

Committee Members

Lori Donchak, Chair Shawn Nelson, Vice Chairman Andrew Do Barbara Delgleize Mark A. Murphy Todd Spitzer Michelle Steel Orange County Transportation Authority Headquarters 550 South Main Street, Board Room – Conf. Room 07 Orange, California **Monday, March 6, 2017 at 10:30 a.m.**

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

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

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

Call to Order

Pledge of Allegiance

Director Steel

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 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.

2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of February 6, 2017.

3. Regional Traffic Signal Synchronization Program Overview Ron Keith/Kia Mortazavi

Overview

Implementation of multi-agency traffic signal synchronization is a cost-effective strategy to improve traffic flow without significant roadway construction. The Orange County Transportation Authority continues to work with local cities, the County of Orange, and the California Department of Transportation in funding and implementing key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

4. Measure M2 Environmental Cleanup Program - Tier 1 Grant Program Call for Projects

Sam Kaur/Kia Mortazavi

Overview

The Measure M2 Environmental Cleanup Program provides grants to projects that protect Orange County waterway and beaches from roadway runoff. Staff has updated the program implementation guidelines and is seeking authorization to release the next Environmental Cleanup Program Tier 1 call for projects.

Recommendations

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs Guidelines for Environmental Cleanup Program Tier 1 projects.
- B. Authorize staff to issue the fiscal year 2017-18 Environmental Cleanup Program Tier 1 call for projects, totaling approximately \$3.1 million.



5. Cooperative Agreement with the California Department of Transportation for the Interstate 5 Plant Establishment Project Between Avenida Pico and San Juan Creek Road Hamid Torkamanha/Jim Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for the Interstate 5 Plant Establishment Project between Avenida Pico and San Juan Creek Road.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1561 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,320,000, for the Interstate 5 Plant Establishment Project between Avenida Pico and San Juan Creek Road.

Regular Calendar

There are no Regular Calendar items scheduled.

Discussion Calendar

6. Update on the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Steven King/Jim Beil

Staff will provide an update on the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

- 7. Chief Executive Officer's Report
- 8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, April 3, 2017,** at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



Regional Planning and Highways Committee Meeting

Committee Members Present

Lori Donchak, Chair Shawn Nelson, Vice Chairman Andrew Do Barbara Delgleize Mark A. Murphy Todd Spitzer Michelle Steel

Staff Present

Darrell Johnson, Chief Executive Officer Ken Phipps, Deputy Chief Executive Officer Laurena Weinert, Clerk of the Board Olga Prado, Assistant Clerk of the Board James Donich, General Counsel OCTA Staff and Members of the General Public

Committee Members Absent None

Call to Order

The February 6, 2017 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chair Donchak at 10:35 a.m.

Pledge of Allegiance

Director Spitzer led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Committee Meeting 2017 Schedule

Darrell Johnson, Chief Executive Officer (CEO), lead a discussion regarding the proposed 2017 committee meeting schedule for the Regional Planning and Highways Committee, highlighting two proposed changes in the months of July and September due to the holidays.

A motion was made by Director Mark A. Murphy, seconded by Director Do, and declared passed by those present, to approve the proposed 2017 dates and times for this Committee as provided in Attachment A.

Committee Vice Chairman Nelson was not present to vote on this item.



3. Roles and Responsibilities of the Regional Highways and Planning Committee

Committee Chair Donchak provided opening remarks and encouraged new Committee Members to review the roles and responsibilities of the committee as new projects come up.

Darrell Johnson, CEO, reported that the roles and responsibilities for each committee are reviewed periodically for changes or additions. Mr. Johnson also highlighted a proposed change to the former roles and responsibilities reflected on Attachment A, fourth bullet.

After a discussion ensued, Director Spitzer requested that the language to Attachment A, fourth bullet, be revised to include assurances that other Orange County Transportation Authority Committees will be consulted as appropriate.

A motion was made by Director Delgleize, seconded by Director Do, and declared passed by those present, to approve the roles and responsibilities of the Regional Highways and Planning Committee with the amended fourth bullet.

Committee Vice Chairman Nelson was not present to vote on this item.

Consent Calendar (Items 4 and 5)

4. Approval of Minutes

A motion was made by Committee Chair Donchak, seconded by Director Steel, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of January 5, 2017.

Director Mark A. Murphy abstained due to not yet having been sworn in as a Board of Directors Member.

Director Spitzer abstained due to not being present at the January 5, 2017 Regional Planning and Highways Committee meeting.



5. Measure M2 Environmental Mitigation Program Request to Approve the United States Forest Service Restoration Project and Program Update

A motion was made by Committee Vice Chairman Nelson, seconded by Director Do, and declared passed by those present, to:

- A. Approve the United States Forest Service Restoration Project, taking into consideration the recommendations of the Environmental Oversight Committee, as discussed herein.
- B. Authorize the Chief Executive Officer to negotiate and execute a grant agreement consistent with the scope and funding amount of \$185,000.

Regular Calendar

6. Amendment to Agreement for Additional Environmental Phase Services for the State Route 91 Widening Project Between State Route 57 and State Route 55

Rose Casey, Director of Highway Programs, provided a PowerPoint presentation as follows:

- Measure M2 Project I;
- East End Scope Previously Added;
- West End Scope Proposed;
- Limits of Project Study Area; and
- Next Steps.

Director Spitzer inquired about the proposed flyover connector from the State Route (SR) 91 to SR-55 and its effect to constituents, inquired about excess toll revenue funding this project, as well as estimated timing.

Committee Vice Chairman Nelson suggested that in future reports, staff add a simple diagram that shows comparisons (i.e., current conditions/proposed conditions) for clarification.

After a discussion ensued, and motion was made by Committee Vice Chairman Nelson, seconded by Director Delgleize, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-1701 between the Orange County Transportation Authority and Michael Baker International, Inc., in the amount of \$477,514, for additional environmental phase services for the State Route 91 Widening Project between State Route 57 and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$7,042,519.



Discussion Items

7. Chief Executive Officer's Report

Darrell Johnson, CEO, reported that:

- This past Sunday, Orange County Transportation Authority (OCTA) staff hosted its first wilderness equestrian ride at Ferber Ranch in Trabuco Canyon. This allows the public to see OCTA-acquired open space properties.
- A walking hike of the Aliso Canyon Preserve in Laguna Beach is scheduled for Saturday, February 25, 2017, at 9:00 a.m.
- There are two scheduled freeway closures:
 - On Monday, January 30, 2017, the California Department of Transportation (Caltrans) began work on a project to repair the on-ramp at the Pacific Coast Highway and Camino Las Ramblas, northbound Interstate 5 (I-5), in Dana Point. The on-ramp will be closed for approximately four months.
 - As part of the Measure M project, there is an extended closure on the Camino Las Ramblas on-ramp, southbound I-5, which began Friday evening and will remain closed through Monday, February 13, 2017.
- In conversations with Caltrans last week and this morning, the Ortega Highway repair work continues to move forward. It looks like it will be approximately two and a half to three weeks before opening. Staff will continue to update the Board as information is received.

