



Orange County Transportation Authority

Regional Planning and Highways Committee Agenda

Monday, December 5, 2022 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Joseph Muller, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Katrina Foley
Patrick Harper
Mark A. Murphy

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person (subject to OCTA's Coronavirus (COVID-19) safety protocols) or 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/>

REGIONAL PLANNING AND HIGHWAYS COMMITTEE MEETING AGENDA

Members of the public may address the Board of Directors regarding any item two ways:

In-Person Comment

Members of the public may attend in-person (subject to OCTA's COVID-19 safety protocols) and address the Board regarding any item. Members of the public will be required to complete a COVID-19 symptom and temperature screening.

Please complete a speaker's card and submit it to the Clerk of the Board (or notify the Clerk of the Board the item number on which you wish to speak). Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

Written Comment

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

Call to Order

Pledge of Allegiance

Director Bartlett

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

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.

1. Approval of Minutes

Recommendation

Approve the November 7, 2022 minutes of the Regional Planning and Highways Committee meeting.

Attachments:

[Minutes](#)

REGIONAL PLANNING AND HIGHWAYS COMMITTEE MEETING AGENDA

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

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed to compensate OC 405 Partners for direct costs associated with resequencing and restaging certain paving operations near the Bolsa Avenue bridge.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 143 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$5,100,000, for direct costs associated with resequencing and restaging certain paving operations near the Bolsa Avenue bridge.

Attachments:

[Staff Report](#)

[Attachment A](#)

3. **2023 Technical Steering Committee Membership**

Cynthia Morales/Kia Mortazavi

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads related items. The Technical Advisory Committee relies on a Technical Steering Committee to have a more in-depth review of technical items. Proposed 2023 Technical Steering Committee membership recommendations are presented for Board of Directors' review and approval.

Recommendation

Approve the proposed 2023 Technical Steering Committee membership recommendations.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

REGIONAL PLANNING AND HIGHWAYS COMMITTEE MEETING AGENDA

4. Measure M2 Environmental Mitigation Program Update

Lesley Hill/Kia Mortazavi

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided habitat restoration projects funding as part of the Natural Community Conservation Plan/Habitat Conservation Plan. Summaries of past and 2022 Environmental Mitigation Program activities are provided for information purposes.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

REGIONAL PLANNING AND HIGHWAYS COMMITTEE MEETING AGENDA

5. Securing State and Federal Formula Funds for Highway, Transit, and Complete Streets Priority Projects

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for programming state and federal formula funds to transportation projects based on state and federal guidance. Funding recommendations are presented to ensure state and federal funds are committed by the Orange County Transportation Authority for priority projects.

Recommendations

A. Authorize the use of up to \$128.800 million for five highway projects from the following fund sources:

- Surface Transportation Block Grant (\$54.711 million),
- Measure M2 (\$57.589 million), and
- Congestion Mitigation and Air Quality Improvement Program (\$16.5 million).

B. Authorize the use of up to \$173.14 million for five transit programs/projects from the following formula fund sources:

- Congestion Mitigation and Air Quality Improvement Program (\$116.971 million),
- Carbon Reduction Program (\$35.344 million),
- Surface Transportation Block Grant (\$9 million),
- SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program - Formula (\$7.825 million), and
- SB 1 State of Good Repair (\$4 million).

C. Authorize the use of up to \$55 million for a future Complete Streets call for projects from the following formula fund sources:

- Surface Transportation Block Grant (\$43 million), and
- Congestion Mitigation and Air Quality Improvement Program (\$12 million).

D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

REGIONAL PLANNING AND HIGHWAYS COMMITTEE MEETING AGENDA

Regular Calendar

6. 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.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Presentation](#)

7. Consultant Selection for Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails

Peter Sotherland/Kia Mortazavi

Overview

On July 25, 2022, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails. Board of Directors' approval is requested to select a firm to perform the required work.

Recommendations

A. Approve the selection of Alta Planning + Design, Inc., as the firm to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2595 between the Orange County Transportation Authority and Alta Planning + Design, Inc., to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

REGIONAL PLANNING AND HIGHWAYS COMMITTEE MEETING AGENDA

Discussion Items

8. Public Comments

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at 10:30 a.m. on TUESDAY, January 3, 2023, at the OCTA Headquarters, 550 South Main Street, Orange, California.



Committee Members Present

Joseph Muller, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Mark A. Murphy

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Andrea West, Interim Clerk of the Board
Gina Ramirez, Clerk of the Board Specialist, Principal
Kelsey Imler, Employee Rotation Participant
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Katrina Foley

Call to Order

The November 7, 2022, regular Regional Planning and Highways Committee meeting was called to order by Committee Chairman Muller at 10:30 a.m.

Consent Calendar (Items 1 through 5)

1. Approval of Minutes

A motion was made by Director Murphy, seconded by Director Bartlett, and declared passed by those present, to approve the October 3, 2022 minutes of the Regional Planning and Highways Committee meeting.

Committee Vice Chair Delgleize was not present to vote on this item.

2. Regional Planning Update

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

Committee Vice Chair Delgleize was not present to vote on this item.

3. Measure M2 Annual Eligibility Review

A motion was made by Director Murphy, seconded by Director Bartlett, and declared passed by those present to approve all 35 Orange County local jurisdictions as eligible to continue to receive Measure M2 net revenues.

Committee Vice Chair Delgleize was not present to vote on this item.



4. Comprehensive Transportation Funding Programs - Project X Tier 1 2022 Call for Projects Programming Recommendations

A motion was made by Director Murphy, seconded by Director Bartlett, and declared passed by those present, to:

- A. Approve the allocation of \$3,120,217 in Tier 1 Environmental Cleanup Program funding for 13 projects.
- B. Grant pre-award authority for this cycle of awarded projects to enable local jurisdictions to meet the timely use of funds requirements.

Committee Vice Chair Delgleize was not present to vote on this item.

5. Amendment to Agreement for Regional Modeling-Traffic Operations Support Staffing Services

A motion was made by Director Murphy, seconded by Director Bartlett, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., to exercise the first option term, in the amount of \$400,000, to continue providing regional modeling-traffic operations support staffing services effective March 1, 2023, to February 28, 2025. This will increase the maximum obligation of the agreement to a total contract value of \$800,000.

Committee Vice Chair Delgleize was not present to vote on this item.

Regular Calendar

6. Interstate 405 Improvement Project Update

Jeff Mills, Program Manager, and Chris Boucly, Section Manager, Capital Projects Outreach, provided a presentation on this item.

Following the presentation, no action was taken on this receive and file item.

7. South Orange County Multimodal Transportation Study – Recommended Locally Preferred Strategy

Charlie Larwood, Department Manager, Transportation Planning, and Marissa Espino, Principal Community Relations Specialist, provided a presentation on this item.

A motion was made by Director Bartlett, seconded by Director Delgleize, and declared passed by those present, to direct staff to finalize the South Orange County Multimodal Transportation Study and incorporate the locally preferred strategy and recommended actions into the Long-Range Transportation Plan.



8. Regional Traffic Signal Synchronization Program Update

Alicia Yang, Project Manager, Planning, provided an update on this item.

Following the presentation, no action was taken on this receive and file item.

Discussion Items

9. Public Comments

There were no public comments received.

10. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, provided an update on the following:

- Labor Negotiations
- Veterans Appreciation Event

11. Committee Members' Reports

There were no Committee Members' Reports.

12. Closed Session

There were no Closed Session items scheduled.

13. Adjournment

The meeting adjourned at 9:42 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, December 5, 2022**, at the OCTA Headquarters, 550 South Main Street, Orange, California.

ATTEST

Gina Ramirez
Clerk of the Board Specialist, Principal



December 5, 2022

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed to compensate OC 405 Partners for direct costs associated with resequencing and restaging certain paving operations near the Bolsa Avenue bridge.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 143 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$5,100,000, for direct costs associated with resequencing and restaging certain paving operations near the Bolsa Avenue bridge.

Discussion

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

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

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

The recommended contract change order (CCO) is described in more detail below.

Resequencing and Restaging Certain Pavement Operations

In late 2021, the discovery of additional archaeological resources near the Bolsa Avenue bridge delayed certain scheduled work in this area. Shortly thereafter, OCTA and OC405 began discussing potential schedule implications and potential mitigation strategies. To avoid Project delays, a schedule mitigation strategy to resequence and restage certain paving activities in this area was developed by OC405 in coordination with OCTA. Early this year, OCTA issued Directive Letter No. 116 (DL-116) pursuant to the Contract to implement the noted schedule mitigation strategy. The Contract provides that OC405's reimbursable costs are limited to those reasonable mitigation costs incurred in connection with reallocation and redeployment. The mitigation costs to implement DL-116 include developing restaging plans, mobilizing paving crews and equipment, additional falsework rental/purchase, and other direct costs. OC405 implemented the DL-116 mitigation strategy, but did not follow up with actual detailed cost impacts as set forth in the Contract. Notwithstanding this, OCTA is requesting this CCO, in the amount of \$5,100,000, to fairly compensate OC405 for complying with this directive.

OCTA has developed an independent cost estimate to implement DL-116. Upon OCTA's issuance of this CCO, OC405 refused to sign this CCO, claiming it believes its reimbursable costs would be higher than OCTA's estimate. To date, OC405 has not submitted any detailed cost documentation that meets the requirements of the Contract to support this claim. Additionally, OC405 prefers to defer the analysis of time impacts related to this issue. This CCO is being issued unilaterally by OCTA, to compensate OC405 for costs that OCTA understands were reasonably borne by OC405 to implement DL-116 as provided in the Contract.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects and with OCTA's Board-approved procedures for

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

public works projects, which conform to both federal and state requirements. On November 14, 2016, the Board authorized the Contract with OC405, in the amount of \$1,217,065,000, for the design and construction of the Project through a DB contract.

Proposed CCO No. 143, in the amount of \$5,100,000, will provide compensation to OC405 for direct costs associated with resequencing and restaging certain paving operations near the Bolsa Avenue bridge (DL-116). The CCO will increase the cumulative value of the Contract by \$5,100,000.

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

Fiscal Impact

Funding for this work was approved in OCTA's Fiscal Year 2022-23 Budget, Capital Programs Division, Account No. 0017-9084-FK101-0GM, and is funded with local M2 funds. The costs of CCO No. 143 are funded from the Project contingency and are not anticipated to increase the total Project estimate of \$2,080,000,000.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 143 to Agreement No. C-5-3843 with OC405 Partners, in the amount of \$5,100,000, for direct costs associated with resequencing and restaging certain paving operations near the Bolsa Avenue bridge.

Attachment

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

Prepared by:



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

Approved by:



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



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

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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	6/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$200,000.00
003.1.1	Provisional Sum for Extra Maintenance Work-Unilateral	Approved	10/10/2019	\$400,000.00
003.1.2	Supplemental Extra Maintenance Work	Approved	1/16/2020	\$350,000.00
003.1.3	Supplemental Extra Maintenance Work	Approved	8/4/2020	\$350,000.00
003.2	Additional Extra Maintenance Work	Approved	12/22/2020	\$500,000.00
003.2.1	Supplemental Extra Maintenance Work	Approved	3/19/2021	\$500,000.00
003.2.2	Supplemental Extra Maintenance Work	Approved	6/7/2021	\$500,000.00
003.2.3	Supplemental Technical Provisions Section 21.4 - Extra Maintenance Work	Approved	11/15/2021	\$500,000.00
003.2.4	Technical Provisions Section 21.4-Extra Maintenance Work (Provisional Sum)	Approved	3/30/2022	\$200,000.00
003.3	Additional Extra Maintenance Work	Approved	7/14/2022	\$500,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
005.1	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	7/1/2019	\$50,000.00
006	Allowance for 50 percent of costs of Partnering Facilitation events (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006.1	Partnering per Contract Section 19.1	Approved	7/1/2019	\$50,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
008.1	Supplemental Unknown Hazardous Materials	Approved	9/11/2019	\$100,000.00
008.2	Supplemental Unknown Hazardous Materials	Approved	11/25/2019	\$250,000.00
008.2.1	Supplemental Unknown Hazardous Materials	Approved	3/11/2020	\$150,000.00
008.3	Supplemental Unknown Hazardous Materials	Approved	5/4/2020	\$500,000.00
008.3.1	Supplemental for Additional Collection and Disposal of Unknown Hazardous Materials	Approved	11/2/2020	\$500,000.00
008.3.2	Supplemental Collection and Disposal of Unknown Hazardous Materials	Approved	12/7/2021	\$500,000.00
008.3.3	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	8/30/2022	\$400,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used by Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to Orange County Transportation Authority (OCTA) for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39
013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound Interstate 405 (I-405); State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/Bushard Street	Approved	2/25/2019	\$8,560,556.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
013.1	Permanent Traffic Signal at the Intersection of Warner Avenue and Greenleaf Street	Approved	12/5/2019	\$460,327.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
016.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$4,512.00
017	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$800,000.00
018	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$56,395.00
019	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$11,484.00
020	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$4,095.00
021	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$1,463,020.00
022	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$85,573.00
023	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$20,532.00
024	Express Lanes Channelizers	Approved	3/12/2019	\$122,778.00
025	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	-\$9,293.00
026	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$35,994.00
026.1	Supplemental for OCTA PlanGrid Software Licenses	Approved	9/11/2019	\$8,570.00
026.2	Additional PlanGrid Software Licenses	Approved	3/8/2021	\$46,278.00
027	Utility potholing on Milton Avenue	Approved	9/12/2019	\$61,731.87
027.1	Electrical Infrastructure Work at Milton Avenue	Approved	1/16/2020	\$278,282.28
028	Mesa Water District 12-inch Water Line (Conflict Number 1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp Changeable Message Sign (CMS) Deletion	Approved	5/15/2019	-\$74,319.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
030	Motel 6 Soundwall (SW-791) Elimination	Approved	5/15/2019	-\$130,000.00
031	Soundwall 956 Reduction	Approved	5/22/2019	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	7/30/2019	\$176,465.00
034	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$75,000.00
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	2/18/2020	\$110,000.00
034.3	Chevron and Crimson Goldenwest Relocation Assistance	Approved	8/4/2020	\$10,982.00
034.4	Chevron and Crimson Goldenwest Relocation Assistance	Approved	9/21/2020	\$300,000.00
035	Incompatible Specifications – Adjacent to Continuously Reinforced Concrete Pavement	Approved	6/26/2019	\$2,900,557.00
036	Minor Construction Support for Dry Utilities	Approved	5/11/2020	\$100,000.00
036.1	Minor Construction Support for Dry Utility Relocations (Provisional Sum)	Approved	4/04/2022	\$100,000.00
037	Soundwall 375 Protect in Place	Approved	6/4/2019	\$200,000.00
040	High-Density Polyethylene in Lieu of Reinforced Concrete Pipe	Approved	7/9/2019	-\$7,418.68
041	Emergency Vehicle Preemption Devices at Fairview Road	Approved	7/9/2019	\$44,147.00
042	Executed Utility Agreements (Unilateral)	Approved	11/4/2019	\$0.00
043	Early Partial Removal of Soundwall 328	Approved	9/16/2019	\$14,414.18
044	Field survey for Frontier at Westminster Avenue	Approved	1/7/2020	\$12,908.42
045	Water Line Betterments (Conflict Number 1012 and 6044) at Warner Avenue	Approved	10/12/2019	\$256,244.00
046	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$389,878.00
047	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$266,828.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
048	Temporary Construction Easement Reduction at Sit n' Sleep (Caltrans Parcel Number 103026)	Approved	10/17/2019	\$129,243.00
049	Beach Boulevard Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden Avenue Overcrossing Abutment 3)	Approved	10/17/2019	\$59,383.87
051	Exercising Water Valves for the City of Fountain Valley	Approved	1/16/2020	\$50,000.00
052	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$0.00
053	Traffic Signal Modification at Beach Boulevard and McFadden Avenue	Approved	11/14/2019	-\$128,118.00
054	Differing Site Conditions Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00
055	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$8,428.29
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00
057	Archaeological Treatment Plan	Approved	6/4/2020	\$200,000.00
057.1	Archaeological Treatment Plan	Approved	7/9/2020	\$500,000.00
057.1.1	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental)	Approved	8/27/2020	\$500,000.00
057.1.2	Supplemental Environmental Monitoring at Bolsa Avenue Overcrossing	Approved	10/30/2020	\$300,000.00
057.2	Archaeological Treatment Plan and Native American Monitoring	Approved	3/4/2021	\$500,000.00
057.2.1	Additional Archaeological and Native American Monitoring Treatment Plan	Approved	7/12/2021	\$500,000.00
057.2.2	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental) (Unilateral)	Approved	3/23/2022	\$500,000.00
057.2.3	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue	Approved	7/14/2022	\$500,000.00
058	Biological Monitoring Naval Weapons Station Seal Beach (Unilateral)	Approved	6/29/2020	\$50,000.00
058.1	Biological Monitor at Naval Weapons Station Seal Beach	Approved	12/10/2021	\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	2/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/2020	\$1,044,927.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
061	Plant Establishment Period	Approved	2/26/2020	\$1,600,000.00
062	SB 1 (Chapter 5, Statutes of 2017): Diesel Fuel Sales Tax Rate Increase	Approved	3/9/2020	\$1,764,164.64
063	Bracing for Southern California Edison (SCE) Power Poles at Conflict Number 2012	Approved	3/5/2020	\$169,770.00
064	City Sales and Use Tax Increases (Unilateral)	Approved	4/22/2020	\$28,657.00
065	Traffic Studies to Analyze Schedule Mitigation	Approved	4/22/2020	\$70,854.00
066	Combined OCTA-Accepted Extra Work	Approved	5/14/2020	\$18,826.00
067	SCE Conduit at Heil Avenue	Approved	5/14/2020	\$109,219.00
068	Archaeological Monitoring for all Ground Disturbing Activities at Naval Weapons Station Seal Beach	Approved	8/27/2020	\$100,000.00
068.1	Archaeological and Native American Monitors at Naval Weapons Station Seal Beach	Approved	12/10/2021	\$100,000.00
068.2	Lighting Management System Specifications	Approved	5/26/2021	\$75,000.00
068.3	Supplemental Archaeological and Native American Monitors at Naval Weapons Station Seal Beach	Approved	11/18/2021	\$155,000.00
069	Drainage System 757 Access	Approved	5/14/2020	\$60,374.00
070	Amendments to Contract Sections 19.3.4 and 19.5.2 No Cost	Approved	5/19/2020	\$0.00
071	Union Pacific Railroad Flagging Costs	Approved	6/13/2020	\$200,000.00
072	SCE and Frontier Electrical Infrastructure Work at Almond Avenue	Approved	5/19/2020	\$1,843,329.00
072.1	Groundwater Removal/Permit Fees for SCE/Frontier Infrastructure Work at Almond Avenue	Approved	6/7/2021	\$124,878.24
073	Shadow Striping on Portland Cement Concrete Pavement	Approved	4/19/2021	\$200,000.00
074	Combined OCTA-Accepted Extra Work (Proposed Change Orders (PCO) 169 and 122G)	Approved	7/7/2020	\$6,965.39
075	Bushard Street Pile Conflict with Existing Piles	Approved	7/21/2020	\$28,867.00
076	Combined OCTA-Accepted Extra Work (PCOs 180 and 183)	Approved	9/16/2020	\$12,981.02

