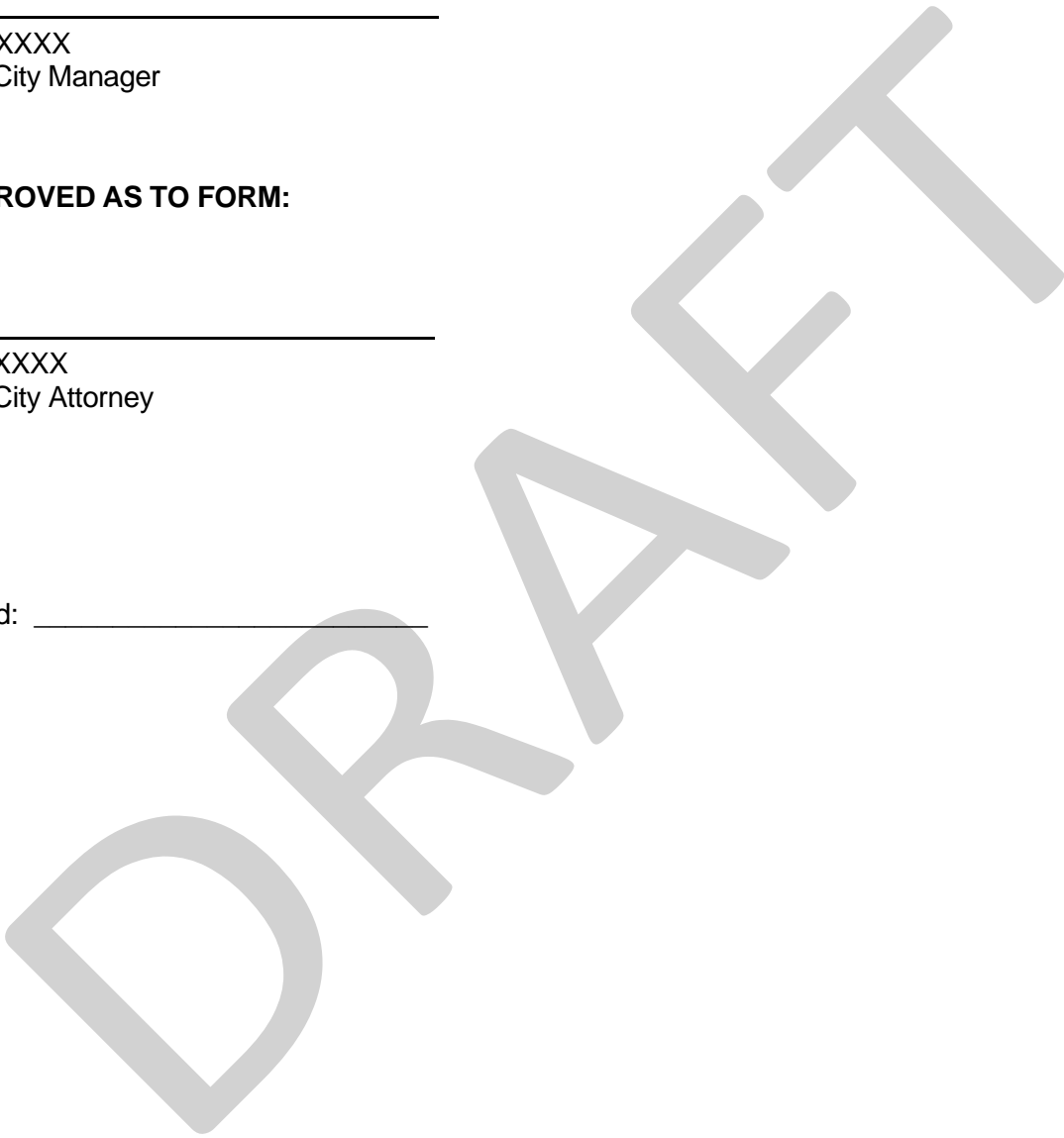
**CITY OF TUSTIN**

By: \_\_\_\_\_  
XXXX  
City Manager

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
XXXX  
City Attorney

Dated: \_\_\_\_\_



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EXHIBIT A: AMENDMENT TO THE MPAH





**MEMORANDUM OF UNDERSTANDING NO. C-X-XXXX**

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<b>Roadway</b>	<b>Limits</b>	<b>Proposed Reclassification</b>
Cambridge Street	Fairhaven Avenue to SR-22	Secondary to Divided Collector
Fairhaven Avenue	Grand Avenue to Tustin Avenue	Secondary to Divided Collector
Santa Clara Avenue	Grand Avenue to Tustin Avenue	Secondary to Divided Collector
Broadway	17 <sup>th</sup> Street to 1 <sup>st</sup> Street	Secondary to Divided Collector
Penn Way	I-5 SB Ramp to Washington Avenue	Secondary to Divided Collector
Santiago Avenue	Washington Avenue to 6 <sup>th</sup> Street	Secondary to Divided Collector
Standard Avenue	6 <sup>th</sup> Street to Warner Avenue	Secondary to Divided Collector
Civic Center Drive	French Street to Santiago Street	Secondary to Collector
Civic Center Drive	Fairview Road to Bristol Street	Secondary to Divided Collector
Hazard Ave	Euclid Street to Harbor Boulevard	Secondary to Divided Collector
Raitt Street	Santa Ana Boulevard to Segerstrom Avenue	Secondary to Divided Collector
1 <sup>st</sup> Street	Bristol Street to Tustin Avenue	Major to Primary
Chestnut Avenue	Standard Avenue to Grand Avenue	Secondary to Divided Collector
Chestnut Avenue	Grand Avenue to East City Limit	Primary to Divided Collector
McFadden Avenue	Harbor Boulevard to Grand Avenue	Secondary to Divided Collector
Flower Street	1 <sup>st</sup> Street to Warner Avenue	Secondary to Divided Collector
Halladay Avenue	Warner Avenue to Dyer Road	Secondary to Divided Collector
Flower Street	17 <sup>th</sup> Street to its northern terminus	Remove from MPAH
Stafford Street	Santiago Street to proposed Logan Street	Remove from MPAH
Logan Street	Civic Center Drive to Santa Ana Boulevard	Remove from MPAH



**EXHIBIT B: SUMMARY OF MPAH AMENDMENT APPERCIABLE IMPACTS AND TRAFFIC SHARE**

Intersection	Jurisdiction	Peak Hour	No Project 2045 LOS		Amendment to the MPAH LOS		Difference in ICU/HCM	Share
			ICU/HCM	LOS	ICU/HCM	LOS		
Euclid Street and Edinger Avenue	Fountain Valley	AM	0.99	E	1.01	F	0.02	9.0%
Bristol Street and 1st Street	Santa Ana	AM	0.77	C	0.9	E	0.13	N/A
		PM	0.83	D	0.97	E	0.14	
Bristol Street and Segerstrom Avenue	Santa Ana	PM	0.87	D	0.92	E	0.05	N/A
Flower Street and 1st Street	Santa Ana	PM	0.88	D	1.22	F	0.34	N/A
Standard Avenue and 4th Street	Santa Ana	AM	0.94	E	1.34	F	0.4	N/A
		PM	0.89	D	1.34	F	0.45	N/A
Grand Avenue and McFadden Avenue	Santa Ana	AM	0.89	D	1.01	F	0.12	N/A
Tustin Avenue and Santa Clara Avenue	Santa Ana	AM	1.04	F	1.10	F	0.06	N/A
SR-55 NB Ramps/Del Amo Avenue and Newport Avenue	Tustin / Caltrans	PM	39.1	D	46.2	D	7.1	10.6%
Red Hill Avenue and Warner Avenue	Tustin / Santa Ana	PM	0.88	D	0.9	E	0.07	100%



**EXHIBIT C: Amendment to the Master Plan of Arterial Highways Staff Report to the OCTA Board of Directors dated November 9, 2020**

DRAFT



**EXHIBIT D: MITIGATION IMPROVEMENTS AND MONITORING PROGRAM**

The table below identifies mitigation improvements agreed upon by all PARTIES. These improvements are not meant to be prescriptive. If a PARTY can identify an alternative improvement which meets the overall objective of achieving and/or maintaining the pre-Amendment to the MPAH ICU, then those improvements can be considered an acceptable alternatives and implemented as a substitute solution if agreed upon by the appropriate PARTY(IES).

Intersection	Jurisdiction	Mitigation Improvement	2045 No Project <sup>1</sup> ICU/HCM, LOS	2020 Estimated Cost <sup>2</sup>
Euclid Street and Edinger Avenue	Fountain Valley	<ul style="list-style-type: none"> <li>Option 1: Convert westbound right turn to shared thru-right</li> <li>Option 2: Add a second eastbound left turn lane</li> <li>Option 3: Add second left turn lanes in the eastbound and westbound directions.</li> </ul>	AM: 0.99, E	Option 1: \$9,262.50 Option 2: \$957,738.11 Option 3: \$972,274.36
Bristol Street and 1st Street	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configuration for westbound approach               <ul style="list-style-type: none"> <li>Westbound approach to be: 1 left turn, 2 thru-lanes, 1 thru-right</li> </ul> </li> <li>Add eastbound right-turn pocket</li> </ul>	AM: 0.90, E PM: 0.90, E	N/A

<sup>1</sup> The No Project 2045 Intersection Capacity Utilization (ICU)/Highway Capacity Manual (HCM), Level of Service (LOS) is also known as the pre-amendment to the MPAH ICU. For intersections operating at an acceptable LOS in the 2045 No Project, the improvement / mitigation should be implemented before the intersection reaches an unacceptable LOS.

<sup>2</sup> The 2020 Estimate Costs were provided by the CITY of Santa Ana, and agreed upon by the CITIES of Fountain Valley and Tustin. At the time of mitigation improvement implementation or buy out, the CITY of Santa Ana shall incorporate cost changes, which may include cost changes based on the California Construction Cost Index or the County of Orange's assessment of land value, to their funding contribution to the CITIES of Fountain Valley and Tustin.

Bristol Street and Segerstrom Avenue	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configurations for eastbound/westbound approaches <ul style="list-style-type: none"> <li>Eastbound/Westbound approaches to be: 1 left turn, 2 thru, 1 thru-right</li> </ul> </li> <li>Add northbound right turn pocket</li> </ul>	PM: 0.90, E	N/A
Flower Street and 1st Street	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configurations for northbound approach <ul style="list-style-type: none"> <li>Northbound approach to be: 1 left turn, 2 thru, 1 right turn</li> </ul> </li> </ul>	PM: 0.90, E	N/A
Standard Avenue and 4th Street	Santa Ana	<ul style="list-style-type: none"> <li>Construct this intersection with the following approaches <ul style="list-style-type: none"> <li>Northbound/Southbound to be: 1 left turn, 1 thru, 1 right turn</li> <li>Eastbound/Westbound to be: 1 left turn, 1 thru, 1 thru-right</li> </ul> </li> </ul>	AM: 0.94, E PM: 0.90, E	N/A
Grand Avenue and McFadden Avenue	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configuration for eastbound approach <ul style="list-style-type: none"> <li>Eastbound approach to be: 1 left turn, 1 thru, 1 thru-right</li> </ul> </li> </ul>	AM: 0.90, E	N/A
Tustin Avenue and Santa Clara Avenue	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project lane configurations for eastbound and westbound approaches <ul style="list-style-type: none"> <li>Eastbound/Westbound to be: 1 left turn, 1 thru, 1 thru-right</li> </ul> </li> </ul>	AM: 1.82, F	N/A
SR-55 NB Ramps/Del Amo Avenue and Newport Avenue	Tustin / Caltrans <sup>3</sup>	Add a second southbound right-turn lane	PM: 39.1, D	\$1,178,909.23
Red Hill Avenue and Warner Avenue	Tustin / Santa Ana	Add a second eastbound left-turn lane	PM: 0.88, D	\$376,494.75

<sup>3</sup> The SR-55 NB Ramps/Del Amo Avenue and Newport Avenue intersection is a Caltrans intersection located within the City of Tustin. Any changes to this intersection require Caltrans' approval. The MOU has identified that the City of Santa Ana shall maintain funding available, for a minimum of 10 years, to contribute their fair share cost allocation to the agency leading the improvement at this intersection.



