



AGENDA

Regional Planning and Highways Committee Meeting

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

Thursday, July 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 Murphy

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 June 5, 2017.

3. Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57

Niall Barrett/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 high-occupancy vehicle improvement project between State Route 55 and State Route 57.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1817 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$30,849,000, comprised of a construction capital share of \$26,049,000, and a construction management services share of \$4,800,000, for the Interstate 5 high-occupancy vehicle improvement project between State Route 55 and State Route 57.

4. Capital Programming Update

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority uses various state, federal, and local fund sources to fund freeway, grade separation, and transit projects. Several projects have accomplished project milestones and funding revisions for specific highway and transit projects are presented for the Board of Directors' approval.



4. (Continued)

Recommendations

- A. Consistent with current Capital Action Plan cost estimates, authorize the use of \$15.479 million in Measure M2 for Interstate 5 widening from State Route 73 to Oso Parkway.

- B. Authorize the following adjustments to replace \$14.374 million in Federal Transit Administration Section 5307, and to fund an increase in the project cost by \$4.133 million for the San Juan Creek Bridge Replacement Project.
 - Increase of \$12.645 million in Proposition 1B Trade Corridor Improvement Fund project cost savings (contingent on actual savings accrued from the OC Bridges projects),
 - Increase of \$3.364 million in Federal Transit Administration Section 5337 State of Good Repair funds,
 - Increase of \$2.376 million in Proposition 116 funds, and
 - Increase of \$0.122 million in Measure M2 funds.

- C. Authorize the use of up to \$7.363 million in Congestion Mitigation and Air Quality Improvement Program funds for the Anaheim Canyon Station Project.

- D. Replace \$2 million in Federal Transit Administration Section 5337 with Measure M2 to support right-of-way activities for the Anaheim Canyon Station Project.

- E. Authorize the use of up to \$6 million in Federal Transit Administration Section 5307 funds for Metrolink preventive maintenance capitalized operations.

- F. 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.



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

Louis Zhao/Kia Mortazavi

Overview

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

Recommendations

- A. Conditionally approve one delay request for the City of Irvine's Peters Canyon Off-Street Bikeway Lighting Improvements Project, contingent on the Orange County Board of Supervisors approval of the right-of-way agreement.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Regular Calendar

6. OC Active: Project Update

Paul Martin/Kia Mortazavi

Overview

Preparation of a countywide active transportation plan is underway. The plan will help ensure bicycle and pedestrian improvement efforts are coordinated between local jurisdictions, and will reduce the need for agencies to develop similar plans in order to compete for state and federal grants. Project goals have been developed as a first step in the process and are presented for review.

Recommendation

Receive and file as an information item.



7. **Overview of SB 1 (Chapter 5, Statutes of 2017) - The Road Repair and Accountability Act of 2017**
Adriann Cardoso/Kia Mortazavi

Overview

SB 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, will provide an estimated \$52.5 billion for transportation purposes over the next ten years, with investments targeted towards fix-it-first purposes on local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation. The general requirements of several competitive programs are presented for review.

Recommendation

Receive and file as an information item.

Discussion Items

8. **Chief Executive Officer's Report**
9. **Committee Members' Reports**
10. **Closed Session**

There are no Closed Session items scheduled.

11. **Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, August 7, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

*Lori Donchak, Chair
Andrew Do
Barbara Delgleize
Mark A. Murphy
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

*Shawn Nelson, Vice Chairman
Todd Spitzer*

Call to Order

The June 5, 2017 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chair Donchak at 10:30 a.m.

Pledge of Allegiance

Director Delgleize led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 8)

2. Approval of Minutes

A motion was made Director Do, seconded by Director Delgleize, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of May 1, 2017.



MINUTES

Regional Planning and Highways Committee Meeting

3. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

A motion was made Director Do, seconded by Director Delgleize, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the use of an additional \$1.8 million in federal Surface Transportation Block Grant Program funds and the use of \$200,000 in Measure M2 funds, bringing the total funding committed for the plans, specifications, and estimates to \$17,500,000.
- C. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

4. Amendment to Cooperative Agreement with the Orange County Flood Control District for the Railroad Grade Separation Projects

A motion was made Director Do, seconded by Director Delgleize, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-9-0570 between the Orange County Transportation Authority and the Orange County Flood Control District, in the amount of \$120,000, to provide additional project support services for the railroad grade separation projects located at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue, and to extend the term of the agreement through August 31, 2018. This will increase the cooperative agreement value to \$580,000.

5. Orange County Taxi Administration Program Update

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



MINUTES

Regional Planning and Highways Committee Meeting

6. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2017

A motion was made Director Do, seconded by Director Delgleize, and declared passed by those present, to approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.

7. Amendment to the Master Plan of Arterial Highways

Director Steel pulled this item to inquire if there were any budget changes related to compliance with the California Environmental Quality Act requirements.

Kia Mortazavi, Executive Director of Planning, responded that there were no budget changes.

A motion was made Director Steel, seconded by Director Delgleize, and declared passed by those present, to:

- A. Approve an amendment to the Master Plan of Arterial Highways for the facility listed below. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the City of Placentia has amended its general plan, and has complied with the requirements of the California Environmental Quality Act.

City of Placentia

- Reclassify Crowther Avenue between Placentia Avenue and the eastern city limits from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, undivided) arterial.

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

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



8. Consultant Selection for the Systemic Safety Analysis Report

A motion was made Director Do, seconded by Director Delgleize, and declared passed by those present, to:

- A. Approve the selection of Fehr & Peers as the firm to develop the Systemic Safety Analysis Report.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1523, between the Orange County Transportation Authority and Fehr & Peers, to develop the Systemic Safety Analysis Report.

Regular Calendar

9. Amendment to Agreement for Additional Program Management Consultant Services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Jeff Mills, Program Manager, provided an overview on the agreement for program management consultant services for the Interstate 405 (I-405) Improvement Project, from State Route 73 to Interstate 605.

Mr. Mills reported that an amendment to the existing agreement is needed for additional support services associated with the additional scope of work for the I-405 Improvement Project, as well as support services for the 91 Express Lanes toll-related contracts.

Mr. Mills also provided information on the additional scope of work services proposed under Amendment No. 11 to the agreement, as follows:

- Additional support for coordination with utilities and agencies;
- Additional right-of-way support;
- Additional financial and document management system support. Additional support for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan pursuit; and
- Additional support for 91 Express Lanes procurement.

A short discussion ensued regarding:

- The TIFIA loan is a very important piece for this project.
- What the “additional financial and document management system support” services in the scope of work will provide the Orange County Transportation Authority (OCTA).
- A Special Finance and Administration Committee meeting will be scheduled in June 2017 to discuss the status of the TIFIA loan.



9. (Continued)

A motion was made Director Delglaze, seconded by Director M. Murphy, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$6,000,000, for additional program management consultant services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$93,040,186.

Due to a potential conflict of interest, Director Do did not participate or vote on this item.

10. 2017 State Route 91 Implementation Plan

Alison Army, Senior Transportation Analyst, Planning, provided an update on the 2017 State Route 91 Implementation Plan and a PowerPoint presentation as follows:

- State Route Implementation Plan (Background Information);
- Culmination of Efforts:
 - Six Projects Completed,
 - \$478 Million Invested,
 - 17 Miles Added,
 - 12% Increase in Throughput,
 - Benefits of Coordinated Efforts;
- Projects for Completion By Year 2021 and 2030;
- Projects for Completion By Year 2035; and
- Recommendations/Next Steps.

Darrell Johnson, Chief Executive Officer (CEO), reported that this item was presented to the State Route 91 Advisory Committee on Friday, June 2, 2017, and the item was well received. Mr. Johnson reported that from discussions with the Riverside County Transportation Commission (RCTC) Members at the meeting, RCTC is working to accelerate the Interstate 15 (I-15) Express Lanes, which would accelerate the I-15 north direct connector off the State Route (SR) 91.

Committee Chair Donchak inquired about the SR-241/SR-91 Connector and asked if agenda items related to that would be presented to the OCTA Board more frequently. Mr. Johnson responded that more items could be expected during the summertime.



10. (Continued)

A motion was made Director M. Murphy, seconded by Director Delgleize, and declared passed by those present, to approve the 2017 State Route 91 Implementation Plan.

11. 2018 Long-Range Transportation Plan Goals and Objectives

Greg Nord, Principal Transportation Analyst, Planning, and Manager for the Long-Range Transportation Plan (LRTP), provided an update on the key issues related to transportation, as well as the proposed goals and objectives for the 2018 LRTP. Mr. Nord also provided a PowerPoint presentation as follows:

- LRTP Background;
- Current Commitments;
- Impacts of Growth (2015-2040);
- Key Issues for 2018 LRTP;
- Proposed Goals and Objectives are to:
 - Deliver on Commitments,
 - Improve System Performance,
 - Expand System Choices,
 - Support Sustainability; and
- LRTP Development Schedule.

A short discussion ensued regarding:

- Key Issues for 2018 LRTP – Slide 5 of the PowerPoint.
- Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) and “fix-it-first”, which was also discussed during today’s Executive Committee meeting.
- Questions on the push to repeal SB 1 and impacts to OCTA on the LRTP efforts.
- Proposed Goals and Objectives – Slide 6 of the Power Point (Deliver on Commitments) – OCTA’s focus is on prioritizing Measure M investments, maintaining consistency with the Next 10 Plan, and maximizing external funds to support Measure M and complementary funds.
- Waze Application technology for carpooling.

After the discussion, no action was taken on this receive and file information item.



Discussion Items

12. Fiscal Year 2017-18 Budget Workshop Follow-up

Victor Velasquez, Manager of Financial Planning and Analysis, reported that staff is available to the Committee Members to respond to any questions as a result of the May 8th budget workshop. All of the questions that were raised during the workshop have been documented, and the written responses were provided as part of a handout to the Committee Members this morning.

Mr. Velasquez also reported that since the budget workshop, staff has attended each committee meeting and will continue to do so until the June 12, 2017 Public Hearing. Mr. Velasquez offered to hold one-on-one meetings with Committee Members, as requested, to discuss the proposed budget.

No action was taken on this discussion item.