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
077	Toll Rate CMS	Approved	9/8/2020	\$146,031.00
078	Parking Lot Improvements at United States Postal Service Property	Approved	10/27/2020	\$537,436.00
079	Extension of the Third Westbound Lane on Talbert Avenue to Cashew Street	Approved	12/2/2020	\$270,528.00
080	Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2	Approved	10/30/2020	\$579,604.00
081	Oceanview Channel Damaged Existing Reinforced Concrete Box	Approved	11/5/2020	\$59,806.16
082	Existing Buried Shoring Removal at Bella Terra Near Retaining Wall 895 (Unilateral)	Approved	11/10/2020	\$19,637.23
083	Combined OCTA-Accepted Extra Work No. 4 (PCOs 237 and 258)	Approved	12/23/2020	\$7,963.82
084	Revised K-Rail Placement at Bolsa Chica Boulevard	Approved	12/23/2020	\$74,185.84
085	Modified Pavement Overlay for the City of Fountain Valley	Approved	12/15/2021	\$107,180.00
086	Global Settlement	Approved	12/17/2021	\$157,000,000.00
087	ROW 906 SCE Pole at Sugar Drive	Approved	3/30/2021	\$133,159.89
088	Valves at Corta Bella Apartments	Approved	3/17/2021	\$18,310.07
089	Unavailable Electrical Specifications	Approved	5/12/2021	\$578,348.00
090	Bolsa Chica Boulevard Community Wall	Approved	5/12/2021	\$867,349.00
091	Traffic Signal Equipment at Multiple Intersections	Approved	5/12/2021	\$418,620.00
092	Protect Existing Facilities at Senior Center	Approved	5/12/2021	\$995,000.00
093	Shell Driveway at Brookhurst Street and Talbert Avenue	Approved	4/26/2021	\$4,489.12
094	Shiffer Park Fence Replacement	Approved	4/27/2021	\$54,818.00
094.1	Shiffer Park Tree Removal	Approved	6/16/2021	\$18,000.00
095	Archaeological and Native American Monitoring at Naval Weapons Station in the City of Seal Beach	Approved	6/23/2021	\$25,000.00
095.1	Archaeological and Native American Monitors Frontier Relocation (CN-6008 and CN-4080)	Approved	4/1/2022	\$25,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
095.2	Additional Archaeological and Native American Monitoring for Frontier Relocation.	Approved	9/28/2022	\$25,000.00
96	Partial Sound Wall Removal for SCE Relocation at Heil Avenue	Approved	6/7/2021	\$17,148.25
097	Combined OCTA-Accepted Extra Work (PCOs 263 and 274)	Approved	5/26/2021	\$43,898.43
098	Drainage System 387 and 356 Maintenance Access	Approved	5/26/2021	\$125,000.00
099	State Route 22 and Garden Grove Boulevard Intersection Improvements	Approved	7/12/2021	\$470,000.00
100	Cultural Discoveries at Bixby Channel	Approved	7/7/2021	\$200,000.00
100.1	Bixby Channel Monitoring Inefficiency and Cost Impacts (Supplemental)	Approved	9/14/2021	\$0.00
101	Sit 'n Sleep Overhang Removal	Approved	9/16/2021	\$230,838.00
102	City of Fountain Valley Additional Traffic Signal Cabinet and Controller	Approved	7/1/2021	\$52,252.00
103	Leaking Sewer Line at North Gate Road in the City of Seal Beach	Approved	8/17/2021	\$110,000.00
104	Additional sidewalk at Bushard Street for City of Fountain Valley	Approved	8/16/2021	\$57,462.52
105	Combined OCTA-Accepted Extra Work (PCOs 246, 267, 273, 273B, 276, 276B, and 281-284)	Approved	8/9/2021	\$145,000.00
106	Bridge Lighting on Seven Overcrossing Bridges	Approved	9/29/2021	\$925,000.00
107	Conduit Extensions and Pull Boxes for Future Bridge Lighting on Nine Overcrossing Bridges	Approved	10/18/2021	\$420,000.00
108	Installation of Polymer Blocks at Brookhurst Street	Approved	9/9/2021	\$51,948.00
109	Harbor Northbound On-Ramp Pavement Limits	Approved	9/16/2021	\$410,000.00
110	Talbert Pavement Replacement	Approved	8/23/2021	\$21,000.00
111	99 Cents Only Store Parking Lot Repair	Approved	8/24/2021	\$23,000.00
112	Motel 6 and In-n-Out Driveway Improvements	Approved	9/14/2021	\$92,453.00
113	Corte Bella Apartment Parking Lot Improvements	Approved	9/27/2021	\$28,150.00
114	Ramp Meter Modifications for the Euclid Street Southbound I-405 On-ramp (Unilateral)	Approved	10/18/2021	\$187,910.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
115	Additional Fencing and Landscaping between I-405 and Lampson Avenue	Approved	12/6/2021	\$550,000.00
116	Electronic Toll and Traffic Management Generator Pad Revisions (Unilateral)	Approved	12/28/2021	\$10,437.00
117	Combined OCTA-Accepted Extra Work (PCOs 286, 292, 292B, 292C, 314, 315, 316)	Approved	12/15/2021	\$94,250.00
118	Combined OCTA-Accepted Extra Work (PCOs 307 and 331)	Approved	12/20/2021	\$16,500.18
119	Lighting for Service Road Undercrossing at the Santa Ana River Trail (Unilateral)	Approved	12/15/2021	\$39,672.00
120	Electrical Facility at Bolsa Avenue Southbound On-Ramp	Approved	12/15/2021	\$4,761.52
121	Sound Wall Restoration at CPN 103264	Approved	1/25/2022	\$88,000.00
122	Buried Shoring at Retaining Wall 551	Approved	12/16/2021	\$5,045.92
123	Contaminated Utility Pipes at Goldenwest Street	Approved	5/2/2022	\$1,755,000.00
124	Additional Landscaping in the City of Fountain Valley	Approved	5/2/2022	\$1,009,585.00
125	Bridge Safety and Aesthetic Fencing Details	Approved	5/2/2022	\$540,767.00
126	Traffic Signal Elimination at Magnolia Street and Slater Avenue	Approved	1/26/2022	-\$357,768.00
127	City of Fountain Valley Waterline Leak at CN 1018 Ward Avenue	Approved	1/26/2022	\$23,825.69
128	Unknown Buried Shoring at East Garden Grove Channel	Approved	2/14/2022	\$15,177.23
129	Temporary Block-out Fence and Temporary Wall Demolition	Approved	6/10/2022	\$32,534.49
130	Thick Pavement at Southbound I-405 Euclid Street On-Ramp	Approved	9/28/2022	\$64,282.53
131	Buried Concrete in I-405 Median Between Harbor Boulevard and Ward Street	Approved	6/10/2022	\$8,450.16
132	Transite Pipes at Northbound Brookhurst Street	Approved	7/12/2022	\$19,787.66
133	Additional Landscaping at Various Bridges in the City of Westminster	Approved	8/15/2022	\$509,431.00
134	City of Fountain Valley Additional Pipe at Euclid Street and Ellis Avenue (Unilateral)	Approved	9/14/2022	\$23,073.32
135	Replace Vault with Double Check Detector at Magnolia Avenue Near Sit n' Sleep.	Approved	7/25/2022	\$31,631.00
136	Additional Two Valves for the City of Westminster	Approved	7/26/2022	\$53,375.60
137	Buried Concrete Block at Warner Avenue Abutment 1, in the City of Fountain Valley	Approved	9/28/2022	\$6,171.45

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
138	Combined OCTA-Accepted Extra Work	Approved	10/16/2022	\$12,246.29
140	Talbert Detour Rehabilitation (Unilateral)	Approved	11/7/2022	\$209,998.00
143	Bolsa Avenue Resequencing and Restaging of Certain Pavement Activities (Bolsa Phase 2 Mitigation)	Pending		\$5,100,000.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	\$241,959,728.00
Total Contract Allotment	\$1,459,024,728.00
Subtotal Approved CCOs	\$206,135,189.44
Subtotal Pending CCOs	\$5,100,000.00
Total CCOs	\$211,235,189.44
Proposed Revised Contract Price	\$1,428,300,189.44
Remaining Contingency Fund	\$30,724,538.56



December 5, 2022

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

A blue ink signature of Darrell E. Johnson, written in a cursive style, is placed over the name in the 'From:' field.

Subject: 2023 Technical Steering Committee Membership

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads related items. The Technical Advisory Committee relies on a Technical Steering Committee to have a more in-depth review of technical items. Proposed 2023 Technical Steering Committee membership recommendations are presented for Board of Directors' review and approval.

Recommendation

Approve the proposed 2023 Technical Steering Committee membership recommendations.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) was established in 1976 under the legislation enabling the creation of the Orange County Transportation Commission, a predecessor agency to OCTA. The TAC is comprised of representatives from all Orange County cities, the County of Orange, and a non-voting representative from the California Department of Transportation.

The TAC provides input regarding the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice to staff on issues related to streets and roads. The TAC relies on a Technical Steering Committee (TSC) to vet, review, and discuss major technical items before submission to the TAC for final review and consideration. The chair and vice chair of the TAC also serve as the chair and vice chair of the TSC.

The TSC consists of nine TAC voting members, which are chosen by the TAC and appointed by the OCTA Board of Directors (Board). The nine regular TSC voting member positions include one position for each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair positions. The TSC membership is evaluated as position terms expire, letters of interest from local agencies are reviewed, and new appointments are selected by the President of the City Engineers Association of Orange County (CEAOC) and the TAC/TSC chair, with support from OCTA staff. Those recommendations are advanced to the TAC for consideration. In recommending and selecting TSC members, priority is given to maintaining a good balance between various Orange County local agencies and supervisorial districts.

Discussion

In October 2022, OCTA solicited letters of interest from local agencies to fill TSC vacancies for the 2023 calendar year. Six of the nine regular TSC positions were open for consideration and appointment. These positions included the chair, vice chair, Second District, Third District, Fifth District, and one at-large position. The current First District representative has also resigned from his remaining term on the TSC.

In October, letters of interest from eight eligible TAC members were received. In accordance with OCTA procedures for administering the TSC (Attachment A), the president of the CEAOC and the chair of the TSC/TAC reviewed all letters of interest and, with input from OCTA staff, developed 2023 TSC membership recommendations (Attachment B).

Consistent with past practice, the vice chair, representing the City of Costa Mesa, is recommended to become the 2023 chair. A representative from the City of Yorba Linda is being recommended for the 2023 vice chair position. The First District position is recommended to be filled for appointment by a representative of the City of Seal Beach to complete the resigning representative's current term. The Second District seat is recommended for appointment by a representative of the City of Santa Ana. The Third District seat is recommended for appointment by a representative of the City of Lake Forest. The Fifth District seat is recommended for appointment by a representative of the City of Laguna Beach, and the open at-large position is recommended for appointment by a representative of the City of Laguna Niguel. It should be noted that the recommended and existing representatives are now aligned with redistricting changes made by the County Board of Supervisors in January 2022.

In finalizing these recommendations, the President of the CEAO and the TSC/TAC chair emphasized the need to generally maintain a balance between large and small local agencies. Their consensus recommendation was unanimously endorsed by the TAC in November 2022 and is now being advanced for Board consideration and approval.

Summary

The TSC provides guidance and direction on major technical issues before presentation to the full TAC. Members of the TSC serve two-year terms, with the exception of the chair and vice chair, who serve one-year terms. There are six regular positions recommended for appointment in the next calendar year. In addition, one out-of-cycle position is also recommended for appointment due to the existing representative's resignation. The recommended appointment list for 2023 TSC membership is presented for Board consideration and approval.

Attachments

- A. Technical Steering Committee Policies and Procedures
- B. Recommended 2023 Technical Steering Committee Membership List

Prepared by:

Cynthia Morales
Transportation Funding Analyst
(714) 560-5905

Approved by:

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

Technical Steering Committee Policies and Procedures

Overview

The Orange County Transportation Authority's (OCTA) Technical Steering Committee (TSC) is a subcommittee of the OCTA Technical Advisory Committee (TAC). The TAC relies on the TSC to review and discuss technical issues prior to action by the TAC.

The TSC consists of nine voting members and one non-voting ex-officio member. The voting members will be chosen by the TAC and appointed by the OCTA Board of Directors (Board). The non-voting ex-officio member will be a representative of the California Department of Transportation (Caltrans) District 12, as selected by the Caltrans District Director. Of the voting members, there is one position representing each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair. The chair and vice chair serve one-year terms, while all other representatives serve two-year terms, with no limit on the number of terms. TSC tenure terms are staggered to ensure continuity and consistency. Current policy states that there are to be no more than two representatives from any district, and there should be a balance between large and small cities.

TSC Membership Process

- OCTA provides a report to the TAC meeting about TSC positions that are up for consideration, as well as the schedule for the selection process.
- TAC members interested in serving on the TSC must submit a letter of intent to the chair of the TAC, the President of the City Engineers Association of Orange County (CEAOC), and the OCTA Local Programs Section Manager. No nominations shall be accepted from the floor.
- A critical success factor for selection to serve on the TSC is active participation at the TAC meetings over the preceding 12 months.
- The President of the CEAOC, in consultation with the chair of the TAC, shall review the letters of intent and provide recommendations for the new TSC membership.
- There shall be no more than two representatives from any one district, exclusive of the chair and vice chair positions.
- The County of Orange can only serve in at-large or chair/vice chair positions.
- There will be a balance between small and large jurisdictions (small jurisdictions are defined as those with populations less than 61,792) and a balance of large and small jurisdictions between chair and vice chair positions. Consideration will also be given toward balance between north and south Orange County local agencies.
- Once TSC membership recommendations are approved by the TAC, they will be advanced to and approved by the OCTA Board.

**Recommended 2023 Technical Steering Committee
Membership List†**

NAME	AGENCY	2022* POPULATION	MEDIAN POPULATION SIZE^	DISTRICT	NORTH/ SOUTH	SEAT EXPIRES
Raja Sethuraman	Costa Mesa	111,394	Large	Chair	North	December 31, 2023
Jaime Lai	Yorba Linda	67,233	Large	Vice Chair	North	December 31, 2023
Iris Lee	Seal Beach	24,846	Small	1**	North	December 31, 2023
Nabil Saba	Santa Ana	308,459	Large	2	North	December 31, 2024
Tom Wheeler	Lake Forest	86,775	Large	3	South	December 31, 2024
Rudy Emami	Anaheim	341,245	Large	4	North	December 31, 2023
Mark Trestik	Laguna Beach	22,706	Small	5	South	December 31, 2024
Jacki Scott	Laguna Niguel	64,316	Large	At-Large	South	December 31, 2024
Fiona Man	County of Orange	3,162,245	N/A	At-Large	North/ South	December 31, 2023

† Shading indicates positions recommended for consideration for the 2023 Technical Steering Committee.

* State of California, Department of Finance, *E-1 Population Estimates for cities, counties, and the state with annual percent change — January 1, 2021, and 2022*. Sacramento, California, May 2022.

** Current District 1 representative has resigned for the remainder of his term. The District 1 position is recommended to be filled with a representative from the City of Seal Beach to complete the resigning representative's current term.

^Small jurisdictions are defined as those with populations equal to/or less than 61,792.



December 5, 2022

To: Regional Highways and Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Environmental Mitigation Program Update

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

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided habitat restoration projects funding as part of the Natural Community Conservation Plan/Habitat Conservation Plan. Summaries of past and 2022 Environmental Mitigation Program activities are provided for information purposes.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) which is intended to mitigate biological resource impacts of 13 M2 freeway projects and streamline the approval process with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW), and the United States Fish and Wildlife Service (collectively referred to as Wildlife Agencies). Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) and funded 12 habitat restoration projects, depicted in Attachment A. Many of the restoration projects are close to, or have fulfilled, the requirements of the Wildlife Agencies. In addition, an endowment is being established to fund the long-term management of the Preserves, as a provision of the Conservation Plan. On a parallel path, the United States Army Corps of Engineers (ACOE) and the State Water Resources Control Board (SWRCB), commonly referred to as the Regulatory Agencies, have also established a framework to expedite the permitting process. The aforementioned accomplishments have largely met the intent of the EMP.

Discussion**2021 Conservation Plan Annual Report**

As a commitment of the Conservation Plan, OCTA is required to prepare an annual report on the implementation processes. The annual report integrates reports from OCTA consultants, contractors, and restoration project managers. The data is collected for the calendar year and then summarized in individual reports, which are not produced until early the following year. OCTA then synthesizes these reports. The annual report is not deemed final until OCTA obtains Wildlife Agency approval. This process typically extends until the middle of the following year. The executive summary for the 2021 Conservation Plan Annual Report is included as Attachment B. The complete annual report is available on the OCTA website.

This annual report documents OCTA's activities between January 1, 2021, and December 31, 2021, and indicates that OCTA's efforts on this program are in keeping with existing commitments. This report includes the tracking of biological impacts associated with covered freeway improvement projects, management, monitoring, status, and activities on the Preserves, the progress of the restoration projects, as well as additional plan administration and public outreach activities. The annual report was reviewed and approved without exceptions by the Wildlife Agencies, provided to the Environmental Oversight Committee (EOC), and is available for public review. The annual report documenting the 2022 calendar year activities is anticipated to be shared with the EOC and Board of Directors (Board) in mid-2023.