**CITY OF FOUNTAIN VALLEY- PUBLIC WORKS**

10200 SLATER AVENUE FOUNTAIN VALLEY, CA 92708-4736 (714) 593-4433, FAX: (714) 593-4554

September 8, 2020

Mr. Nabil Saba, P.E.  
Executive Director  
Public Works Agency  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

**RE: CITY OF SANTA ANA PROPOSED MASTER PLAN OF ARTERIAL HIGHWAYS  
(MPAH) RECLASSIFICATIONS**

Dear Nabil,

The City of Fountain Valley reviewed the July 2020 traffic study prepared by IBI Group analyzing the proposed Master Plan of Arterial Highways (MPAH) reclassifications in various locations throughout the City of Santa Ana. Since the Cities of Santa Ana and Fountain Valley share the city boundary, we have a few intersections that are impacted. However, after the review of this traffic study and discussions with your consultant and other surrounding cities, we are able to resolve our concerns. The City of Fountain Valley is supportive of the City of Santa Ana's request for an MPAH amendment for these roadway changes and we look forward to working with you and the City of Santa Ana for any future collaborative endeavors.

Thank you for the opportunity to review the report and provide comments. In another matter, I want to extend my sincere congratulation on your appointment as the Executive Director of Public Works for the City Santa Ana. I look forward to an in-person meeting soon at one of our other meetings that all have gone virtual. I look forward to working with you.

Sincerely,

Hye Jin Lee, MS, PE  
Director of Public Works  
**CITY OF FOUNTAIN VALLEY**  
Public Works Department  
10200 Slater Avenue  
Fountain Valley, CA 92708

C: Temo Galvez, P.E., Deputy Public Works Director/City Engineer  
File.



# CITY OF ORANGE

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**PUBLIC WORKS DEPARTMENT**
[www.cityoforange.org](http://www.cityoforange.org)

ENGINEERING DIVISION  
(714) 744-5544  
FAX: (714) 744-5573

MAINTENANCE DIVISION  
(714) 532-6480  
FAX: (714) 532-6444

TRAFFIC DIVISION  
(714) 744-5540  
FAX: (714) 744-5573

WATER DIVISION  
(714) 288-2475  
FAX: (714) 744-2973

September 17, 2020

Nabil Saba, P.E.  
Executive Director  
Public Works Agency  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

**Re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH)  
Reclassifications**

Dear Mr. Saba,

The City of Orange has reviewed the July 2020 traffic study prepared by IBI Group analyzing proposed Master Plan of Arterial Highways (MPAH) reclassifications in various locations throughout Santa Ana. Following review of this traffic study and discussions between our cities, the City of Orange does not have any outstanding concerns regarding potential traffic impacts from these proposed reclassifications. We are supportive of the City of Santa Ana's request for an MPAH amendment, specifically the downward reclassification of Fairhaven Avenue, from a secondary arterial to a divided collector.

Should you have any questions, please contact City Traffic Engineer Larry Tay at (714) 744-5534 or myself at (714) 744-5545.

Sincerely,



Christopher S. Cash  
Public Works Director

cc: Larry Tay, City Traffic Engineer



Department of Public Works  
Douglas S. Stack, P.E.  
Director



October 6, 2020

Nabil Saba, P.E.  
Executive Director  
Public Works Agency  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

**RE: City of Santa Ana Master Plan of Arterial Highways (MPAH) Reclassifications  
Letter of Support**

Dear Mr. Saba:

The City of Tustin has reviewed IBI Group's August 2020 traffic study, which analyzes the proposed Master Plan of Arterial Highways (MPAH) reclassifications of various streets in Santa Ana, and also the corresponding Memorandum of Understanding (MOU) Term Sheet. Both of which have been revised in response to Tustin's comments in a letter dated September 15, 2020.

Following review of these documents and discussions between our cities, the City of Tustin does not have any other outstanding concerns of the potential traffic impacts from the proposed MPAH reclassifications, specifically at the intersection of Red Hill Avenue and Warner Avenue. Therefore the City of Tustin is supportive of the City of Santa Ana's request for an MPAH amendment, particularly of First Street and Chestnut Avenue (i.e., Main Street in Tustin), which is consistent with OCTA's recent approval of the MPAH reclassification of the same streets in Tustin.

Thank you for the opportunity to participate in Santa Ana's quest for an amendment to the County MPAH to reclassify select streets in their City.

Sincerely,



Krys Saldivar  
Public Works Manager-Traffic/Transportation

cc: Douglas S. Stack, Director of Public Works/City Engineer  
Ken Nishikawa, Deputy Director of Public Works/Engineering  
Justina Willkom, Acting Director of Community Development  
Scott Reekstin, Principal Planner

Attachments



**Santa Ana General Plan Update  
Draft Term Sheet - Memorandum of Understanding**

The objective of this Term Sheet is to develop consensus on the principal terms and conditions of the Memorandum of Understanding (MOU) for the Master Plan of Arterial Highways (MPAH) amendment related to the Santa Ana General Plan Update. This Term Sheet is intended for discussion purposes only, and is not a legally binding document nor a commitment to amend the MPAH.

<b>Background</b>	The City of Santa Ana’s updates to the Circulation Element will require roadway reconfigurations and/or reductions of existing or planned travel lanes to roadway segments on the MPAH. This will require an amendment to the MPAH. Traffic analyses conducted as part of the MPAH Cooperative Study Process determined that the amendment to the MPAH may result in appreciable impacts.
<b>Parties</b>	Orange County Transportation Authority (OCTA), City of Santa Ana, City of Fountain Valley, and City of Tustin
<b>Impacts</b>	<p>The Amendment to the MPAH may result in the following appreciable impacts:</p> <p>105 Intersections Analyzed</p> <ul style="list-style-type: none"> <li>• 18 intersections impacted due to MPAH reclassifications.</li> <li>• 4 of the 18 intersections are located within another agency’s jurisdiction.</li> </ul> <p>Transit Operations Impacts</p> <ul style="list-style-type: none"> <li>• Reclassifications and removal of transit lanes may result in impacts to OCTA’s high quality transit service (15-min headway) in the City of Santa Ana.</li> <li>• Reclassifications proposed on McFadden Avenue (Route 66) and 1<sup>st</sup> Street (Route 64), and impacts span across the City.</li> </ul>
<b>Pending Procedural Commitments</b>	<ul style="list-style-type: none"> <li>• OCTA files California Environmental Quality Act Notice of Exemption to amend the MPAH.</li> <li>• Cities of Santa Ana and Orange update their General Plan to reflect amendment.</li> <li>• OCTA amends the MPAH once the MOU signed by all Parties and General Plans have been updated by Santa Ana and Orange.</li> </ul>
<b>Proposed Intersection Improvements / Mitigation Measures</b>	<p>Intersection Impacts –Improvement / Mitigation Measures</p> <ul style="list-style-type: none"> <li>• Mitigations identified at 10 of the 18 impacted intersections (8 fully mitigated, 2 partial). <ul style="list-style-type: none"> <li>▪ 4 intersections outside Santa Ana fully mitigated.</li> </ul> </li> <li>• Feasible mitigations could not be developed at 8 of the 18 impacted intersections. These 8 intersections are in the City of Santa Ana.</li> </ul> <p>Funding</p> <p>The City of Santa Ana may not utilize Measure M2 competitive funds on intersection mitigations.</p>

Proposed Mitigations/Improvements

Table 1 provides details on the proposed improvements to mitigate the intersection impacts from the MPAH amendment request. The costs of the proposed improvements will be identified in the MOU, and will include a provision for cost changes based on the California Construction Cost Index. If an alternative improvement is identified beyond those listed on Table 1, or if a buyout option is desired, there must be agreement for the alternative amongst the appropriate jurisdictions.

- Impacted intersections outside of Santa Ana (4 intersections)
  - **Intersection #3: Euclid Street/Edinger Avenue**
    - City of Fountain Valley should include the improvement in their CIP. The improvement should be implemented prior to the intersection reaching the pre-amendment to the MPAH ICU.
    - The City of Santa Ana shall fund, at minimum, their fair share of the improvements for the Euclid Street and Edinger Avenue intersection.
  - **Intersection #91: Tustin Street/Fairhaven Avenue**
    - This intersection will remain at its existing configuration. Therefore the City of Orange has opted to not be a party to this MOU.
  - **Intersection #98: Red Hill Avenue/Warner Avenue**
    - City of Tustin should include the improvement in their CIP. The improvement should be implemented prior to the intersection reaching the pre-amendment to the MPAH ICU.
    - The City of Santa Ana will monitor the Red Hill Avenue and Warner Avenue intersection every two years, and will provide monitoring results to the City of Tustin. Monitoring will begin two years after the MOU is executed.
    - Once the pre-amendment to the MPAH ICU level is reached, the City of Santa Ana will pay for the cost of the Red Hill Avenue and Warner Avenue improvement.
  - **Intersection #96: SR-55 NB Ramps / Del Amo Avenue and Newport Avenue**
    - The City of Santa Ana shall maintain funding available for a minimum of 10 years to contribute their fair share of the improvement to the agency leading the improvement at this intersection.
- Impacted intersections within Santa Ana (6 intersections)
  - **Intersection #44 (Flower Street & 1<sup>st</sup> Street)**
    - City of Santa Ana shall not reduce the existing northbound lane configuration.
  - **Intersections #81 (Grand Avenue & McFadden Avenue) and #92 (Santa Clara Avenue & Tustin Avenue)**
    - City of Santa Ana shall not reduce the existing lane configurations.

	<ul style="list-style-type: none"> <li>○ <b>Intersection #63 (Standard Avenue &amp; 4<sup>th</sup> Street)</b> <ul style="list-style-type: none"> <li>▪ City of Santa Ana shall construct NB/SB: 1L, 1T, 1R and EB/WB: 1L, 1T, 1TR.</li> </ul> </li> <li>○ <b>Intersections #34 (Bristol Street &amp; 1<sup>st</sup> Street) and #37 (Bristol Street &amp; Segerstrom Avenue)</b> <ul style="list-style-type: none"> <li>▪ City of Santa Ana shall add the improvement to their CIP and implement the project (1) within the CIP horizon year; (2) before the ICU exceeds the pre-amendment to the MPAH ICU trigger; or (3) during construction of the City of Santa Ana’s complete street project(s) if the intersection improvement falls along such a facility, whichever occurs first.</li> </ul> </li> </ul>
<p><b>Proposed Transit Improvements</b></p>	<p>Transit Operation Impacts</p> <ul style="list-style-type: none"> <li>• OCTA shall lead a cooperative study funded by the City of Santa Ana to identify appropriate and feasible transit improvements (including but not limited to queue-jump lanes and transit signal priorities) to maintain or improve OCTA’s high quality transit service. The cooperative study shall not exceed \$250,000.</li> <li>• The cooperative study shall be completed prior to the construction of the complete street projects along 1<sup>st</sup> Street and McFadden Avenue.</li> <li>• City of Santa Ana and OCTA shall coordinate to implement transit improvements identified from the cooperative study. The cooperative study will identify the funding and implementation responsibilities between the City of Santa Ana and OCTA. If improvements are located along facilities proposed for MPAH reclassification, the improvements shall be made prior to or at the time of construction of the complete street project.</li> <li>• The City of Santa Ana may apply for grant or Measure M2 funding to implement the transit improvements.</li> </ul>
<p><b>Progress</b></p>	<p>The City of Santa Ana shall provide OCTA with a status report on the progress of the cooperative study and subsequent implementation of transit improvements and strategies every odd year through the MPAH Certification Review Process of the Measure M2 Eligibility Submittal.</p>
<p><b>Amendments</b></p>	<p>MOU may only be amended in writing at any time by the consent of all Parties. No amendment shall have any force or effect unless executed in writing by all Parties.</p>
<p><b>Termination</b></p>	<p>The MOU shall continue in full force and effect until all terms and conditions of this MOU are implemented, unless terminated earlier by mutual written consent by the parties to this MOU.</p>