13. Chief Executive Officer's Report

Darrell Johnson, CEO, reported that:

- Tomorrow, the newly constructed bridge connecting Lakeview Avenue over Orangethorpe Boulevard will be opened to traffic. He reported that is the fifth of seven grade separations of the OC Bridges Program, and the commemoration event will take place this afternoon at 2:00 p.m. He asked the Committee Members to contact him if they would like to attend the event.
- A conservation plan commemoration event will be taking place to celebrate the finalization of the Final Natural Community Conservation Plan/Habitat Conservation Plan, which is part of the Measure M Freeway Environmental Mitigation Program that protects more than 1,300 acres of wilderness preserves and provides habitat restoration for more than 350 acres. The event will take place at 10:00 a.m. on Tuesday, June 20th, at O'Neill Regional Park in Trabuco Canyon.
- On Thursday, June 22nd, OCTA will host a public information meeting for the SR-57 Northbound Improvement Project from Orangethorpe Avenue to Katella Avenue. The meeting will take place in the cafeteria at Portola Middle School in Orange at 5:00 p.m., located at 270 North Palm Drive.



MINUTES

Regional Planning and Highways Committee Meeting

14. Committee Members' Reports

There were no Committee Members' reports.

15. Closed Session

A Closed Session was not conducted at this meeting.

16. Adjournment

The meeting adjourned at 11:01 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Thursday, July 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



July 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 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 high-occupancy vehicle improvement project between State Route 55 and State Route 57.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1817 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$30,849,000, comprised of a construction capital share of \$26,049,000, and a construction management services share of \$4,800,000, for the Interstate 5 high-occupancy vehicle improvement project between State Route 55 and State Route 57.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) high-occupancy vehicle (HOV) improvement project between State Route 55 and State Route 57 (Project). The 6.4 mile long Project includes: the addition of a second HOV lane in each direction; removal of the existing median barriers between the HOV lanes and the general purpose lanes, except from locations where bridge columns necessitate leaving the barriers in place, which will improve access to the HOV lanes; and, demolition of the existing I-5 HOV drop ramp at Main Street in the City of Santa Ana.

Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57 *Page 2*

OCTA and Caltrans propose to enter into a cooperative agreement to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management (CM) support services for the Project.

Final design for the Project is nearing completion and bid documents are being prepared for the construction contract, which is expected to be advertised by the end of 2017. The total construction capital funding required for the Project is \$26,049,000, all comprised of State Transportation Improvement Program (STIP) funds. The total construction support funding for the Project is \$4,800,000, comprised of \$2,900,000 in STIP funds and \$1,900,000 in Measure M2 (M2) funds. OCTA's maximum obligation of M2 funding in this agreement is \$1,900,000 for construction support. The balance of construction capital and support is funded with STIP funds.

As the implementing agency for the construction of the Project, Caltrans will be responsible for advertisement, bid opening, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the CM support services for the Project.

Caltrans, as the construction phase implementing agency, will provide the resident engineer and structures representative, and minimal other field personnel, along with construction administrative support and environmental and paleontology monitoring for the Project, at an estimated cost of \$2,900,000. OCTA will retain a consultant firm to augment Caltrans field staff with electrical, structural and roadway inspection, surveying, office engineering, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. The total estimated cost of OCTA consultant construction support is \$1,900,000. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

Caltrans will directly draw down from the \$2,900,000 in state STIP funds to provide CM support services. OCTA's CM consultant contract will be funded with \$1,900,000 in M2 funds.

Fiscal Impact

The Project is included in OCTA's approved Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-9085-FA101-0NY, and is funded with a combination of STIP and M2 funds.

Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57 **Page 3**

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1817 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$30,849,000, to provide construction capital and construction management support services for the Interstate 5 high-occupancy vehicle improvement project between State Route 55 and State Route 57.

Attachment

None.

Prepared by:



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



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

Approved by:



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



July 6, 2017

To: Regional Planning and Highways Committee

From: Darrell 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: Capital Programming Update

Overview

The Orange County Transportation Authority uses various state, federal, and local fund sources to fund freeway, grade separation, and transit projects. Several projects have accomplished project milestones and funding revisions for specific highway and transit projects are presented for the Board of Directors' approval.

Recommendations

- A. Consistent with current Capital Action Plan cost estimates, authorize the use of \$15.479 million in Measure M2 for Interstate 5 widening from State Route 73 to Oso Parkway.
- B. Authorize the following adjustments to replace \$14.374 million in Federal Transit Administration Section 5307, and to fund an increase in the project cost by \$4.133 million for the San Juan Creek Bridge Replacement Project.
 - Increase of \$12.645 million in Proposition 1B Trade Corridor Improvement Fund project cost savings (contingent on actual savings accrued from the OC Bridges projects),
 - Increase of \$3.364 million in Federal Transit Administration Section 5337 State of Good Repair funds,
 - Increase of \$2.376 million in Proposition 116 funds, and
 - Increase of \$0.122 million in Measure M2 funds.
- C. Authorize the use of up to \$7.363 million in Congestion Mitigation and Air Quality Improvement Program funds for the Anaheim Canyon Station Project.
- D. Replace \$2 million in Federal Transit Administration Section 5337 with Measure M2 to support right-of-way activities for the Anaheim Canyon Station Project.

- E. Authorize the use of up to \$6 million in Federal Transit Administration Section 5307 funds for Metrolink preventive maintenance capitalized operations.
- F. 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

The Orange County Transportation Authority (OCTA) programs federal, state, and local funds in order to deliver OCTA projects. As projects progress in the developmental process, project costs change and savings may result based on construction bids or project completion. Conversely, costs may increase and further funding may be required as project details are refined. OCTA reports progress on specific project costs through the quarterly Capital Action Plan (CAP). The CAP highlights project costs, schedules, and status, and is regularly updated. Programming and revenue changes are updated periodically to match these costs and are included in the Capital Funding Program (CFP), which is provided as Attachment A, and includes all of the proposed changes in this item, along with a summary of funding for all of OCTA's capital projects. A project description and funding information for the projects addressed in this report are provided in Attachment B.

Discussion

The CAP lists highway, grade separation, rail, and facility projects, and includes a funding at completion estimate, as well as key milestones. Programming staff, in coordination with the Capital Programs Division, may recommend funding adjustments for projects that have met key milestones, such as completion of final environmental approval, 65 percent design, 95 percent design, and construction contract award.

Several projects need funding adjustments based on increases in estimates in the CAP.

Highway Project Updates

As part of the 2016 State Transportation Improvement Program, OCTA programmed \$136 million in total funds for the Interstate 5 Widening Project from State Route 73 to Oso Parkway. However, the CAP includes additional costs such as project management, overall project contingency, public awareness/outreach, and estimated legal fees. These amounts are typically not included in state programming documents but need to be recognized in

internal OCTA programming to reflect the actual project cost. The total project cost is \$151.9 million, which requires OCTA to increase the programmed Measure M2 (M2) by \$15.47 million. With Board of Directors' (Board) approval, the CFP will include these additional funds to be consistent with the CAP. The requested actions are consistent with the Board-approved Capital Programming Policies (CPP) regarding the usage of M2 funds.

Transit Projects Updates

San Juan Creek Bridge

Consistent with the San Juan Creek Bridge Replacement (Bridge) Project item that was presented to the Board on June 26, 2017, the estimate for the Bridge Project has increased by \$4.133 million, bringing the new total project cost to \$38.333 million. The primary reasons for the project cost increase include a different type of underpass bridge structure, deeper piles for the bridge structure, an updated estimate for relocation of the existing fiber optic line, and an increase in the associated project support costs and contingencies. Details on the project are provided in Attachment B.

OCTA staff is proposing that the \$14.374 million in Federal Transit Administration Section 5307 (FTA 5307) funds be redirected from this project and made available to support Metrolink preventive maintenance, which is a form of Metrolink operations. Metrolink operations are currently funded entirely through the Commuter Urban Rail Endowment and M2. The use of FTA 5307 for Metrolink operations will assist OCTA with future cash flow needs for the commuter rail system, and have the potential of allowing OCTA local dollars to fund Metrolink operations further into the future.

The Bridge Project cost increase, combined with the removal of FTA 5307 funds, results in a total funding need of \$18.507 million. Staff is recommending the use of the following additional funds:

- \$12.645 million in Proposition 1B Trade Corridor Improvement Funds (TCIF),
- \$3.364 million in Federal Transit Administration Section 5337 (FTA 5337) funds,
- \$2.376 million in Proposition 116, and
- \$0.122 million in M2 funds.

These changes are consistent with the Board-approved CPP regarding the use of M2, state, and federal funds. It should be noted that this funding plan includes the proposed use of future TCIF cost savings from the OC Bridges Program. The use of these funds will be contingent on the actual savings being realized from within the program of projects.

Anaheim Canyon Station

Consistent with the Anaheim Canyon Metrolink Station item that was presented to the Board on June 12, 2017, the Anaheim Canyon Station Project is now estimated to need an additional \$7.362 million, increasing the project funding need from \$20.544 million to \$27.906 million. The primary reasons for the project cost increase include higher estimated costs for signal and communication work, right-of-way (ROW) costs associated with the closure and relocation of two driveways, and the inclusion of positive train control costs, a bus stop, and a new bike lane. Staff is proposing to use additional Congestion Mitigation and Air Quality Improvement (CMAQ) funds for these costs, which will increase the CMAQ contribution for this project from \$15.800 million to \$23.162 million. The increase in CMAQ is consistent with the Board-approved CPP which allows for the use of CMAQ funds for rail transit capital projects.

In addition, there is a need for \$2 million in non-federal funds to support ROW costs related to the closing or relocation of two private driveways that was not included in the original cost estimate. OCTA staff is proposing to replace \$2.001 million in FTA 5337 funds with M2 funds in order to avoid future federal requirements related to ROW. The use of M2 for the Anaheim Canyon Station Project is consistent with the Next 10 Delivery Plan as part of Project R (High Frequency Metrolink Service).

Metrolink Preventive Maintenance Capitalized Operations

The \$14.374 million in FTA 5307 funds which are being redirected from the Bridge Project will be used in fiscal year (FY) 2017-18 and FY 2018-19 for Metrolink operations. The May 2017 CPP allowed the use of FTA 5307 funds towards Metrolink operations. In order to preserve local M2 Project R funding, staff is recommending the use of \$6 million in FTA 5307 for Metrolink preventive maintenance capitalized operations in FY 2017-18. This action was considered as part of OCTA's approval of the Metrolink budget, but approval is required to program these funds to Metrolink as they will draw the funds directly from the Federal Transit Administration (FTA). The remaining \$8.374 million in FTA 5307 made available from the Bridge Project will be proposed for use later in the year as part of the FTA program of projects item scheduled for the fall.

A list of Board actions which directed capital funds towards OCTA capital projects is provided in Attachment C.

Summary

With the objective of ensuring that OCTA projects are fully funded and consistent with the Board-approved CAP, OCTA is seeking Board approval to use and reprogram various state, federal, and local fund sources to fund freeway, grade separation, and transit projects.