8. Committee Members' Reports

There were no Committee Members' reports.

9. Closed Session

A Closed Session was not conducted at this meeting.



10. Adjournment

The meeting adjourned at 11:05 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, March 6, 2017,** at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Olga Prado Assistant Clerk of the Board

Lori Donchak Committee Chair



March 6, 2017

То:	Regional Planning and Highways Commit	ee Afr
From:	Darrell Johnson, Chief Executive Officer	Danel

Subject: Regional Traffic Signal Synchronization Program Overview

Overview

Implementation of multi-agency traffic signal synchronization is a cost-effective strategy to improve traffic flow without significant roadway construction. The Orange County Transportation Authority continues to work with local cities, the County of Orange, and the California Department of Transportation in funding and implementing key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) provides funding and assistance to implement multi-agency signal synchronization as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (RTSSP). OCTA provides competitive capital grants and limited-term operations funding for the coordination of traffic signals across jurisdictional boundaries. The goal of the RTSSP is to improve the flow of traffic by developing and implementing regional signal coordination that crosses local agencies' boundaries and maintains coordination through freeway interchanges, where possible.

Discussion

Signal synchronization projects optimize traffic signal timings to reduce travel times, stops, and delays, and ultimately give users a better driving experience along corridors. OCTA has used a variety of sources in the past to fund signal synchronization projects on a regional basis, including Measure M1, Proposition 1B Traffic Light Signal Synchronization Program, air quality funds, and M2. Projects are corridor-based, and optimized signal timings are developed based on existing traffic data and patterns. Key to these efforts is regular dialogue between the partner agencies and the California Department of Transportation.

Projects implement a coordination strategy that combines interconnected, time-based synchronization of the respective agencies' systems, including the necessary modifications to infrastructure in preparation for future uses and upgrades. Existing synchronization on crossing arterials is incorporated when and where applicable. Optimized timings are developed and implemented for identified peak periods, which are typically weekday mornings, midday, evenings, and for weekends, mid-morning through early evening. In order to quantify signal synchronization benefits, "before and after" studies are conducted to evaluate the improvements from these new optimized timing plans.

Signal Synchronization Projects

OCTA and local agencies have completed 59 signal synchronization projects since 2008. The signal program target of synchronizing at least 2,000 signalized intersections, as expressed in the M2 voter pamphlet, was met by December 2016. This goal was originally set to be accomplished over the 30 year period of M2. OCTA and local agencies accelerated the RTSSP and met that goal in less than 9 years. A total of 2,068 signalized intersections, covering 540 miles of arterial highways, has been synchronized so far. The total cost of these projects was approximately \$36 million. The completed projects are identified on the map in Attachment A. A summary of the results for the 59 completed signal synchronization projects is identified on the table in Attachment B. This early acceleration of the RTSSP will allow the benefits of signal synchronization to be experienced by the travel public much earlier than originally promised.

The 59 projects reduced average travel time by 13 percent and the average number of stops by 31 percent. Average speed improved by 15 percent. Drivers will save approximately \$95.7 million (at \$2.90 per gallon in today's dollars) in fuel costs and reduce greenhouse gas (GHG) emissions by approximately 667.2 million pounds over the three-year project cycle. The reduction of GHG emissions is made possible by reducing the number of stops, smoothing the flow of traffic, and reducing the amount of acceleration and deceleration of vehicles. These results are similar to signal timing efforts nationwide as they typically result in improvements in the range of five percent to 15 percent.

Currently, OCTA is funding an additional 29 signal synchronization projects that are in various stages of implementation. The committed funding from OCTA is primarily from the competitive M2 Signal Program, and the total cost of these projects is over \$54 million. Once completed, these funded projects will synchronize an additional 998 signals and 267 miles of roadway.

Regional Traffic Signal Synchronization Program Overview

The signal synchronization program allows for completed projects to compete again for funding during the annual call process. Previous investments made as part of earlier projects are incorporated into the revisited projects. An example of this would be the Oso Parkway/Pacific Park Drive signals, which were synchronized in 2009 and updated in 2014. The result is a program that can regularly coordinate 2,000 intersections as the basis for synchronized operation across Orange County.

Next Steps

OCTA continues to work with local agencies through various venues, including the Technical Steering Committee, Technical Advisory Committee, and traffic forums to identify corridors that are eligible for funding that would benefit from signal program funding as part of annual calls for projects.

Summary

OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 59 corridors. Another 29 projects are planned or underway. The synchronization of traffic signals along these regional corridors will continue to result in significant improvements to traffic flow by reducing total travel times and stops per mile, improving average speeds, and decreasing GHG and overall vehicle emissions.

Attachments

- A. OCTA Funded Signal Synchronization Projects (2008 present)
- B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects

Prepared by:

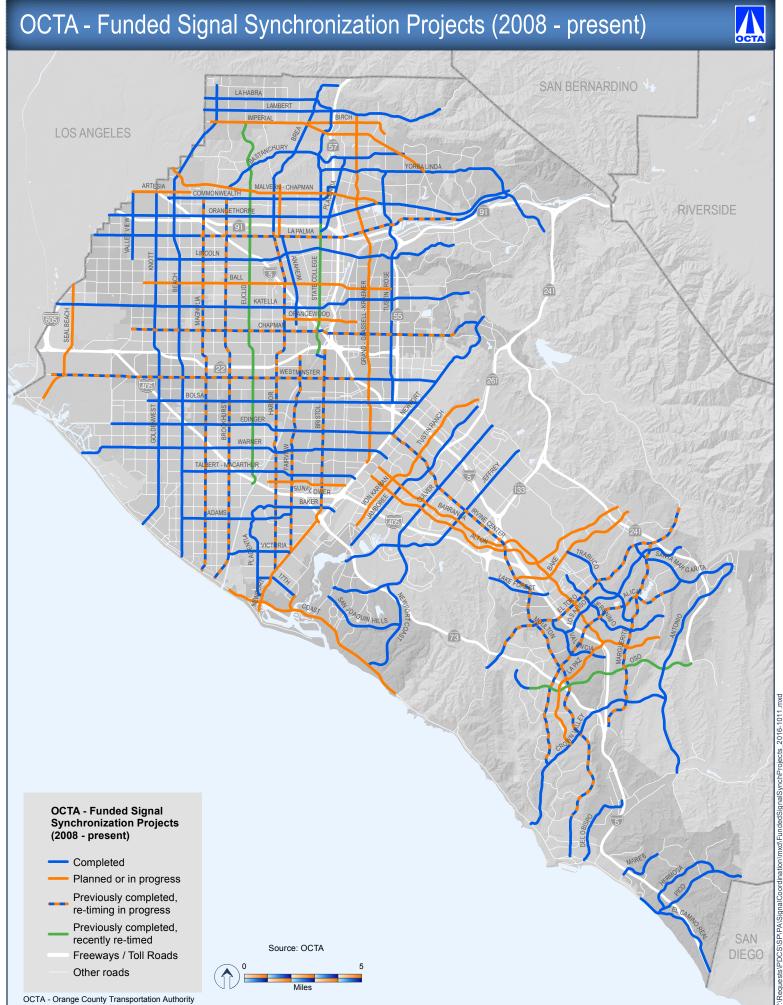
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Ron Keith Project Manager III Regional Modeling, Traffic Operations (714) 560-5990