Southern California Edison (SCE) Coordination

In recent years, unauthorized trails were discovered at the OCTA-owned Pacific Horizon (151 acres in Laguna Beach) and Silverado Chaparral (204 acres in Silverado Canyon) Preserves. In addition to the unauthorized trails, OCTA discovered severed fence lines and damage to protected habitat on the Preserves. SCE confirmed that damage to the fence lines and a number of unauthorized trails were caused by their contractors in the performance of maintenance on SCE facilities pursuant to California Public Resources Code 4292. This statute requires the utility agencies to "maintain a firebreak of at least ten feet in the radius of a utility pole, with tree limbs within the ten-foot radius of the pole being removed up to eight feet above ground." Since SCE's activities have caused damage to the Preserves, OCTA and SCE are working towards an agreement for compensation of these impacts and a potential access agreement that defines SCE's access to all OCTA Preserves. OCTA has initiated an effort to have Preserves professionally surveyed for all utility poles and overhead lines. SCE had previously communicated that no easements for utilities existed on the Preserves. Further, OCTA's original surveys were focused on establishing boundary lines for property documentation and did not cover utilities. This information is necessary as OCTA moves forward with recording conservation

easements for the Preserves. In addition, OCTA will be coordinating with the Wildlife Agencies on an administrative amendment to the Conservation Plan to document the poles, impacts, and measures to offset those impacts.

Coastal Fire Update

In May 2022, the Coastal Fire impacted approximately 35 acres of the 151-acre, OCTA-owned, Pacific Horizon Preserve in the City of Laguna Beach. Two memos dated May 13 and June 22, were provided to update the Board on the impacts of the fire. The June 22 memo is included as Attachment C. OCTA is not required to restore the burned vegetation on the Preserve, but will be responsible for monitoring and controlling invasive weeds that may grow in the area. To date, monitoring has shown some regrowth of the existing native vegetation. OCTA will continue to maintain fence lines to prohibit recreation through the burn area and monitor and coordinate activities with the Wildlife Agencies, as well as OC Parks staff at Aliso and Wood Canyons Wilderness Park.

Clean Water Act Permits Update

Many of the M2 freeway projects will impact waters of the State or jurisdictional waters that are subject to regulation by the SWRCB, the CDFW, and the ACOE and will require mitigation. Before construction activities can occur, OCTA must obtain permits from the aforementioned Regulatory Agencies. The Conservation Plan's mitigation was utilized to obtain these permits, streamlining the processes and reducing the chances of project delays. These efforts are the result of years of collaboration between OCTA and the Regulatory Agencies and constitute another groundbreaking milestone for the M2 EMP. The success of the partnership that this program has garnered is evident with the recognition from Federal Highway Administration, as well as the ACOE's swift response to the projects below and other OCTA project needs.

Freeway Projects Update

The following OC Go freeway projects have benefited from the EMP. Through these efforts, pre-negotiated permit terms and timing have helped to streamline the permitting and further minimize the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks.

- Project C (Interstate 5 [I-5] improvement project from State Route 73 [SR-73] to El Toro Road),
- Project F (State Route 55 [SR-55] improvement project between Interstate 405 [I-405] and I-5),
- Project I (Segment 1) (State Route 91 improvement project between SR-55 and Lakeview Avenue), and

- Project K (I-405 improvement project from SR-73 to the Los Angeles County Line).

EMP Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. As of September 30, 2022, the endowment balance was \$21,276,964, which is below the fiscal year (FY) 2022-23 target of \$24,015,673. Current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect this time frame. To date, OCTA has made seven endowment deposits. A separate quarterly investment report summarizing the status of the endowment. OCTA will continue to assess market conditions and provide regular endowment updates to the Board, the Finance and Administration Committee, and the EOC.

Hikes and Equestrian Rides

Six hikes and five equestrian rides were held on the OCTA Preserves in 2022. OCTA will release the 2023 Wilderness Preserve Hiking and Equestrian Riding Tour calendar early next year.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of that same mitigation assets to obtain Clean Water Act permits.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. M2 Natural Community Conservation Plan/Habitat Conservation Plan – 2021 Annual Report
- C. Memorandum to the Members of the Board of Directors from Darrell E. Johnson, Chief Executive Officer, dated June 22, 2022, Subject: Environmental Mitigation Program Coastal Fire Impacts Status Update

Prepared by:



Lesley Hill
Environmental Mitigation Program
Project Manager
(714) 560-5759

Approved by:



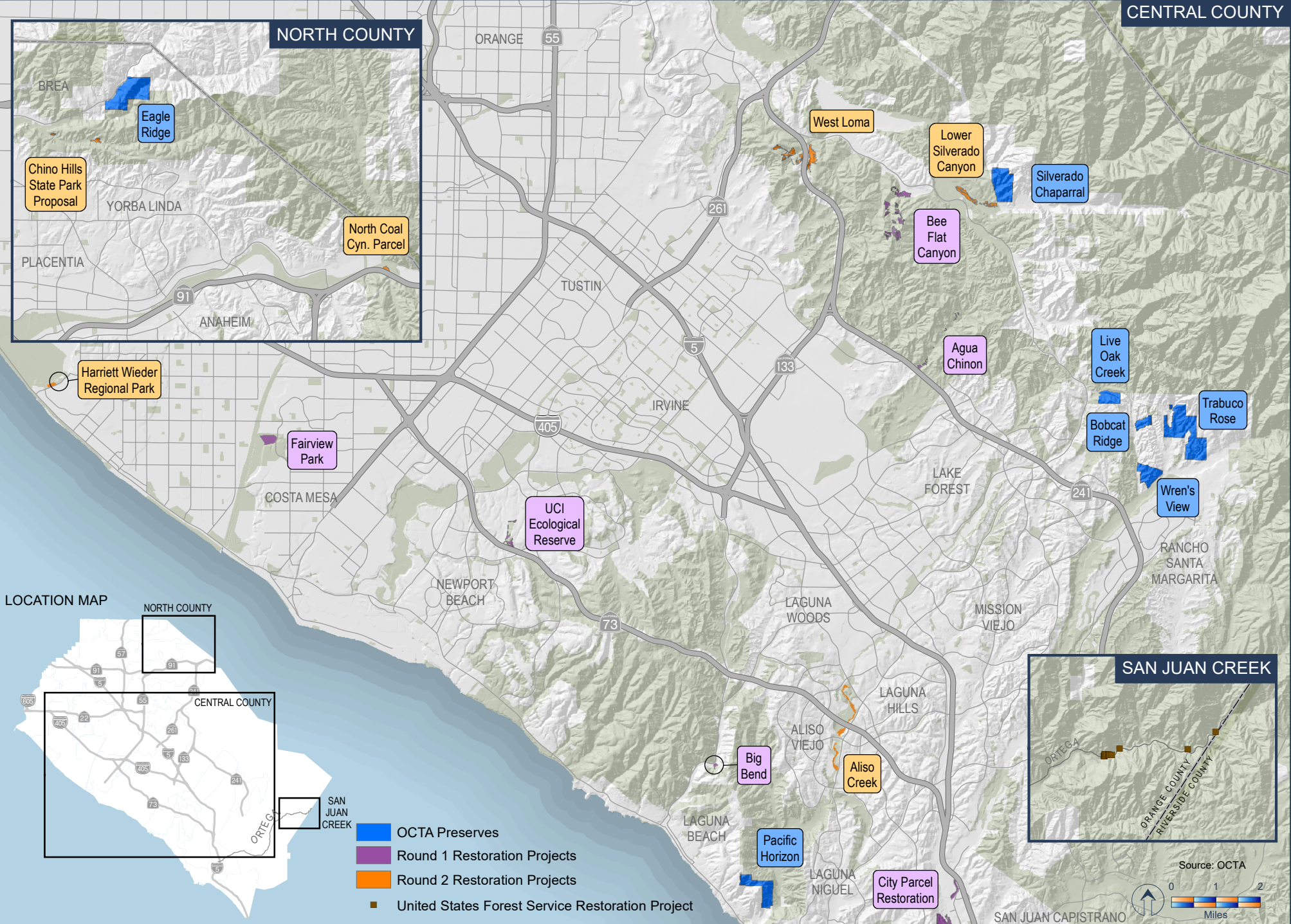
Kia Mortazavi
Executive Director, Planning
(714) 560-5741

OCTA Preserves and Funded Restoration Projects

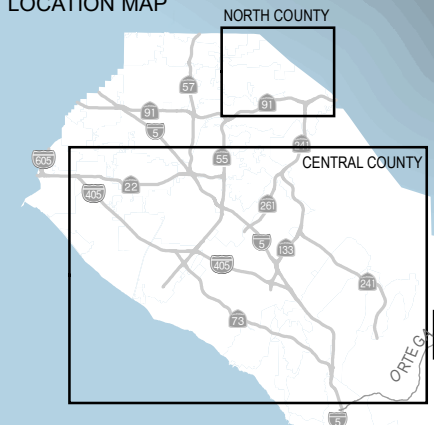


CENTRAL COUNTY

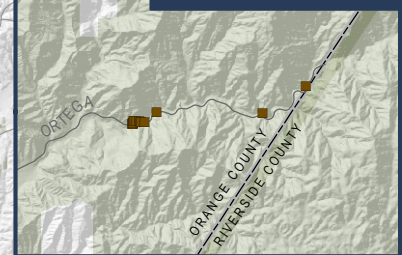
NORTH COUNTY



LOCATION MAP



SAN JUAN CREEK



- OCTA Preserves
- Round 1 Restoration Projects
- Round 2 Restoration Projects
- United States Forest Service Restoration Project

Source: OCTA



M2 NATURAL COMMUNITY CONSERVATION PLAN/HABITAT CONSERVATION PLAN – 2021 ANNUAL REPORT



Prepared by:

Orange County Transportation Authority
550 South Main Street, PO Box 14184
Orange, CA 92863
Contact: Lesley Hill
714-560-5759



September 2022

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Acronyms and Definitions

ACOE – Army Corps of Engineers

CAC – Citizen Advisory Committee

Caltrans – California Department of Transportation

CCC – California Coastal Commission

CCF – California Community Foundation

CDFW – California Department of Fish and Wildlife

CEs – Conservation Easements

CHSP – Chino Hills State Park

CNDDDB – California Natural Diversity Database

COI – Certificate of Inclusion

CSS – Coastal Sage Scrub

ECR – Environmental Commitment Report

EFM – Endowment Fund Manager

EMP – Environmental Mitigation Program

EOC – Environmental Oversight Committee. The EOC is made up of two OCTA Board members and representatives from Caltrans, the Wildlife Agencies, ACOE, environmental groups, and the public. The EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the execution of a master agreements between OCTA and state and federal resource agencies.

ESA – Endangered Species Act

FMP – Fire Management Plan

GIS – geographic information system

GLA – Glen Lukos Associates

GSOB – Gold Spotted Oak Borer (beetle)

HCP – Habitat Conservation Plan

HMMP – Habitat Mitigation Monitoring Plan

I – Interstate

IA – Implementing Agreement

IRC – Irvine Ranch Conservancy

ISHB – Invasive shot hole borer

ISMP – Invasive Species Management Plan

M2 – The renewed Measure M (or Measure M2)

M2 NCCP/HCP – OCTA M2 Natural Communities Conservation Plan / Habitat Conservation Plan adopted on November 2017. Also referred as Plan.

NCC – Natural Communities Coalition

NCCP – Natural Community Conservation Plan

NCCPA – Natural Community Conservation Plan Act

OC – Orange County

OC Parks – Orange County Parks

OCTA – Orange County Transportation Authority

RMP – Resource Management Plan

SARP – Santa Ana River Mainstem Project

SCAG – Southern California Association of Governments

SR – State Route

TCA – Transportation Corridor Agencies

TOC – Taxpayer Oversight Committee

UCI – University of California Irvine

USFS – United States Forest Service

USFWS – U.S. Fish and Wildlife Service

Wildlife Agencies – the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies

Executive Summary

This is the fourth Annual Report for the Orange County Transportation Authority (OCTA) M2 Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP or Plan), covering all activities between January 1, 2021 and December 31, 2021. This report summarizes the tracking of impacts associated with covered freeway improvement projects and other management and monitoring activities on Preserves (Covered Activities), status and activities on the OCTA Preserves, progress on the implementation of OCTA-funded restoration projects, and additional Plan administration and public outreach activities. This Annual Report has been reviewed and approved by the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), collectively referred to as the Wildlife Agencies. In addition, this Annual Report is presented to the OCTA Environmental Oversight Committee (EOC) and is available for a public review.

Tracking Impacts from Covered Activities

OCTA keeps an accounting of the Plan-to-date impacts on habitat types from all covered freeway improvement projects to ensure impacts stay within the caps established within the Plan. To date, a total of **9.2 acres of habitat impacts have been authorized relative to a cap of 141.0 acres**. In addition, OCTA uses a consistency determination checklist to evaluate how and when avoidance and minimization measures are implemented on covered freeway improvement projects. No projects had consistency determinations drafted, modified, or completed within the timeframe of this Annual Report. Other tracking requirements include:

- *Tracking for Covered Plant Species Policy* – OCTA tracks the credits for covered plant species protection (on Preserves) and restoration/enhancement (restoration projects) relative to allowable impacts. The Plan-to-date balance for each plant species is net positive (intermediate mariposa lily [+1303], many-stemmed dudleya [+180], southern tarplant [+8,377 + 1 acre]).
- *Tracking Impacts on Habitat Types Resulting from Covered Activities within Preserves* – The Plan establishes a cap that no more than 13 acres (approximately 1%) of the natural habitat within the OCTA Preserves will be impacted by Preserve management activities. To date, no measurable permanent impacts have been recorded on the Preserves.
- *Maintaining Rough Proportionality* – The Plan requires implementation of conservation measures roughly proportional in time and extent to impacts on natural communities and Covered Species. To date, four restoration projects, Big Bend, City Parcel, Bee Flat, and UCI Ecological Reserve have received sign-off from the Wildlife Agencies as meeting their success criteria and have achieved conservation credits that keeps the Plan ahead of allowable impacts.

OCTA Preserves

OCTA acquired seven properties resulting in the protection of 1,236¹ acres of natural habitat (see Figure 1). In all instances, the seven Preserves are located within priority conservation areas and immediately adjacent to other protected lands. These Preserves add to the protection of large blocks of natural open space in areas important for regional conservation. OCTA has completed Resource Management Plans (RMPs) for each Preserve that includes Preserve-specific goals and objectives and define an appropriate level of public access and trail use consistent with protection of biological resources. It is anticipated that Conservation Easements will be completed and recorded in the near future. Currently each Preserve is being managed by OCTA. OCTA is working to identify and potentially transition to long-term Preserve Managers in the near future. OCTA has contracted with the following consulting firms to support Preserve management: (1) Glenn Lukos Associates to provide biological monitoring, oversee implementation of the approved invasive species management plans (ISMPs), assist with public outreach events, and general program needs including Conservation Easement support (2) RECON Environmental to support general Preserve stewardship including maintenance of access roads, tree trimming, and control of public access, and (3) Wildland Res Mgt to complete Fire Management Plans (FMPs). OCTA has hosted numerous Preserve-specific outreach events to educate the public about property value and access and plans to continue this process in the near term as part of a managed access approach. No fires or major events have occurred on the Preserves in 2021, although a level of trespassing and vandalism continues to occur requiring ongoing monitoring and enforcement.

OCTA-Funded Restoration Projects

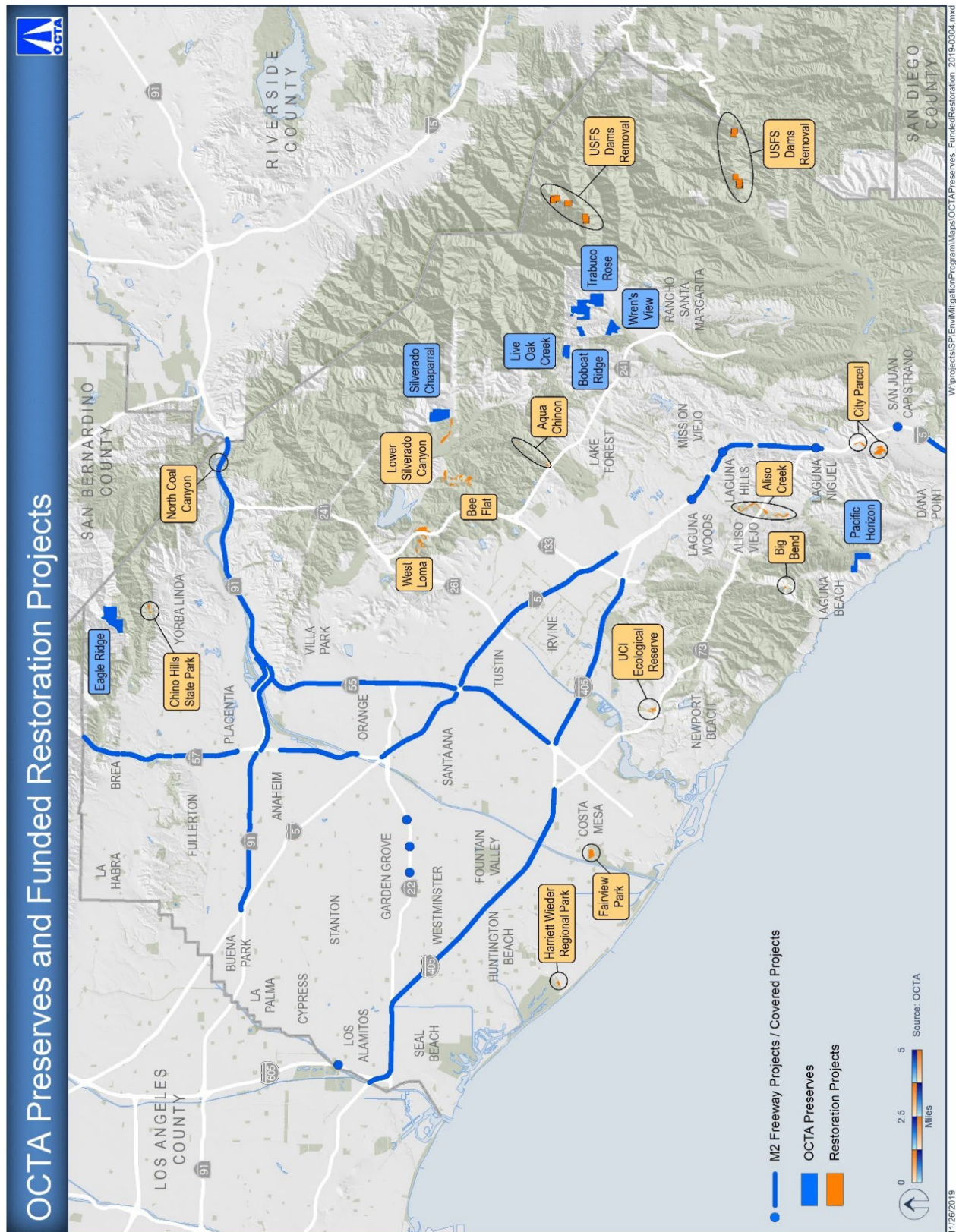
OCTA has approved funding for 11 restoration projects and a check dam removal project that will result in over 350 acres of restored habitats and improvement to habitat functions for Covered Species. The restoration projects occur throughout the Plan Area in core habitat areas and within key habitat linkages and riparian corridors (see Figure 1). The restoration projects are on lands that are currently managed and will enhance habitat for Covered Species. OCTA is working with the restoration project sponsors to complete implementation and monitoring of the restoration activities and achieve sign-off from the Wildlife Agencies that the restoration projects meet their success criteria. Each restoration project is at different stages of the process. Wildfires in late 2020, impacted three OCTA funded restoration projects. To date, 4 of the 11 restoration projects have obtained sign-off.