Attachments

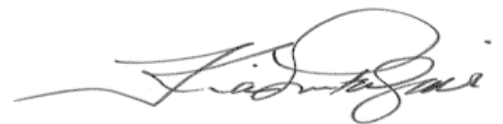
- A. Capital Funding Program Report
- B. Capital Programming Update Project Descriptions
- C. Capital Programming Actions from January 2017 to June 2017

Prepared by:



Ben Ku
Principal Transportation Funding Analyst
(714) 560-5473

Approved by:



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



Capital Funding Program Report

Pending Board Approval - July 10, 2017

State Highway Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5 from SR-55 to SR-57, Add 1 HOV lane each direction	A	\$37,058	\$28,949		\$2,800			\$5,309	
I-5 (I-405 to SR-55) capacity enhancement	B	\$8,000			\$8,000				
I-5 HOV lane each direction s/o PCH to San Juan Creek Rd.	C	\$70,658		\$20,789	\$11,796			\$38,073	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa ⁴	C	\$90,441	\$43,735		\$31,741	\$1,600		\$13,365	
I-5 HOV, HOV lanes from s/o Av. Vista Hermosa to s/o PCH ¹	C	\$71,100	\$46,779		\$13,472			\$10,849	
I-5 Widening (Alicia to El Toro) Seg 3	C	\$133,553			\$39,129			\$94,424	
I-5 Widening (Oso to Alicia) Segment 2	C	\$196,167			\$47,631			\$148,536	
I-5 Widening (SR-73 to Oso) Segment 1 ²	C	\$151,900	\$78,030		\$28,167			\$45,703	
I-5 at Los Alisos / El Toro: add ramps	D	\$4,400			\$4,400				
SR-55 (I-5 to SR-91)	F	\$5,000			\$5,000				
SR-55 widening (I-5 to I-405)	F	\$24,032			\$13,800	\$3,700		\$6,532	
SR-57 Orangewood to Katella	G	\$2,500			\$2,500				
SR-91 WB connect existing auxiliary lanes, I-5 to SR-57	H	\$62,977		\$27,227				\$35,750	
SR-91 (SR-57 to SR-55) Operational Improvements	I	\$9,000			\$7,000			\$2,000	
SR-91 WB (SR-55 - Tustin Interchange) Improvements	I	\$46,270	\$18,270	\$14,000				\$14,000	
I-405 from SR-73 to I-605 Improvements	K	\$1,900,000	\$7,809	\$7,771	\$35,000	\$84,839		\$1,254,352	\$510,229
I-405 (I-5 to SR-55)	L	\$8,000			\$8,000				
I-405 s/b Aux. Lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328	\$2,328						
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$34,428		\$24,127				\$10,301	
241/91 Express Lanes (HOT) Connector		\$183,557							\$183,557
I-605/ Katella Interchange		\$1,200						\$1,200	
SR-74 widening, Calle Entradero-City/County line		\$42,694	\$5,513						\$37,181
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$10,000		\$5,285				\$25,620
State Highway Project Totals		\$3,126,168	\$241,413	\$93,914	\$263,721	\$90,139		\$1,680,394	\$756,587
State Funding Total		\$335,327							
Federal Funding Total		\$353,860							
Local Funding Total		\$2,436,981							
Total Funding (000's)		\$3,126,168							

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5/Route 74 Interchange Landscaping/Replacement Planting	D	\$1,230	\$478			\$752			
I-5/SR-74 Interchange Improvements ³	D	\$80,300	\$45,594	\$24,109			\$2,500	\$3,089	\$5,008
SR-57 n/b widening, Yorba Linda to Lambert Road landscaping	G	\$2,688						\$2,688	
SR-91 eastbound widening, SR-241 to SR-71	J	\$57,611				\$47,888			\$9,723
SR-91 w/b Rte 91/55 - e/o Weir Replacement Planting	J	\$2,898	\$2,898						
SR-91 Widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$79,600	\$59,573	\$17,937				\$2,090	



Capital Funding Program Report

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
SR-57 N/B widening, SR-91 to Yorba Linda Boulevard	M1/G	\$50,659		\$40,925				\$9,734	
SR-57 N/B widening, Yorba Linda to Lambert Road	M1/G	\$52,709		\$41,250				\$11,459	
I-405/SR-22/I-605 HOV Connector- Landscaping		\$4,600						\$4,600	
I-5 at Jamboree off ramp and auxiliary lane		\$8,485	\$8,485						
I-5 S/B AT OSO PKWY EXIT LANE & INTRCHNGE IMPROV		\$22,872	\$22,773						\$99
I-5 San Clemente Avenida Vaquero Soundwall		\$2,754	\$2,754						
I-5 soundwall, at El Camino Real		\$4,995	\$4,995						
I-5, Camino Capistrano Interchange Improvements		\$19,151	\$19,151						
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue- Landscaping		\$4,650		\$4,650					
SR- 57 N/B widening, SR-91 to Yorba Linda Boulevard- landscaping		\$1,070						\$1,070	
SR-55 Continuous Access HOV restriping environmental		\$1,500							\$1,500
SR-55 southbound aux. lanes, Dyer Rd to MacArthur (env)		\$2,397	\$2,397						
SR-90 Imperial Hwy Enhancement & Mitigation Planting		\$1,669	\$1,669						
SR-91 WB connecting existing auxiliary lanes, I-5 to SR-57- landscaping		\$2,290						\$2,290	
HOV Connectors from I-405 and I-605	M1	\$173,091		\$135,430	\$14,787		\$16,200		\$6,674
HOV Connectors from SR-22 to I-405	M1	\$115,878			\$64,375	\$49,625	\$1,878		
I-5at Gene Autry Way (west) - HOV Drop ramps	M1	\$68,199			\$35,644	\$9,883	\$8,601		\$14,071
State Highway Project Totals		\$761,296	\$170,767	\$264,301	\$114,806	\$108,148	\$29,179	\$37,020	\$37,075
State Funding Total		\$435,068							
Federal Funding Total		\$222,954							
Local Funding Total		\$103,274							
Total Funding (000's)		\$761,296							

Board Notes:

1. Capital Programming Update - Updated for the use of \$2.289 million in M2 funds for the I-5 HOV from Avenida Vista Hermosa to Pacific Coast Highway. Consistent with current actual expenditures, increases the authorized funding by \$2.289 million from \$68.711 million to \$71.1 million.
2. Capital Programming Update - Updated for the use of \$15.479 million in M2 funds for the I-5 widening from SR-73 to Oso Parkway. Consistent with current estimates, increases the authorized funding by \$15.479 million from \$136.421 million to \$151.9 million
3. Capital Programming Update - Updated for the use of \$3.08 million in STIP funds for the I-5/SR-74 Interchange Project. Consistent with actual expenditures, increases the authorized funding by \$3.08 million from \$77.211 million to \$80.3 million.

Project Notes:

4. Updated funding from \$90.388 million to \$90.441 million to reflect prior board approval.



Capital Funding Program Report

Pending Board Approval - July 10, 2017

Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion	M1/R	\$15,134			\$6,500		\$8,634		
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project	M1/R	\$61,962		\$28,104	\$10,536		\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$10,286				\$1,516	\$6,000	\$1,335	\$1,435
OC Streetcar (Proposed New Starts)	M1/S	\$299,342	\$25,518		\$54,465	\$162,213		\$57,146	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$771			\$671		\$100		
17th Street Grade Separation Environmental	R	\$3,500						\$3,500	
Anaheim Canyon Station Improvements ¹	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street	R	\$4,000				\$4,000			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$30,830	\$6,000	\$1,928	\$22,347				\$555
Metrolink Preventive Maintenance Capitalized Operation ²	R	\$6,000				\$6,000			
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2021-22	R	\$125,447				\$125,447			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
San Juan Creek Bridge Replacement ³	R	\$38,333		\$18,793		\$18,365		\$1,175	
Slope Stabilization Laguna Niguel-Lake Forest	R	\$4,139				\$4,000		\$139	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857				\$6,857			
Video Surveillance Systems at Commuter Rail Stations	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,054,778	\$88,249	\$141,143	\$157,305	\$384,069	\$78,295	\$148,929	\$56,788

State Funding Total	\$229,392
Federal Funding Total	\$541,374
Local Funding Total	\$284,012
Total Funding (000's)	\$1,054,778

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$85,009		\$18,595			\$6,305	\$36,299	\$23,810
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		



Capital Funding Program Report

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
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	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$5,103		\$2,170				\$2,311	\$622
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					\$41,369		
Fiber Optics Installation (Metrolink)	M1	\$24,600		\$12,300		\$10,903	\$1,397		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,389	\$1,100	\$7,181			\$7,108		
Rail Project Totals		\$476,736	\$1,100	\$132,588	\$44,298	\$49,538	\$180,264	\$44,516	\$24,432
State Funding Total		\$133,688							
Federal Funding Total		\$93,836							
Local Funding Total		\$249,212							
Total Funding (000's)		\$476,736							

Acronyms:

- M Code - Project Codes in Measure M1 and M2
- STIP - State Transportation Improvement Program
- RSTP - Regional Surface Transportation Program
- CMAQ - Congestion Mitigation and Air Quality Improvement Program
- M1 - Measure M1
- M2 - Measure M2
- Board - Board of Directors
- I-5 - Interstate 5
- SR-55 - State Route 55
- S/O - South of
- HOV - High-Occupancy Vehicle
- I-405 - Interstate 405
- PCH - Pacific Coast Highway
- SR-73 - State Route 73
- SR-91 - State Route 91
- SR-57 - State Route 57
- W/B - Westbound
- S/B - Southbound
- N/B - Northbound
- E/O - East of
- Weir - Weir Canyon
- ARTIC - Anaheim Regional Transportation Intermodal Center
- PSR - Project Study Report
- ROW - Right-of-Way
- LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
- OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

Board Notes:

1. Capital Programming Update - Updated for the use of \$7.363 million in CMAQ funds and the replacement of \$2 million in FTA 5337 with Measure M2 for the Anaheim Canyon Station Project. Consistent with current estimates increases the authorized funding by \$7.363 million from \$20.544 million to \$27.906 million.
2. Capital Programming Update - New project to add the use of \$6 million in FTA 5307 funds for Metrolink preventive maintenance capitalized operations.
3. Capital Programming Update - Updated for the increase of \$12.645 million in Proposition 1B Trade Corridor Improvement Funds, \$3.364 million in FTA 5337, \$2.376 million in Prop 116, and \$0.122 million in M2 to increase the total project cost and replace \$14.374 million in FTA 5307 for the San Juan Creek Bridge Replacement Project. Consistent with current estimates increases the authorized funding by \$4.133 million from \$34.2 million to \$38.333 million.