Approved by:

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

ATTACHMENT A



10/11/2016

		Summary of Resu									
Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	Project Cost	Project Life Fuel Consumed Savings (gal)	Estimated Project Life Gas Savings (Dollars)^	Life Greenhouse	Travel Time Improvement	Average Speed Improvement	Stops Improvem
Euclid Street	2008	OCTA	15	62	\$450,000	792,726	\$ 2,298,905	16,188,276	20%	24%	43%
Pacific Park/Oso Parkway*	2009	OCTA	9	34	\$250,000	935,223		19,098,249	22%	29%	50%
Alicia Parkway	2010	OCTA	11	41	\$945,000	206,667		4,220,358	13%	12%	40%
Beach Boulevard	2010	OCTA	20	70	\$1,300,000	2,684,544		54,821,202	14%	21%	28%
Chapman Avenue (South)	2010	OCTA	15	52	\$800,000	831,969		16,989,696	16%	18%	46%
linger Avenue/Irvine Center Drive/Moulton Parkway	2011	OCTA	22	109	\$846,000	1,181,976		24,137,220	11%	14%	34%
Harbor Boulevard	2011	OCTA	16	107	\$520,000	827,208	\$ 2,398,903	16,892,430	11%	12%	23%
Orangethorpe Avenue	2011	OCTA	19	44	\$698,000	681,804		13,923,183	17%	20%	42%
State College Boulevard/Bristol Street	2011	OCTA	17	97	\$760,000	1,048,650		21,414,531	15%	18%	28%
Westminster Avenue	2011	OCTA	13	48	\$620,000	1,085,484		22,166,736	14%	17%	35%
Brookhurst Street	2012	OCTA	16	56	\$631,764	2,012,875		41,105,031	19%	18%	31%
El Toro Road	2012	OCTA	11	40	\$478,916	846,879		17,294,160	19%	24%	32%
Katella Avenue	2012	OCTA	17	69	\$673,845	1,137,363	\$ 3,298,353	23,226,165	14%	14%	36%
La Palma Avenue	2012	OCTA	18	58	\$803,999	1,610,653	\$ 4,670,894	32,391,229	18%	22%	27%
Bastanchury Road	2013	Fullerton	8	27	\$674,920	270,002		5,513,723	13%	15%	49%
Euclid Street*	2013	Fullerton	17	66	\$1,250,000	1,106,675		22,599,458	15%	17%	40%
Tustin Avenue/Rose Drive	2013	OCTA	10	43	\$854,000	592,267		12,094,717	15%	17%	37%
Yorba Linda Boulevard	2013	OCTA	12	46	\$521,837	465,049		9,496,799	14%	17%	32%
Culver Drive	2014	Irvine	11	39	\$979,320	929,653		18,984,498	12%	12%	19%
Fairview Road/Street	2014	Costa Mesa	8	31	\$775,001	444,993		9,087,220	11%	12%	24%
Jamboree Road	2014	Irvine	8	27	\$288,260	813,645		16,615,495	9%	9%	19%
Jeffrey Road	2014	Irvine	9	33	\$512,540	489,977		10,005,845	9%	10%	26%
Lincoln Avenue	2014	Anaheim	13	47	\$1,192,810	401,102	\$ 1,163,196	8,190,935	9%	15%	25%
MacArthur Boulevard/Talbert Avenue	2014	OCTA	7	26	\$490,320	134,391	\$ 389,734	2,744,427	7%	8%	13%
Magnolia Street	2014	OCTA	16	53	\$400,000	566,394	\$ 1,642,543	11,566,362	10%	12%	15%
Pacific Park/Oso Parkway*	2014	OCTA	8	31	\$612,778	490,380		10,014,071	16%	19%	29%
Valley View Street	2014	Buena Park	3	14	\$350,000	783,613		16,002,194	28%	24%	37%
Warner Avenue	2014	OCTA	13	43	\$777,310	460,817		9,410,366	8%	6%	26%
Avenida Pico	2014	San Clemente	4	21	\$483,166	181,023		3,696,687	9%	10%	21%
Crown Valley Parkway	2014	OCTA	9	30	\$400,627	142,625		2,912,557	4%	3%	20%
Edinger Avenue	2014	OCTA	12	38	\$803,019	324,316		6,622,870	2%	5%	25%
El Camino Real	2014	San Clemente	4	18	\$580,267	380,188		7,763,838	9%	10%	25%
First Street / Bolsa Avenue	2014	OCTA	12	49	\$1,123,449	899,045		18,359,448	11%	12%	26%
Jeronimo Road	2015	OCTA	6	16	\$307,621	386,683		7,896,471	12%	3%	35%
Lake Forest Drive	2014	OCTA	2	10	\$135,302	175,873		3,591,510		23%	33%
Lambert Avenue	2014	La Habra	10	36	\$174,893	1,173,926		23,972,807	14%	16%	41%
Marguerite Parkway	2013	OCTA	9	31	\$332,397	156,175		3,189,264	11%	12%	21%
Santa Margarita Parkway	2014	OCTA	5	20	\$351,750	437,265		8,929,416	15%	12%	41%
Del Obispo Street	2013	San Juan Capistrano	4	16	\$158,553	254,554		5,198,269	13%	10%	11%
Knott Avenue	2014	Buena Park	4	28	\$707,100	491,820		10,043,483	23%	26%	37%
			3		\$275,000	31,564		644,563	7%	3%	0%
17th Street Baker Street/Placentia Avenue	<u>2014</u> 2014	Costa Mesa Costa Mesa	<u> </u>	<u>9</u> 27	\$650,000	138,520		2,828,724	14%	3% 16%	34%
	2014	Costa Mesa Costa Mesa	8		\$650,000	32,005		2,828,724 653,581	22%	15%	34% 25%
Victoria Street Brea Boulevard		Fullerton	3 4	12	\$250,000 \$400,000	32,005 208,598		4,259,783		13%	<u> </u>
	2014		,	16				, ,			
Commonwealth Avenue	2014	Fullerton	8	25	\$750,000 \$225,000	205,903		4,204,761	11%	12%	36%
Lemon Street / Anaheim Boulevard	2014	Fullerton	2	13	\$325,000	136,377		2,784,969	16%	21%	40%
Placentia Avenue	2014	Fullerton	4	15	\$475,000	146,390		2,989,436	18%	22%	48%
La Habra Boulevard	2014	La Habra	6	23	\$575,000	397,483		8,117,025	10%	11%	27%
Paseo de Valencia	2014	Laguna Hills	3	12	\$229,080	43,554		889,411	8%	5%	34%
Newport Coast Drive	2015	Newport Beach	5	13	\$504,318	167,175		3,413,896	10%	0%	6%
San Joaquin Hills Road	2015	Newport Beach	4	11	\$585,715	149,978		3,062,701	11%	12%	32%
Avenida Vista Hermosa	2015	San Clemente	4	17	\$316,518	64,846		1,324,219	17%	19%	54%
Camino De Los Mares	2015	San Clemente	2	13	\$241,160	463,252		3,153,365	27%	37%	57%
Los Alisos Boulevard	2014	OCTA	7	21	\$371,409	7,148		145,962	5%	3%	16%
Antonio Parkway	2016	OCTA	10	25	\$1,317,499	583,109		11,907,699	16%	19%	23%
Adams Avenue	2016	OCTA	5	17	\$1,144,786	529,737		10,817,781	12%	14%	27%
Trabuco Road	2015	OCTA	4	14	\$319,861	332,011		6,780,018	15%	18%	32%
State College Boulevard/The City Drive	2016	OCTA	5	35	\$940,870	380,749		7,775,289	10%	11%	16%
Newport Avenue/Boulevard (North)	2016	OCTA	7	24	\$1,099,276	149,162	\$ 432,570	3,046,041	12%	15%	36%
Summary of All Projects			540	2068	\$ 35,785,254	33,004,033	\$ 95,711,697	667,170,420	13%	15%	31%