Additional Conditions for Coverage

As part of the Conservation Analysis (Chapter 6) in the Plan, there were two Covered Species, arroyo chub and many-stemmed dudleya, noted for additional conditions for coverage above and beyond the acquisition of the OCTA Preserves and funding of restoration projects. In 2017, the EOC and Wildlife Agencies approved OCTA to fund the United States Forest Service Dam Removal restoration project

¹ The acreage of natural habitat preserved is based on best available information used during the preparation of RMPs and may be slightly different from acreages reported in the M2 NCCP/HCP.

Figure 1 - OCTA M2 NCCP/HCP Preserves and Funded Restoration Projects



that, when complete, will satisfy the conditions for coverage of arroyo chub. Work began in 2018 and was completed in 2020. A total of 14 dams were removed using the funds provided by OCTA. For many-stemmed dudleya, OCTA is currently taking steps to protect and enhance an existing population of many-stemmed dudleya on the Pacific Horizon Preserve with the hope that it will expand to help meet or will meet the criteria needed to achieve coverage for many-stemmed dudleya.

Public Outreach

OCTA has been committed to transparency in how the M2 funds have been and are being used to implement the Plan and the broader Environmental Mitigation Program (EMP). OCTA has conducted a variety of public outreach activities aimed at informing and engaging the public on the overall EMP as well as Preserve-specific issues and events. These have included public meetings during the preparation of the Preserve RMPs, maintaining a website with information and documents related to the program, and engaging in various outreach efforts and encouraging volunteer programs. Many events planned for 2021 were impacted due to stay at home orders and restrictions relating to the COVID-19 epidemic. In 2021, OCTA participated in 3 EMP public outreach events and meetings and 5 Preserve-specific public outreach events.

Plan Funding

The primary source of funding for the Plan will derive from the M2 transportation sales tax designed to raise money to improve Orange County's transportation system. As part of the M2 sales tax initiative, at least 5% of the revenues from the freeway program will be set aside for the M2 EMP revenues. There are sufficient funds available through the M2 EMP to cover the development and implementation of the Plan. OCTA is currently in a 12-15 year process to accumulate and establish an endowment that will provide a long-term funding source to cover ongoing Preserve management and monitoring, adaptive management, and responses to changed circumstances, in perpetuity. In the short-term, the current M2 EMP revenue stream is used to cover Plan implementation and administration.

Plan Administration

OCTA is responsible for implementing the Plan and staffing an NCCP/HCP Administrator position. OCTA has designated Lesley Hill as the NCCP/HCP Administrator. Her role includes overseeing Preserve management and monitoring, coordinating with restoration project sponsors, serving as the primary point of contact with the Wildlife Agencies, ensuring avoidance and minimization measures are implemented pursuant to the Plan, tracking impacts and conservation, assisting with public outreach, and preparing this Annual Report.

The Plan outlines how modifications, Minor Amendments, and Major Amendments can be made to the Plan. This Annual Report summarizes Plan modifications that have been made in collaboration with the Wildlife Agencies that address revisions to restoration project design plans and sponsors, minor Preserve boundary adjustments, and approval of a new restoration project since Plan approval. At the recommendation of the Wildlife Agencies, OCTA will be working on a Minor Amendment to the Plan to document the Southern California Edison (SCE) utility poles and maintenance areas within various

Preserves. Additional information will need to be obtained from SCE in order to move forward with this Amendment. No Major Amendments are proposed.



MEMORANDUM

June 22, 2022

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: **Environmental Mitigation Program Coastal Fire Impacts Status Update**

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

This memorandum is a follow up to an earlier memorandum on this topic. The Coastal Fire in the cities of Laguna Beach and Laguna Niguel (in the Aliso Canyon) burned approximately 200 acres between May 11-17, 2022. The fire destroyed 20 homes and damaged 11. The Coastal Fire impacts on the Orange County Transportation Authority (OCTA) owned Pacific Horizon Preserve (Preserve) have been mapped and are attached. A summary of the impacts, post fire response, and next steps are provided below.

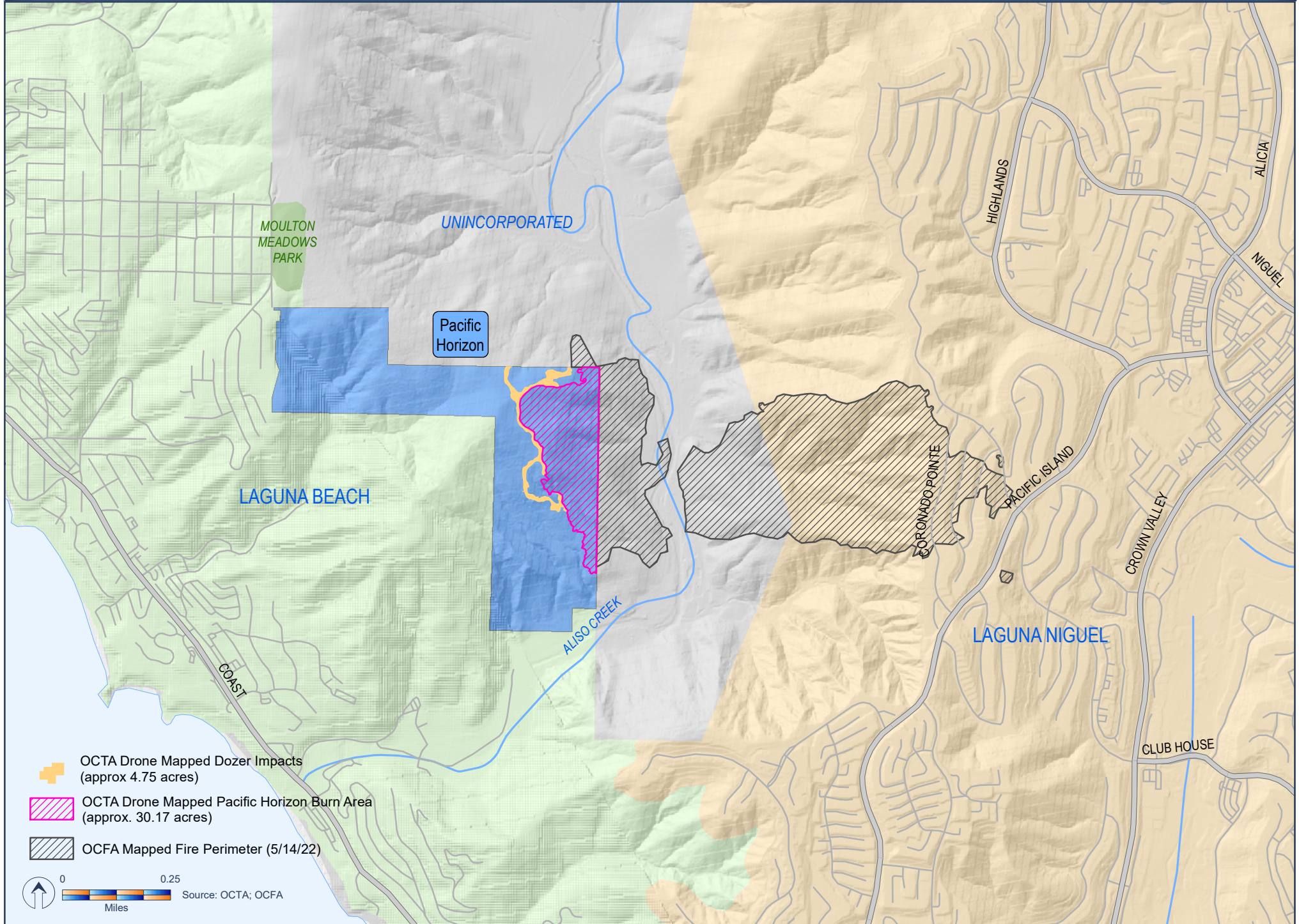
The fire and associated suppression activities impacted approximately 35 acres of the 151-acre OCTA Pacific Horizon Preserve. This Preserve is one of seven owned by OCTA and was acquired in 2015 as part of the Measure M2 Environmental Mitigation Program. Habitat impacted includes chaparral scrub, southern mixed chaparral, mixed sage as well as some rare plants. As part of the fire response, containment lines (bulldozer and hand crew) were placed across the Preserve, which accounts for a small portion of the impacts. However, the Orange County Fire Authority (OCFA) repaired the containment lines by placing unburned cut vegetation and debris over the lines. The cause of the fire is currently under investigation.

OCTA is not required to restore the burned vegetation on the Preserve but will be responsible for monitoring and controlling any invasive weeds that may grow in the area. Fencing and signage has been placed on the OCTA Preserve to keep the public from entering the burn area. Staff will continue to coordinate with Orange County Parks (OC Parks), as well as the United States Fish and Wildlife Service and California Department of Fish and Wildlife (Wildlife Agencies), on potential restoration and erosion control tasks for the Preserve. While not required, this may prove to be more cost effective in the overall management of the Preserve depending on habitat recovery.

Staff will continue to monitor the property and update the Environmental Oversight Committee and Board if additional tasks are warranted. Please contact Kia Mortazavi, Executive Director, Planning, at (714) 560-5741 for additional information.

DEJ:lh
Attachment

c: Environmental Oversight Committee





December 5, 2022

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: Securing State and Federal Formula Funds for Highway, Transit, and Complete Streets Priority Projects

Overview

The Orange County Transportation Authority is responsible for programming state and federal formula funds to transportation projects based on state and federal guidance. Funding recommendations are presented to ensure state and federal funds are committed by the Orange County Transportation Authority for priority projects.

Recommendations

- A. Authorize the use of up to \$128.800 million for five highway projects from the following fund sources:
 - Surface Transportation Block Grant (\$54.711 million),
 - Measure M2 (\$57.589 million), and
 - Congestion Mitigation and Air Quality Improvement Program (\$16.5 million).

- B. Authorize the use of up to \$173.14 million for five transit programs/projects from the following formula fund sources:
 - Congestion Mitigation and Air Quality Improvement Program (\$116.971 million),
 - Carbon Reduction Program (\$35.344 million),
 - Surface Transportation Block Grant (\$9 million),
 - SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program – Formula (\$7.825 million), and
 - SB 1 State of Good Repair (\$4 million).

- C. Authorize the use of up to \$55 million for a future Complete Streets call for projects from the following formula fund sources:
 - Surface Transportation Block Grant (\$43 million), and
 - Congestion Mitigation and Air Quality Improvement Program (\$12 million).

- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

On April 16, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concluded their 2021 Federal Statewide Transportation Improvement program review. Based on the review, FHWA and FTA have advised that the Southern California Association of Governments (SCAG) should play a more active role in the selection of projects to be funded with the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program that are destined to Orange County. Currently, the Orange County Transportation Authority (OCTA) selects the projects to be funded by CMAQ and STBG funds and provides the decision for review and affirmation by SCAG.

This new direction requires SCAG to establish a project selection process for STBG and CMAQ funding that could reduce the influence of the County Transportation Commissions on how federal funds are prioritized locally and transfers potentially greater influence to SCAG. The new process, which SCAG is currently developing, includes the involvement of a subcommittee process with participants from each of the County Transportation Commissions. This new process is expected to take effect in June 2023. Programming actions for STBG and CMAQ that occur before the June 2023 deadline will be grandfathered in, and the funding will be secured for those projects. OCTA can commit the estimated funding through federal fiscal year (FFY) 2026 to projects through this advance programming effort. Given the potential uncertainty of how the new process might be exercised, staff believes it is prudent to earmark future federal funds in advance.

In addition to CMAQ and STBG, the Carbon Reduction Program (CRP) is a new formula funding program that was established as part of the Infrastructure Investment and Jobs Act. The program provides funds for projects that support the reduction of transportation emissions, including the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, public transportation projects, and congestion management technologies. Currently, OCTA expects to receive approximately \$6 million in funding per year. While this program is not currently part of the above federal direction, the requirements are very similar to STBG and CMAQ, and in the future, it may be incorporated into the new process.

Securing State and Federal Formula Funds for Highway, Transit, and Complete Streets Priority Projects **Page 3**

Additional state and federal funding programs that are recommended to complement the proposed commitment of the above funds include SB 1 Local Partnership Program – Formula (LPP-F) funds, and SB 1 State of Good Repair (SGR) funds. In addition, this effort consists of the use of Federal National Highway Performance Program (NHPP) funds, which have been provided to OCTA by the California Department of Transportation (Caltrans) in a funding exchange for STBG funds. Additional information about these funding programs can be found in Attachment A.

Discussion

To help ensure a smooth transition to a new process to access federal STBG and CMAQ funding for Orange County priority projects, recommendations are presented to program future such funding under current guidelines. This approach will minimize potential uncertainties in OCTA’s ability to access the funding, given that the new process is still under development.

Advance Programming

Total funding of \$356.940 million is recommended for highway projects, transit projects/programs, and a future Complete Streets call for projects (call), consisting of:

- \$145.471 million in CMAQ,
- \$106.711 million in STBG,
- \$57.589 million in Measure M2 (M2),
- \$35.344 million in CRP,
- \$7.825 million in SB-1 LPP-F, and
- \$4 million in SB 1 SGR.

Details by the modal programs are further described below.

Highway Projects

Project (\$000)	CMAQ	STBG	M2	Total
SR-57 Orangewood to Katella (ROW and CON)		\$9,000	\$53,500	\$62,500
SR-74 Gap Closure (CON)		\$35,000		\$35,000
I-5 HOV Pico to SD Line (PS&E)	\$16,500			\$16,500
I-5/I-405 to Yale (ROW and CON)		\$5,711	\$4,089	\$9,800
SR-91 SR-55 to Lakeview (CON)		\$5,000		\$5,000
Highways Subtotal	\$16,500	\$54,711	\$57,589	\$128,800

SR-57 – State Route 57
 I-405 – Interstate 405
 HOV – High-Occupancy Vehicle
 ROW – Right-of-Way

SR-74 – State Route 74
 SR-91 – State Route 91
 SD – San Diego
 PS&E – Plans, Specifications, and Estimates

I-5 – Interstate 5
 SR-55 – State Route 55
 CON – Construction

The SR-57 Improvement Project from Orangewood Avenue to Katella Avenue is currently funded through the environmental phase and the project will provide an additional lane on the SR-57 northbound to help reduce congestion. Staff is proposing \$9 million in STBG funds and \$53.5 million in M2 funds to fully fund the ROW and construction phases. However, it should be noted that this project is only at 35 percent design completion so final costs may differ from what is recommended as part of this item.

The SR-74 Ortega Highway gap closure and multimodal improvements project is currently partially funded with State Transportation Improvement Program (STIP) funds for construction. As part of the 2022 STIP, the project has an unfunded need, and staff proposes \$35 million in STBG to fully fund the ROW and construction phases. The project will provide a gap closure, with bicycle lanes and sidewalk, on SR-74/Ortega Highway from Calle Entradero and Reata Road and will eliminate a problematic chokepoint.

The I-5 HOV Project from Avenida Pico to the Orange County/San Diego County Line is currently funded through the environmental phase. The project aims to reduce congestion by expanding the HOV lanes' operational capacity, reestablish existing auxiliary lanes, widen existing undercrossings, and replace existing overcrossings. Staff is proposing \$16.5 million in CMAQ funding for the design phase.

The I-5 Improvement Project from I-405 to Yale Avenue is currently in the design phase and will add one general purpose lane in each direction. Staff is proposing the use of an additional \$5.711 million in STBG and \$4.089 million in M2 funds. These funds will offset a like amount of previously approved LPP-F funds that needed to be moved from the construction phase to the ROW phase. Additionally, a portion of these LPP-F funds are now recommended for the Transit Security and Operations Center (TSOC) project. Also, it should be noted that there is another funding change for this project. OCTA was able to secure an exchange with Caltrans of already programmed STBG for \$5.421 million in NHPP funds, which helped preserve Orange County's FFY 2022 federal apportionment by allowing Caltrans to use expiring STBG. That exchange has made it possible for OCTA to use the NHPP funds for this project in FFY 2023, which is when the funds are needed.

The SR-91 operational and multimodal improvement project from SR-55 to Lakeview Avenue (Segment 1) is funded through ROW and is one of OCTA's top priorities for competitive state and federal funds for the construction phase.

Securing State and Federal Formula Funds for Highway, Transit, and Complete Streets Priority Projects **Page 5**

The project will improve operations and weaving issues by realigning the westbound on-ramp, adding a new on-ramp, replacing a bridge, including new bicycle and pedestrian facilities, and adding separation safety barriers. Staff is proposing \$5 million in STBG funds for construction support activities that are planned to be carried out by Caltrans. The rest of the construction funding needs will be revisited once the competitive state funding decisions have been released, which is expected in early June 2023.