**Table 1: Intersection LOS Improvement / Mitigation Measures**

ID	INTERSECTION	JURISDICTION	IMPROVEMENT / MITIGATION	2045 No Project <sup>1</sup> ICU, LOS
3	Euclid Street and Edinger Avenue	Fountain Valley	<ul style="list-style-type: none"> <li>Option 1: Convert WB-RT to shared TR</li> <li>Option 2: Add a LT lane EB direction only.</li> <li>Option 3: Add a LT lane for both EB and WB directions.</li> </ul>	AM: 0.99, E
34	Bristol Street and 1st Street	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configuration for WB approach <ul style="list-style-type: none"> <li>WB approach to be: 1L, 2T, 1TR</li> </ul> </li> <li>Add EB right-turn pocket</li> </ul>	AM: 0.90, E PM: 0.90, E
37	Bristol Street and Segerstrom Avenue	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configurations for EB/WB approaches <ul style="list-style-type: none"> <li>EB/WB approaches to be: 1LT, 2T, 1TR</li> </ul> </li> <li>Add NB right-turn pocket</li> </ul>	PM: 0.90, E
44	Flower Street and 1st Street	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configurations for NB approach <ul style="list-style-type: none"> <li>NB approach to be: 1L, 2T, 1R</li> </ul> </li> </ul>	PM: 0.90, E
63	Standard Avenue and 4th Street	Santa Ana	<ul style="list-style-type: none"> <li>Construct this intersection with the following approaches <ul style="list-style-type: none"> <li>NB / SB to be: 1L, 1T, 1 R</li> <li>EB / WB to be: 1L, 1T, 1TR</li> </ul> </li> </ul>	AM: 0.94, E PM: 0.90, E
81	Grand Avenue and McFadden Avenue	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project configuration for EB approach <ul style="list-style-type: none"> <li>EB approach to be: 1L, 1T, 1TR</li> </ul> </li> </ul>	AM: 0.90, E
91	Tustin Street and Fairhaven Avenue	Orange	<ul style="list-style-type: none"> <li>Maintain the existing lane configuration at this intersection. Orange has requested to opt out of the MOU.</li> </ul>	N/A
92	Tustin Avenue and Santa Clara Avenue	Santa Ana	<ul style="list-style-type: none"> <li>Maintain 2045 No Project lane configurations for EB and WB approaches <ul style="list-style-type: none"> <li>EB and WB approaches to be: 1L, 1T, 1TR</li> </ul> </li> </ul>	AM: 1.82, F
96	SR-55 NB Ramps / Del Amo Avenue and Newport Avenue	Caltrans (in Tustin)	<ul style="list-style-type: none"> <li>Add a second SB right-turn lane</li> </ul>	PM: 39.1, D
98	Red Hill Avenue and Warner Avenue	Tustin / Santa Ana	<ul style="list-style-type: none"> <li>Add a <b>second</b> left-turn lane to the EB approach.</li> </ul>	PM: .88, D

<sup>1</sup> The No Project 2045 Intersection Capacity Utilization (ICU), Level of Service (LOS) is also known as the pre-amendment to the MPAH ICU. For intersections operating at an acceptable LOS in the 2045 No Project, the improvement / mitigation should be implemented before the intersection reaches an unacceptable LOS.

**Eastbound Dual Left Turn Lanes on Warner Avenue at Red Hill Avenue**

**Preliminary Cost Estimate**

**Date: 09/24/20**

**By: Ruben Castañeda**

Detail	Construction Note	Bid Item #	Units	Total	Price	Cost
1	Mobilization		LS	1	\$15,000.00	\$15,000.00
2	Traffic Control		LS	1	\$20,000.00	\$20,000.00
3	Install Thermoplastic White Lane Line Per City of SA (1125B-1, Detail "1" )		LF	1600	\$1.00	\$1,600.00
4	Install Thermoplastic Turn Lane Line Per City of SA (1125B-1, Detail "2")		LF	350	\$2.50	\$875.00
5	Install Thermoplastic Double Yellow Line Per City of SA (1125B-1, Detail "4")		LF	20	\$5.00	\$100.00
6	Install Thermoplastic White Lane Line Extension Per City of SA STD. Plan NO. 1125B-2. Detail "8"		LF	150	\$2.00	\$300.00
7	Install Thermoplastic 4" Yellow Left Edge Line (CT A20B, Detail "25A")		SF	500	\$2.00	\$1,000.00
8	Install Thermoplastic Legends and Arrows, as Shown		EA	6	\$250.00	\$1,500.00
9	Install Thermoplastic 12" Wide White Crosswalk Lines		SF	220	\$3.00	\$660.00
10	Remove Conflicting striping (Grinding/Sandblasting)		LF	1600	\$2.00	\$3,200.00
11	Remove Legends and Arrows (Grinding/Sandblasting)		EA	2	\$200.00	\$400.00
12	Install New 2" Square Steel Post and Sign Per (STD. Plan 1504)		EA	2	\$275.00	\$550.00
13	Install New Sign on Traffic Signal Mast Arm		EA	1	\$450.00	\$450.00
14	PCC Curb (Type B-1)		LF	500	\$45.00	\$22,500.00
15	Raised Median Concrete		SF	1000	\$30.00	\$30,000.00
16	AC Pavement Per Plan (assumed 15" deep lift street section)		TN	375	\$150.00	\$56,250.00
17	Unclassified Excavation (assumed 15" deep excavation)		CY	244	\$200.00	\$48,800.00
18	Install new sign(s) and post		EA	2	\$150.00	\$300.00
19	Install Type "E" Loop		EA	9	\$350.00	\$3,150.00
20	Install Type "D" Bike Loop		EA	5	\$450.00	\$2,250.00
21	Remove and Salvage Traffic Signal Pole and Mastarm		LS	1	\$5,000.00	\$5,000.00
22	Traffic Signal Rewire Intersection		LS	1	\$15,000.00	\$15,000.00
23	Furnish and Install Traffic Signal Pole, Mastarm and Foundation		LS	1	\$50,000.00	\$50,000.00
					<b>SUBTOTAL</b>	<b>\$278,885.00</b>
					<b>TOTAL PROJECT COST</b>	<b>\$278,885.00</b>
					<b>10% CONTINGENCY</b>	<b>\$27,888.50</b>
					<b>15% CONSTRUCTION\ENGINEERING</b>	<b>\$41,832.75</b>
					<b>GRAND TOTAL PROJECT COST</b>	<b>\$348,606.25</b>



# CITY OF COSTA MESA

CALIFORNIA 92628-1200

P. O. BOX 1200

FROM THE OFFICE OF THE DIRECTOR, DEPARTMENT OF PUBLIC SERVICES

September 3, 2020

Nabil Saba, P.E.  
Executive Director  
Public Works Agency  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

## RE: CITY OF SANTA ANA PROPOSED MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH) RECLASSIFICATIONS

Dear Mr. Saba:

The City of Costa Mesa has reviewed the July 2020 traffic study prepared by IBI Group analyzing proposed Master Plan of Arterial Highways (MPAH) reclassifications in various locations throughout Santa Ana (see attached map). Following review of this traffic study and discussions between our cities, the City of Costa Mesa does not have any outstanding concerns regarding potential traffic impacts from these proposed reclassifications. We are supportive of the City of Santa Ana's request for an MPAH amendment for these roadway changes.

If you have any questions, please do not hesitate to contact Jennifer Rosales at 714-754-5343 or by email at [jennifer.rosales@costamesaca.gov](mailto:jennifer.rosales@costamesaca.gov).

Sincerely,

Raja Sethuraman  
Public Services Director

c Jennifer Rosales, Transportation Services Manager

Enclosure







September 15, 2020

Mr. Nabil Saba, P.E.  
Executive Director  
Public Works Agency  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

**Re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH)  
Reclassifications**

Dear Mr. Saba,

Thank you for the opportunity to review the July 2020 traffic study prepared by IBI Group analyzing proposed Master Plan of Arterial Highways (MPAH) reclassifications in various locations throughout the City of Santa Ana. Following review of this traffic study and discussions between our cities, the City of Irvine does not have any outstanding concerns regarding potential traffic impacts from these proposed reclassifications. We are supportive of the City of Santa Ana's request for an MPAH amendment for these roadway changes.

If you have any questions or require additional information from the City, please contact Melissa Dugan, Supervising Transportation Analyst at 949-724-7384 or [mdugan@cityofirvine.org](mailto:mdugan@cityofirvine.org).

Sincerely,

Mark A. Steuer  
Director of Public Works and Transportation





## City of Westminster

8200 Westminster Boulevard, Westminster, CA 92683 714.898.3311  
www.westminster-ca.gov

September 9, 2020

Nabil Saba, P.E.  
Executive Director  
Public Works Agency  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

TRI TA  
Mayor

KIMBERLY HO  
Vice Mayor

SERGIO CONTRERAS  
Council Member

TAI DO  
Council Member

CHI CHARLIE NGUYEN  
Council Member

SHERRY JOHNSON  
Interim City Manager

**Re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications**

Dear Mr. Saba,

The City of Westminster has reviewed the July 2020 Traffic Analysis prepared by IBI Group regarding the proposed Master Plan of Arterial Highways (MPAH) reclassifications at various locations throughout Santa Ana. Following review of this traffic analysis and discussions between our cities and OCTA, the City of Westminster does not have any outstanding concerns regarding potential traffic impacts from these proposed reclassifications. We are supportive of the City of Santa Ana's request for an MPAH Amendment for these roadways.

Sincerely,

Marwan Youssef, Ph.D., P.E.  
Public Works Director/City Engineer



County Administration South  
601 North Ross Street  
Santa Ana, CA 92701

P.O. Box 4048  
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com

September 3, 2020

Nabil Saba, P.E.  
Executive Director  
Public Works Agency  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

Re: City of Santa Ana Proposed Master Plan of Arterial Highways (MPAH) Reclassifications

Dear Mr. Saba,

Orange County Public Works has reviewed the July 2020 traffic study prepared by IBI Group analyzing proposed Master Plan of Arterial Highways (MPAH) reclassifications in various locations throughout Santa Ana.

Overall, Orange County Public Works is supportive of the proposed amendments. As the studies progress, we are requesting that the following key comments be addressed:

- **Broadway between 1<sup>st</sup> and 17<sup>th</sup> (Secondary to Divided Collector)**  
Broadway is one of the streets being amended; therefore, the report should include both Roadway Segment and Intersection LOS analysis for current year (2020) conditions as well as a future year (2045) forecast c.
- **1<sup>st</sup> Street between Bristol St. and Tustin Ave (Major to Primary)**  
Currently the roadway segment between Main Street to Standard Avenue carries an ADT of 42,699 and the LOS is C as a Major Arterial, which is the acceptable LOS Per Orange County Highway Design Manual. Amending the roadway to a Primary will result in an unacceptable LOS on this segment.