* Euclid Street and Oso Parkway/Pacific Park Drive are included twice because both have been revisited

\$2.90 per gallon gasoline price used to estimate savings
 Note: Improvements are averaged across both directions over the full corridor

ATTACHMENT B



March 6, 2017

From:

Darrell Johnson, Chief Executive Officer Subject: Measure M2 Environmental Cleanup Program - Tier 1 Grant **Program Call for Projects**

Overview

The Measure M2 Environmental Cleanup Program provides grants to projects that protect Orange County waterway and beaches from roadway runoff. Staff has updated the program implementation guidelines and is seeking authorization to release the next Environmental Cleanup Program Tier 1 call for projects.

Recommendations

- Approve the proposed revisions to the Comprehensive Transportation Α. Funding Programs Guidelines for Environmental Cleanup Program Tier 1 projects.
- Authorize staff to issue the fiscal year 2017-18 Environmental Cleanup Β. Program Tier 1 call for projects, totaling approximately \$3.1 million.

Background

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

In May 2010, the Board approved a two-tiered approach to fund the M2 ECP. Specifically, the funding plan called for up to \$19.5 million in Tier 1 grants on a "pay-as-you-go" basis through fiscal year (FY) 2017-18, and up to \$38 million in Tier 2 grants via bonding through FY 2014-15. The Tier 1 Grant Program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices. The Tier 2 Grant Program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects.

The previous FY 2016-17 Tier 1 call for projects (call) was finalized on September 12, 2016, with the approval of \$2,769,943 of funding. The Board approved funding allocations for 16 projects based on the scoring criteria. The past six Tier 1 calls have resulted in funding 131 projects, totaling approximately \$16.4 million.

Discussion

OCTA staff worked with the local agencies and Environmental Cleanup Allocation Committee (ECAC) to determine areas of the program guidelines that needed to be adjusted and reviewed issues that emerged out of the previous calls for projects. In addition, guidelines are updated to reflect the new release date and application deadline for the upcoming Tier 1 call (Attachment A).

The primary changes to the guidelines include changing the in-kind services match requirement of 25 percent to a local funding match of 20 percent and increasing the maximum grant per project from \$200,000 to \$500,000. The matching funds shall be provided as a cash contribution. The maximum allocation of \$500,000 per agency from M2 ECP grants remains unchanged.

OCTA staff tracks and monitors the in-kind match reporting and gathers documentation from local agencies to support the match justification. In-kind services for Tier 1 projects include maintenance and monitoring, which is driven by weather and rain events. Due to weather and rain events being dynamic and unpredictable, some funding recipients have not been able to meet the local match using in-kind services as anticipated. In addition, some agencies did not employ appropriate mechanisms to track staff time being used for in-kind match. Use of local funding as match improves accountability and simplifies reporting requirements. To facilitate the change to the matching requirements for the upcoming 2017 Tier 1 call, a reduction of the local match is proposed from 25 percent to 20 percent, consistent with the minimum local match for other M2 streets and roads programs. This recommendation was reviewed and endorsed by the ECAC on January 12, 2016.

Staff is recommending authorization to issue the FY 2017-18 ECP Tier 1 Grant Program call for approximately \$3.1 million. The evaluation approach remains identical to the previous call, with each proposal having the potential to receive a maximum of 110 points (including bonus points).

Next Steps

With Board approval, staff will initiate the ECP Tier 1 call, which is anticipated to commence March 13, 2017. During the call, staff will offer one-on-one meetings to assist local agencies with the application process. Applications are due on May 17, 2017, and staff will return to the Board with funding recommendations by late summer 2017.

Summary

OCTA staff is recommending revisions to the ECP Guidelines and requesting authorization to issue the FY 2017-18 call for the ECP Tier 1 Grant Program, totaling approximately \$3.1 million.