Capital Programming Update Project Descriptions

Interstate 5 Widening from State Route 73 to Oso Parkway Project

The Interstate 5 Widening Project will add one general purpose lane in each direction from State Route 73 to Oso Parkway, provide operational improvements, and reconstruct the interchange at Avery Parkway. This is Project C in the M2020 Plan. The project is in the design phase and the project is due to be advertised for construction in January 2019. The funding is increased to include public awareness/outreach, project support contingency, and project management and contingency, which were not previously included in the Capital Programming Policies.

Current and proposed funding levels are depicted below.

Current Funding (\$000s)	STIP	OCTA M2	STBG	TOTAL
Design		\$ 1,250	\$ 10,768	\$ 12,018
Right-of-Way		\$ 24,257	\$ 13,415	\$ 37,672
Construction	\$ 78,030	\$ 4,717	\$ 3,984	\$ 86,731
Total	\$ 78,030	\$ 30,224	\$ 28,167	\$ 136,421

Proposed Funding (\$000s)	STIP	OCTA M2	STBG	TOTAL
Design		\$ 1,250	\$ 10,768	\$ 12,018
Right-of-Way		\$ 24,257	\$ 13,415	\$ 37,672
Construction	\$ 78,030	\$ 4,717	\$ 3,984	\$ 86,731
Project Management		\$ 15,479		
Total	\$ 78,030	\$ 45,703	\$ 28,167	\$ 151,900
Change	\$ -	\$ 15,479	\$ -	\$ 15,479

Capital Programming Update Project Descriptions

San Juan Creek Bridge Replacement

The San Juan Creek Bridge Replacement Project will replace an Orange County Transportation Authority-owned 100-year old three span steel railroad bridge supported by timber piles along the Los Angeles-San Diego-San Luis Obispo Rail Corridor in San Juan Capistrano. It will be replaced by a newly constructed 349-foot, three span through plate girder bridge over San Juan Creek in the City of San Juan Capistrano. The project includes constructing 1,600 track feet of mainline track that would meet current design standards and rail load capabilities and shifting 1,300 track feet of existing mainline track.

Current and proposed funding levels are depicted below.

Current Funding (\$000s)	FTA 5337	FTA 5307	Federal Earmarks	Prop 1B TCIF	Prop 116	M2	Prop1B TSSSDRA	TOTAL
Design								\$ -
Right-of-Way						\$ 1,053	\$ 160	\$ 1,213
Construction	\$ 14,126	\$ 14,374	\$ 875	\$ 3,094	\$ 518		\$ -	\$ 32,987
Total	\$ 14,126	\$ 14,374	\$ 875	\$ 3,094	\$ 518	\$ 1,053	\$ 160	\$ 34,200

Proposed Funding (\$000s)	FTA 5337	FTA 5307	Federal Earmarks	Prop 1B TCIF	Prop 116	M2	Prop 1B TSSSDRA	TOTAL
Design								\$ -
Right-of-Way						\$ 1,175	\$ 160	\$ 1,335
Construction	\$ 17,490	\$ -	\$ 875	\$ 15,739	\$ 2,894			\$ 36,998
Total	\$ 17,490	\$ -	\$ 875	\$ 15,739	\$ 2,894	\$ 1,175	\$ 160	\$ 38,333
Change	\$ 3,364	\$ (14,374)	\$ -	\$ 12,645	\$ 2,376	\$ 122	\$ -	\$ 4,133

Capital Programming Update Project Descriptions

Anaheim Canyon Station

The Anaheim Canyon Station Project will add three quarters of a mile of double track, a second platform, as well as extend the existing platform to be in conformance with the Metrolink standards for passenger platform length. The project also includes inclusion of a bus stop to enhance connections between rail service and bus service along La Palma Avenue, a new bike lane, and provides the required Americans with Disabilities Act updates to the parking lot.

Current and proposed funding levels are depicted below.

Current Funding (\$000s)	CMAQ	FTA Section 5337	CURE	M2	TOTAL
Design	\$ 2,250				\$ 2,250
Right-of-Way		\$ 2,001			\$ 2,001
Construction	\$ 15,800				\$ 15,800
Project Management			\$ 493		
Total	\$ 18,050	\$ 2,001	\$ 493	\$ -	\$ 20,544

Proposed Funding (\$000s)	CMAQ	FTA Section 5337	CURE	M2	TOTAL
Design	\$ 2,250				\$ 2,250
Right-of-Way				\$ 2,000	\$ 2,000
Construction	\$ 23,163				\$ 23,163
Project Management			\$ 493		
Total	\$ 25,413	\$ -	\$ 493	\$ 2,000	\$ 27,906
Change	\$ 7,363	\$ (2,001)	\$ -	\$ 2,000	\$ 7,362

STIP – State Transportation Improvement Program

OCTA – Orange County Transportation Authority

M2 – Measure M2

STBG – Surface Transportation Block Grant

FTA 5337 – Federal Transit Administration Section 5337

FTA 5307 – Federal Transit Administration Section 5307

Prop – Proposition

TCIF – Trade Corridor Improvement Fund

TSSSDRA – Transit System Safety, Security & Disaster Response Account

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CURE – Commuter and Urban Rail Endowment Fund

Capital Programming Actions from January 2017 to June 2017

Date	Report Title	Fund Source(s) Affected
1/23/2017	Proposition 1B California Transit Security Grant Program Authorization for 2015 and 2016	TSSSDRA
1/23/2017	Transit Projects Programming Revisions	TIRCP, CMAQ, FTA 5337, FTA 5307, FTA 5309
2/13/2017	Low Carbon Transit Operations Program Recommendations for Fiscal Year 2016-17 Funds	LCTOP
3/13/2017	Grant Award for the 2017 and 2018 Angels Express Service	MSRC, not on CFP
4/10/2017	Comprehensive Transportation Funding Programs – 2017 Call for Projects Programming Recommendations	M2
5/8/2017	Capital Programming Policies	CFIP, FTA 5307, FTA 5337
5/22/2017	OC Streetcar Full Funding Grant Agreement	CMAQ
6/12/2017	Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5	STBG, M2
6/12/2017	Proposition 1B California Transit Security Grant Program Authorization for 2017	TSSSDRA, M2

TSSSDRA – Transit System Safety, Security & Disaster Response Account

TIRCP – Transit and Intercity Rail Capital Program

CMAQ – Congestion Mitigation and Air Quality Improvement Program

FTA 5337 – Federal Transit Administration Section 5337

FTA 5307 – Federal Transit Administration Section 5307

FTA 5309 – Federal Transit Administration Section 5309

LCTOP – Low Carbon Transit Operations Program

MSRC – Mobile Source Air Pollution Reduction Review Committee

CFP – Capital Funding Program


M2 – Measure M2

CFIP – California Freight Investment Program

STBG – Surface Transportation Block Grant



July 6, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer 
Subject: Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Overview

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

Recommendations

- A. Conditionally approve one delay request for the City of Irvine's Peters Canyon Off-Street Bikeway Lighting Improvements Project, contingent on the Orange County Board of Supervisors approval of the right-of-way agreement.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic state and federally-funded calls for projects (calls), similar to the Measure M2 Comprehensive Transportation Funding Programs. Examples of prior calls include: Bicycle Corridor Improvement Program (BCIP), Transportation Enhancements (TE) Program, State-Local Partnership Program (SLPP), and Arterial Pavement Management Program (APM).

Revenues for the prior calls include: federal Congestion Mitigation and Air Quality funds, federal Surface Transportation Block Grant Program, former federal TE (eliminated in the current federal transportation act), Federal Transit Administration funds, and state Proposition 1B SLPP funds.

To meet OCTA state and federal requirements, a project-specific amendment is requested by a local agency, and is presented below for review and approval.

Discussion

Delay Requests

For this review period, the Board of Directors (Board) is requested to approve a one-year extension of the BCIP funds for the City of Irvine’s (City) Peters Canyon Off-Street Bikeway Lighting Improvement Project, contingent upon the Orange County Board of Supervisors’ approval of the right-of-way (ROW) agreement between the City and the Orange County Flood Control District. The City has been working with the Orange County Flood Control District to negotiate a long-term ROW agreement. Additional details for this request are available in Attachment A.

BCIP, TE, SLPP, APM Updates

To date, the Board has programmed \$85.898 million in state and federal funds for a total of 178 project phases of work. The progress and information for each of the active projects is listed in Attachment B. A summary of the progress of phases is provided below.

Project Phase Status	Environmental/Engineering	ROW	Construction	Total
Planned	9	3	17	29
Started	2	-	49	51
Completed	7	-	90	97
Cancelled	-	-	1	1
Total	18	3	157	178

NOTE: BCIP projects may have more than one phase of work
 Planned – Phase is planned
 Started – Phase has started or nearly completed
 Completed – Phase is complete and closed out

The Comprehensive Funding Plan (CFP), which provides funding information for OCTA-funded capital projects and also highlights the recommended changes included in this item, is provided in Attachment C. The CFP shows the current project programming based on actions recommended in this report and prior Board actions.

Summary

Status reports from the BCIP, TE, SLPP, and APM are provided for review, as well as project adjustments for Board approval.

Attachments

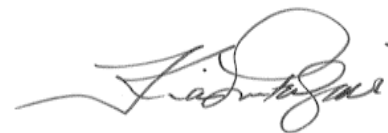
- A. State and Federal Grant Programming Update, Delay Request and Detailed Discussion for Delayed Projects
- B. State and Federal Grant Programs Update, State and Federal Grant Projects
- C. Capital Funding Program Report

Prepared by:



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Transportation Programming
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Approved by:



Kia Mortazavi
Executive Director, Planning
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**State and Federal Grant Programming Update
Delay Request and Detailed Discussion for Delayed Projects**

Delay Requests

The City of Irvine (City) is requesting a one-year delay for the Bicycle Corridor Improvement Program-funded Peters Canyon Off-Street Bikeway Lighting Improvement Project. The City has been working with the Orange County Flood Control District to negotiate a 50-year Bikeways and Trails right-of-way (ROW) agreement. The agreement will allow the City to construct and maintain bikeway and pedestrian trail improvements on the Orange County Flood Control District's ROW. The County of Orange is anticipating to present the agreement to the Orange County Board of Supervisors for approval on July 11, 2017.