Thank you for the opportunity to provide comments on the draft study report. Should you have questions on our comments, please do not hesitate to contact my staff, Wei Zhu, at (714) 647-3976 or wei.zhu@ocpw.ocgov.com

Sincerely,

Nardy Khan, PE/PMP  
Deputy Director, Infrastructure Programs

Attachment: 20.07.21 SAGP Traffic Impact Analysis\_ocpw comments



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

1750 EAST FOURTH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6267

FAX (657) 328-6510

TTY 711

[www.dot.ca.gov](http://www.dot.ca.gov)*Making Conservation  
a California Way of Life.*

August 17, 2020

Mr. VERNY Carvajal  
City of Santa Ana  
20 Civic Center Plaza  
Santa Ana, CA 92701

File: IGR/CEQA  
SCH#: 2020029087  
DOC#: 12-ORA-2018-01424  
I-5, SR 22, SR 55

Dear Mr. Carvajal,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Traffic Impact Study (TIS) for the proposed Update for the Santa Ana Master Plan for Arterial Highway (MPAH). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The project proposes to make amendments to classifications of OCTA's Master Plan of Imperial Highways. The project amendments are Citywide, near Caltrans facilities on Interstate 405 (I-405), State Route 22 (SR 22), and SR 55. Caltrans is a responsible agency and has the following comments:

**Transportation Planning:**

1. Caltrans fully supports the City's efforts to providing multimodal transportation options through the OC Streetcar. Amendments to the MPAH should reflect current and future plans for OC Streetcar alignment and expansion. Ensure the any amendments would support any land use changes that may come during the lifetime of the OC Streetcar.
2. Ensure that any amendments to the MPAH will not impede on bicycle and pedestrian circulation, connectivity, and safety.

**Traffic Operations:**

3. Please explain the methodology for acquiring traffic volumes at intersections within Caltrans Right-of-Way. If traffic volumes were taken as throughput counts (traffic discharged counts during green phases) and not demand counts (traffic counts upon arrival to the intersections, the analysis may underestimate the extent of delays at the intersections.

Throughput counts may not reflect the future traffic conditions and underestimate the extent of the delays at the intersections.

**Permits:**

4. Any project work proposed in the vicinity of the State ROW would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at:  
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Jude Miranda at (657) 328-6229 or [Jude.Miranda@dot.ca.gov](mailto:Jude.Miranda@dot.ca.gov).

Sincerely,



SCOTT SHELLEY  
Branch Chief, Regional-IGR-Transit Planning  
District 12

**Status Report on Active Master Plan of Arterial Highways Amendments**

	<b>City</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Type of Amendment</b>	<b>Status</b>
1	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
2	Costa Mesa	19th Street	Placentia Avenue	West City Line	Reclassify from Primary to Divided Collector.	On hold pending coordination with City of Newport Beach General Plan Update.
3	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.
4	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	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange/Riverside County Line	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
6	County of Orange	Chiquita Canyon Drive	Fauna Drive	Esencia Drive	Reclassify from Secondary to Divided Collector.	Amendment request received September 15, 2020 and is currently under OCTA staff review.
7	County of Orange	Fauna Drive	Chiquita Canyon Drive	Esencia Drive	Reclassify from Secondary to Collector.	Amendment request received September 15, 2020 and is currently under OCTA staff review.
8	County of Orange	Esencia Drive	Andaza Street	Fauna Drive	Reclassify from Secondary to Collector.	Amendment request received September 15, 2020 and is currently under OCTA staff review.
9	County of Orange /San Clemente	Cristianitos Road Extension	South of Cow Camp Road	Current Terminus	Replace with Los Patrones Parkway Extension from south of Cow Camp Road to La Pata as a Primary Arterial.	Amendment request received September 15, 2020 and is currently under OCTA staff review.
10	San Clemente	N. El Camino Real	Avenida Pico	Camino Capistrano	Reclassify from Secondary to Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
11	San Clemente	Camino Del Rio	Camino De Los Mares	Avenida La Pata	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.

**Status Report on Active Master Plan of Arterial Highways Amendments**

	<b>City</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Type of Amendment</b>	<b>Status</b>
12	San Clemente	Camino De Los Mares	Camino Vera Cruz	Camino Del Rio	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.
13	San Clemente	Camino Mira Costa	Camino De Estrella	Camino Capistrano	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.
14	San Clemente	Camino Capistrano	Del Gado Road	Coast Hwy/ N El Camino Real	Reclassify from Secondary to Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
15	San Clemente	South El Camino Real	Avenida Mendocino	Southern City Limit	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.
16	San Clemente	Camino Vera Cruz	Riachuelo	Via Blanco/ Arbolado	Reclassify from Secondary to Divided Collector.	Amendment request received October 5, 2020 and is currently under OCTA staff review.
17	Santa Ana	Fourth Street	French Street	Grand 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.
18	Santa Ana	Santa Ana Boulevard	Raitt Street	Flower Street	Reclassify from Major to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
19	Santa Ana	Santa Ana Boulevard	Flower Street	Ross 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.
20	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from Primary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

**Status Report on Active Master Plan of Arterial Highways Amendments**

	City	Street	Status
21	Santa Ana	<p>The City of Santa Ana is proposing a citywide Master Plan of Arterial Highways amendment.</p> <p>This amendment will reclassify:</p> <ul style="list-style-type: none"> <li>- Cambridge Street between, Fairhaven Avenue and SR-55 Freeway, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Santa Clara Avenue, between Grand Avenue and Tustin Avenue, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Broadway Street, between 1st Street and 17th Street, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Penn Way, between I-5 SB on/off ramps and Washington Avenue, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Santiago Avenue, between Washington Avenue and 6th Street, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Standard Avenue, between 6th Street and Warner Avenue, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Civic Center Drive, between French Street and Santiago Street, from a Secondary (four-lane, undivided) to a Collector (two-lane, undivided) arterial.</li> <li>- Civic Center Drive between Fairview Street and Bristol Street, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Hazard Avenue, between Euclid Street and Harbor Boulevard, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Raitt Street, between Segerstrom Avenue and Santa Ana Boulevard, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- 1st Street between Bristol Street and Tustin Avenue, from a Major (six-lane, divided) to a Primary (four-lane divided) arterial.</li> <li>- Chestnut Avenue, between Standard Avenue and Grand Avenue from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Chestnut Avenue, between Grand Avenue the eastern city limit, from a Primary (four-lane, divided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- McFadden Avenue, between Harbor Boulevard and Grand Avenue, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Flower Street, between Warner Avenue and First Street, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> <li>- Halladay Avenue, between Warner Avenue and Dyer Road, from a Secondary (four-lane, undivided) to a Divided Collector (two-lane, divided) arterial.</li> </ul>	<p>Amendment is being presented to the Board for consideration.</p>

**Status Report on Active Master Plan of Arterial Highways Amendments**

	<b>City</b>	<b>Street</b>				<b>Status</b>
21 con't	Santa Ana	This amendment will remove the following segments from the Master Plan of Arterial Highways: - Flower Street, between 17th Street and its northern terminus. - Logan Street, between Stafford Street and Santa Ana Boulevard. - Stafford Street, between proposed Logan Street and Santiago Street.				Amendment is being presented to the Board for consideration.
22	Santa Ana/Orange	Fairhaven Avenue	Grand Avenue	Tustin Avenue	Reclassify from Secondary to Divided Collector.	Amendment is being presented to the Board for consideration.
Memorandum of Understanding	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 a memorandum of understanding (C-6-0834). Reasonable progress has been made on implementation of 19 of the 25 mitigation measures that were specified. All improvements are required to be completed by 2025, at which time OCTA will revisit the designation of the Garfield Avenue/Gisler Avenue Bridge.

CEQA – California Environmental Quality Act  
 Board – Board of Directors  
 I-5 – Interstate 5  
 NB – Northbound  
 SR-55 – State Route 55  
 SR-241 - State Route 241  
 NB - Northbound  
 OCTA - Orange County Transportation Authority  
 SB - Southbound





# Amendments to the Master Plan of Arterial Highways

# Background

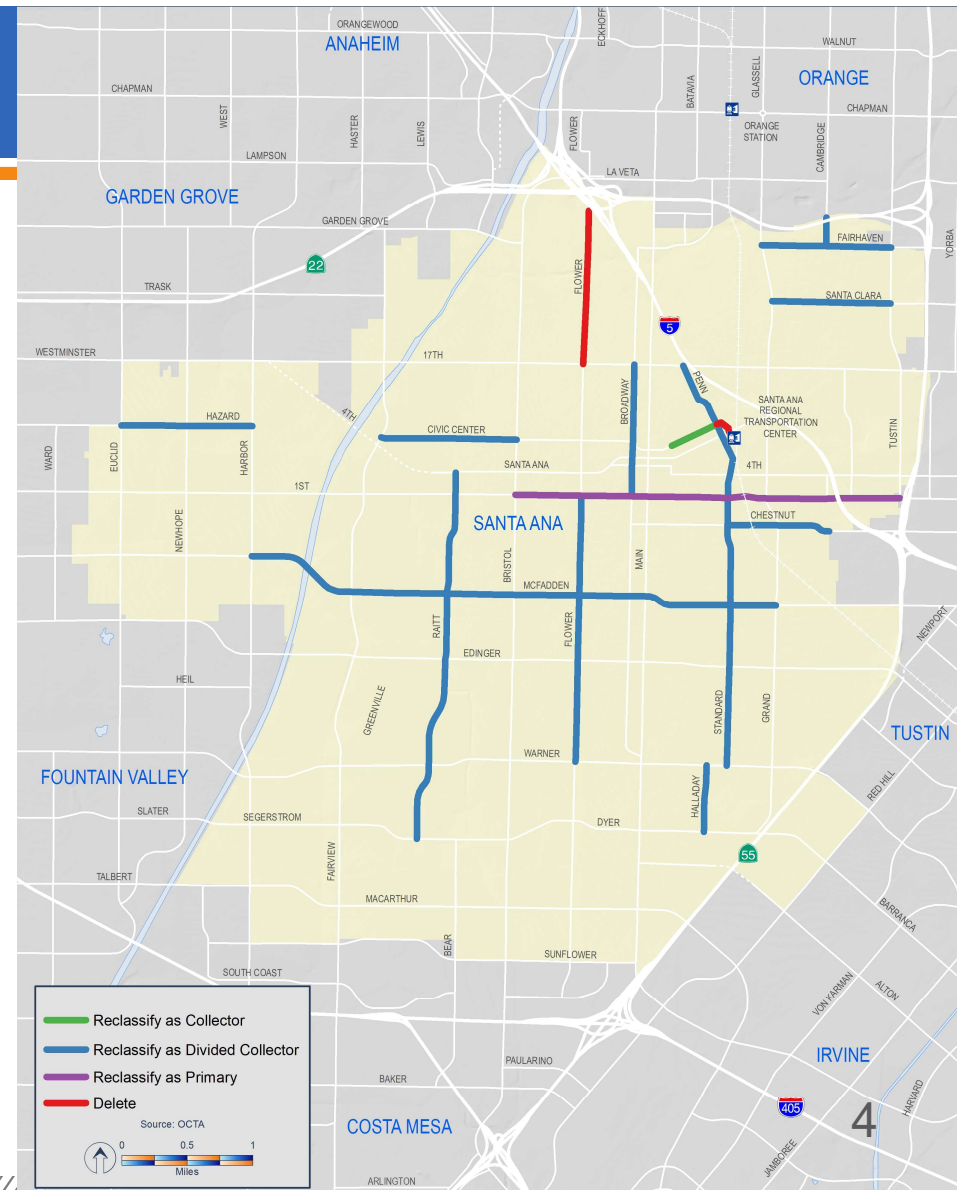
- The City of Santa Ana (Santa Ana) proposed a Circulation Element update to add active transportation options for pedestrians and bicyclists
- The changes require an MPAH amendment to maintain Measure M2 consistency
- Santa Ana submitted request for amendment in January 2020
- City Council adoption is anticipated on November 17, 2020<sub>2</sub>