Attachment

Α. Redlined - Chapter 12 - Environmental Cleanup Program (Project X)

Prepared by:

Bindy 1/ Cam

Sam Kaur Section Manager, Local Programs (714) 560-5673

Approved by:

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

<u>Redlined</u> Chapter 12 – Environmental Cleanup Program (Project X)

Overview

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

As required by the M2 Ordinance, an Environmental Cleanup Allocation Committee (ECAC), representing a broad cross-section of the water quality community, was formed in October 2007 to provide guidance on program design and funding. The goal of the ECP is to fund projects on a countywide, competitive basis. This will assist the County of Orange and Orange County cities in reducing transportation-related water quality pollution by meeting Clean Water Act standards for local waterways and beaches.

Proposed projects must demonstrate a direct nexus (connection) to a reduction of transportation-related pollution as developed and defined by the ECAC in conformity with the M2 Ordinance. All proposing agencies must demonstrate an understanding of how their proposed projects meet the following transportation pollution nexus definition:

- Transportation-related activities can be a contributor of pollutants and/or impairments to receiving waters via aerial deposition, storm, and non-storm water discharges. Transportation-related activities are associated with the operation, construction, and maintenance of public roads, highways, and other ground transportation systems.
- The conveyance of transportation-related pollutants to surface and groundwater can occur from precipitation, runoff, and leaching entering or discharging from public roads, highways, and other ground transportation systems via drainage systems, such as catch basins, curbs, gutters, ditches, manmade channels, retention basins, or storm drains. The quality and quantity of these discharges vary considerably and are affected by hydrology, geology, land use, season, and sequence and discharge of hydrologic events.
- Pollutant sources can encompass right-of-way, properties, facilities, and activities related to motor vehicles, highway maintenance, construction site runoff,

Redlined



Chapter 12 – Environmental Cleanup Program (Project X)

maintenance facility runoff, illegal dumping, spills, and landscaping care. Pollutant categories include, but are not limited to: metals (such as copper, lead, and zinc), organic chemicals and compounds (hydrocarbons and pesticides), sediment, nutrients (nitrogen and phosphorus), litter, oxygen demanding substances (decaying vegetation, animal waste, and other organic matter), groundwater dewatering discharges, and pathogenic material.

The M2 ECP funds are designed to supplement, not supplant, existing water quality programs. Proposed projects must improve and not replace existing pollution reduction efforts by an eligible party. Funds will be awarded to the most competitive projects with the highest benefit to water quality.

The intent of the <u>ECPEnvironmental Cleanup Program</u> is to provide funding for water quality projects that do not replace existing transportation water quality expenditures. In other words, if a project has components which would replace features already in place or which would fulfill project specific mitigation, those components would not be eligible for M2 funding consideration. Some upgrades and expansions may be eligible. The eligibility of the project and its components will be determined during the evaluation process. Contact <u>the Program Manager for details</u>.

In May 2010, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a two-tiered approach to fund the M2 ECP. Specifically, the funding plan called for up to \$19.5 million in Tier 1 grants on a "pay-as-you-go" basis through fiscal year (FY) 2017-18, and up to \$38 million in Tier 2 grants via bonding through FY 2014-15.

Organization of Chapter 12

The first part of the chapter consists of funding guidelines for the Tier 1 Grant Program. The second part of the chapter consists of funding guidelines for the Tier 2 Grant Program.



Section 12.1 – Tier 1 Grant Program

Overview

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

Tier 1 Project Types

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

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

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Pre-Application Process

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

Eligible Applicants

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

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

Two or more agencies may participate in a project. If a joint application among agencies and/or third party entities is submitted, a preliminary agreement with joint or third party entities must be provided as part of the application. In order to meet M2 Ordinance requirements, an eligible applicant must be the lead agency for the funding application. Per Chapter 9, if a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from all joint applicants.

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

Project Programming

The Tier 1 Grant Program approach is designed to be consistent with Chapter 2 of th<u>eseis</u> Comprehensive Transportation Funding Program (CTFP) GuidelinesManual regarding the provisions below:

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

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- Schedule Change Requests
- Project Advancements
- Semi-Annual Review

Refer to Chapter 2 for explanations of the above provisions.

Funding Estimates

A total of up to \$19.5 million is available for the Tier 1 Grant Program over a seven-year window from FY 2011-12 through FY 2017-18. <u>Approximately \$2.83.1 million is available for the 2017 Tier 1 call for projects.</u>

The maximum amount for the Tier 1 Grant Program is \$5200,000 per project. The maximum amount that an applicant can receive in a funding period is \$500,000.

Matching Funds

For the Tier 1 Grant Program, a minimum local match of <u>2520</u> percent of the eligible project cost is required. These matching funds can be provided by shall be provided as a cash contributions and/or in-kind services. In-kind services can include salaries and benefits for employees who work directly on the project. In addition, ongoing operations and maintenance of the project for a maximum of 10 years can be pledged on a match. For projects wherein ongoing operations and maintenance are pledged as match, the local agency will report on actual operations and maintenance expenditures as part of the semi-annual review process (see page 2-7). Local agencies must complete Form 10-17 for each grant project.contribution.

Retroactive expenditures cannot be credited towards the matching fund threshold.

Overmatch

For the Tier 1 Grant Program, administering agencies may "overmatch" ECP projects; that is, additional cash match may be provided for the project. Applicants will receive additional points in the evaluation process for matching with cash above the minimum requirement. Proposals that exceed the <u>2520</u> percent minimum funding match will be given an additional one-half point for every five percent over the minimum cash match (up to <u>five</u> <u>5</u> bonus points). Projects that achieve an overmatch using a combination of cash and inkind services shall not be awarded bonus points.

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



Reimbursements

For the Tier 1 Grant Program, OCTA will release funds through two payments. The initial payment will constitute 75 percent of the contract award or programmed amount at contract award. OCTA will disburse the final payment, approximately₇ 25 percent of eligible funds, after approval of the final report. Further information on reimbursements can be located within Chapter 10 of the most recent version of the these CTFP Guidelines.

Scope Reductions/Modifications and Cost Savings

Any proposed scope reductions of an approved project must be submitted to OCTA to ensure consistency with the Tier 1 Grant Program requirements. If the proposed scope reduction is approved by OCTA, cost savings will be proportionally shared between OCTA and the grantee -- a reduction in ECP funds must be applied proportionally to maintain the approved local match percentage. All cost savings will be returned to the Tier 1 Grant Program for reallocation for the subsequent call of projects.

Any minor scope modifications, such as BMP device quantities and/or the adjustment of device locations, must be submitted to OCTA for administrative approval prior to the implementation of the project. —The proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in these guidelines.