Additional project details and funding information for these highway projects are included in Attachment B.

Transit Projects

Project (\$000)	CMAQ	STBG	CRP	LPP-F	SGR	Total
Zero-emission bus and bus facility	\$80,250		\$35,344			\$115,594
OC Streetcar operations and potential future capital needs	\$22,000					\$22,000
Bus operations and rideshare/vanpool	\$14,721					\$14,721
Transit service expansion planning		\$9,000				\$9,000
TSOC				\$7,825	\$4,000	\$11,825
Transit Subtotal	\$116,971	\$9,000	\$35,344	\$7,825	\$4,000	\$173,140

Staff is proposing funding for several priority transit projects in order to modernize the current bus fleet, including the next round of replacement of aging buses expected in the 2030 timeframe, a new hydrogen fueling station at the Garden Grove Bus Base to provide fueling redundancy for our zero-emission buses and charging facilities, additional funding for OC Streetcar, five years of operating costs for Bravo! 553 Rapid Bus, support for six to eight years of vanpool, rideshare program subsidies, potential future micro-transit or mobility hub type programs, planning studies for future transit service improvements, and additional funding needed for the TSOC. Additional project details for these transit projects are included in Attachment B.

Complete Streets Call

Project (\$000)	CMAQ	STBG	Total
Future Complete Streets - Call	\$12,000	\$43,000	\$55,000
Subtotal Complete Streets	\$12,000	\$43,000	\$55,000

Finally, staff is proposing \$12 million in CMAQ and \$43 million in STBG for a future Complete Streets call. This call would be a multiyear program for Orange County local jurisdictions that, if approved, would fund projects between fiscal year (FY) 2023-24 through FY 2025-26, and could include funding for bicycle, pedestrian, street rehabilitation, or signal improvement projects. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. This call is planned to be presented to the Board of Directors (Board) for consideration of release in summer 2023. Staff would work with SCAG to secure the funding now, so it's available once the Board has authorized the program and when the project applicants need the funding.

Information regarding these funding sources and OCTA's programming policies for each fund source is detailed in the Board-approved Capital Programming Policies (CPP Attachment A). In most cases, the recommendations for the use of funding is consistent with the CPP. The federal CRP is a new funding program and has not yet been added to the CPP but has similar goals and eligible uses as CMAQ. The Capital Funding Program includes a summary of how OCTA's capital projects are currently funded along with the recommended changes in this item and is provided as Attachment C.

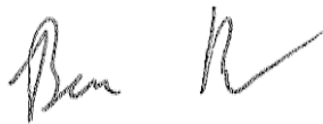
Summary

Funding recommendations are presented to ensure that state and federal funds are committed by OCTA and ensure their availability to key Orange County highway, transit, and Complete Streets priority projects.

Attachments

- A. Capital Programming Policies by Fund Source December 2021
- B. Project Descriptions
- C. Capital Funding Program Report

Prepared by:



Ben Ku
Section Manager,
Formula Funding Programs
(714) 560-5473

Approved by:



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

**Capital Programming Policies by Fund Source
December 2021**

Equity Consideration for All Funding Programs: In addressing the mobility needs of the County, the Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source	Updated Measure M2 (M2) Programming Policies
M2 Programs	
Projects A-M (Freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan (TIP), the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 TIP, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board-approved actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with Measure M Ordinance No. 3, and consistent with the Comprehensive Transportation Funding Programs (CTFP) guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 TIP, with the latest Next 10 Delivery Plan (Next 10 Plan), the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with Measure M Ordinance No. 3, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.

**Capital Programming Policies by Fund Source
December 2021**

Funding Source	Updated Measure M2 (M2) Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards and/or Board action. Funds for the OCTA-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	Use Project X M2 funding consistent with the M2 TIP and consistent with CTFP guidelines. Program funds to projects through the CTFP call. The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.
Funding Source/Agency	Other Local Funding Programming Policies
91 Express Lanes Excess Revenues/OCTA	Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero-emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria, and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. First priority of all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects, and to maintain existing OCTA assets in a state of good repair and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.

**Capital Programming Policies by Fund Source
December 2021**

State	
Funding Source/Agency	State Programming Policies
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
SB 1 (Chapter 5, Statutes of 2017)- Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets. Funds may be used for transit operations, if allowed by the state.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program.
State Transportation Improvement Program (STIP)/CTC	Use STIP for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming, and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

**Capital Programming Policies by Fund Source
December 2021**

Funding Source/Agency	State and Federal Programming Policies
Federal	
<p>Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)</p>	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements, • vanpool program and rideshare services, • rail and bus transit capital projects, • traffic light synchronization projects, • new or expanded transit operations (three years of CMAQ funding may be used for the first five years), and • eligible bicycle and pedestrian projects. <p>All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.</p>
<p>Federal Transit Administration (FTA) Section 5307 Formula/FTA</p>	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • Preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • Other priority capital projects that are consistent with the Comprehensive Business Plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
<p>FTA Section 5310 Formula/FTA</p>	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>

**Capital Programming Policies by Fund Source
December 2021**

Funding Source/Agency	Federal Programming Policies
FTA Section 5337 Formula/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair, and for preventive maintenance. Use funds generated by express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA Express bus services.
FTA Section 5339 Formula/FTA	Use funds for: <ul style="list-style-type: none"> • Capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the Transit Asset Management Plan.
Highway Infrastructure Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	These funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads, and bicycle, pedestrian, and/or Complete Streets projects. Funds may also be used for countywide planning activities up to five percent annually Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the state through the ATP. See ATP above.

Project Descriptions

State Route 57 (SR-57) Improvement Project from Orangewood Avenue to Katella Avenue

This is Project G in the Measure M2 (M2) Ordinance, which will improve SR-57 freeway northbound between Orangewood Avenue and Katella Avenue. The purpose of the project is to improve mainline continuity and throughput and facilitate regional circulation and flow of goods and services by reducing delay and improving merge/diverge operations. The project area currently experiences congestion and operational deficiencies due to increased traffic volumes and limited capacity.

Existing and recommended funding summaries are depicted below. Staff is proposing \$9 million in Surface Transportation Block Grant Funding (STBG) funds and another \$53.5 million in M2 funds to fully fund the right-of-way (ROW) and construction phases. The M2 funds may shift between ROW and construction phases contingent on final cost estimates. Also, design for this project is not anticipated to be complete until 2024. It is possible that additional programming may be needed as the project design is completed.

Existing Funding (in 000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW				\$0
CON				\$0
TOTAL	\$2,500	\$3,587	\$3,240	\$9,327

Recommended Funding (in 000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW		\$1,500		\$1,500
CON	\$9,000	\$52,000		\$61,000
TOTAL	\$11,500	\$57,087	\$3,240	\$71,827
CHANGE	\$9,000	\$53,500	\$0	\$62,500

HIP - Highway Infrastructure Program / PA/ED - Project Approval/Environmental Document /
PS&E – Plans, Specifications and Estimates / CON – Construction /

The use of additional STBG and M2 funds is consistent with the Orange County Transportation Authority (OCTA) Board of Directors (Board)-approved Capital Programming Policies (CPP) which authorizes using STBG funds for the M2 Freeway program consistent with the Next 10 Delivery Plan (Next 10 Plan).

Project Descriptions

State Route 74 (SR-74) Ortega Highway Gap Closure and Multimodal Improvement Project

This multimodal project will widen SR-74/Ortega Highway from a two-lane facility to a four-lane facility by adding one lane in each direction in the City of San Juan Capistrano from Calle Entradero to Reata Road. The project preliminary plans include installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate 2.2-miles of class II bicycle lane. It will also construct approximately 850 feet of new sidewalk and reconstruct 1,200 feet of existing sidewalk. The project requires seven retaining walls.

The project will relieve existing and future traffic congestion and improve the flow of traffic on SR-74, accommodate approved growth and development in the surrounding area, and provide improvements consistent with local planning documents. Partial construction funding was approved as part of the Board and California Transportation Commission-approved 2022 State Transportation Improvement Program (STIP). There remains an unfunded need which will be fully programmed with this staff recommendation of \$35 million in STBG. These funds may also be used toward ROW, once design is complete and a need for additional funding emerges.

Existing and recommended funding summaries are depicted below:

Existing Funding (in 000s)	STIP	Local	SHOPP	ITIP	M2	STBG	Total
PA/ED		\$400	\$250	\$5,513	\$1,950		\$8,113
PS&E	\$800	\$1,750			\$5,250		\$7,800
ROW	\$13,000						\$13,000
CON	\$24,600						\$24,600
TOTAL	\$38,400	\$2,150	\$250	\$5,513	\$7,200	\$0	\$53,513

Recommended Funding (in 000s)	STIP	Local	SHOPP	ITIP	M2	STBG	Total
PA/ED		\$400	\$250	\$5,513	\$1,950		\$8,113
PS&E	\$800	\$1,750			\$5,250		\$7,800
ROW	\$13,000						\$13,000
CON	\$24,600					\$35,000	\$59,600
TOTAL	\$38,400	\$2,150	\$250	\$5,513	\$7,200	\$35,000	\$88,513
CHANGE	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000

SHOPP – State Highway Operations and Protection Program / ITIP – Interregional Transportation Improvement Program

Project Descriptions

The use of STBG funding is consistent with the CPP which directs STBG to non-M2 projects that are complementary to the M2 freeway program. This funding recommendation also supports one of three projects being advanced as part of a 2020 agreement between OCTA, the Transportation Corridor Agencies (TCA), and California Department of Transportation (Caltrans) to help address near-term south Orange County traffic relief.

Interstate 5 (I-5) Improvement Project from Avenida Pico to San Diego County Line

OCTA and Caltrans initiated the PA&ED Phase through the scoping process over the summer. Based on conceptual analysis, two alternatives are proposed for consideration. The preliminary alternatives under consideration include one No-Build and one Build Alternative.

The Build Alternative (Alternative 2) proposes to add a high-occupancy vehicle (HOV) lane on I-5 in the northbound and southbound directions within the project limits. The new HOV lane would connect to the existing HOV facility to the north of the project study area and extend south to the Orange County/San Diego County Line. To accommodate the freeway improvements, the widening or replacement of several bridges is likely to be required.

The Build Alternative would implement ramp improvements where feasible and auxiliary lanes throughout the corridor and would include Transportation Systems Management/Transportation Demand Management features.

Staff is recommending \$16.5 million in Congestion Mitigation and Air Quality (CMAQ) funds for the design phase of the project.

Existing Funding (in 000s)	STBG	CMAQ	Total
PA/ED	\$6,407		\$6,407
PS&E			\$0
ROW			\$0
CON			\$0
TOTAL	\$6,407	\$0	\$6,407

Recommended Funding (in 000s)	STBG	CMAQ	Total
PA/ED	\$6,407		\$6,407
PS&E		\$16,500	\$16,500
ROW			\$0
CON			\$0
TOTAL	\$6,407	\$16,500	\$22,907
CHANGE	\$0	\$16,500	\$16,500

Project Descriptions

The use of CMAQ funding to design an HOV lane is consistent with the CPP which directs the funding toward HOV projects among other eligible uses. The funding recommendation also supports one of three projects being advanced as part of a 2020 agreement between OCTA, the TCA, and Caltrans to help address near-term south Orange County traffic relief.

I-5 Improvement Project from Interstate 405 (I-405) to Yale Avenue (Segment 1)

For the I-5 Improvement Project from I-405 to Yale Avenue (Segment 1), the Board had most recently approved the use of future SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program – Formula (LPP-F) funds in Cycle 4 for construction. The August 2022 Capital Action Plan indicated that the award of the construction contract would be completed in March 2025. This date has now been updated to February 2026. Due to the updated delivery date, the construction phase is no longer eligible for Cycle 4 LPP-F funding as it falls outside of the funding years (fiscal year {FY} 2023-24 and FY 2024-25).

Staff is recommending that \$10.770 million in LPP-F be moved to the ROW phase. The remaining \$15.221 million in LPP-F funds that were planned to be used for construction are replaced with a combination of STBG (\$5.711 million), National Highway Performance Program (NHPP) (\$5.421 million), and M2 (\$4.089 million).

The totals by phase and overall total project funding remain the same. The existing and recommended funding plans are provided below:

Existing Funding (in 000s)	STBG	NHPP	STIP	LPP-F	M2	Total
PA/ED	\$4,473					\$4,473
PS&E				\$7,395	\$7,396	\$14,791
ROW	\$10,595				\$23,593	\$34,188
CON	\$37,289		\$95,338	\$26,000	\$18,403	\$177,030
TOTAL	\$52,357	\$0	\$95,338	\$33,395	\$49,392	\$230,482

Recommended Funding (in 000s)	STBG	NHPP	STIP	LPP-F	M2	Total
PA/ED	\$4,473					\$4,473
PS&E				\$7,395	\$7,396	\$14,791
ROW	\$10,595	\$5,421		\$10,779	\$7,393	\$34,188
CON	\$43,000		\$95,338		\$38,692	\$177,030
TOTAL	\$58,068	\$5,421	\$95,338	\$18,174	\$53,481	\$230,482
CHANGE	\$5,711	\$5,421	\$0	(\$15,221)	\$4,089	\$0

The I-5 project is part of Project B in the Next 10 Plan. The use of additional STBG and M2 funds is consistent with the CPP, which recommends that STBG funds may be used for M2 Freeway program consistent with the Next 10 Plan.

Project Descriptions

State Route 91 (SR-91) Operational and Multimodal Improvements from State Route 55 (SR-55) to Lakeview Avenue (Segment 1)

The SR-91 project is currently funded through ROW and is one of OCTA's priorities for competitive state and federal funds. The Project will improve safety by reconfiguring the Lakeview Avenue/SR-91 interchange, constructing a ramp in the median of the freeway for dedicated access to southbound SR-55 from the Lakeview Avenue bridge, separating traffic continuing westbound on SR-91 from vehicles transitioning to southbound SR-55, and constructing the bicycle/pedestrian facility on Lakeview Avenue to provide alternative travel options. The operational and multimodal improvements will create safer, and more convenient access for all users, and provide connection to regional bike paths already in place.

The project reduces congestion, promotes energy efficiency through efficient lighting, designed changes within the existing ROW, increases the availability of alternative travel modes through construction of a bicycle and pedestrian path, and supports climate resilience by utilizing recycled construction materials and upgrading stormwater treatment facilities.

Staff is recommending \$5 million in STBG funds for construction and will return following the notifications of state SB 1 grant awards to fully fund the construction phase of the project.

Existing Funding (in 000s)	STBG	M2	91 EL	Total
PA/ED	\$1,770	\$30		\$1,800
PS&E			\$8,053	\$8,053
ROW			\$5,926	\$5,926
CON				\$0
TOTAL	\$1,770	\$30	\$13,979	\$15,779

Recommended Funding (in 000s)	STBG	M2	91 EL	Total
PA/ED	\$1,770	\$30		\$1,800
PS&E			\$8,053	\$8,053
ROW			\$5,926	\$5,926
CON	\$5,000			\$5,000
TOTAL	\$6,770	\$30	\$13,979	\$20,779
CHANGE	\$5,000	\$0	\$0	\$5,000

91 EL – 91 Express Lanes

The funding recommendation is consistent with the CPP which recommends the use of STBG for M2 Freeway program consistent with the Next 10 Plan.

Project Descriptions

Zero-Emission Bus and Bus Facility

The California Air Resources Board adopted the Innovative Clean Transit Rule which requires public transit agencies in the state of California to shift their bus fleets to zero-emission buses by 2040. Staff is recommending \$80.250 million in CMAQ and \$35.344 million in Carbon Reduction Program funds to help fund the transition to zero-emission bus. This funding will help support replacing the current fleet through 2030 with primarily zero-emission buses. Additionally, the funding will help support the construction of a hydrogen fueling station and zero-emission bus charging facilities at the Garden Grove Bus Base.

The recommendation to use CMAQ for bus capital projects is consistent with the CPP. CRP has not yet been added to the CPP, but eligible uses are very similar to CMAQ with a similar goal to reduce transportation emissions.

OC Streetcar Operations and Potential Future Capital Needs

OC Streetcar is the first modern streetcar project to be built in Orange County and will serve the City of Santa Ana's historic and thriving Downtown, which includes federal, state, and local courthouses, government offices, colleges, an artists' village, and a thriving restaurant scene. Expected to begin carrying passengers in 2024, it will operate along a 4.15-mile route that connects the Santa Ana Regional Transportation Center and a new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove. Staff is recommending \$22 million in CMAQ funds to support future operating costs. As part of the Bi-partisan Infrastructure Law, time limitations on the use of CMAQ for new start-up services and operations were removed. These funds would be added to the existing operations funding plan which uses CMAQ, Low Carbon Transit Operations Program (LCTOP), city contribution, and fares to support the first five years of service. Also, capital funding may be needed into the future to help support changes in technology that would need to be implemented or other future capital needs.

The recommendation to use CMAQ for the OC Streetcar is consistent with the CPP, which allows the funds to be used for fixed-guideway, rail, and bus capital projects, and new or expanded transit service.

Bus Operations and Rideshare/Vanpool

Staff is recommending \$5.721 million in federal CMAQ funding for the first five years of operating costs for the Bravo! 553 Rapid Bus route. In March 2022, the Board approved \$1.554 million in LCTOP for operations and these CMAQ funds will complement those funds for the first five years of operating costs along with fares and planned future year LCTOP.

The 553 service will operate weekdays from 6:00 a.m. to 7:30 p.m. along Main Street serving 13 stops over 8.4 miles from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard, and will provide service to the cities of Anaheim, Orange, and Santa Ana. The service will be limited-stop, which will speed up travel times, and will be

Project Descriptions

operated with a combination of near-zero and zero-emission vehicles. The use of CMAQ for Bravo! 553 bus operations are consistent with the CPP regarding funding new or expanded transit operations.