# MPAH Amendment Process – Review and Consensus

- MPAH amendment requires:
  - OCTA to review the request and traffic study
  - OCTA to engage affected agencies to ensure consensus on the MPAH amendment
- Traffic study shared with the following nine agencies:
  - Costa Mesa
  - Fountain Valley
  - Garden Grove
  - Irvine
  - Orange
  - Tustin
  - Westminster
  - County of Orange
  - Caltrans

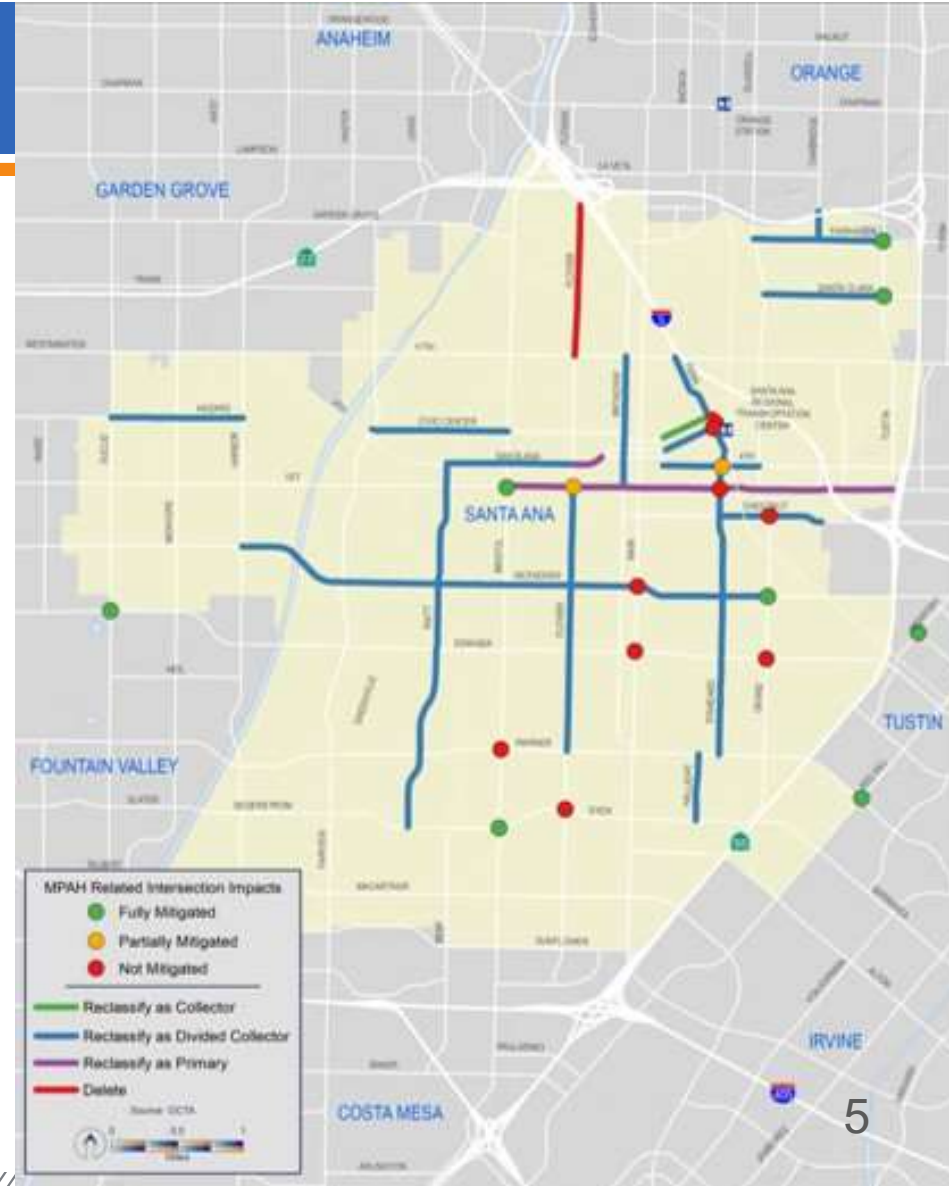
# Proposed Amendments

- Reclassify 17 arterial segments
  - Reduces lanes on existing and planned streets
- Remove three arterial segments
  - Streets will be considered local and no longer on the MPAH



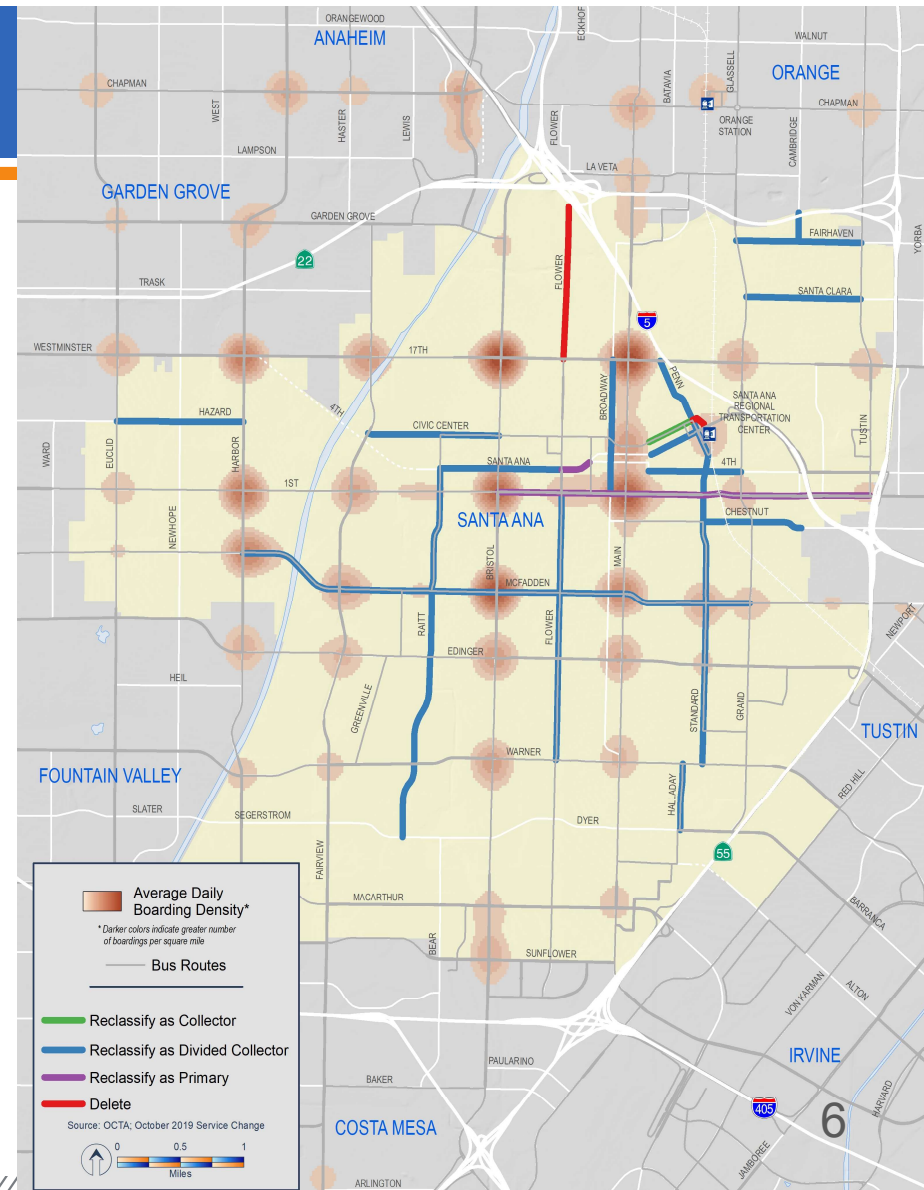
# Traffic Study Results

- 105 intersections analyzed
- 18 intersections impacted
- All impacted intersections outside Santa Ana are fully mitigated
- Santa Ana is modifying a segment bordering the City of Orange
  - No impact to the City of Orange



# Transit Impacts

- Lane reductions may slow transit speed
- OCTA bus routes effected:
  - 64 – 1<sup>st</sup> Street
  - 66 – McFadden Avenue



# Memorandum of Understanding & Support Letters

- Participating Parties: OCTA and the cities of Santa Ana, Fountain Valley, and Tustin
  - Agreed-upon mitigation measures
    - Intersections – Santa Ana to fund its fair share of the improvements
    - Transit – Santa Ana to fund cooperative study led by OCTA to identify transit improvements
  - Santa Ana received letters of support from eight adjacent agencies
  - Santa Ana has sent a letter to the City of Garden Grove regarding the intent to coordinate the future of the Willowick Golf Course property 7
- ////////////////////////////////////

# Next Steps

- Staff recommends conditional approval of the MPAH amendments
  - MPAH amendment for all segments except Fairhaven Avenue to be finalized when:
    - The MOU is signed by all Parties; and
    - Santa Ana's General Plan has been updated
  - Santa Ana and the City of Orange to address Fairhaven Avenue changes through General Plan updates
    - MPAH amendment finalized when Santa Ana and Orange General Plans have been updated
- Santa Ana General Plan Public Hearings
  - Planning Commission – November 5<sup>th</sup>
  - City Council – November 17<sup>th</sup>





**November 2, 2020**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55

**Overview**

On June 22, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required work.

**Recommendations**

- A. Approve the selection of TranSystems Corporation as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2371 between the Orange County Transportation Authority and TranSystems Corporation for the preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.

**Discussion**

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

**Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55** **Page 2**

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

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

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

***Procurement Approach***

This procurement for Segment 2 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. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On June 22, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2371, which was electronically issued on CAMM NET. The Project was advertised on June 22 and June 29, 2020, in a newspaper of general circulation. A pre-proposal conference was held on July 7, 2020, with 14 attendees representing 11 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.

**Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55** **Page 3**

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On August 6, 2020, two proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from the California Department of Transportation (Caltrans), District 12 and the City of Tustin, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

The evaluation criteria are consistent with the weightings developed for similar A&E procurements. The qualifications of the firm evaluated the firm's experience in performing work of similar scope and size. The greatest importance was assigned to staffing and project organization of the firm, as the qualifications of the project manager (PM) and other key personnel are very important to the successful and timely delivery of the Project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the Project, its challenges, and its approach to implementing the various elements of the scope of work (SOW). The technical approach to the Project is critical to its successful performance.

The evaluation committee reviewed the two proposals received based on the evaluation criteria. The two firms are listed below in alphabetical order:

Firm and Location

HDR Engineering, Inc. (HDR)  
Irvine, California

TranSystems Corporation (TranSystems)  
Santa Ana, California

On September 14, 2020, the evaluation committee interviewed the two firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also discussed its staffing plan, work plan, and perceived Project challenges. Each firm was asked general questions related to qualifications, relevant experience, Project organization, and approach to the work plan. Both firms were asked questions specific to the proposals regarding

**Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55** *Page 4*

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its team's approach to the requirements of the SOW, management of the Project, coordination with various agencies, experience with similar projects, and the proposed solutions toward achieving the Project goals. After considering responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores for each firm; however, TranSystems remained the top-ranked firm with the higher cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends TranSystems as the top-ranked firm to prepare the plans, specifications, and estimates (PS&E) for the Project. TranSystems' proposal received the higher ranking, largely due to the team's successful management and implementation of recent and relevant PS&E projects of similar scale and scope, the firm's comprehensive understanding of the Project objectives and constraints, and presentation of relevant technical solutions that consider cost- and time-saving improvements along the I-5 corridor. The firm's proposal and interview demonstrated understanding of the Project requirements through a detailed work plan addressing key issues that are critical to the success of the Project. The following is a brief summary of the proposal evaluation results.