Additionally, the agreement is necessary for the California Department of Transportation's (Caltrans) concurrence for the Request for Authorization to Proceed (E-76) for ROW and construction. The City plans to submit the E-76 request for construction to Caltrans by January 1, 2018. The updated proposed project schedule is as follows:

Schedule:

Project Milestone	Date
Begin Environmental (PA&ED) Phase	2/1/2013
Signed Environmental Document	7/25/2014
Begin Design (PS&E) Phase	4/27/2017
End Design Phase (Ready to List for Advertisement Milestone)	12/14/17
Begin ROW Phase	4/1/2016
End Right of Way Phase (ROW Certification Milestone)	9/30/2017
Begin Construction Phase (Contract Award Milestone)	10/31/2018
End Construction Phase (Construction Contract Acceptance Milestone)	2/28/2019
Begin Closeout Phase	4/1/2019
End Closeout Phase (Closeout Report)	12/1/2019

PA&ED – Project approval and environmental documentation
PS&E – Plans, specifications, and estimates

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2012 BCIP Projects							
1	Anaheim	Anaheim Regional Transportation Intermodal Corridor to West Anaheim 4th District Bikeway Connector Project	E, C	\$ 325,293	\$ 48,607	\$ 373,900	Completed (E) Started (C)
2	Brea	The Tracks at Brea	C	\$ 836,150	\$ 115,000	\$ 951,150	Started
3	Costa Mesa	Bicycle Education at Schools	C	\$ 120,582	\$ 18,018	\$ 138,600	Completed
4	Costa Mesa	Bike Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050	Planned
5	Costa Mesa	Fairview Park Multi-Purpose Trail	C	\$ 835,959	\$ 411,741	\$ 1,247,700	Planned
6	Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288	Started
7	Huntington Beach	Lake Street Bicycle Treatments and Downtown Bicycle Facilities	C	\$ 36,530	\$ 5,500	\$ 42,030	Completed
8	Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	E, C	\$ 746,460	\$ 111,540	\$ 858,000	Started (E) Planned (C)
9	Irvine	Freeway Trail Lighting Improvements ¹	E, C	\$ 746,460	\$ 111,540	\$ 858,000	Completed (E) Started (C)
10	La Habra	Union Pacific Rail Line Bikeway Project	E	\$ 453,000	\$ 68,000	\$ 521,000	Started
11	San Clemente	Pacific Coast Bicycle Route Signage	C	\$ 143,376	\$ 21,424	\$ 164,800	Planned
12	Santa Ana	1st Street Class II Bikeway	E, C	\$ 125,572	\$ 17,123	\$ 142,695	Completed (E) Completed (C)
13	Santa Ana	Chestnut Avenue Class II Bikeway	E, C	\$ 377,290	\$ 51,449	\$ 428,739	Completed (E) Completed (C)
14	Santa Ana	Maple Bike Trail Safety Enhancements	E, C	\$ 263,754	\$ 35,966	\$ 299,720	Completed (E) Completed (C)
15	Santa Ana	Newhope Street Class II Bikeways	E, C	\$ 111,072	\$ 15,146	\$ 126,218	Completed (E) Completed (C)
TOTAL 2012 BCIP IN PROGRESS				\$ 5,368,003	\$ 1,067,887	\$ 6,435,890	
2012 BCIP PRIOR COMPLETED³				\$ 2,422,532	\$ 734,145	\$ 3,156,677	
TOTAL 2012 BCIP PROGRAM				\$ 7,790,535	\$ 1,802,032	\$ 9,592,567	

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2014 BCIP Projects							
1	Brea	The Tracks at Brea - Segment 4	C	\$ 229,316	\$ 2,796,684	\$ 3,026,000	Started
2	Costa Mesa	19th Street Bicycle Trail	C	\$ 385,173	\$ 1,319,000	\$ 1,704,173	Planned
3	Cypress	Cerritos Avenue Bike Corridor Improvements (from Denni Street to Walker Street) ¹	C	\$ 82,000	\$ 631,376	\$ 713,376	Started
4	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 1	C	\$ 607,187	\$ 82,798	\$ 689,985	Planned
5	Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Planned
6	La Habra	La Habra Union Pacific Rail Line Bikeway ¹	R	\$ 91,760	\$ 708,240	\$ 800,000	Planned
7	San Juan Capistrano	San Juan Capistrano Bikeway Gap Closure ¹	E, C	\$ 66,360	\$ 486,640	\$ 553,000	Complete (E) Started (C)
8	County of Orange	Lambert Road Bikeway Project ¹	C	\$ 40,800	\$ 312,200	\$ 353,000	Started
TOTAL 2014 BCIP PROGRAM				\$ 2,184,856	\$ 6,507,508	\$ 8,692,364	

2016 BCIP Projects							
1	Anaheim	Nohl Ranch Open Space Trail	E, R	\$ 650,400	\$ 162,600	\$ 813,000	Planned
2	County of Orange	Hazard Avenue Bikeway Project	C	\$ 3,000,000	\$ 556,291	\$ 3,556,291	Planned
3	County of Orange / OC Parks	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Planned
4	County of Orange / OC Parks	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E, R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Planned
5	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 2	C	\$ 2,073,224	\$ 282,712	\$ 2,355,936	Planned
6	Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825	Planned
7	Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Planned
8	Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E, C	\$ 1,113,978	\$ 151,905	\$ 1,265,883	Planned
9	Irvine	Jeffrey Open Space Trail and I-5 Freeway Bicycle and Pedestrian Bridge Project	E	\$ 488,434	\$ 711,566	\$ 1,200,000	Planned
10	Santa Ana	Bristol Street Protected Bicycle Lanes	E, C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Planned

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2016 BCIP Projects (Continued)							
11	Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E, C	\$ 735,703	\$ 100,326	\$ 836,029	Planned
12	Santa Ana	Hazard Avenue Protected Bike Lanes	E, C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Planned
13	Santa Ana	Citywide Bike Racks	E, C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Planned
14	Tustin	Main Street / El Camino Real Improvements	C	\$ 2,297,900	\$ 313,350	\$ 2,611,250	Planned
TOTAL 2016 BCIP PROGRAM				\$ 20,000,000	\$ 3,593,347	\$ 23,593,347	

Arterial Pavement Management Program (APM)							
1	Anaheim	Lincoln - Brookhurst to Euclid ²	C	\$ 835,347	\$ 1,215,550	\$ 2,050,897	Started
2	Brea	Kraemer - Lambert to Golden	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
3	Brea	Lambert - Delta to West City Limit and Lambert - Wildcat Way to East City Limit	C	\$ 500,000	\$ 758,527	\$ 1,258,527	Started
4	Buena Park	Beach - Azalea to La Palma	C	\$ 499,740	\$ 499,740	\$ 999,480	Started
5	Buena Park	Valley View - Orangethorpe to Caballero	C	\$ 498,975	\$ 498,975	\$ 997,950	Started
6	Costa Mesa	Bristol Street - Interstate 405 (I-405) to Randolph	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
7	Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started
8	Cypress	Orange and Ball to Walker Street and Valley View Street	C	\$ 449,428	\$ 449,429	\$ 898,857	Started
9	Dana Point	Del Obispo - Stonehill to Pacific Coast Highway State Route 1	C	\$ 500,000	\$ 520,360	\$ 1,020,360	Started
10	Fountain Valley	Edinger - Brookhurst to Euclid	C	\$ 500,000	\$ 1,000,000	\$ 1,500,000	Started
11	Fountain Valley	Harbor - North City Limit to South City Limit	C	\$ 500,000	\$ 1,100,000	\$ 1,600,000	Started
12	Fullerton	Chapman Avenue - Berkeley to Raymond	C	\$ 402,234	\$ 402,234	\$ 804,468	Started
13	Garden Grove	Brookhurst - Trask to Larson	C	\$ 500,000	\$ 815,798	\$ 1,315,798	Completed
14	Garden Grove	Knott Street - Garden Grove to Lampson	C	\$ 500,000	\$ 818,150	\$ 1,318,150	Started
15	Huntington Beach	Adams - Beach to Newland and Atlanta - Beach to Newland	C	\$ 500,000	\$ 881,374	\$ 1,381,374	Started
16	Huntington Beach	Edinger - Graham to Springdale and Warner - Beach to Newland	C	\$ 500,000	\$ 1,208,083	\$ 1,708,083	Started

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
APM (Continued)							
17	La Habra	Euclid - Imperial Highway to South City Limit	C	\$ 378,888	\$ 568,332	\$ 947,220	Started
18	La Habra	Harbor - Imperial Highway to South City Limit	C	\$ 262,356	\$ 393,534	\$ 655,890	Started
19	La Palma	La Palma Avenue - Moody Street to Valley View Street	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
20	La Palma	Valley View Street - 183rd Street to Orangethorpe Avenue	C	\$ 250,000	\$ 250,000	\$ 500,000	Started
21	Laguna Hills	5 Segments - Alicia, Cabot Segment 1 and 2, Los Alisos, and Paseo de Valencia	C	\$ 500,000	\$ 770,000	\$ 1,270,000	Started
22	Laguna Niguel	Niguel Road - Crown Valley Road to La Hermosa Avenue	C	\$ 500,000	\$ 661,911	\$ 1,161,911	Started
23	Lake Forest	Portola - Alton to El Toro	C	\$ 500,000	\$ 568,698	\$ 1,068,698	Started
24	Lake Forest	Alton - Portola to Rancho Parkway	C	\$ 250,000	\$ 597,518	\$ 847,518	Started
25	Mission Viejo	Trabuco and Marguerite	C	\$ 500,000	\$ 1,273,780	\$ 1,773,780	Started
26	Newport Beach	MacArthur - East Coast Highway to San Joaquin Hills Road	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
27	Newport Beach	MacArthur - San Joaquin Hills Road to Bonita Canyon Drive	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
28	Orange	Katella Avenue - Glassell to Tustin	C	\$ 500,000	\$ 665,000	\$ 1,165,000	Started
29	Orange	Tustin Street - Meats Avenue to Heim Avenue	C	\$ 500,000	\$ 956,178	\$ 1,456,178	Started
30	Orange County	Foothill Boulevard - Newport to Hewes	C	\$ 500,000	\$ 513,730	\$ 1,013,730	Started
31	Orange County	Crown Valley and Oso	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Started
32	Placentia	Placentia - Chapman to Ruby	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Started
33	Rancho Santa	Santa Margarita Parkway - Buena Suerte to Plano	C	\$ 500,000	\$ 759,377	\$ 1,259,377	Started
34	San Clemente	South El Camino Real - East Avenida San Juan to Avenida Mendocino Overpass	C	\$ 395,043	\$ 395,043	\$ 790,086	Started
35	San Juan Capistrano	Camino Capistrano - Oso to La Zanja	C	\$ 457,377	\$ 467,607	\$ 924,984	Started
36	Santa Ana	Warner - West City Limit to Grand	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
37	Santa Ana	First Street - Harbor to Grand	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
38	Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
APM (Continued)							
39	Seal Beach	Westminster - West City Limit to Seal Beach	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
40	Villa Park	Taft - Santiago to Lemon	C	\$ 385,997	\$ 385,997	\$ 771,994	Started
41	Westminster	Westminster - Edwards to Goldenwest	C	\$ 500,000	\$ 775,000	\$ 1,275,000	Started
42	Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	C	\$ 500,000	\$ 2,171,143	\$ 2,671,143	Started
TOTAL APM IN PROGRESS				\$ 19,865,385	\$ 30,958,336	\$ 50,823,721	
TOTAL APM AVAILABLE FROM SAVINGS AND CANCELLATIONS⁴				\$ 64,844	\$ -	\$ 64,844	
TOTAL APM PROGRAM				\$ 19,930,229	\$ 61,916,672	\$ 101,712,286	