201<u>7</u>6 Tier 1 Call for Projects

20167 Tier 1 Call for Projects applications must be received by OCTA **no later than 5:00 PM**, <u>April 15, 2016 May 17, 2017</u>. Projects that do not award construction contracts by June 30, 20187 will not be considered. OCTA allocates funds on July 1 of each year. <u>Tier 1 projects are not eligible for delay requests</u>, please refer to precept <u>number 17 for additional information</u>. Funds will become available upon execution of a letter agreement. <u>Approximately \$2.8 million will be available for the 2016 Tier 1 call for</u> <u>projects</u>.

After the Tier 1 applications are reviewed by OCTA, an advisory panel will review and rank projects. Following a review by the ECAC, a recommended priority list of projects will be forwarded to the OCTA Board for approval in summer 20176. Funds allocated for projects are final once approved by the OCTA Board. No additional funds will be allocated to the project. Grantees are responsible for any costs exceeding the allocated amount.



Tier 1 Selection Criteria

OCTA will evaluate all proposals that meet the mandatory prerequisites based on competitive selection criteria (Exhibit 12-1) with the following categories:

- Problem and source identification
- Project design
- Operations and maintenance
- Project benefits
- Performance metrics
- Project implementation and readiness
- Secondary attributes*

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

Each proposal can receive a maximum of 100 points, exclusive of ten bonus points associated with up to five points related to a cash overmatch, and up to five points related to eligible agencies that have previously funded the implementation of structural BMP's to mitigate pollutant loading. Previous projects funded by M2 Competitive Grant funds cannot be used for bonus points consideration. Proof of documentation such as invoices or payment request must be available on the purchase of the equipment or services provided by vendors. The latter bonus points are based on the ECAC's recommendations that previous local funding of structural BMPs should be acknowledged and rewarded. See Exhibit 12-1 for scoring categories and point distribution.



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Exhibit 12-1 (Tier 1 Scoring Criteria)

Scoring Criteria	Points Possible
 Describe the need for the selected BMP(s), including nexus to transportation pollutants, and detail the benefits to water quality the BMP(s) will achieve. (up to 15 Points) 	15
 List each receiving waterway associated with this project. If the receiving waterway is on the 303(d) list of impaired waters, identify the pollutant(s) for —which it is listed. (2 points per waterway; 3 points if waterway is 303(d) listed, up to 12 points) 	12
3. List the pollutant(s) that would be addressed by the proposed project <i>and</i> the source(s) generating those pollutants. (2 points per pollutant and source, 3 points if the addressed pollutant is on the 303(d) list for any receiving waterways identified in Question 2, up to 16 points)	16
How effective will the proposed project be in dealing with the more visible forms of pollutants, such as a litter and debris? (up to 10 points)	10
What other BMP types were considered for this project? Why was the proposed BMP chosen? (5 points)	5
Provide information on proposed BMP performance efficiency and/or effectiveness, including pollutant capture, storage capacity, flow capacity, etc. (up to 6 points)	6
 7. Project Readiness: The project schedule will be reviewed by the evaluation committee to determine we the proposed BMP will be operational following the OCTA Board of Directors approval. (up to 6 points): Less than 4 Months 4 - 8 months 4 - 8 months 4 points) 8 - 12 months 4 points) 4 - 12 months 7 point 	/hen
 Secondary Attributes: Will the proposed project provide any benefits beyond water quality improvement (i.e., water use efficiency, public awareness, flooding control, recreation, hab sustainability)? (up to 5 points) 	5 itat,
 What is the methodology for measuring pollutant reduction before and after the BMP is implemented? How frequently will monitoring and performance assessment occur? (up to 10 points) 	10
 Provide an operations and maintenance plan for the lifespan of the proposed project. Include schedule of inspections, cleaning, removal and disposal of pollutants, repairs, etc. (up to 15 points) 	15
	465

100



5

Chapter 12 – Environmental Cleanup Program (Project X)

- 11. **BONUS**: How many different Tier 1 type BMPs are currently installed within the local agency's jurisdiction, excluding BMPs funded by previous ECP grants. (1 point per BMP type, up to 5 points)
- 12. BONUS: Are local matching funds in excess of the 2520% minimum cash being proposed? 5
 If yes, at what percentage? (.5 point for each 5% cash overmatch, up to 5 points) Note: overmatch bonus points can only be granted to projects in which whose match is entirely cash, no in-kind services.

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Application Process

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

- Project Title
- Lead Agency Information
- Joint-Application (if applicable)
- Proposed Schedule
- Project Management
- Description and Scope of Proposed Project
- Integrated Regional Water Management Plan identification (if applicable)
- Affected Receiving Waters
- Project Readiness
- Performance Metrics
- Detailed Project Cost Estimate

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

- Project design or concept drawings, including preliminary design calculations, of proposed BMP
- Precise maps to show tributary drainage area and proposed location(s) for BMP installation
- Digital project site photos
- Project master schedule
- Preliminary agreements with joint and/or third party entities if part of the funding application
- A city council resolution. If a<u>A</u> final resolution <u>authorizing request for funding</u> consideration with a commitment of local match funding must be provided with the project application. is not provided with the application, the lead agency must provide the date the resolution will be approved by the city council. (Exhibit 12-2) <u>A final resolution must be provided for projects recommended for funding prior to</u> the OCTA Board Committee approval date. If a *draft* copy of the resolution will be finalized by the local agency's governing body. A final copy of the City Council approved resolution must be provided at least four (4) weeks PRIOR to the consideration of programming recommendations by OCTA's Board of Directors.



For the Tier 1 Grant Program, an unbound original and two copies (total of three) of the completed application form and supporting documentation are to be submitted, plus a CD/DVD copy of the complete application materials. Use separate sheets of paper if necessary._

There is no maximum length for proposals. All pages must be numbered and printed on $_8 \ 1/2 \ x \ 11$ sheets of white paper. Maps and drawings can be included on $11 \ x \ 17$ sheets, folded into the proposal. The original proposal should be left unbound for reproduction purposes.

Chapter 12 – Environmental Cleanup Program (Project X)



Exhibit 12-2: Sample Resolution

RESOLUTION NO.

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

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

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

WHEREAS, the Environmental Cleanup, Tier 1 Grant Program consists of funding purchases and installation to catch basins with Best Management Practices, such as screens, filters, inserts, and other "street-scale" low flow diversion projects.

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

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

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

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

WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the funded Tier 1 Grant Project; and

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

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

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



Chapter 12 – Environmental Cleanup Program (Project X)

requirement.

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

WHEREAS, the City/County of ______ will provide a minimum of 250% in matching funds for the (PROJECT NAME) as required by the Orange County Comprehensive Transportation Funding Programs Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City/County of ______ hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to accept funds for the Environmental Cleanup, Tier 1 Grant Program for (PROJECT NAME).