Staff is recommending CMAQ funding of \$9 million to support six to eight years of vanpool, rideshare, micro transit, or mobility hub type programs. Regional rideshare services in Orange County, including ride guide database, customer information, marketing activities, and potential Transportation Demand Management activities, such as remote work incentives for employers. The Orange County Vanpool program is a super carpool that saves users money, time, and stress for riders who have similar work destinations and schedules. Vanpool funding would support capital lease subsidies. Microtransit is a type of on-demand mobility service that can be dispatched directly by riders using a smartphone application. Mobility hubs bring together various mobility services, amenities, and technologies in one place to connect travelers more conveniently to their destinations. They help improve connectivity and convenience by allowing people to easily switch between transportation services including bus, bike, ridesharing, and rail. They can also offer supporting amenities, such as electric charging stations, secured bike storage, or seating. These hubs are generally located at activity centers near employment, housing, shopping, recreation, and other essential destinations and integrated into neighborhoods.

The recommendation to use CMAQ for the bus operations and the Rideshare/Vanpool program is consistent with the CPP.

Transit Security and Operations Center (TSOC)

In September 2021, the OCTA Board approved a funding plan for the TSOC as part of the 2022 STIP. As the project has progressed through the design phase and the project nears 100 percent design, the project will need an additional \$11.825 million. This increase is due to inflation and increased costs of construction-related materials, identification of additional hazardous soil, and an increase in contingency to meet the risks identified for the project.

This is consistent with what was highlighted in the August 2022 CAP regarding FY 2022-23 cost and performance metric risks, which mentioned transportation infrastructure bids that continue to escalate with material, labor, and fuel prices driving construction costs up.

Staff is recommending additional LPP-F (\$7.825 million) and SB 1 State of Good Repair (SGR) (\$4 million) funds to address the identified funding need for TSOC.

Project Descriptions

The existing and recommended funding plans are provided below:

Existing Funding (in 000s)	TSSSDRA	Local Transit	SGR	LPP-F	CRRSAA	STIP CRRSAA	Total
PA/ED	\$884	\$201					\$1,085
PS&E		\$4,588					\$4,588
ROW	\$4,719						\$4,719
CON			\$12,353	\$19,650	\$3,660	\$10,381	\$46,044
TOTAL	\$5,603	\$4,789	\$12,353	\$19,650	\$3,660	\$10,381	\$56,436

Recommended Funding (in 000s)	TSSSDRA	Local Transit	SGR	LPP-F	CRRSAA	STIP CRRSAA	Total
PA/ED	\$884	\$201					\$1,085
PS&E		\$4,588					\$4,588
ROW	\$4,719						\$4,719
CON			\$16,353	\$27,475	\$3,660	\$10,381	\$57,869
TOTAL	\$5,603	\$4,789	\$16,353	\$27,475	\$3,660	\$10,381	\$68,261
CHANGE	\$0	\$0	\$4,000	\$7,825	\$0	\$0	\$11,825

TSSSDRA - Transit System Safety, Security and Disaster Response Account
 CRRSAA – Coronavirus Response and Relief Supplemental Appropriations Act of 2021

TSOC is an important project that will replace the existing Garden Grove Annex. The Garden Grove Annex serves as OCTA’s operations center for its transit and emergency security functions. This facility is at capacity and does not meet the continuous operation standard, which is required of essential facilities in California. The proposed TSOC facility will house critical OC Bus and related safety services, as well as communication and dispatch equipment. The use of additional LPP-F and SGR funds for this project is consistent with the Board-approved CPP.

Transit Service Expansion Planning

Staff is recommending \$9 million in STBG for transit service expansion planning studies. Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions will lay the groundwork for future projects. The STBG funds will be used in two to three years to support the development of the next long-range transportation plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that could be supported using STBG funds include Freeway Bus Rapid Transit Concepts Study, Bristol Street Transit Corridor Study, and OC Mobility Hub Study.

Project Descriptions

Future Complete Streets – Call for Projects (Call)

Staff is recommending \$12 million in CMAQ and \$43 million in STBG for a future Complete Streets call. This call would be a multiyear program for Orange County jurisdictions and is planned to include funding for bicycle, pedestrian, street rehabilitation, and/or signal improvement projects. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. This call is planned to be presented to the Board for consideration of release in the summer of 2023. Staff would work with SCAG to secure the funding now so it's available based on when the project applicants need the funding.



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1) ¹	B	\$230,482	\$58,068		\$5,421	\$95,338	\$18,174			\$53,481	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$206,695	\$48,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$16,000	\$8,359		\$2,641					\$5,000	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$41,900	\$80,000	\$140,000			\$83,320	
SR-57 Orangewood Avenue to Katella Avenue ²	G	\$71,827	\$11,500		\$3,240					\$57,087	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$6,500				\$6,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$18,171	\$1,770							\$30	\$16,371
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1) ³	I	\$20,779	\$6,770							\$30	\$13,979
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$32,144	\$17,800							\$14,344	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-5 Managed Lane Project from Avenida Pico to San Diego County Line ⁴		\$23,478	\$23,478								
SR-74 - Gap closure for 0.9 mile and multimodal improvements ⁵		\$88,513	\$35,000		\$250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$4,123,681	\$580,501		\$83,182	\$336,056	\$167,562	\$119,603		\$1,880,865	\$955,912
Federal Funding Total		\$663,683									
State Funding Total		\$623,221									
Local Funding Total		\$2,836,777									
Total Funding (000's)		\$4,123,681									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$999,456	\$134,020		\$97,888	\$180,786		\$380,452	\$20,578	\$169,130	\$16,602
Federal Funding Total		\$231,908									
State Funding Total		\$561,238									
Local Funding Total		\$206,310									
Total Funding (000's)		\$999,456									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Board Actions:

Authorize the use of up to \$128.800 million for five highway projects, from the following fund sources:

- Surface Transportation Block Grant (\$54.711 million),
- Measure M2 (\$57.589 million), and
- Congestion Mitigation and Air Quality Improvement program (\$16.500 million).

1. Authorize \$5.711 million in STBG and \$4.085 million in M2
2. Authorize \$9 million in STBG and \$53.5 million in M2
3. Authorize \$5 million in STBG
4. Authorize \$16.5 million in CMAQ
5. Authorize \$35 million in STBG

Acronyms:

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
Anaheim Transportation Network suballocation		\$5,715		\$5,715							
Associated Transportation Improvements		\$556		\$556							
Bravo! 553 (operating costs) ¹		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,526	\$12,526								
Capital cost of contracting FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$270,608		\$173,156							\$97,452
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine repower/rebuild contract		\$4,071					\$4,071				
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating ventilation replacement at Santa Ana bus base		\$1,150					\$1,150				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$276,335		\$113,113							\$163,222
OC Mobility Hubs Strategy		\$300	\$266			\$34					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$260,727		\$260,727							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$18,225		\$18,225							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool ²		\$20,232	\$20,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center ³		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789
Transit service expansion planning ⁴		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero emission bus and bus facility ⁵		\$115,594	\$115,594								
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Bus Transit Project Totals		\$1,221,531	\$190,177	\$606,273	\$3,660	\$12,915	\$62,236	\$18,930	\$5,730	\$55,845	\$265,765
Federal Funding Total		\$800,110									
State Funding Total		\$94,081									
Local Funding Total		\$327,340									
Total Funding (000's)		\$1,221,531									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local

Bus Transit Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$405		\$313			\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Transit Security Program		\$3,167						\$3,167			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$355,526	\$55,397	\$167,101	\$341			\$11,816	\$34,384		\$86,487

Federal Funding Total	\$222,839
State Funding Total	\$46,200
Local Funding Total	\$86,487
Total Funding (000's)	\$355,526



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Board Actions:

Authorize the use of up to \$151.140 million for five Bus transit programs/ projects, from the following formula fund sources:

- Congestion Mitigation and Air Quality Improvement program (\$94.971 million),
- Carbon Reduction program (\$35.344 million),
- Surface Transportation Block Grant (\$9 million),
- SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program – Formula (\$7.825 million), and
- SB 1 State of Good Repair (\$4.000 million).

1. Authorize \$5.721 in CMAQ. Will complement current and future Low Carbon Transit Operations Program fund
2. Authorize \$9 million in CMAQ
3. Authorize \$7.825 million in LPP-F and \$4 million in SGR
4. Authorize \$9 million in STBG
5. Authorize \$80.25 million in CMAQ and \$35.344 million in CRP

Acronyms:

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$509,540	\$108,132	\$171,961				\$25,586		\$203,861	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs) ¹	M1/S	\$22,000	\$22,000								
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Fullerton Transportation Center stair rehabilitation	R	\$1,330		\$1,295							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano passing siding	R	\$36,360	\$25,056	\$1,015		\$3,000		\$6,734			\$555
Long-term track stabilization at mile post 206.8	R	\$1,010			\$1,010						
Metrolink new capital	R	\$3,964	\$1,151	\$2,813							
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	\$162,244		\$162,244							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Orange Olive Wye connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive maintenance (SCRRRA - Metrolink)	R	\$72,172		\$72,172							
San Juan Creek Bridge replacement	R	\$43,092	\$908	\$39,833	\$913			\$59		\$1,379	
SCRRRA operating subsidy assistance	R	\$2,510	\$2,510								
SCRRRA rehab - emergency track stabilization at mile post 206.8	R	\$5,000		\$4,000							\$1,000
Slope and culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Tactile tile project	R	\$1,304		\$1,273						\$31	
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Streetcar operations	S	\$19,500	\$19,500								
OC Maintenance Facility		\$198		\$198							
Rail Project Totals		\$1,075,125	\$209,739	\$468,665	\$1,923	\$21,500		\$78,835	\$6,904	\$258,935	\$28,624
Federal Funding Total		\$680,327									
State Funding Total		\$100,335									
Local Funding Total		\$294,463									
Total Funding (000's)		\$1,075,125									

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177	\$2,800	\$732					\$1,645		



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink service track expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail station platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Ticket vending machines	R	\$6,857									\$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed Totals		\$849,597	\$93,439	\$99,160	\$4,735	\$55,331		\$204,392	\$215,693	\$83,692	\$93,155
Federal Funding Total		\$197,334									
State Funding Total		\$259,723									
Local Funding Total		\$392,540									
Total Funding (000's)		\$849,597									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Board Actions:

1. Authorize the use of up to \$22 million for OC Streetcar operations and potential future capital needs, from Congestion Mitigation and Air Quality Improvement program

Acronyms:

- ADA - Americans with Disabilities Act
- CMAQ - Congestion Mitigation Air Quality Improvement Program
- FTA - Federal Transit Administration
- FY - Fiscal Year
- LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
- M Code - Project Codes in Measure M1 and M2
- M1 - Measure M1
- M2 - Measure M2
- OC - Orange County
- OCTA - Orange County Transportation Authority
- OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
- PSR - Project Study Report
- ROW - Right-of-Way
- SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)
- SCRRA - Southern California Regional Rail Authority
- STBG - Surface Transportation Block Grant
- STIP - State Transportation Improvement Program
- VSS - Video Surveillance System



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$329,811						\$24,254		\$305,557	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$133,778	\$1,774					\$11,762	\$4,546	\$115,696	
Regional Traffic Signal Synch (Edinger, MacArthur/Talbert, and Warner)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$58,258								\$58,258	
Active Transportation Program - regional call		\$83,504	\$6,359		\$63,361	\$92		\$199			\$13,493
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
Future Complete Streets Call for Projects ¹		\$55,000	\$55,000								
Local Agency led SCCP projects		\$3,357						\$3,357			
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
Pavement Management Relief Funding Program		\$9,921			\$9,921						
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Local Road Project Totals		\$1,420,965	\$121,888		\$97,300	\$86,797	\$13,557	\$61,160	\$39,826	\$891,835	\$108,602
Federal Funding Total		\$219,188									
State Funding Total		\$161,514									
Local Funding Total		\$1,040,263									
Total Funding (000's)		\$1,420,965									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$840,715	\$223,243		\$76,218			\$268,544	\$6,492	\$156,141	\$110,077
Federal Funding Total		\$299,461									
State Funding Total		\$268,544									
Local Funding Total		\$272,710									
Total Funding (000's)		\$840,715									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 12, 2022

Board Actions:

1. Authorize the use of up to \$55.000 million for a future complete streets call for projects, from the following formula fund sources:
 - Surface Transportation Block Grant (\$43.000 million), and
 - Congestion Mitigation and Air Quality Improvement program (\$12.000 million).

Acronyms:

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



December 5, 2022

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: Active Transportation Program Biannual Update

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 oversees regional active transportation (bicycling and walking) projects and programs in Orange County. These efforts support OCTA's vision for a balanced multimodal transportation system. To realize this vision, OCTA works with local jurisdictions, stakeholders, and the public to advance the development of safe, comfortable, and connected bicycling and walking networks. Key elements of OCTA's efforts include sharing information, encouraging people to walk and bike (education/encouragement), planning and conceptual design of pedestrian and bikeway projects (engineering), and collecting data for measuring projects and programs (evaluation). Details on these activities are further described below.

Discussion

Electric Bicycles (e-bikes)

OCTA continues its work related to e-bikes use in Orange County. This includes data gathering, interagency coordination, and developing education and encouragement materials. E-bikes are included in OCTA's Cyclic Counts program and play a role in ongoing planning studies.

E-bike Multimedia

Over the last several months, OCTA developed an e-bike video with a local social media influencer. The video aims to reach preadolescence and adolescent e-bike riders to deliver basic e-bike safety and courtesy messaging accessible to that age group. OCTA will develop additional video materials to reach other user groups.

OCTA is also developing printable e-bike materials available for public use. These materials focus on speeding, riding with passengers, stopping distance, and riding etiquette. The materials will be distributed at public events, schools, and retail shops. Once the print materials have been finalized, OCTA will make the high-resolution files available to stakeholders upon request so they can be distributed further.

E-bike Quarterly Meeting

On October 3, 2022, OCTA hosted the first of what will be a quarterly e-bike coordination meeting for local jurisdictions. The October meeting brought together 13 cities, with 23 total attendees. The meeting focused on city staff discussions on e-bike trends, resources, concerns, and best practices. Below are some of the key takeaways discussed at the meeting.

Areas of greatest concern:

- Concerns with class III or unclassified e-bikes because of their speed, weight, and riding in close proximity to other slower-moving cyclists or pedestrians on sidewalks and bike paths,
- E-bike riders' adherence to traffic laws: speed, wrong-way riding, stopping at intersections, sidewalk riding, and passenger riding
- The riding behaviors of teens,
- Lack of infrastructure and space for e-bikes to operate, and
- The risk of missing an opportunity to support a new fast-growing transportation mode by focusing solely on regulating use rather than also fostering safe behavior or providing adequate infrastructure.

Guidance and resources requested:

- Up-to-date website resources,
- Ridership and crash data,
- Safety education materials (print),
- Safety education events, and
- Sample ordinances/best practices.

OCTA has developed several e-bike-related resources and will continue to develop associated materials for local jurisdictions. All meeting attendees expressed interest in continuing regular e-bike coordination meetings and committed to working on facilitating responsible e-bike use in Orange County.

E-bike Safety Plan

In partnership with local stakeholders, OCTA will develop a plan focusing on analyzing the gaps in existing resources, approaches, and strategies at the local, regional, and state levels regarding e-bike safety, and developing recommendations for how best to address these gaps towards guiding local e-bike safety efforts. The study will also include e-bike safety events, stakeholder engagement, and community outreach. The project will begin by the end of the fiscal year.

Project Updates

Staff is also working on multiple planning and engineering studies to improve bicycling and walking networks. This includes delivering the environmental documentation and preliminary engineering for a proposed bikeway between the cities of Garden Grove and Santa Ana, as well as envisioning the expansion of the successful OC Loop. These efforts are further described below.

Garden Grove – Santa Ana Rails to Trails

This study will complete the project approval and environmental document for a proposed active transportation facility along the OCTA-owned, former Pacific Electric Right-of-Way (PEROW). The corridor runs 3.1-miles along the PEROW corridor between Raitt Street and Euclid Avenue and includes a spur running south along 0.85 miles of the Wintersburg Channel that would connect to Hazard Avenue (Attachment A). Funding is provided through a \$3 million State Active Transportation Program (ATP) Cycle 5 grant. The project will involve close coordination with the cities of Garden Grove and Santa Ana, Orange County Flood Control, and internal OCTA stakeholders. Key tasks within the scope of work include a baseline analysis of the corridor, agency coordination, preliminary engineering studies, environmental documentation, and public outreach. Key challenges for the project will be the potential creative reuse of the historic PEROW bridge at the Santa Ana River, spanning the Santa Ana River and roadway crossings. The project will begin in spring 2023 and be completed in approximately two years. The completion of this project will support the advancement of subsequent project implementation phases.

Bike Gap Closure Feasibility Study

The Bike Gap Closure Feasibility Study is evaluating potential alignments for three key regional bikeways including the OC Central loop, the OC South Loop and the OC Connect (Attachment B). Study recommendations will be available to local agencies for the pursuit of funding opportunities. The project team is developing draft concepts and cost estimates. Currently, a second round of jurisdictional stakeholder meetings to review draft concepts is being conducted and staff continues to participate in pop-up events around the County to engage with the public. A second public webinar to update the community and solicit feedback on the proposed gap closure segments will be scheduled prior to the end of the project. The project team will be returning to the OCTA Technical Advisory Committee and the Citizens' Advisory Committee's Bicycle and Pedestrian Active Transportation Subcommittee with the study report in early 2023. The project is funded by \$200,000 in California Department of Transportation planning grant funds.

Ongoing Education

Safe Travels Education Program (STEP)

The STEP Campaign focuses on the implementation of safe routes to schools. The STEP Campaign is funded through a \$500,000 ATP Cycle 4 grant. The project is a collaboration between OCTA, the Orange County Health Care Agency, and local partners and stakeholders that include schools, local jurisdictions, and the public.

This project is developing and delivering education and encouragement activities for walking and bicycling to 25 public elementary schools (Attachment C) serving disadvantaged communities. It is scheduled to continue through November 2023. In response to the coronavirus pandemic, the project team adapted some activities to be compatible with virtual and hybrid schooling. The resources, such as videos on bicycle safety, maintenance, and walking safety are posted on the project webpage and are available for public use. During fall 2022, the project team hosted the first round of local Safe Routes to Schools (SRTS) Committee meetings for each of the participating schools along with participation from cities, parents, and school district staff. The project team will hold two more rounds of meetings to help develop institutions at the school and city levels to support SRTS activities. The team continues to provide in-school program activities to students and parents at participating schools. These activities include bicycle skills classes, parent-teacher association meetings, assemblies, and other safety efforts.