#### Qualifications of the Firm

Both firms are established firms with recent and relevant experience and qualified to perform the services.

TranSystems, an established national transportation engineering firm founded in 1966, provides planning, engineering, architectural, and construction services with over 800 professionals in 30 offices. California locations include the cities of Los Angeles, Oakland, Ontario, San Diego, and Santa Ana. TranSystems has delivered 30 highway PS&E projects in Orange County and over 110 highway projects in southern California. Relevant firm experience includes PS&E for the I-5 widening project (Segment 2) from Oso Parkway to Alicia Parkway, the project report/environmental document (PA/ED) for the I-5 widening from State Route 73 to El Toro Road, PS&E for the I-5 El Camino Real off-ramp and soundwall, and PS&E for the I-5 Jamboree Road for the City of Irvine.

HDR, an established full-service international transportation engineering firm founded in 1917, provides design services for highways, interchanges, bridges, and structures with over 450 professionals working in six offices in the cities of Claremont, Irvine, Long Beach, Los Angeles, Riverside, and San Diego. Relevant firm experience includes PS&E for the State Route 57 northbound widening from Katella Avenue to Lincoln Avenue, PS&E for the I-5 widening

**Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55** **Page 5**

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(Segment 3) from Alicia Parkway to El Toro Road as a subconsultant, and PS&E for the I-5 HOV improvement project (Segment 2) from Avenida Vista Hermosa to Pacific Coast Highway as a subconsultant.

#### Staffing and Project Organization

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

TranSystems proposed a highly qualified project team with relevant and recent comprehensive experience and an understanding of the Project issues, risks, and challenges. The team is accomplished in various disciplines required for the Project and has extensive OCTA and Caltrans experience. The team has extensive experience working on projects of similar size and scope with a record of accelerated project delivery. The proposed PM has 41 years of relevant experience successfully delivering highway and infrastructure improvement projects, and has delivered projects from concept and PA/ED development through final design PS&E and design support during construction for OCTA, Caltrans, Riverside County Transportation Commission, and the Los Angeles Metropolitan Transportation Authority. The PM has in-depth knowledge of Caltrans standards, procedures, and requirements and has extensive experience coordinating with federal, state, and local agencies, and stakeholder engagement.

The proposed roadway lead has 25 years of experience as civil roadway lead designer and PM in the development of transportation projects in Southern California. The roadway lead is experienced in preparing construction staging and traffic management plans and Design Standard Decision Documents. The proposed structures lead has 32 years of experience with all technical aspects of structures from conceptual design to construction, including approval of complex bridge structures and innovative cost-effective solutions through Caltrans' bridge structures design selection process. The structures lead has experience with Caltrans processes and procedures and has successfully delivered numerous Caltrans task order projects. The proposed team includes qualified and experienced subconsultants for drainage, geotechnical, electrical, ROW engineering, survey, environmental, and outreach support services.

HDR proposed a qualified project team with relevant experience that demonstrated an understanding of the Project issues, risks, and challenges. The team, including subconsultants, are experienced in various disciplines required for the Project, and have experience working together on PS&E projects of

similar size and scope in Southern California. The proposed PM has 40 years of experience delivering highway and infrastructure improvement projects. The PM has relevant experience managing transportation projects in Southern California, including construction management for highway and grade separation projects. The proposed roadway lead has 29 years of experience in design and planning of highway and roadway projects in Southern California and is experienced on the Caltrans delivery process and design criteria. The proposed structures lead has 18 years of experience in civil and structural engineering on a wide range of transportation infrastructure projects, including bridge, highway, heavy rail, and facilities projects, and is knowledgeable on Caltrans design procedures and seismic design criteria.

#### Work Plan

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

TranSystems presented a comprehensive and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. TranSystems proposed ten design enhancements/refinements to minimize risks, enhance safety, and reduce construction and ROW costs while optimizing traffic operations. The work plan proposed geometric and traffic operational improvements that meet Caltrans design requirements, with the potential for substantial savings from the schedule and construction costs by eliminating a tunnel structure and shortening retaining walls. The proposed innovative solutions and other design refinements eliminate ROW needs and non-standard features, and minimize constructability issues.

The overall approach to project execution described in TranSystems' work plan and presented during the interview identified potential Project risks, accompanied by mitigation plans, corridor coordination discussions, construction staging, and discussed Project challenges. The interview confirmed the technical knowledge and expertise of the TranSystems team and its inclusive understanding of the Project challenges and requirements. The team provided Project-specific responses to all interview questions.

HDR presented a detailed work plan that demonstrated an understanding of the Project SOW, issues, and risks. The work plan identified Project challenges associated with traffic operational deficiency and local community impacts. HDR proposed a "Big Ideas" alternative approach to reduce the width of GP lanes from 12 feet to 11 feet to reduce costs and construction duration. The

proposed alternative approach was studied and eliminated from consideration during the PA/ED phase.

The overall approach described in the HDR work plan and presented during the interview demonstrated the firm's knowledge of the SOW, objectives, and risks associated with the Project. HDR's team presented an interview with detailed responses from all personnel to evaluation committee questions, demonstrating an experienced cohesive team with relevant project experience.

#### Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of TranSystems as the top-ranked firm to prepare the PS&E for the I-5 Widening Project between Yale Avenue and SR-55.

#### Fiscal Impact

The Project is included in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, Account 0017-7519-FB103-1OD, and will be funded through a combination of federal and M2 funds.

#### **Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-0-2371 with TranSystems Corporation as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.

***Attachments***

- A. Review of Proposals, RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55
- B. Proposal Evaluation Criteria Matrix, RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55
- C. Contract History for the Past Two Years, RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55

**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  
Interim Director, Contracts Administration  
and Materials Management  
(714) 560-5619



**Review of Proposals**  
**RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project**  
**Between Yale Avenue and State Route 55**

2 proposals were received, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm and Location	Subcontractors	Evaluation Committee Comments
1	89	TranSystems Corporation Santa Ana, California	AECOM Technical Services, Inc. Advanced Civil Technologies Earth Mechanics, Inc. FPL & Associates, Inc. Guida Surveying, Inc. Leighton Consulting, Inc. LSA Associates, Inc. Q4 Transportation Solutions Tatsumi and Partners, Inc.	Higher-ranked firm overall. Firm has recent and relevant experience managing and delivering design transportation projects of similar size and scope. Qualified team including project manager, key personnel, technical staff, and subconsultants with experience working together on recent plans, specifications, and estimates (PS&E) projects. Project manager has recent experience planning, managing, and successfully delivering numerous transportation projects from preliminary studies through final design (PS&E). Comprehensive work plan identifying key issues, providing sound recommendations and viable solutions. Proposed design enhancements to minimize risks, safety impacts, and reduction in construction and right-of-way costs. Detailed team presentation and interview with project-specific responses to all questions.
2	82	HDR Engineering, Inc. Irvine, California	Mark Thomas & Company, Inc. Advanced Civil Technologies IDC Consulting Engineers, Inc. Kleinfelder, Inc. Leighton Consulting, Inc. NCM Engineering Corp Paleo Solutions, Inc. Psomas Solutions Safe Utility Exposure, Inc. Tatsumi and Partners, Inc.	Firm has relevant experience managing and delivering design transportation projects of similar size and scope. Qualified team including project manager, key personnel, and subconsultants with experience working together on recent PS&E projects. Project manager is qualified with relevant experience planning, managing, and successfully delivering transportation projects from preliminary studies through final design (PS&E). Work plan demonstrated understanding of the scope of work, described enhancements, and innovative design solutions. Proposed "Big Ideas" alternative approach by reducing the width of all general purpose lanes from 12 feet to 11 feet to reduce costs and construction duration, an alternative that was eliminated in the project report phase. Interview presentation was detailed and the project team was responsive to all interview questions.

**Evaluation Panel: 6 Members**

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

**Evaluation Criteria:**

Staffing and Project Organization  
 Work Plan  
 Qualifications of the Firm

**Weight Factors**

40%  
 35%  
 25%

**PROPOSAL EVALUATION CRITERIA MATRIX**

**RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55**

<b>Firm: TranSystems Corporation</b>								
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>Weights</b>	<b>Criteria Score</b>
Qualifications of Firm	4.5	4.5	4.0	5.0	4.5	4.5	5	22.5
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4.5	8	36.0
Work Plan	4.5	4.0	4.5	4.5	4.5	4.5	7	30.9
<b>Overall Score</b>	<b>90.0</b>	<b>86.5</b>	<b>87.5</b>	<b>92.5</b>	<b>90.0</b>	<b>90.0</b>		<b>89</b>

<b>Firm: HDR Engineering, Inc.</b>								
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>Weights</b>	<b>Criteria Score</b>
Qualifications of Firm	4.5	3.5	4.0	4.5	4.0	4.0	5	20.4
Staffing/Project Organization	4.5	4.0	4.0	4.5	4.5	4.0	8	34.0
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	7	28.0
<b>Overall Score</b>	<b>86.5</b>	<b>77.5</b>	<b>80.0</b>	<b>86.5</b>	<b>84.0</b>	<b>80.0</b>		<b>82</b>

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 0-2731 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project**  
**Between Yale Avenue and State Route 55**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>TranSystems Corporation</b>						
Contract Type: Firm-Fixed-Price	C-0-2244	Alternatives assessment for the Interstate 5 (I-5)/ El Toro Road Interchange Project	September 1, 2020	April 30, 2021		\$ 195,483.85
Subconsultants:						
					\$ 565.36	
					\$ 9,818.00	
					\$ 31,996.00	
Contract Type: Firm-Fixed-Price	C-3-2091	Plans, specifications, and estimates for the I-5 Improvement Project between Oso Parkway and Alicia Parkway	November 7, 2014	March 31, 2023		\$ 12,922,995.44
Subconsultants:						
					\$ 1,364,726.87	
					\$ 578,966.50	
					\$ 584,735.06	
					\$ 532,051.12	
					\$ 258,761.21	
					\$ 2,594,443.57	
<b>Subtotal</b>						<b>\$ 13,118,479.29</b>
<b>HDR Engineering, Inc.</b>						
Contract Type: Firm-Fixed-Price	C-0-1587	Environmental document and project report for State Route 55 between Interstate 405 and I-5	May 24, 2011	December 31, 2019		\$ 6,508,025.81
Subconsultants:						
					\$ 682,343	
					\$ 507,106	
					\$ 348,974	
					\$ 1,169,372	
					\$ 402,443	
					\$ 72,505	
					\$ 275,356	



Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Contract Type: Time & Expense	C-4-1854	Project management consultant services for the OC Streetcar Project	June 1, 2015	March 31, 2022		\$ 29,026,290.00
<i>Subconsultants:</i>						
<i>Amheart Solutions</i>						
<i>Arellano Associates, LLC</i>						
<i>Boothe Transit Consulting, LLC</i>						
<i>CivilSource, Inc.</i>						
<i>IBI Group</i>						
<i>Inueor Consulting, Inc.</i>						
<i>Maintenance Design Group, LLC</i>						
<i>Mott MacDonald, LLC</i>						
<i>Nossaman, LLP</i>						
<i>Shiels Oblatz Johnsen, Inc.</i>						
<i>SNC - Lavalin Rail &amp; Transit, Inc.</i>						
<i>Sperry Capital, Inc.</i>						
<i>Steve Greene &amp; Associates, PLLC</i>						
<i>TSG Enterprises, Inc.</i>						
<i>RGI Utility Consultants</i>						
Contract Type: Time & Expense	C-8-1418	Construction management support services for I-5 Widening Project between Oso Parkway and Alicia Parkway	March 1, 2019	February 29, 2024		\$ 12,168,767.00
<i>Subconsultants:</i>						
<i>Jacobs Project Management Company</i>						
<i>Coast Surveying, Inc.</i>						
<i>Ghirardelli Associates, Inc.</i>						
<i>S2 Engineering, Inc.</i>						