BE IT FURTHER RESOLVED that the City/County of ______ agrees to fund its share of the project costs and any additional costs over the identified programmed amount.

<u>Redlined</u> Chapter 12 – Environmental Cleanup Program (Project X)



Eligible Expenditures

- ECP funds must be for capital improvement. Construction management and project management cannot exceed 15 percent of the total construction costs. Eligible jurisdictions may use in-kind services to meet all or part of the matching funds requirement. These services can include salaries and benefits for employees of the eligible jurisdiction who perform work on the project or programs. Only those employees' salaries and benefits working directly on the project will be considered for the matching requirement.
- ECP funds can only be used for facilities that are in public ownership for public use; however, water quality improvements on private property, which are connected to municipal separate storm sewer systems, are eligible. (For example, a homeowner association can apply for funding through an eligible agency if the proposed project is connected to a public facility.)
- Reducing volume of surface flows is an integral factor of improving water quality, therefore, projects that have water-saving features (i.e., drip systems) are eligible for funding considerations.

Ineligible Expenditures

- Operations and maintenance <u>planscosts</u> are not eligible expenditures. However, up to 10 years of ongoing oOperations and maintenance costs <u>can-cannot</u> be-
- ECP funds are not to be used for planning.
- Expenditures prior to the grantee executed letter agreement date cannot be considered eligible for funding or match.
- Landscaping —installation —and —replacement —are —not —eligible —for —funding consideration.
- Capital equipment purchases related to regular on-going street maintenance efforts, including, but not limited to: trash receptacles, vacuum trucks and/or equipment, street sweepers, signage, etc.

Reporting and Reimbursement

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

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

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Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP Guidelines and may conduct a field review. OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest) to ensure compliance. Only CTFP eligible items listed on a project's cost estimate form will be reimbursed. See Chapter 11 for independent audit requirements beyond the technical and/or field review.

Additional Information

Completed applications and questions regarding these procedures and criteria should be directed to:

By mail:

In person:

Dan PhuSam Kaur Orange County Transportation Authority P.O. Box 14184 Orange, CA 92863-1584 Tel: (714) 560-59075673 Orange County Transportation Authority 600 South Main Street Orange, CA 92863-1584



March 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the Interstate 5 Plant Establishment Project Between Avenida Pico and San Juan Creek Road

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for the Interstate 5 Plant Establishment Project between Avenida Pico and San Juan Creek Road.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1561 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,320,000, for the Interstate 5 Plant Establishment Project between Avenida Pico and San Juan Creek Road.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department Transportation (Caltrans), is implementing the Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Improvement Project between Avenida Pico and San Juan Creek Road (Project). The Project adds HOV lanes in both directions of the I-5 from south of the Avenida Pico interchange to San Juan Creek Road.

The Project is being constructed in three segments with the following Project limits:

• Segment 1 extends from south of the Avenida Pico interchange to south of the Avenida Vista Hermosa interchange. Construction began on February 17, 2015, and is anticipated to be complete in spring 2018.

Cooperative Agreement with the California Department of Page 2 Transportation for the Interstate 5 Plant Establishment Project Between Avenida Pico and San Juan Creek Road

- Segment 2 begins south of the Avenida Vista Hermosa interchange and ends north of the Camino de Estrella interchange. Construction began on August 27, 2014, and is anticipated to be complete in March 2017.
- Segment 3 extends from north of the Camino de Estrella interchange to San Juan Creek Road. Construction began on February 13, 2014, and is anticipated to be complete in spring 2018.

All three segments include replacement planting and a one-year plant establishment period which will commence upon construction completion. It is standard practice for Caltrans to separate the replacement planting work into a separate follow-on contract, which is relatively minor in scope and cost in relation to the major roadway work. During the design phase of the Project, OCTA and Caltrans considered excluding the replacement planting work from the roadway construction contract due to a lengthy three-year plant establishment period required by Caltrans because the plant establishment work would unnecessarily retain the roadway contractor for three years and result in higher or unbalanced bid prices. After evaluation of the options and the corresponding costs, OCTA and Caltrans mutually agreed that the most cost-effective option would be to include the replacement planting work in the roadway construction contract with a minimal one-year plant establishment period.

Plant establishment is the period of time that allows newly installed plant material to reach a state of maturity necessary to require minimal future maintenance. The plant establishment period typically includes replacement of dead or damaged plant material, weed and pest control, irrigation operation and repair, and other activities required to ensure the long-term survival of plant material.

A separate follow-on contract will procure a landscape contractor to complete the remaining two-year plant establishment period for all three segments to comply with Caltrans requirements. The follow-on plant establishment period contract must be in place at the conclusion of the replacement planting work and one-year plant establishment period for Segment 2, the first segment of the three to be completed. The construction completion of Segment 2 is scheduled for March 2017, with the one-year plant establishment period ending in March 2018. In order for the plant establishment contractor to be on board by March 2018, it is now necessary to initiate the I-5 Plant Establishment Project (I-5 PE) and prepare and package the two-year plant establishment contract documents. A cooperative agreement is required between Caltrans and OCTA to document the obligations of each party.

As the implementing agency for construction of the I-5 PE, Caltrans will be responsible for the advertisement, award, and administration of the I-5 PE

Cooperative Agreement with the California Department of Page 3 Transportation for the Interstate 5 Plant Establishment Project Between Avenida Pico and San Juan Creek Road

contract. OCTA will reimburse Caltrans for direct costs required for the development of the final contract documents, contract advertisement, and contract award, in the amount of \$165,000. OCTA will also reimburse Caltrans for capital construction costs, up to \$885,000, for plant and irrigation maintenance and repairs. The contractor will have a monthly payment term to provide daily and monthly services depending on the activities required to maintain and establish the landscaping.

While OCTA provides construction management field staff on larger contracts, the effort required for a contract of this size and nature would be relatively minor. Therefore, Caltrans will provide all construction management support, and OCTA will reimburse Caltrans in the amount of \$270,000. Caltrans will provide monthly contract cost and schedule status, and OCTA staff will monitor cash flow and perform independent monitoring and change control during the two-year plant establishment period.

Fiscal Impact

The Project is partially included in OCTA's Fiscal Year 2016-17 Budget, Capital Programs Division, accounts 0017-9084-FC101-0JV, 0017-9084-FC103-0JV, and 0017-9084-FC104-0JV, and is funded with local Measure M2 funds. The remaining funding will be budgeted in subsequent fiscal years to fund the work.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1561 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,320,000, for the Interstate 5 Plant Establishment Project between Avenida Pico and San Juan Creek Road.