2010 Transportation Enhancements (TE) Program Projects							
1	Costa Mesa	17th Street Streetscape Improvement Project	C	\$ 500,000	\$ 256,000	\$ 756,000	Completed
2	Costa Mesa	Harbor Boulevard Beautification Project	C	\$ 500,000	\$ 175,000	\$ 675,000	Completed
2010 TE IN PROGRESS				\$ 1,000,000	\$ 431,000	\$ 1,431,000	
2010 TE PRIOR COMPLETED⁵				\$ 10,464,709	\$ 9,305,895	\$ 19,770,604	
TOTAL 2010 TE PROGRAM				\$ 11,464,709	\$ 9,736,895	\$ 21,201,604	

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
State-Local Partnership Program (SLPP) Projects							
1	Laguna Woods	El Toro Road Pavement Rehabilitation from Calle Sonora, Town Center Drive, and Moulton Parkway	C	\$ 293,000	\$ 293,000	\$ 586,000	Completed
2	Los Alamitos	Business Area Street Improvement on Segments of Cerritos Avenue, Las Vasqueros Circle, Humbolt Street, and Reagan Street	C	\$ 318,000	\$ 318,000	\$ 636,000	Completed
3	Tustin	Newport Avenue Bicycle Trail Reconstruction from Main Street to Irvine Boulevard	C	\$ 200,000	\$ 200,000	\$ 400,000	Completed
4	Tustin	Enderle Center Drive and Vandenberg Lane Intersection Safety Enhancements	C	\$ 35,000	\$ 53,000	\$ 88,000	Completed
5	Tustin	Tustin Rehabilitation Project	C	\$ 358,000	\$ 469,089	\$ 827,089	Completed
6	Villa Park	FY 2012-13 Street Rehabilitation Project	C	\$ 125,000	\$ 526,304	\$ 651,304	Completed
SLPP PROGRAM IN PROGRESS				\$ 1,329,000	\$ 1,859,393	\$ 3,188,393	
SLPP PROGRAM PRIOR COMPLETED⁶				\$ 23,199,000	\$ 26,360,525	\$ 49,559,525	
TOTAL SLPP PROGRAM				\$ 24,528,000	\$ 28,219,918	\$ 52,747,918	
TOTAL ALL PROGRAMS				\$ 85,898,329	\$ 111,776,372	\$ 217,540,086	

1. Mobile Source Air Pollution Reduction Committee County Transportation Commission Funds.
2. Includes Lincoln - Brookhurst to Muller and Lincoln - Muller to Euclid.
3. Includes four completed 2012 BCIP projects.
4. Savings from Lincoln - Brookhurst to Euclid project in the City of Anaheim, and funds made available from the cancellation of the Cerritos to West City Limit to Bloomfield in the City of Los Alamitos.
5. Includes 26 completed TE projects.
6. Includes 45 completed SLPP projects.

- E - Engineering
R - Right-of-Way
C - Construction

Planned - Planned indicates that the funds have not been obligated and/or pending contract award.
Started - Started indicates that the project is underway and funds are obligated.
Completed - Completed indicates that the project work is complete.



Capital Funding Program Report

Pending Board Approval - July 10, 2017

Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) Formula Grant Call	M1/Q	\$46,419		\$21,217			\$1,280	\$23,922	
Kraemer Boulevard Grade Separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue Grade Separation	O	\$107,402		\$26,924	\$35,411	\$9,709		\$24,783	\$10,575
Measure M2 Project O Regional Capacity Program Call for Projects ¹	O	\$254,629		\$22,979				\$231,650	
Orangethorpe Avenue Grade Separation	O	\$108,600		\$34,520	\$38,240	\$18,600		\$14,543	\$2,697
Placentia Grade Separation along SS of Orangethorpe	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
Raymond Avenue Grade Separation	O	\$124,833		\$90,767				\$26,350	\$7,716
SR-57 Truck Climbing Lane Phase I- Lambert Road Interchange Improvement	O	\$63,787	\$22,100				\$924	\$927	\$39,836
State College Grade Separation	O	\$96,969		\$34,042	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Ave/Rose Drive Grade Separation	O	\$98,254		\$25,473	\$53,376			\$17,642	\$1,763
M2 Project P Regional Signal Synchronization Program Call ²	P	\$70,471						\$70,471	
M2 Project Q Fair Share Program (FY 16-17 through FY 21-22) ³	Q	\$341,947						\$341,947	
Measure M2 Project X Environmental Clean Up ⁴	X	\$43,214						\$43,214	
Active Transportation Program - Regional Call		\$31,117	\$92		\$614	\$26,337			\$4,074
ARRA Transportation Enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$44,319			\$44,319				
Atlanta Avenue Widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program		\$34,741			\$28,425				\$6,316
Bristol Street Widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 Rehab Projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo Widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,745,311	\$29,692	\$298,781	\$255,823	\$120,906	\$35,780	\$856,661	\$147,668
State Funding Total		\$328,473							
Federal Funding Total		\$376,729							
Local Funding Total		\$1,040,109							
Total Funding (000's)		\$1,745,311							

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue Widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
M2 Fair Share State-Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	
Antonio Parkway Widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard Widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz Interchange Improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350

ATTACHMENT C



Capital Funding Program Report

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), County Wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$73,432		\$7,716	\$27,066		\$5,992	\$3,516	\$29,142
State Funding Total		\$7,716							
Federal Funding Total		\$27,066							
Local Funding Total		\$38,650							
Total Funding (000's)		\$73,432							

Acronyms:

M Code - Project codes in M2 Program
 STIP - State Transportation Improvement Program
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program
 M1/M2 - Measure M1/Measure M2
 ARRA - American Recovery and Reinvestment Act
 I-5 - Interstate 5

Project Notes:

1. Update funding per the April 10, 2017 Comprehensive Transportation Funding Programs - 2017 Call for Projects Programming Recommendations Board item.
2. Update funding per the April 10, 2017 Comprehensive Transportation Funding Programs - 2017 Call for Projects Programming Recommendations Board item.
3. Update funding per the Local Fair Share forecast (as of February 22, 2017).
4. Update funding per the December 12, 2016 Comprehensive Transportation Funding Programs Semi-Annual Review - September 2016 Board item.



July 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

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

Subject: OC Active: Project Update

Overview

Preparation of a countywide active transportation plan is underway. The plan will help ensure bicycle and pedestrian improvement efforts are coordinated between local jurisdictions, and will reduce the need for agencies to develop similar plans in order to compete for state and federal grants. Project goals have been developed as a first step in the process and are presented for review.

Recommendation

Receive and file as an information item.

Background

In early 2017, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the consultant selection to develop the first countywide Active Transportation Plan (OC Active). OC Active will evaluate needs, as well as recommend active transportation (bicycle and pedestrian) improvements for all 35 local jurisdictions in Orange County. Currently, few Orange County cities have started or completed a pedestrian plan. OC Active will include analysis to identify pedestrian improvement areas and will incorporate all regional and local bikeway planning work conducted to date by OCTA and local jurisdictions.

The list of improvement recommendations will be tied to goals and metrics, and be developed based on both community input, as well as technical analyses throughout the process. OC Active will also provide information and analysis required by the state guidelines for active transportation plans. By prioritizing improvements, OC Active will help guide local agency efforts to secure funding to implement infrastructure improvements. These results will also help guide countywide funding and program decisions.

Discussion

The draft goals below are intended to guide decision making during preparation of the plan. To date, these goals have been discussed with the Orange County Council of Governments Technical Advisory Committee, OCTA's Technical Advisory Committee, and the Citizens Advisory Committee Bike and Pedestrian Subcommittee.

1. Advance Strategic Walking and Biking Network
2. Enhance Walking and Biking Access to Transit
3. Improve High-Need Pedestrian Areas
4. Reduce Pedestrian and Bicyclist Collisions
5. Strengthen Stakeholder Partnerships
6. Incorporate Diverse Community Perspectives
7. Leverage Funding Opportunities

The goals will ensure OC Active supports regional mobility needs and empowers local jurisdictions to provide a responsive transportation network. The goals will influence the technical analysis and be used to evaluate the success of the final report, scheduled for completion in late 2018. Subsequent efforts will include bikeways and pedestrian analysis, and finalization of the public engagement efforts identified in Attachments A and B. The public outreach approach focuses on attending local pre-planned community events to reach a broad spectrum of Orange County residents, a schools-related art contest in October, and social community engagement activities with public safety representatives.

After finalizing the goals above, the technical pedestrian and bicycle analysis will advance. An update of OC Active and other OCTA active transportation efforts is planned for presentation to the OCTA Board in August 2017.


Summary

Staff will utilize the draft project goals and continue working with local agencies, local jurisdictions, and community members to prepare OC Active.

Attachments

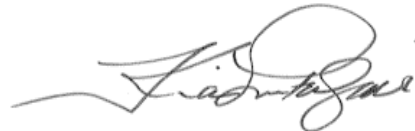
- A. OC Active Orange County's Bike + Ped Plan, OC Active Draft Community Engagement Outline
- B. OC Active Orange County's Bike + Ped Plan, OC Active Project Schedule

Prepared by:



Paul Martin
Active Transportation Coordinator
(714) 560-5386

Approved by:



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



OC ACTIVE DRAFT COMMUNITY ENGAGEMENT OUTLINE

The following is a draft list of community engagement activities planned during preparation of OC Active: Orange County's Bike + Ped Plan.