Upcoming Call for Projects

OCTA is in the process of developing a replacement for the Bicycle Corridor Improvement Program. The new program will focus on advancing complete streets projects put forward by local agencies. OCTA anticipates that the complete streets program will open the call for projects in summer 2023.

Summary

OCTA supports efforts to improve active transportation throughout Orange County. This includes continued ongoing education, encouragement, engineering, and evaluation efforts for active transportation. Coordination and collaboration will continue between state, regional and local agencies, key stakeholders, and the public to encourage and support safer walking and bicycling within Orange County.

Attachments

- A. Garden Grove - Santa Ana Rails to Trails
- B. OC Loops – Bike Gap Closure Study
- C. OC STEP Campaign Participating Schools

Prepared by:



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Active Transportation Coordinator
(714) 560-5386

Approved by:



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

GARDEN GROVE – SANTA ANA RAILS TO TRAILS



PARTNER JURISDICTIONS
Garden Grove, Santa Ana, County of Orange

AT A GLANCE

STUDY CORRIDOR LENGTH:	4 miles
TOTAL:	\$42 million*
CONSTRUCTION:	\$26 million*
PLANS, SPECIFICATIONS AND ESTIMATES:	\$4 million*

PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (FUNDED): \$3 million

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*estimates

Fact Sheet as of 8/16/21

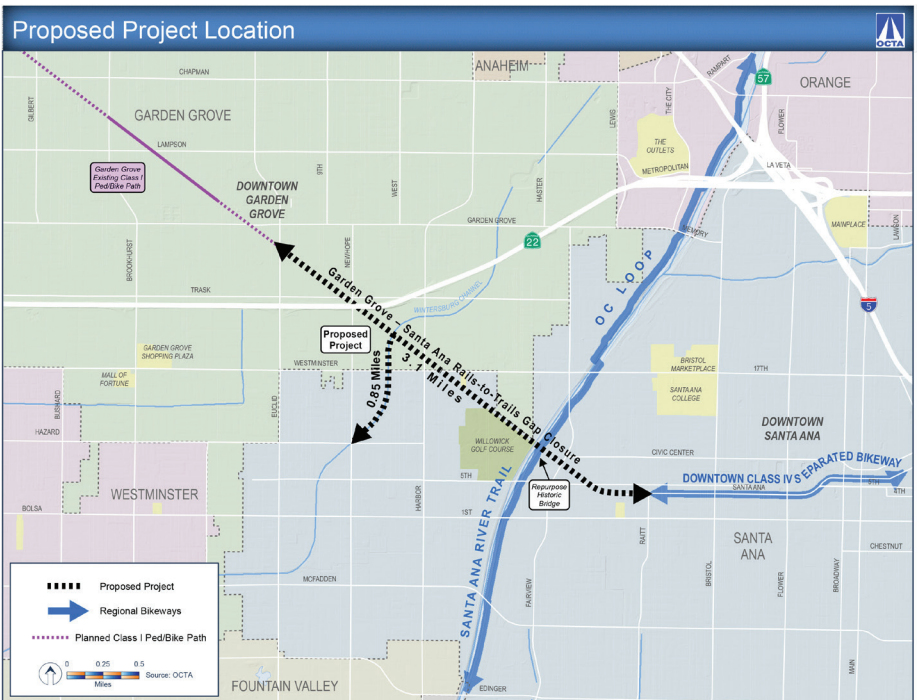
OVERVIEW

The Garden Grove – Santa Ana Rails to Trails will complete the project approval and environmental document phase for a Class I active transportation facility along 3.1 miles of Orange County Transportation Authority-owned former Pacific Electric corridor and 0.85 miles of the Wintersburg Channel. The project is funded by a \$3 million Active Transportation Program Cycle 5 grant.

The project is located between the two cities' downtown areas and is surrounded by high-traffic streets and disadvantaged neighborhoods providing critical connections with public access from 15 different entry points. The project will begin in spring 2023, will be completed in approximately two years, and will support the advancement of subsequent project phases to be led by the cities of Garden Grove and Santa Ana.

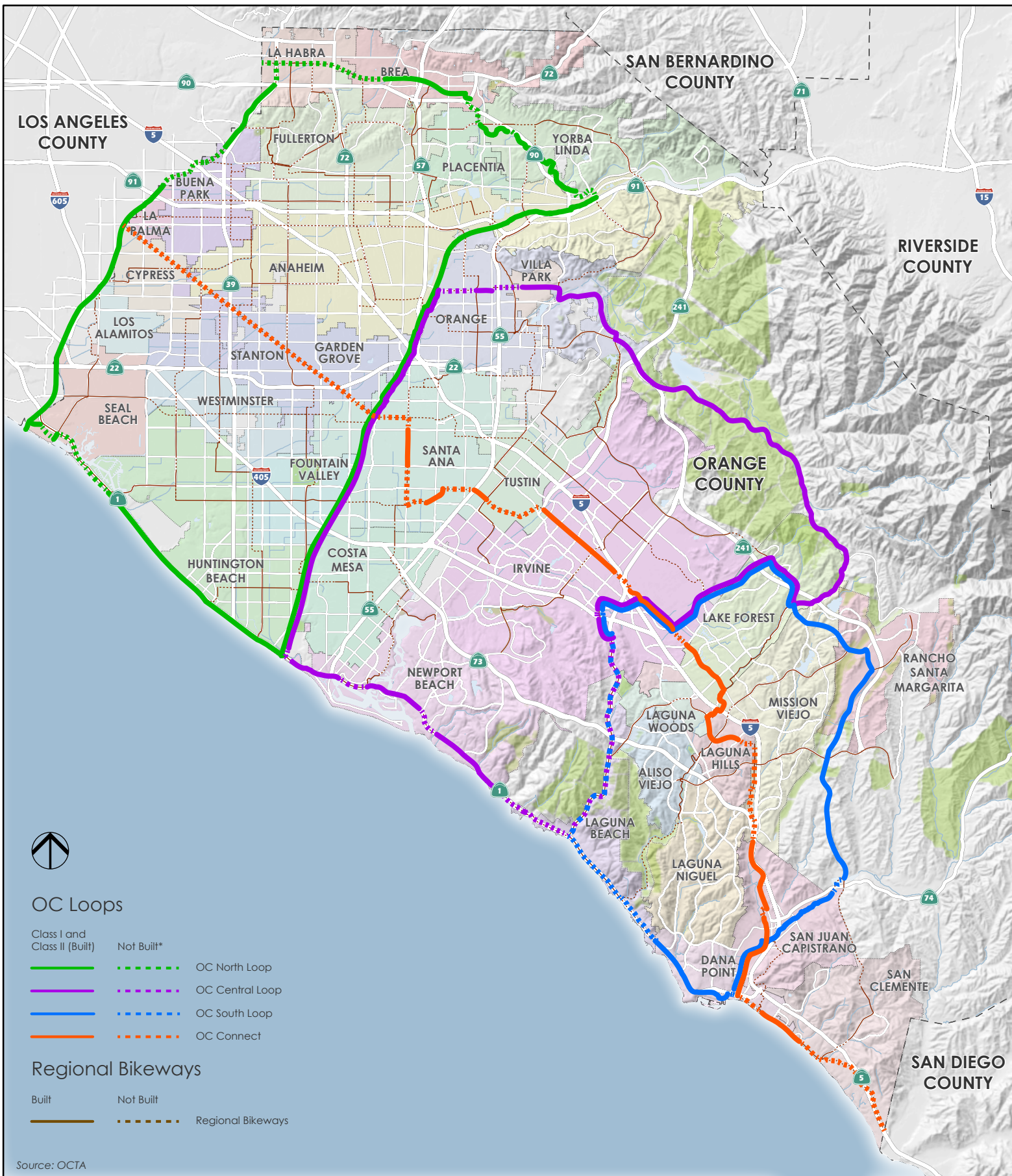
BENEFITS

The Garden Grove – Santa Ana Rails to Trails will increase the use of active transportation travel modes, provide a no-cost, zero-emission transportation option, enhance safety and mobility for non-motorized users, and facilitate active travel away from high-speed and high-volume traffic. This corridor links two downtowns to one another and to the Santa Ana River Trail, part of the 66-mile Class I OC Loop bikeway (88 percent complete). The OC Loop connects to beaches, 200 parks, 180 schools, three Metrolink stations, and 17 cities.



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OC Loops - Bike Gap Closure Study



OC Loops

Class I and Class II (Built)	Not Built*	
		OC North Loop
		OC Central Loop
		OC South Loop
		OC Connect

Regional Bikeways

Built	Not Built	
		Regional Bikeways

Source: OCTA

OC STEP Campaign Participating Schools

School Name	School District
Barton (Clara) Elementary	Anaheim Elementary
C. C. Violette Elementary	Garden Grove Unified
Carver Elementary School	Santa Ana Unified
Centralia Elementary	Centralia Elementary
Fryberger Elementary	Westminster
Heroes Elementary	Santa Ana Unified
Lampson Elementary	Orange Unified
Linton T. Simmons Elementary	Garden Grove Unified
Mabel L. Pendleton Elementary	Buena Park Elementary
Madison Elementary	Anaheim Elementary
Martin Luther King Jr. Elementary	Santa Ana Unified
Meairs Elementary	Westminster
Melrose Elementary	Placentia-Yorba Linda Unified
Monte Vista Elementary	Santa Ana Unified
Murdy Elementary	Garden Grove Unified
Newhope Elementary	Garden Grove Unified
Pio Pico Elementary	Santa Ana Unified
Pomona Elementary	Newport-Mesa Unified
Prospect Elementary	Orange Unified
Ruby Drive Elementary	Placentia-Yorba Linda Unified
Schmitt Elementary	Westminster
Sonora Elementary School	Newport-Mesa Unified
Whittier Elementary	Newport-Mesa Unified
Wilson Elementary	Newport-Mesa Unified

OC STEP - Orange County Safe Travels Education Program

Active Transportation Program Biannual Update



STEP Campaign

Project Progress

- Deliver walking and bicycling safety education program to public elementary schools
- 25 schools enrolled in the program
- Subconsultants working with enrolled schools
 - Delivering menu of activities
 - Engaging with parents
 - Continuing with in-school activities
- City/school/parent SRTS committee meetings

SRTS – Safe Routes to Schools



Suggested Route Mapping

Planning

Key Projects and Studies

- Garden Grove to Santa Ana (GG-SA) Rails to Trails
- Bicycle Gap Closure Study

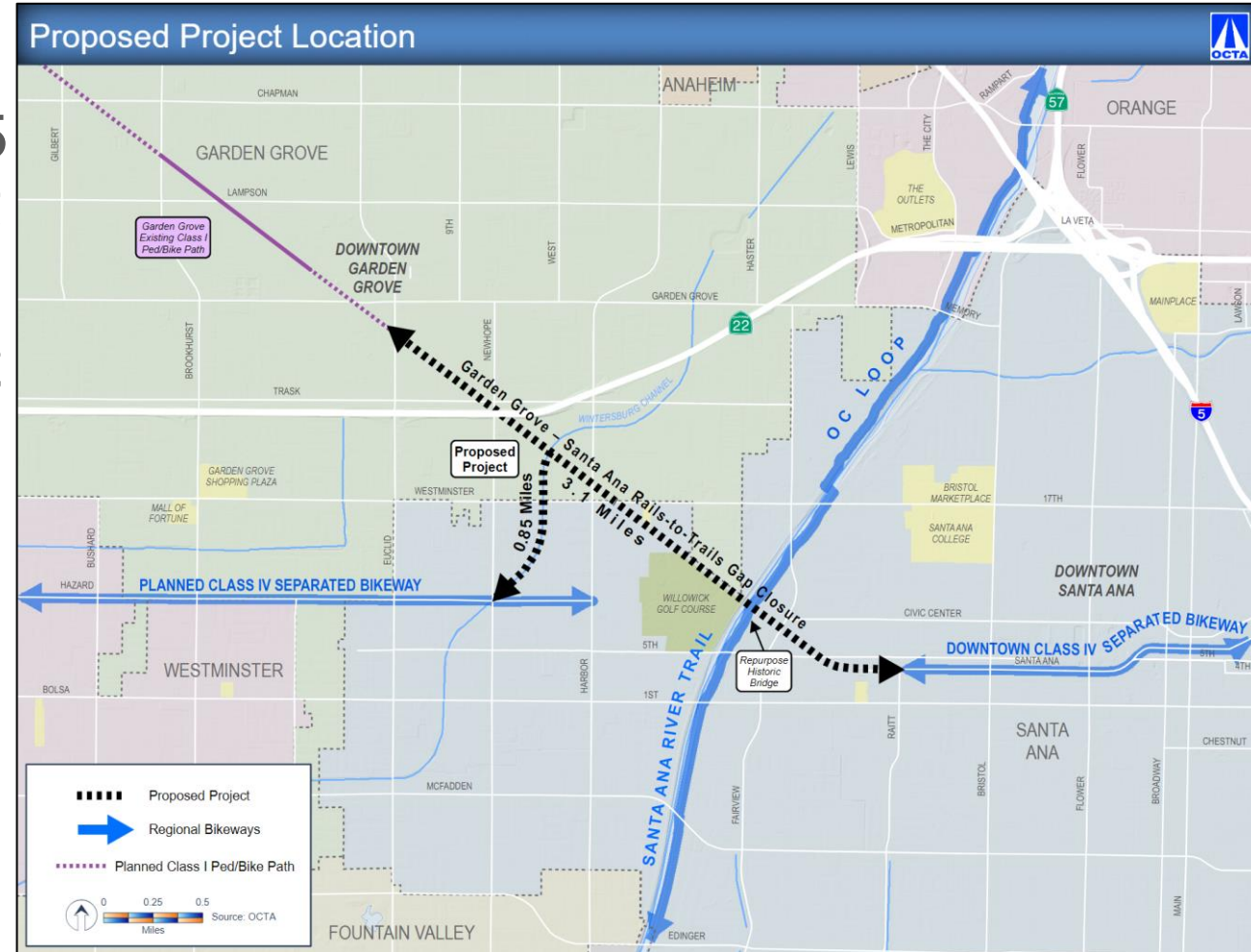


OCTA bicycle planning efforts focus on the needs of users from ages 8 to 80

GG-SA Rails to Trails

- GG-SA Rails to Trails
 - Received \$3 million in ATP Cycle 5 funding for PA/ED phase of project
 - Board approval for consultant selection anticipated December 12

ATP – Active Transportation Program
PA/ED – Project Approval/Environmental Documents
Board – Board of Directors



Bicycle Gap Closure Study

- Bikeway gap assessment for central and southern loops and a cross county bikeway
- Develop cost estimates
 - Position local agencies to advance bikeway projects
- Current activities
 - Developing concepts and cost estimates, continuing engagement with city partners
- Study to be completed by early 2023



E-Bikes in Orange County

- OCTA E-Bike Efforts Underway
 - Orange County quarterly e-bike meeting
 - E-bike Safety Action Plan
 - Print materials development
 - Video development



University of California, Irvine Bicycle Month Skills Course

E-bikes – Electric bicycles

E-Bike Planning and Coordination

- Quarterly E-Bike Local Partners Meeting
- 13 cities participated, 23 total attendees
- Focus:
 - E-bike behavior trends
 - Resources
 - Existing programs
 - Concerns
 - Best practices
- E-Bike Safety Plan
- Key deliverables:
 - Two e-bike rodeos
 - Stakeholder survey
 - Gap analysis
 - Where we are vs. where we would like to be
 - Recommendations
 - Tool kit for producing videos, print material, and hosting e-bike safety events

E-Bike Media

- OCTA E-Bike Print Materials
 - Focus:
 - Courteous riding
 - Passenger riding
 - Stopping distance
 - Handouts, bicycle hangers, social media posts
 - Links to OCTA website
 - Meant for public use
- [OCTA E-Bike Video](#)
 - Developed concepts for an e-bike video targeting teen e-bike users
 - Partnered with a local social media influencer to produce a short video

EXPAND YOUR BRAIN

DRAFT

MOVE GEAR. NOT PEOPLE.
Your bike is designed for only one rider. Keep your friend off the back to stay safe.

COMPLETE YOUR BIKE OUTFIT WITH A HELMET.
By law, all bike riders under 18 or with a Class III bike must wear a helmet.

Learn more at www.octa.net/e-bikesafety.

Next Steps

- Return to the Board with updates on active transportation efforts including:
 - STEP Campaign, GG-SA Rails to Trails, and e-bikes
 - Grant pursuits
 - Partnering with stakeholders
- 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



December 5, 2022

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:" line.

Subject: Consultant Selection for Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails

Overview

On July 25, 2022, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails. Board of Directors' approval is requested to select a firm to perform the required work.

Recommendations

- A. Approve the selection of Alta Planning + Design, Inc., as the firm to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2595 between the Orange County Transportation Authority and Alta Planning + Design, Inc., to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails.

Discussion

The Orange County Transportation Authority (OCTA) purchased the Pacific Electric Right-of-Way (PEROW) to develop future transit options along the former railroad. In 2013, OCTA completed the West/Central Orange County Regional Bikeways Strategy (Strategy) in partnership with local jurisdictions. The Strategy identified a regional bikeway as a compatible facility along the length of the PEROW. The proposed facility includes the segment on the PEROW between Raitt Street in the City of Santa Ana and Euclid Avenue in the

City of Garden Grove and a spur along the Wintersburg Channel connecting to the Hazard Avenue bicycle track (Attachment A).

A safe, well-connected, active transportation route on the PEROW would provide a valuable connection between the surrounding communities and key destinations. These destinations include active transportation connections to schools, bus stops, residences, employment centers, and civic locations in the area between the cities of Garden Grove and Santa Ana.

In support of local plans and the Strategy listed above, OCTA applied for and received a \$3 million California Transportation Commission (CTC) Active Transportation Program (ATP) Cycle 5 grant to complete the project approval and environmental document (PA/ED) phase for this segment (Project). If implemented, the Project will enhance active transportation connectivity between the cities of Garden Grove and Santa Ana, as well as the communities surrounding the PEROW corridor.