Cooperative Agreement with the California Department of Page 4 Transportation for the Interstate 5 Plant Establishment Project Between Avenida Pico and San Juan Creek Road

Attachment

None.

Prepared by:

Hamid Mays & hearvaches

Hamid Torkamanha, P.E. Project Manager (714) 560-5436

Virginice Aladena

Virginia Abadessa Director, Contracts Administration and Materials Management (714) 560-5623

Approved by:

In she

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

Update on the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

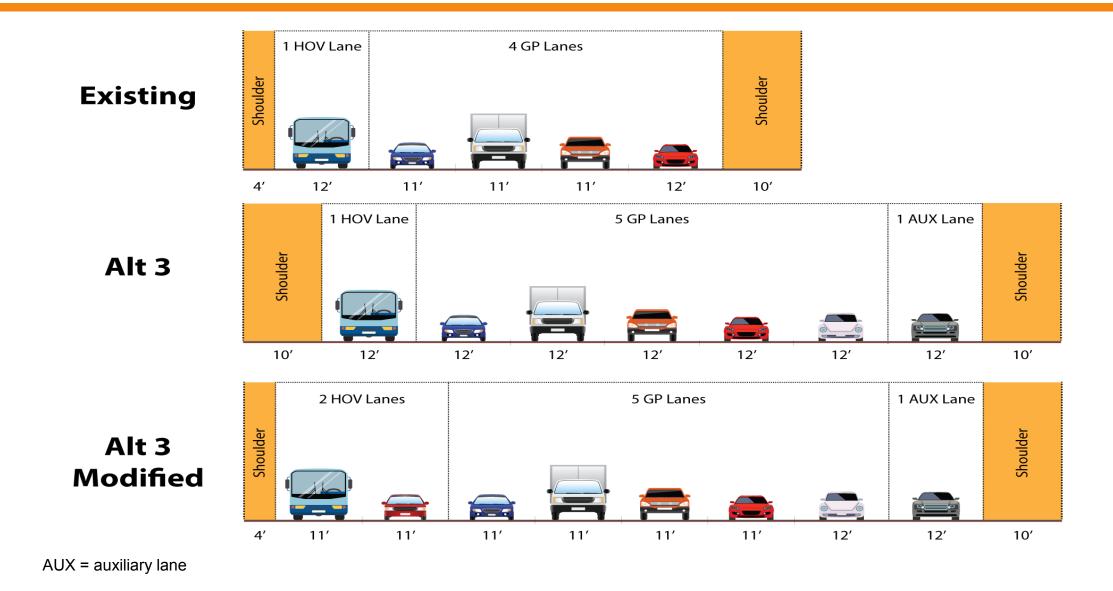


Background

- State Route 55 Improvement Project from Interstate 405 to Interstate 5
 - Southern segment of Project F in Measure M2 plan
 - Adds new lanes, generally within existing right-of-way (ROW)
 - Includes merging lanes between interchanges
- General purpose (GP) and high-occupancy vehicle (HOV) lanes congested in peak hours
- Average daily traffic is expected to grow 12 percent from 283,000 to 317,000 by 2040
- Draft initial study (IS) with proposed mitigated negative declaration/environmental assessment (EA) released November 2015
- Alternative (Alt) 3 Modified was included in the environmental studies along with \$46.8 million State Highway Operation and Protection Program funding in August 2016



Comparison of Alt 3 and 3 Modified



3

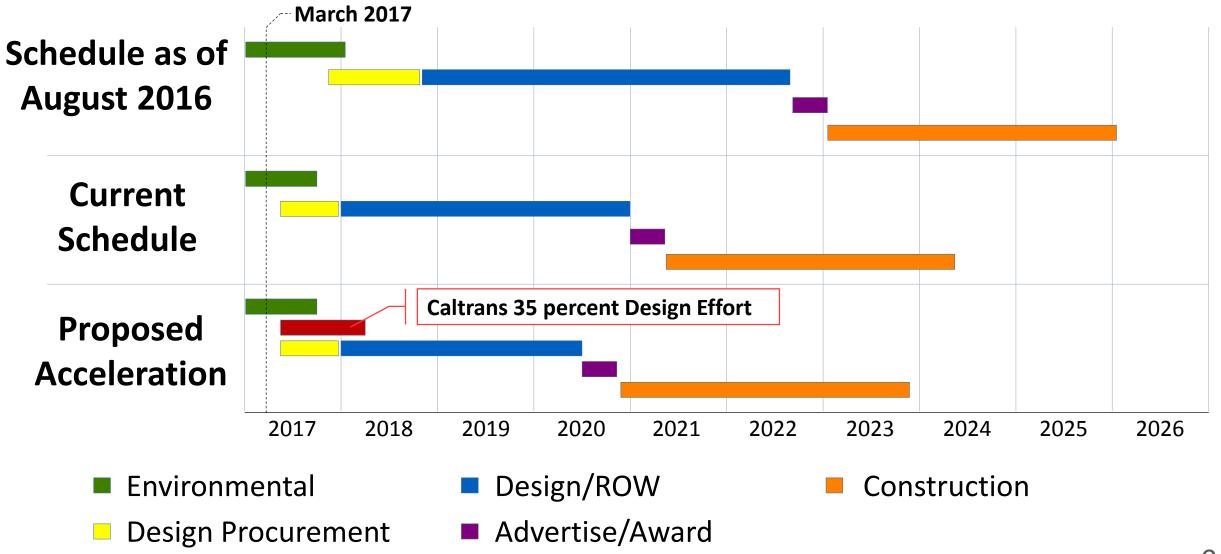
Traffic Performance Measures Update

Alt	Additional People Served Peak Period (2020)	Additional People Served Peak Period (2040)
Alt 1	1,420	3,630
Alt 2	2,580	9,040
Alt 3	5,220	14,380
Alt 3 Modified	7,650	19,350
Alt 4	4,990	12,750

Current Activities

- Finalizing supplemental draft environmental document (ED) and project report (PR) for public review
- Finalizing cost estimate for Alt 3 Modified
- Discussing project schedule acceleration and work sharing options with California Department of Transportation (Caltrans)

Schedule and Proposed Acceleration



6

Next Steps

- Re-circulate draft ED and PR for public comments on Alt 3 Modified late March to late April 2017
- Select preferred alternative May 2017
- Return to the Board of Directors in May or June with items for:
 - Caltrans design phase cooperative agreement
 - Caltrans ROW phase cooperative agreement
 - Release request for proposals for consultant design services
- Finalize IS/EA September 2017
- Begin design phase December 2017
- All dates contingent on AB28 (Frazier) regarding National Environmental Policy Act delegation