- 1. Orange County Transportation Authority Board of Directors**
Policy level input on the plan will be solicited during presentations at the Orange County Transportation Authority (OCTA) Regional Planning and Highways Committee and Board of Directors. Approximately two to three meetings are planned.
- 2. OCTA Citizens Advisory Committee Bicycle and Pedestrian Subcommittee**
Public input on the plan will be solicited during quarterly updates at the OCTA Citizens Advisory Committee Bicycle and Pedestrian Subcommittee.
- 3. Stakeholder Working Group**
Develop working group consisting of staff, and advocates for project promotion and input on plan. Approximately five to six meetings are planned.
- 4. Technical Advisory Committee**
Engineering and planning input on the plan will be solicited during presentations at the OCTA Technical Advisory Committee (TAC) and the Orange County Council of Governments TAC. Approximately three to five meetings are planned.
- 5. Online Survey Tool**
Develop internet-based survey, including survey questions and a link to geographic input tool for public to identify locations within Orange County for suggested pedestrian enhancements. The survey would be available for public input for six to eight months.
- 6. OC Active Events**
 - a. Ride with a Cop:** Host and attend up to five social events for the public to bike ride, walk, run, hike, etc., with a police officer and/or other public safety representative. During the events, staff would promote OC Active and solicit input on survey.

- b. **Chalk, Walk, and Roll:** Host contest for schools within Orange County to design and submit a visual image using chalk that reflects walking and biking. Efforts to incorporate art into science, technology, engineering, and math programs may help strengthen school participation.
7. **Community Events** (15 events)
- a. **Health Festivals:** Attend up to five health and wellness events organized by others to promote OC Active and solicit input on survey.
 - b. **Community Festivals/Events:** Attend up to seven community events organized by others with high-volume attendance, and focus on state identified disadvantaged communities. Venues could include festivals, farmers markets, city celebrations, large church gatherings, etc. The project team would promote OC Active and solicit input on survey.
 - c. **Organized Walk/Run Events:** Attend up to three events organized by others for a half/full marathon or fundraising walk (Race for the Cure, etc.) to promote OC Active and solicit input on survey.
8. **Project Fact Sheet**
Develop a one-page fact sheet.
9. **Digital Media Promotion**
Promote events and the survey using digital media, social media postings, a dedicated Facebook page, and a dedicated webpage on the octa.net website.
10. **Language Translation**
Translate collateral from English to Spanish and Vietnamese, as needed.

OC Active Project Schedule

	2017											2018						
	1 Feb	2 March	3 April	4 May	5 June	6 July	7 Aug	8 Sept	9 Oct	10 Nov	11 Dec	12 Jan	13 Feb	14 March	15 April	16 May	17 June	18 July
Task 1. Project Management																		
Task 1.1 Project Kick-off Meeting	Meeting																	
Task 1.2 Budget and Schedule	Meeting																	
Task 1.3 Project Team Meetings	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting	Meeting
Task 2. Background and Context																		
Task 2.1 Plan Inventory		Work Effort	Deliverable															
Task 2.2 Existing Conditions		Work Effort	Work Effort	Work Effort	Deliverable													
Task 3. Goals and Objectives																		
Task 3.1 Draft Project Goals and Objectives			Work Effort	Deliverable														
Task 3.2 Final Project Goals and Objectives				Work Effort	Deliverable													
Task 4. Community Engagement																		
Task 4.1 Local Agency Coordination						Meeting		Meeting		Meeting			Meeting				Meeting	
Task 4.2 Public Outreach Approach			Work Effort	Work Effort	Deliverable	Deliverable												
Task 4.3 Community Engagement					Work Effort	Work Effort	Work Effort	Work Effort						Work Effort	Work Effort	Work Effort	Work Effort	
Task 5. Pedestrian Recommendations																		
Task 5.1 Pedestrian Priority Area Identification						Work Effort	Deliverable											
Task 5.2 Local Pedestrian Project Identification						Work Effort	Work Effort	Deliverable										
Task 5.3 Pedestrian Improvements Cost Estimates							Work Effort	Work Effort	Deliverable									
Task 5.4 Pedestrian Best Practices Toolkit								Work Effort	Work Effort	Work Effort	Deliverable							
Task 6. Bikeways' Recommendations																		
Task 6.1 Local Bikeway Project Identification						Work Effort	Deliverable											
Task 6.2 Local Bikeway Ranking Criteria						Work Effort	Work Effort	Deliverable										
Task 6.3 Local Bikeways Project Prioritization and Cost Estimates							Work Effort	Work Effort	Deliverable									
Task 6.4 Regional Bikeways Evaluation							Work Effort	Work Effort	Work Effort	Deliverable								
Task 6.5 Bikeways Best Practices Toolkit								Work Effort	Work Effort	Work Effort	Deliverable							
Task 7. Active Transportation Plan																		
Task 7.1 Funding Source Matrix												Work Effort	Work Effort	Deliverable				
Task 7.2 ATP Checklist Review												Work Effort	Work Effort	Deliverable				
Task 7.3 Draft and Final Report													Work Effort	Work Effort	Work Effort	Deliverable	Work Effort	Deliverable

■ Meeting
 ■ Work Effort
 ■ Deliverable



July 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Overview of SB 1 (Chapter 5, Statutes of 2017) – The Road Repair and Accountability Act of 2017

Overview

SB 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, will provide an estimated \$52.5 billion for transportation purposes over the next ten years, with investments targeted towards fix-it-first purposes on local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation. The general requirements of several competitive programs are presented for review.

Recommendation

Receive and file as an information item.

Background

SB 1 provides significant supplemental funding to many existing programs and creates several new funding programs (Attachment A). At its core, SB 1 is about maintaining existing state and local transportation infrastructure. In addition, SB 1 provides significant supplemental public transit funding to stem the declining trend in traditional transit funding. SB 1 will nearly double local street and roads funding for each city and the county, with an emphasis on projects that improve pavement condition, enhance safety, implement complete street elements, and upgrade traffic control devices. The estimated additional annual amount of up to \$118 million will significantly reduce Orange County's pavement rehabilitation backlog.

With respect to transit, SB 1 provides an additional \$18 million in new transit funding per year for Orange County. This doubles the amount of transit funding provided to Orange County when compared to existing State Transit Assistance funding. Lastly, SB 1 stabilized the State Transportation Improvement Program, and, in the short term, allows OCTA to avoid delays to two Interstate 5 projects and reduce exposure to \$50 million in cost escalation.

Overview of SB 1 (Chapter 5, Statutes of 2017) – The Road Repair Page 2 and Accountability Act of 2017

The California Transportation Commission (CTC), the California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) are working on guideline development for many of the SB 1 programs. Milestones and funding amounts for each program are included in Attachment B. The programs are summarized in the table below:

Program	Guideline Development/Lead	Distribution Method
2017 Active Transportation Program (ATP)	CTC	Competitive
2019 ATP	CTC	Competitive
Local Partnership Program (LPP)	CTC	Competitive/Non-Competitive
Local Planning Grants	Caltrans	Competitive
Local Streets and Roads (LSR)	CTC	Non-Competitive
Solutions for Congested Corridors (SCC)	CTC	Competitive
State Highway Operation and Protection Program (SHOPP)	CTC	Non-Competitive
State Transit Assistance Capital (STA Capital)	CalSTA/Caltrans	Non-Competitive
State Transit Assistance Flexible (STA Flexible)	State Controllers	Non-Competitive
State Transportation Improvement Program	CTC	Non-Competitive
Trade Corridor Enhancement Program (TCEP)	CTC	Competitive
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA	Competitive
Freeway Service Patrol (FSP)	Various	Non-Competitive
Advance Mitigation (Environmental)	Caltrans	To Be Determined

Discussion

The Measure M2 (M2) Ordinance requires that every effort be made to maximize matching state and federal transportation dollars. Also, the Capital Programming Policies, last adopted by the Board of Directors (Board) in May 2017, enforces the M2 Ordinance directive that the first priority of all funding sources is to fulfill commitments to M2020 and/or Next 10 projects, specifically M2 projects, and to maintain existing Orange County Transportation Authority’s (OCTA) assets in a state of good repair. SB 1 programs can support this goal, and this is even more important given the great recession of 2008 and the recent downturn in forecasted M2 revenues, and programs in SB 1 can support this goal.

Overview of SB 1 (Chapter 5, Statutes of 2017) – The Road Repair and Accountability Act of 2017 *Page 3*

SB1 includes four competitive programs administered by CTC for which OCTA or local Orange County agencies may compete:

- ATP
- LPP (50 percent competitive)
- SCC
- TCEP

Each of these programs has specific requirements that will require OCTA to be proactive and strategic in how it applies for funding. Attachment C provides information on each of the competitive programs. Attachment D provides information on the non-competitive CTC programs under SB 1.

The CTC will develop guidelines for these programs. The standard process for guideline development for each of these programs is the same, and includes:

- Workshops
- Draft Guidelines
- Proposed Final Guidelines
- Hearing at the CTC meeting
- Final Guidelines
- Issuance of the Call for Projects
- Submittal of Applications
- Review and Score Applications
- Award/Program Funds to the Highest Scoring Projects

Some of these programs may include a distribution of funds based on some variation of geographic distribution, but in order to be competitive, OCTA must prepare plans or documents that describe the projects with careful consideration of statewide goals, such as greenhouse gas emission reductions, vehicle miles traveled reduction, benefits or impacts to disadvantaged communities, fix-it-first, expansion of the economy and protection of the environment, performance criteria, transparency, and accountability.

The CTC approved guidelines for the ATP on June 28, 2017 and intends to program funds to existing cycle 3 projects that can advance, or projects that were not awarded but applied for funding under cycle 3. The Board assigned points to Cycle 3 ATP projects for the Southern California Association of Governments regional project selection on January 9, 2017. A list of projects that would be considered for funding under the CTC's proposed guidelines is provided in Attachment C.

Overview of SB 1 (Chapter 5, Statutes of 2017) – The Road Repair and Accountability Act of 2017 *Page 4*

In October 2017, the CTC is scheduled to approve guidelines for the LPP. In December 2017, the CTC will approve guidelines for the SCC, and in January 2018, they will approve guidelines for the TCEP.

Staff is currently working on a list of projects to be considered for funding under the SB 1 competitive programs. An initial list that depicts OCTA's potential state funding need for this initial funding cycle is provided in Attachment E. Staff will add or remove, and correctly categorize projects for funding based on information provided through the guideline development process. Staff will return to the Board for approval of project submittals for SB 1 funding opportunities over the next several months.

In addition to the competitive programs, staff is also monitoring the guideline development process for the LSR formula program in order to bring information back to local agencies. There are estimates that indicate this program will provide up to \$118 million annually to Orange County cities and the County. Due to the various taxes and fees being phased in, yearly allocations will be lower in the first few years. Attachment F provides a chart that shows the average amount of funding each city may receive yearly over the next 10 years based on estimates previously released by CalSTA and includes estimates from the California League of Cities on the amounts that cities may expect to receive in fiscal year (FY) 2017-18.