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Contract Type: Time & Expense	C-8-1512	Program management consultant services for Regional Rail Programs	March 28, 2019	March 31, 2024		\$ 7,500,000.00
<i>Subconsultants:</i>						
<i>AP Engineers &amp; Testing</i>						
<i>BA, Inc.</i>						
<i>Civil Works Engineers, Inc.</i>						
<i>Cogstone Resource Management, Inc.</i>						
<i>DB Engineering &amp; Consulting USA, Inc.</i>						
<i>Meadows Consulting</i>						
<i>Mott MacDonald, LLC</i>						
<i>PreScience Corporation</i>						
<i>Project Design Consultants</i>						
<i>Tri-County Drilling</i>						
<i>VSCE, Inc.</i>						
Contract Type: Firm-Fixed-Price	C-9-1121	Strategic transportation study of southern Orange County	September 19, 2019	August 31, 2021		\$ 749,969.00
<i>Subconsultants:</i>						
<i>Alta Planning + Design</i>					\$ 57,245	
<i>Land CM Corporation</i>					\$ 26,400	
<i>NelsonWygaard Consulting Associates, Inc.</i>					\$ 57,630	
<i>PlaceWorks</i>					\$ 19,980	
<i>System Metrics Group, Inc.</i>					\$ 38,000	
<i>VCS Environmental</i>					\$ 33,655	
Contract Type: Time & Expense	C-9-1580	Geographic Information System technical support consultant services	January 6, 2020	October 31, 2021		\$ 55,000.00
<i>Subconsultants: None</i>						
<b>Subtotal</b>						<b>\$ 62,285,964.70</b>



**November 2, 2020**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Active Transportation Program Biannual Update

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

**Overview**

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

**Recommendation**

Receive and file as an information item.

**Background**

The Orange County Transportation Authority (OCTA) Board of Directors (Board) receives biannual updates on regional active transportation (bicycling and walking) projects and programs. These efforts support OCTA's vision for a multimodal transportation system.

**Discussion**

This report provides an update on active transportation education, safety, and evaluation programs and projects. In response to the coronavirus (COVID-19), OCTA has been adapting project and program deliverables to fit the current situation, creatively undertaking public involvement, and evaluating the effects COVID-19 is having on active transportation in Orange County.

**Education and Encouragement**

Over the past four years, OCTA has secured grant funding from the California State Office of Traffic Safety Highway Safety Program. These funds have been used to host bicycle and pedestrian skills classes and develop campaigns to distribute safety equipment. OCTA completed the 2020 Pedestrian and Bicycle Safety Project in September. This project consisted of three components: Travel Safe classes, Operation Bright Lights, and Operation Be Seen.

The overall project focused on promoting safe walking and bicycling for transit riders. Although person-to-person interaction is desirable to complete the project successfully, COVID-19 has made these interactions challenging. OCTA, working with the support of a consultant, developed alternate approaches to deliver project tasks. A project summary can be found attached (Attachment A).

### Safety

OCTA received two grants related to the Safe Routes to School (SRTS) Program and pedestrian safety efforts. These included the SRTS Action Plan (Action Plan) and the Safe Travels Education Program (STEP) Campaign. These two efforts deliver SRTS activities to schools and increase the reach of SRTS programs countywide. Both projects foster continued collaboration and partnership between OCTA, school districts, the Orange County Health Care Association, cities, law enforcement agencies, and the California Department of Transportation (Caltrans). More information on these efforts is included in Attachment A.

### System Evaluation

OCTA is undertaking several initiatives to better understand how active transportation users experience Orange County's transportation system. These projects include the Bike Gap Closure Feasibility Study, the Cyclic Counts Program, and an update to the Orange County bicycle map.

#### Bike Gap Closure Feasibility Study

A comprehensive assessment is being initiated to evaluate three bikeway gaps in Orange County. Regional bikeway trails in central and south Orange County, as well as the Cross County Connector bikeway, will be studied. The study will recommend a backbone network that links to other regional and local bikeways. It will also provide grant-ready cost estimates and trail alignments, which can be used by cities to pursue funding opportunities for implementation. The project is funded by \$160,000 in Caltrans Sustainable Community Grant funds, and \$40,000 in State Transportation Improvement Program Planning, Programming, and Monitoring funds and will be completed in spring 2023.



### Cyclic Counts Program

This program kicked off in April 2020, and collected bicycle counts at 120 locations throughout Orange County between May 1 and June 6 (not including Memorial Day weekend). Assessing changes in active transportation travel behavior during the pandemic presented a unique opportunity for data collection. When using this data in the future, it will be noted that it was collected during the pandemic. Cities and the County request facility use data to help compete for grants, evaluate existing facilities, and inform decision making about where to locate facilities in the future. Counts will be repeated in May and June of 2021. Below are preliminary results:

Weekday Trips Total	22,513 (34.3 percent)
Saturday Trips Total	43,157 (65.7 percent)

### Orange County Bikeways Map Guide

OCTA released the 2020 Orange County Bikeways Map Guide in October 2020 (the last update occurred in 2015). OCTA updated bicycle facility data and collected feedback from the cities to validate the data provided. The final 2020 Orange County Bikeways Map Guide (Attachment B) is available on the OCTA website and will be printed and distributed throughout Orange County at outreach events.

### Grant Application

OCTA submitted an Active Transportation Program Cycle 5 Grant application to fund the environmental clearance phase of the Garden Grove – Santa Ana Rails-to-Trails Gap Closure Study. This project has been consistently identified in planning documents for the County and the cities as an important gap closure. The trail would provide direct bicycle and pedestrian access to downtown Garden Grove and Santa Ana, as well as several regional trails in central Orange County. The grant application is to study a potential bikeway on a four-mile section of the Pacific Electric Right-of-Way between Raitt Street and Euclid Street. The funding request is for \$3 million. The application was submitted on September 15, 2020, and awards will be announced in spring 2021.

### **Summary**

OCTA has advanced planning, education, encouragement, and enforcement efforts to improve active transportation throughout Orange County. Coordination and collaboration will continue between the Southern California Association of Governments, Caltrans, and stakeholders to encourage and support walking and bicycling within Orange County. These activities require interaction and coordination with stakeholders and have proven to be challenging during the

COVID-19 pandemic. The Active Transportation Program at OCTA, and its partners, have been and will continue to make use of technologies and techniques to adapt to the new reality presented by COVID-19 while continuing to provide for the safety and mobility of Orange County residents.

***Attachments***

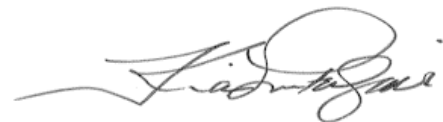
- A. 2020 Pedestrian and Bicycle Safety Activities
- B. Orange County, Bikeways Map Guide

**Prepared by:**



Peter Sotherland  
Active Transportation Coordinator  
(714) 560-5386

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
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## **2020 Pedestrian and Bicycle Safety Activities**

### **Virtual Travel Safe Classes**

This curriculum was tailored to Orange County residents with modules promoting safe travel. Topics included walk audits, bicycle and pedestrian safety education, and instruction on how to provide input to local government agencies.

#### **Task Summary:**

- 98 total participants for the 12 classes
- Highest single class attendance of 38

### **Operation Bright Lights**

Focus was placed on the safety and visibility of Orange County bicyclists and specifically targeted geographic areas with a high number of bicycle and pedestrian incidents. Program attendees were provided with safety gear and educational material. To address the challenges posed by the coronavirus, strictly controlled stations were set up where personal protective equipment and social distancing requirements kept all participants safe.

#### **Task Summary and Distribution:**

- 1,400 bicycle lights (700 red and 700 white)
- 401 bicycle helmets of varying sizes
- 2,016 bicycle spoke reflectors and 200 reflective tape segments
- 766 total participants

### **Operation Be Seen**

Focus was placed on the visibility of the Orange County Transportation Authority (OCTA) transit users to motorists during low light conditions. Distribution of reflective gear took place at key OCTA transit stops. Conducting the distribution events at the transit stops, instead of on buses, allowed for proper social distancing measures while distributing safety materials to riders on high ridership routes.

#### **Task Summary and Distribution:**

- 2,610 reflective armbands
- 680 reflective ballistic gear
- 1,079 participants

## **2020 Pedestrian and Bicycle Safety Activities**

### Safe Routes to School Action Plan

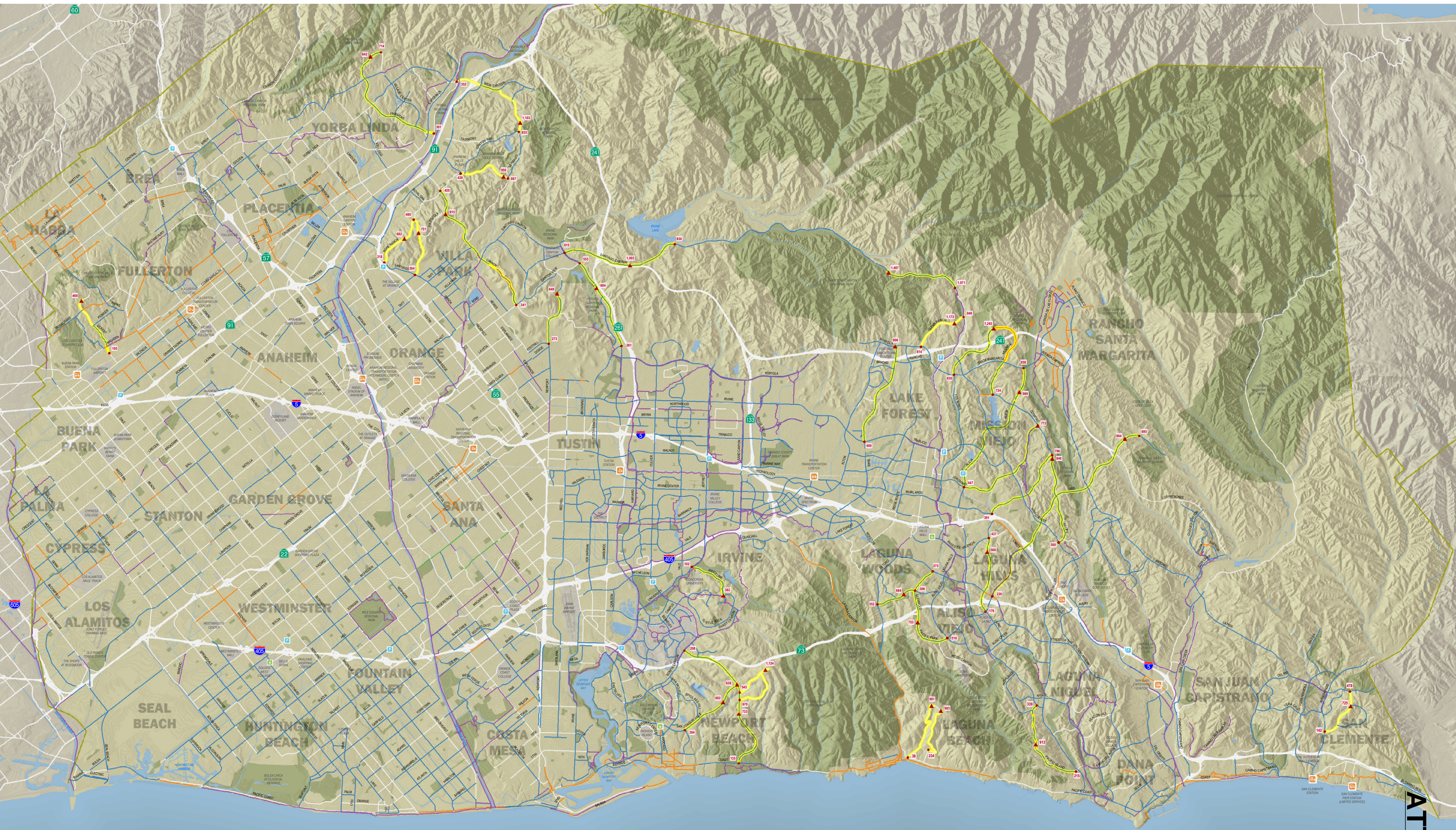
The Safe Routes to School (SRTS) Action Plan (Action Plan) evaluates SRTS efforts countywide, delivers SRTS activities to schools, develops a list of action items, and identifies potential lead agencies and organizations. The Action Plan team delivered virtual Walk to School Day activities to schools during the week of October 5-9, 2020. Activities included an active transportation BINGO, a walk and roll scavenger hunt, and other walking and rolling activities. The team is also conducting virtual walk audits with Laguna Niguel Elementary School, Clara Barton Elementary School, Fountain Valley High School, and Ladera Ranch Elementary School.