The Project will complete the environmental documentation and preliminary designs for a facility closing the gap between the Santa Ana Boulevard Class IV (on-street barrier separated) bikeway in Downtown Santa Ana and the City of Garden Grove, creating a seamless four miles of Class I bikeway (eight-to-ten-foot path, away from the roadway). This would connect the cities of Garden Grove and Santa Ana directly to the Santa Ana River Trail. The connection to the Santa Ana River Trail will link the countywide 66-mile Class I OC Loop Bikeway, which serves about 650,000 residents. The goal is to explore low-stress, safe, and convenient mobility options for all ages, incomes, and ability levels. While OCTA owns the PEROW, future design, implementation, and operation of any future bikeway projects are anticipated to be managed by the responsible local jurisdiction.

Procurement Approach

This procurement was managed 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 approach. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal law. 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 the Board-approved procurement policies.

Consultant Selection for Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails **Page 3**

On July 25, 2022, the Board authorized the release of Request for Proposals (RFP) 2-2595, which was issued electronically on CAMM NET. The Project was advertised on July 25 and August 1, 2022, in a newspaper of general circulation. A pre-proposal conference was held on August 4, 2022, with 22 attendees representing 13 firms. Three addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On August 22, 2022, six proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management, Strategic Planning, and Public Outreach departments, as well as external representatives from the California Department of Transportation (Caltrans) and the City of Garden Grove, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

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

In developing the criteria and weightings, several factors were considered. The qualifications of the firm evaluated the firm's experience in performing relevant work of similar scope, size, and complexity and was assigned a weighting of 20 percent. Staffing and project organization of the firm was assigned a weighting of 40 percent as the qualifications of the project manager and other key personnel are important to the successful and timely delivery of the Project. Similarly, equal importance was given to the work plan criterion to emphasize the importance of the team's understanding of the Project and its challenges, and its approach to implementing the various elements of the scope of work. The technical approach to the Project is critical to a firm's successful performance.

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

Firm and Location

Alta Planning + Design, Inc. (Alta)
Los Angeles, California

Mark Thomas and Company, Inc. (Mark Thomas)
Irvine, California

On September 27, 2022, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to the evaluation committee 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, proposed project organization, and approach to the work plan. All firms were asked questions specific to their proposals regarding their teams' approach to the requirements of the scope of work, management of the Project, coordination with the various agencies, 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 of both firms and the overall ranking changed. Alta became the top-ranked firm with the higher cumulative score.

Based on the evaluation of the written proposals and the information obtained during the interviews, staff recommends Alta as the top-ranked firm to provide preliminary engineering and environmental services for the Project. Alta received the higher ranking due to the team's recent and relevant experience managing projects of similar size and scope, the firm's comprehensive understanding of the Project objectives and constraints, and presentation of relevant technical solutions and overall approach in developing evaluation criteria to rank potential alignment options. Alta 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 the Firm

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

Alta, founded in 1996, specializes in the design and implementation of rails to trails and innovative active transportation corridor projects, to include rail to trail design, bicycle and pedestrian transit integration, and transportation engineering. Alta has successfully delivered design services, preliminary engineering, environmental documentation, and public outreach services for clients including the Caltrans District 12, U.S. Army Corps of Engineers (USACE), City of Garden Grove, City of Los Angeles, City of Santa Ana, Orange County Flood Control District (OCFD), and the California Public Utilities Commission. The firm has 21 offices nationwide with a total of 176 employees.

Alta's relevant firm experience includes the preliminary engineering, National Environmental Policy Act (NEPA) documentation, USACE 404 and 408 permitting, historic bridge evaluation and public outreach for the Los Angeles River Path project and the OCFD coordination for the Coachella Valley Link project in Coachella Valley. Alta is leading the PA/ED phase of the Placentia Atwood Multipurpose Trail project and the preliminary engineering and environmental clearance for the Dumbarton to Quarry Lakes Trail projects for the City of Fremont. Alta is also the lead firm to deliver the River to Rail Corridor project in the City of Los Angeles, which includes rail trails, roadway crossing design, and outreach for the alternatives analysis for the corridor. The firm proposed to utilize seven subconsultants in a wide range of disciplines to provide required services, all of which have experience working with Alta on past projects. Positive references were received for the firm.

Mark Thomas, founded in 1927, provides multimodal planning, civil and structures engineering, surveying, construction management, and urban design services to include rail trail design, bicycle and pedestrian transit integration, traffic and transportation engineering, bicycle and pedestrian planning, landscape architecture, and urban design services to public agencies throughout California. Mark Thomas has successfully delivered design services, preliminary engineering, environmental documentation, and public outreach for key stakeholders, to include the County of Orange, and the cities of Roseville, Sacramento, and Westminster. The firm has 11 offices statewide, three of which are in Southern California with a total of over 320 employees.

Mark Thomas' relevant firm experience includes providing plans, specifications, and estimates (PS&E) for the Carbon Canyon Channel Bikeway and the initial and final design plans for the OC Loop segments O, P, and Q, for the County of Orange, the PA/ED and PS&E for the Santa Cruz County Highway 1 auxiliary lanes and Rail Trail Segment 12 project for the Santa Cruz Regional Transportation Commission in the City of Santa Cruz, and structural assessment, repair recommendations, and abutment design for the Roseville Icehouse Rail Bridge Relocation project for the City of Roseville. The firm proposed to utilize eight subconsultants in a wide range of disciplines to provide required services, all of which have experience working with Mark Thomas on past relevant projects. Positive references were received for the firm.

Staffing and Project Organization

Both short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant PA/ED experience to complete the environmental phase of the project.

Alta proposed a qualified project team with relevant comprehensive experience and understanding of the Project issues, risks, and challenges. The team is proficient in the various disciplines required for the Project and brings decades of multimodal trail design expertise combined with local understanding of stakeholders' engagement and consensus building. The team has demonstrated experience working on active transportation projects of similar size and scope.

The proposed project manager has over 21 years of experience managing projects that help communities design and implement innovative active transportation solutions. The project manager's breadth of experience includes managing complex trail and corridor projects, multiple partner agency coordination, and consensus building. The project manager has successfully performed in project management roles and completed various phases of active transportation projects to include the Yerba Buena Island Bay bridge multi-use trail geometric development project in the City of San Francisco, the alternatives analysis for the Metro Rail to River Segment B project and is serving as the design principal as part of the project management team for the LA River Path project.

The proposed design lead has 39 years of experience with large scale and multifaceted active transportation design projects. Recent experience includes serving as principal engineer on the CV Link master plan, design, and engineering, managing the engineering services for the Victorville Mojave Riverwalk project, and principal-in-charge leading design, outreach, and preparation of construction documents for the Culver City La Ballona Elementary Class IV Protected Bike Lane project. The proposed environmental lead has 20 years of experience involving environmental planning, analysis, and compliance for various types of projects including complex transportation and site development projects and is familiar with federal, state, regional and local regulations and guidelines including NEPA, California Environmental Quality Act (CEQA), and general plans. The environmental lead has prepared and obtained approval for various NEPA and CEQA documents. Recent experience includes serving as the environmental lead on the LA River Path project, the Interstate 215 Keller Road New Interchange PA/ED project, and a management support role for the development of the initial study environmental assessment for the State Route 55 (SR-55) Improvement project.

Mark Thomas proposed a qualified project team with relevant experience and understanding of the Project issues, risks, and challenges. The team, including subconsultants, are experienced in the various disciplines required for the Project and have relevant experience in transportation projects in Southern California.

Consultant Selection for Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails *Page 7*

Mark Thomas' proposed project manager has 36 years of experience in civil engineering and project management with a focus on complex capital improvement projects including highways, complete streets, and active transportation. The project manager has project management experience delivering roadway, transit, and components of active transportation projects. Recent experience includes managing the PA/ED for the Yorba Linda Boulevard Widening project, managing the PA/ED development for the Palomar Street grade separation, which included active transportation facilities for the City of Chula Vista.

The proposed design lead has 21 years of planning and engineering experience but limited experience in the role of design lead. Recent experience includes serving as project manager for the engineering design and community engagement for the Santa Ana Standard Avenue Bikeway project, concept development for the Mendez Historic Trail and Green Street Bikeway project, and project manager for the concept cost estimates development for the OC Bike Connectors Study. The proposed environmental lead has 27 years of experience delivering environmental compliance documentation for over 125 transportation projects in southern California in compliance with CEQA/NEPA, OCTA, and Caltrans requirements. Recent experience includes an environmental compliance manager for the OCTA Interstate 405 Improvement project (State Route 73 to Interstate 605) design-build, multiple cities, Caltrans District 12, on-call environmental analysis services and studies, and OCTA State Route 91 Improvement project between State Route 57 and SR-55 PA/ED project.

Work Plan

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

Alta presented a comprehensive and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. Alta's work plan presented a detailed analysis associated with the re-use of the bridge structure, co-locating a new bicycle trail adjacent to an active streetcar line, and determining appropriate trail alignments, and crossing treatments and locations. The work plan listed four evaluation criteria to rank potential alignment options, including feasibility and constructability of the alignment, permit assessment and documentation, stakeholders' buy-in, and possible funding options. The work plan discussed a "communicate early and often with detailed documentation" approach to the NEPA and CEQA processes with emphasis on the critical path items including the environmental site assessment and soil contamination process.

The overall approach to Project execution described in the work plan and presented during the interview identified potential risks, accompanied by design alternatives and operational impact, discussions, and a layered technique that incorporates community buy-in, stakeholders' engagement, and consensus building. The interview confirmed the technical knowledge and expertise of the Alta team, and its comprehensive understanding of the project risks, challenges, and requirements. The Alta team presented a clear vision on project approach and demonstrated in-depth knowledge to the scope of work by providing detailed project-specific responses to all interview questions with participation from all team members present.

Mark Thomas presented a detailed work plan that demonstrated an understanding of the scope of work, project issues, and risks. The work plan proposed an initial risk assessment and included a strategy plan for trails, PEROW, bicycle lane connect, street crossings, hazardous materials, and environmental issues. The work plan discussed in detail the Santa Ana River bridge re-use and soil contamination issues and proposed a four-step approach to further assess the re-use of the existing truss bridge for pedestrian and bicycle use. The approach included an existing condition assessment, multi-use conversion design development, structural assessment, and an advance planning study based upon the results of the three previous steps.

The overall approach to Project execution described in the work plan and presented during the interview demonstrated an understanding of the scope of work, challenges, risks, and project requirements. The Mark Thomas team was responsive to some of the evaluation committee's questions; however, several questions were not fully addressed by the team and the team was unable to demonstrate an adequate level of detail on consensus building and stakeholders' engagement.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, work plan approach and information obtained from the interviews, the evaluation committee recommends the selection of Alta as the top-ranked firm to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails. Alta delivered a comprehensive proposal, which addressed all requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2022-23 Budget, Planning Division, Account No. 1531-7519-A4530-0QC and will be funded through a CTC ATP Cycle 5 grant.

Consultant Selection for Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails **Page 9**

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-2-2595 with Alta Planning + Design, Inc., as the firm to provide preliminary engineering and environmental services for the Garden Grove to Santa Ana Rails to Trails.

Attachments

- A. Garden Grove – Santa Ana Rails to Trails
- B. Review of Proposals, RFP 2-2595 Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails
- C. Proposal Evaluation Matrix (Short-Listed Firms), RFP 2-2595 Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails
- D. Contract History for the Past Two Years, RFP 2-2595 Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails

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GARDEN GROVE – SANTA ANA RAILS TO TRAILS



PARTNER JURISDICTIONS
Garden Grove, Santa Ana, County of Orange

AT A GLANCE

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TOTAL:	\$42 million*
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PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (FUNDED): \$3 million

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*estimates

Fact Sheet as of 8/16/21

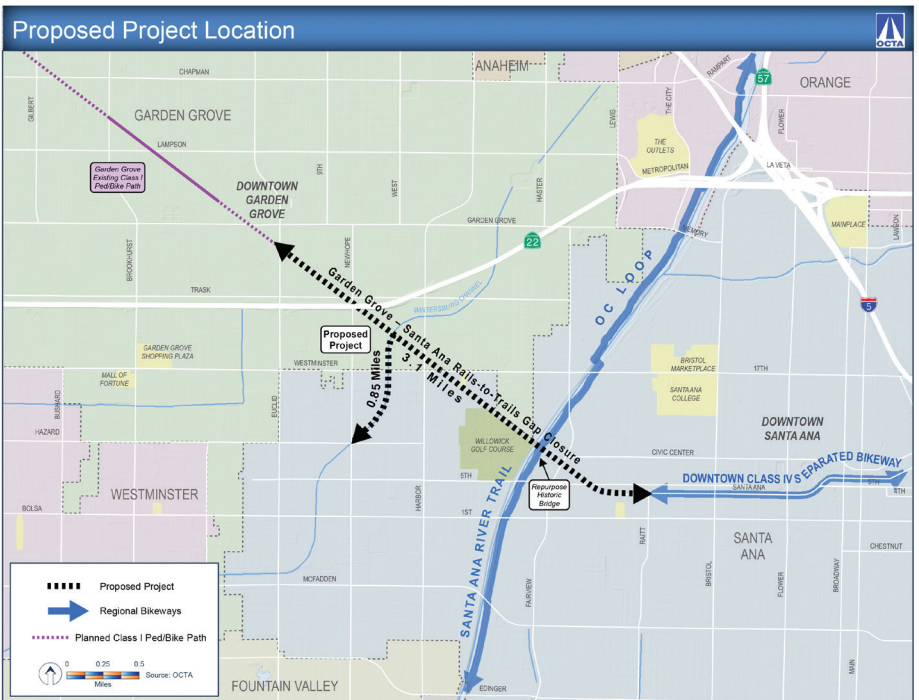
OVERVIEW

The Garden Grove – Santa Ana Rails to Trails will complete the project approval and environmental document phase for a Class I active transportation facility along 3.1 miles of Orange County Transportation Authority-owned former Pacific Electric corridor and 0.85 miles of the Wintersburg Channel. The project is funded by a \$3 million Active Transportation Program Cycle 5 grant.

The project is located between the two cities’ downtown areas and is surrounded by high-traffic streets and disadvantaged neighborhoods providing critical connections with public access from 15 different entry points. The project will begin in spring 2023, will be completed in approximately two years, and will support the advancement of subsequent project phases to be led by the cities of Garden Grove and Santa Ana.

BENEFITS

The Garden Grove – Santa Ana Rails to Trails will increase the use of active transportation travel modes, provide a no-cost, zero-emission transportation option, enhance safety and mobility for non-motorized users, and facilitate active travel away from high-speed and high-volume traffic. This corridor links two downtowns to one another and to the Santa Ana River Trail, part of the 66-mile Class I OC Loop bikeway (88 percent complete). The OC Loop connects to beaches, 200 parks, 180 schools, three Metrolink stations, and 17 cities.



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Review of Proposals

RFP 2-2595 - Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails

Presented to the Regional Planning and Highways Committee - December 5, 2022

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

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	87	Alta Planning + Design, Inc. Los Angeles, California	Arellano & Associates Coast Surveying Epic Land Solutions, Inc. FPL and Associates, Inc. GHD, Inc. Jacobs Engineering Group, Inc. T.Y. Lin International	Firm has recent and relevant experience managing and delivering transportation projects of similar size and scope. Qualified and skilled cohesive team with understanding of project issues, including project manager, key personnel, technical staff, and subconsultants with experience working together on recent preliminary engineering and environmental (PA/ED) projects. Project manager has demonstrated experience planning, managing, and successfully delivering transportation projects including bridge design, environmental documents, stakeholders' engagement and consensus building. Comprehensive and viable work plan that demonstrated an understanding of the project design requirement constraints, challenges, and risk. Presented a detailed analysis associated with the re-use of the bridge structure, co-locating a new bicycle trail adjacent to an active streetcar line, and determining appropriate trail alignments. Comprehensive team presentation and interview with project specific responses to all questions.
2	83	Mark Thomas & Company, Inc. Irvine, California	Arellano & Associates Coast Surveying Diaz Yourman & Associates Fehr & Peers FPL & Associates ICF Jones & Stokes Q3 Consulting T.Y Lin International	Firm has recent and 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 PA/ED projects. Project manager is qualified with relevant experience planning, managing, and successfully delivering transportation projects from planning to final design but has limited experience in public outreach, consensus building, and stakeholders' engagement. Detailed work plan that demonstrated an understanding of the project design requirements, constraints, challenges, and risk. The work plan discussed in detail the bridge re-use and soil contamination issues and proposed a four-step approach to further assess reuse of the existing truss bridge for pedestrian and bicycle use. Thorough team presentation and interview with general responses to interview questions.

Evaluation Panel: 6 Members

Internal:
Contracts Administration and Materials Management (1)
Strategic Planning (2)
Public Outreach (1)
External:
California Department of Transportation (1)
City of Garden Grove (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Acronym

RFP - Request for Proposals

Weight Factors

20%
40%
40%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)

Request for Proposals 2-2595 - Preliminary Engineering and Environmental Services for the
Garden Grove to Santa Ana Rails to Trails

Firm: Alta Planning + Design, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.0	4.0	4.0	3.5	4.0	4	16.0
Staffing/Project Organization	4.5	4.5	4.5	4.0	4.5	4.5	8	35.3
Work Plan	4.5	4.0	4.5	4.5	4.5	4.5	8	35.3
Overall Score	90	84	88	84	86	88		87

Firm: Mark Thomas & Company, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	4.5	4	18.0
Staffing/Project Organization	4.0	4.0	3.5	4.5	4.0	4.0	8	32.0
Work Plan	4.0	4.5	4.0	4.0	4.0	4.5	8	33.3
Overall Score	82	86	78	86	82	86		83

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 2-2595 Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Alta Planning + Design, Inc.						
Contract Type: Time & Expense <i>Subconsultants: no subconsultant</i>	C-8-1759	Active Transportation Support Services	December 17, 2018	August 31, 2021		\$ 225,000
Contract Type: Firm-Fixed Price <i>Subconsultants: no subconsultant</i>	C-9-1433	Safe Travels Education Program Campaign	December 24, 2019	November 30, 2023		\$ 500,000
Total						\$725,000
Mark Thomas & Company, Inc.						
Contract Type: Firm-Fixed Price <i>Subconsultants:</i>	C-0-2675	Orange County Bike Connectors Gap Closure Feasibility Study	July 1, 2021	February 28, 2023		\$199,000
<i>Circlepoint KTU&A</i>					\$ 29,760	
					\$ 30,000	
Sub Total						\$199,000

RFP - Request for Proposals