The Action Plan report is currently in draft form and will be completed by March 2021. The report includes a summary of engagement activities, a needs assessment for Orange County schools, and recommendations for developing a countywide SRTS program. The recommendations are categorized into four goals, nine supporting strategies, and 32 implementation actions. The four goals are: establish a countywide SRTS program, create and sustain lasting partnerships, develop a culture of safety, and fund and implement infrastructure improvements. Staff will return in early 2021 with the final report for Board of Directors' consideration.

### Safe Travels Education Program Campaign

The Safe Travels Education Program Campaign develops educational and encouragement activities for walking and bicycling at 25 public elementary schools serving disadvantaged communities. A range of activities will be offered based on school interest and time availability for assemblies, walk/bike-to-school day events, and training activities. The project team is adapting activities to be compatible with virtual and hybrid schooling, which is likely to continue for the foreseeable future. This includes developing online modules and educational videos for various age groups focusing on safe walking and bicycling. The campaign will continue through June 2022.





# ORANGE COUNTY

## BIKEWAYS MAP GUIDE



## LEGEND

- Park and Ride
- Metrolink Stations
- Transit Centers
- Major Road Without Designated Bikeway
- Class I Bike Path (Off-Road, Paved)
- Class II Bike Lane (On-Road, Striped Lanes)
- Class III Bike Route (On-Road, Signed)
- Class IV Bike Boulevard (On-Road, Separated Bikeway)

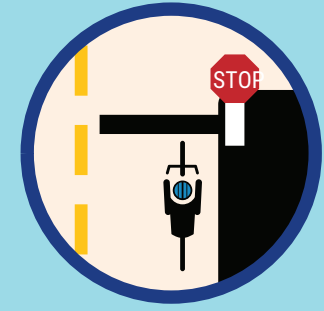
## SELECTED STEEP GRADES

- Class I Steep Grade
- Class II Steep Grade
- Class III Steep Grade
- Steep Grade Without Designated Bikeway
- Peak Elevation (ft.)
- Elevation (ft.)



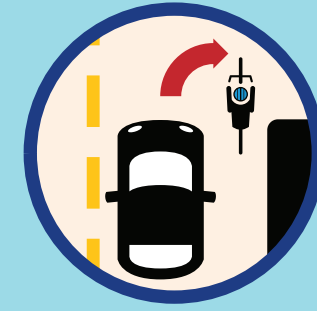


# BIKE SAFETY TIPS



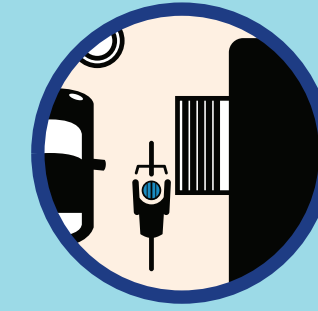
## OBEDI ALL TRAFFIC LAWS

Traffic laws are for bicyclists too! Ride in the same direction as traffic, obey all signs and signals, use hand signals to indicate turns and follow lane markings.



## RIDE VISIBLY

Use a white front light and a red rear light and consider purchasing additional lights. Wear light-colored and/or reflective clothing.



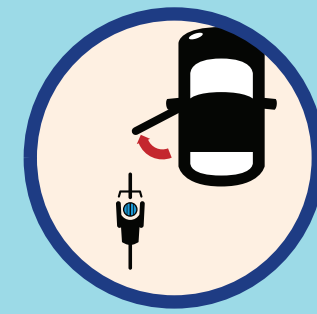
## AVOID ROAD HAZARDS

Watch out for sewer grates, manhole covers, oily pavement and gravel. Cross railroad tracks carefully at right angles.



## KEEP BOTH HANDS READY TO BREAK

You may not brake in time if you brake one-handed. Allow extra distance for stopping in the rain.



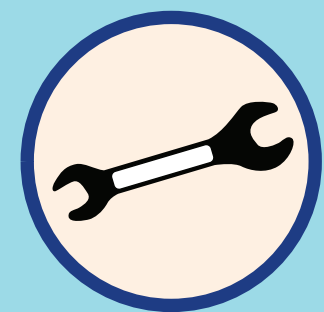
## AVOID THE "DOOR ZONE"

Stay at least three to four feet away from parked cars to avoid being hit by an opening door.



## WEAR A HELMET AND GLOVES

Always wear a helmet that meets safety standards while bicycling. If you fall, you'll use your hands to protect yourself, so protect your hands with gloves while riding.



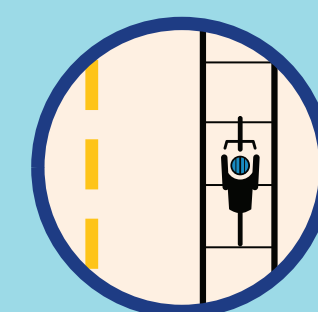
## KEEP YOUR BIKE IN GOOD REPAIR

Maintain your bike in good working condition. Check brakes regularly and keep tires properly inflated. You can learn how to maintain your bike yourself, or visit a bike shop regularly.



## LOCK YOUR BIKE WHEN YOU'RE GONE

Two U-locks, or one combined with a cable lock, is the best way to secure your bicycle. Lock both wheels and don't use a quick-release seat. Take your lights and helmet with you.



## KNOW SIDEWALK RIDING LAWS

Each city varies in its sidewalk bike riding policy. Riding on the sidewalk increases the potential for collisions with pedestrians and at driveways and intersections.

## CLICK & SHARE



Share your biking adventure at [facebook.com/octasharetheride](https://www.facebook.com/octasharetheride). Tag your photos and comments on Instagram and Twitter with **#BikeOC**. Tweet about bicycling in Orange County **@BikeOC**.

## BIKE FRIENDLY COMMUNITY

Orange County is proud to be a bike friendly community.



# EXTEND YOUR TRIP



## BIKES ON METROLINK

Taking your bicycle on board Metrolink is easy with Metrolink Bicycle Cars. Each special car has bike stalls on the lower floor that can hold up to 18 bicycles. Not all trains have Bicycle Cars, but all train cars can accommodate some bicycles. There are bicycle lockers at some Metrolink stations that provide bicycle storage.



## BIKES ON OC BUS

You can combine your trip with transit by riding your bike to a bus stop and taking the bus to your destination. All OCTA buses are equipped with bicycle racks, located on the front of the buses, which can carry up to two bicycles.

Plan your trip by visiting [octa.net/justclick](https://www.octa.net/justclick)

# Active Transportation Program Biannual Update





# Education and Encouragement

## Office of Traffic Safety Funding

- Bicycle and pedestrian skills training and safety materials
  - 12 virtual classes with 98 participants
- Distribution of 1400 bicycle lights, 401 bicycle helmets, 2016 bicycle spoke reflectors, reflective tape
  - 766 participants
- 2610 reflective arm bands, 680 reflective ballistic gear



1<sup>st</sup> Street and Standard Avenue, Santa Ana  
July 30, 2020 distribution event



# Safety

## Two Key Efforts Underway

- Safe Routes to School (SRTS) Action Plan
  - Evaluates countywide efforts and recommends actions to increase reach
  - Creates a strategic plan for a countywide SRTS Program
- Safe Travels Education Program Campaign
  - Education and encouragement activities at 25 disadvantaged area schools countywide
- Both efforts in collaboration with the Orange County Health Care Agency



## WALK & ROLL ACTIVITIES CALENDAR

### ★ MINDFUL MONDAY

Start the week with a mindful walking activity.

[Click here for mindful walking guide and breathing routine.](#)

### ★ TRANSPORTATION TUESDAY

Play a game of Active Transportation BINGO.

[Click here for BINGO cards.](#)

### ★ WALK & ROLL WEDNESDAY

Go on a Walk and Roll Scavenger Hunt around your neighborhood.

[Download Walk and Roll Scavenger Hunt.](#)



### ★ TRANQUILITY THURSDAY

Get calm and crafty by decorating a pair of old shoes or drawing a picture of your favorite places to walk and bike.

[Click here for shoe decorating ideas.](#)

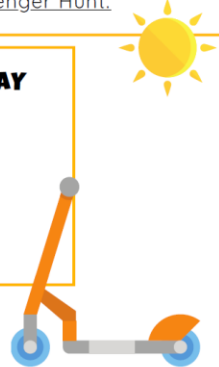
### ★ FREE CHOICE FRIDAY

Kick off the weekend with a pick-your-own scavenger hunt.

[Download Printable Scavenger Hunts.](#)



Let's keep the fun going! [Click here for another week of activities and downloads from Safe Routes to School Montgomery County \(MD\).](#)



*Virtual Walk to School Day Calendar*

# SRTS Action Plan

## Action Plan

- Evaluate ongoing SRTS efforts
- Deliver SRTS activities to schools
- Develop framework for countywide SRTS Program

## Plan Framework

- 4 Goals
- 9 supporting strategies
- 32 recommended actions



# SRTS Action Plan (continued)

## Plan Goals

- Establish a countywide SRTS Program
- Create and sustain lasting partnerships
- Develop a culture of safety
- Fund and implement infrastructure improvements

## Sample Strategy/Action

- Strategy: Build and sustain support coalitions
- Action: Provide assessment tools to schools and districts to help determine their readiness, capacity, and needs



# Safe Travels Education Program

## Project Initiation

- Recruitment for 25 schools for fall 2020 campaign activities
- Developing fall activities
  - A working group sub-committee formed to focus on outreach to schools
  - Virtual walking and bicycling education modules that fit within the physical education curriculum guidelines
- Project completion in June 2022

# System Evaluation

## Cyclic Counts

- Bidirectional counts at 120 locations, including on- and off-street facilities
- May 2020 and 2021 (weekday/Saturday)
  - Weekday Trips Total: 22,513 (34.3%)
  - Saturday Trips Total: 43,157 (65.7%)



*Example of count camera, counts unlimited*



# System Evaluation (continued)

## Orange County Bikeways Map Guide

- Previously updated in 2015
- Bicycle facilities background data updated for 2020 map
- Incorporated feedback and review from cities and the County of Orange
- Completed in September 2020



# Bicycle Gap Closure Study

- \$200,000 project running from spring 2021 - spring 2023
- Bikeway gap assessment for central and southern loops and a cross county bikeway
- Recommend cost-effective solutions for a continuous and high-quality bikeway network
- Develop cost estimates, positions cities for grant funding or utilization of local funds to advance bikeways projects





# Next Steps

- Return with updates on active transportation efforts including
  - Finalized SRTS Action Plan, and updates on other SRTS activities
  - Partnering with local agencies to implement active transportation projects
- Seek funding opportunities to support active transportation activities
  - Continue working with local agencies and community groups to advance active transportation measures for all Orange County residents
  - Continue to monitor the coronavirus pandemic and adapt activities to accommodate safe protocols