Additionally, the local agencies will be required to submit a project list of SB 1 funded projects that was included in each local agency's adopted budget. Cities with an average pavement condition index of below 80, are limited in how they may use the funds. Local agencies must also maintain their general fund expenditures or their maintenance of effort consistent with what they reported in the State Controller's Office reports for FY 2009-10, 2010-11 and 2011-12.

Finally, the STA Flexible and STA Capital programs which provide funds to transit operators through the same formula as State Transit Assistance will provide almost \$18 million to OCTA on an annual basis. OCTA will be required to submit an annual list of projects to Caltrans in order to receive these funds. This additional funding for transit has allowed OCTA to continue transit operations without the significant service cuts which were originally planned for the FY 2017-18 budget due to declining transit funding.

Next Steps

OCTA will participate in upcoming workshops and work with the CTC to draft guidelines. After guidelines are adopted, OCTA will incorporate projects into specific plans as required and work with the various local agencies to submit projects for applicable programs.

Summary

Information regarding the CTC Implementation Plan for SB 1 competitive funding programs is provided for Board review and consideration.

Attachments

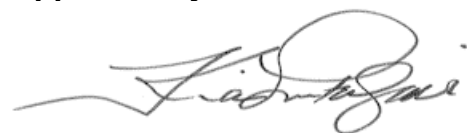
- A. SB 1 (Chapter 5, Statutes of 2017) Overview
- B. SB 1 (Chapter 5, Statutes of 2017) Application Development and Guidelines Schedule (Preliminary)
- C. SB 1 (Chapter 5, Statutes of 2017) – Competitive Programs
- D. SB 1 (Chapter 5, Statutes of 2017) – Non-Competitive Programs
- E. 2017 State Funding Needs Assessment – Orange County Transportation Authority Near Term Projects
- F. SB 1 (Beall, D-San Jose) City and County Revenue Estimates (Yearly Average Based on 10-Year Revenue Estimate)

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SB 1 (Chapter 5, Statutes of 2017) Overview

SB 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, which was signed by the Governor on April 28, 2017, will provide an estimated \$52.5 billion for transportation purposes over the next ten years, with investments targeted towards fix-it-first purposes on local streets and roads and highways, transit operations and maintenance, capital investments, and active transportation. There is no sunset on the revenue sources included in the bill, with many of the taxes and fees to be indexed for inflation to keep pace with rising costs.

The sources of revenues provided by SB 1 are as follows:

Beginning November 1, 2017

- 12 cent gas tax increase
- 20 cent diesel tax increase
- Four percent increase in the sales tax on diesel

Beginning January 1, 2018

- New transportation improvement fee ranging from \$25-\$175

Beginning July 1, 2019

- Resetting of the price-based excise tax to 17.3 cents

No later than June 30, 2020

- The complete repayment of \$706 million in transportation loans made to the general fund

Beginning July 1, 2020:

- \$100 road improvement fee for zero-emission vehicles starting for 2020 model cars and later

The revenues generated from the above funding tools will be used to provide supplemental funding to many existing programs and create several new funding programs, some of which the Orange County Transportation Authority (OCTA) will be a direct recipient. Overall the revenues are allocated 65 percent to maintain existing transportation infrastructure, 15 percent for public transit, 13 percent for congestion relief, 4 percent in incentives for local transportation funding initiatives, and 4 percent for sustainability measures. The statewide breakdown is as follows:

SB 1 (Chapter 5, Statutes of 2017) Overview

Funding Program and Purpose	Projected Ten-year Funding
Local Street and Roads – Fix-it-First	\$15 billion
State Highway Maintenance and Rehabilitation – Fix-it-First	\$15 billion
State Highway Bridges and Culverts	\$4 billion
Public Transit Capital and Operations	\$7.5 billion
Trade Corridor improvements	\$3 billion
Congested Corridor Program	\$2.5 billion
State Transportation Improvement Program (STIP) (regional)	\$825 million
STIP (state)	\$275 million
State-Local Partnership Program	\$2 billion
Active Transportation Program	\$1 billion
Local Planning Grants	\$250 million
Freeway Service Patrol	\$250 million
Parks Funding for Agriculture, Off-Highway Vehicles and Boating	\$800 million
Public University Research	\$70 million
Workforce Development Program	\$50 million
TOTAL	\$52.5 billion

It is expected that SB 1 will provide increased formula funding as follows, over a ten-year period:

- A doubling of local street and roads funding for each city and the county, that is to be focused on projects such as rehabilitation and maintenance, grade separations, safety projects, complete street components, and traffic control devices. Cities that achieve a pavement condition index over 80 will have additional flexibility to use their funds for expanded purposes. Based on estimates provided by the California Department of Transportation (Caltrans) , over the next ten years, this translates into about \$535 million for Orange County roads, or about \$53.5 million per year, and about \$706.9 million for Orange County city roads, or about \$70 million per year. Because the various taxes and fees are to be phased in, the allocations will be lower in the first few years. The estimates from the California League of Cities, for example, forecasts that Orange County cities would receive approximately \$56 million in fiscal year 2018-19.
- Based on estimates provided by Caltrans, about \$741 million for the State Highway Operation and Protection Program (SHOPP) will be provided for Orange County, with the same eligibility parameters, guidelines, and reporting requirements as are provided for the local street and roads funding. This estimate is based on average past allocations to Orange County.

SB 1 (Chapter 5, Statutes of 2017) Overview

- Based on funding estimates provided by the Department of Finance, over \$18 million in new transit funding per year for Orange County, with about \$13 million eligible for transit capital or operations purposes, and over \$5 million annually for capital purposes will be provided. This doubles the amount of transit funding provided to Orange County when compared to existing State Transit Assistance funding.
- The stabilizing of the STIP, which could allow OCTA to reprogram projects previously delayed or prevented from being programmed. Overall, it is expected that over the next ten years, SB 1 will add about \$53 million over previous estimates to the STIP, based on estimates provided by Caltrans.

In addition, OCTA plans to compete for the new programs including trade corridors, state-local partnership, and congested corridors. As guidelines are developed for each program, more detail will be available as to which local projects will be most competitive for each program.

Finally, SB 1 included several project accountability and efficiency reforms:

- The creation of a Senate-confirmed position of Inspector General within Caltrans, appointed by the Governor, to audit and investigate state and local projects to ensure expenditures are done in conformance with existing law.
- Increased California Transportation Commission oversight over Caltrans projects within the SHOPP, with additional performance measures.
- A constitutional measure contained in a companion bill protecting new fees from future diversion contained in SCA 5 (Frazier, D-Oakley).
- Caltrans must implement efficiency measures estimated to generate cost savings of \$100 million.
- The development of an advanced mitigation program for projects receiving state funding.

SB 1 (Chapter 5, Statutes of 2017) Application Development and Guidelines Schedule (Preliminary)

#	Program	\$ annual (millions)	Fiscal Year (FY) 2016-17		FY 2017-18												
			May	June	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
			1	2017 Active Transportation Program Augmentation	\$ 100		▲			■		●					
2	State Highway Operation and Protection Program	\$ 1,900		▲													
3	Local Streets and Roads	\$ 1,500					▲	■									
4	2018 State Transportation Improvement Program	\$ 100					▲			■				●			
5	Transit Intercity Rail Capital Program	\$ 245					▲	▲									
6	State Transit Assistance Flexible	\$ 250					▲	▲									
7	State Transit Assistance Capital	\$ 105					▲	▲									
8	Local Planning Grants (Caltrans)	\$ 25					▲	▲	■		●						
9	Local Partnership Program	\$ 200							▲								
10	Solutions for Congested Corridor Program	\$ 250									▲						
11	Trade Corridor Enhancement Account	\$ 300										▲					
12	2019 ATP (Cycle 4)*	\$ 100											▲				
13	Freeway Service Patrol	\$ 25															
14	Advanced Mitigation	\$ 30															
			TBD														

* Schedule is based on past cycles' schedules

- ▲ = Interim guideline adoption
- ▲ = Guideline adoption
- = Application/submittal
- = Adoption

SB 1 (Chapter 5, Statutes of 2017) – Competitive Programs

- Active Transportation Program (ATP)
- Local Partnership Program (50 percent competitive)
- Solutions for Congested Corridors
- Trade Corridor Enhancement Program
- Transit Intercity Rail Capital Program (TIRCP)

ATP

The ATP funding program under SB 1 (Chapter 5, Statutes of 2017) provides an additional \$100 million over and above what the program is currently receiving through state and federal resources, which combined will provide \$230 million statewide on an annual basis. The Orange County Transportation Authority (OCTA) is expecting to receive an additional \$3.5 million per year through the Southern California Association of Governments (SCAG) regional metropolitan planning organization (MPO) call for projects (call).

ATP was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Fifty percent of funds are awarded on a statewide basis. Forty percent of funds will be awarded to large MPOs with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction (GHG) goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The existing ATP requires that a minimum of 25 percent of the funds be spent to benefit disadvantaged communities (DAC). This requirement was not included for the SB 1 Program funds but the California Transportation Commission (CTC) ATP funds a much higher level of projects that provide benefit to DAC than the legislation originally required. While the ATP Guidelines do allow some flexibility in what is defined as a DAC, Orange County has limited areas that qualify to meet this requirement. In the first three cycles of the ATP, 256 projects were awarded funds through the

statewide call, and only 17 projects did not include benefits for DAC, so 93 percent of the projects which were awarded funds through the statewide call provided a benefit to DAC. Most of those projects were in the first cycle. In cycle 2 there were only three projects awarded funds that did not include benefits to DAC, and in cycle 3 only projects that included benefits for DAC were awarded funds. The City of Anaheim and the City of Santa Ana are the only local agencies in Orange County that have been awarded funds through the statewide ATP call.

Fortunately, Orange County is provided a funding target through the SCAG regional MPOs call that allows Orange County agencies to complete internally and still receive funds through the ATP. It is expected that the SB 1 funding program will follow the existing ATP Guidelines.

The CTC is proposing to use the first two years of SB 1 ATP funds (50 percent of the funding or \$100 million will be distributed through statewide call) to advance projects into fiscal year 2017-18 and 2018-19 that were funded in cycle 3 in later years, and also to fund projects that submitted applications in cycle 3, but were not awarded funds. Orange County will receive approximately \$7 million through the regional MPOs SB 1 augmented call. The cycle 4 call is expected to be released in 2018.

#	Implementing Agency	Project Title	Total ATP Request	Total Project Cost	Statewide Score	Total Score with OCTA points
Funded ATP Projects						
1	Santa Ana	City of Santa Ana - First Street Pedestrian Improvements	\$ 4,572	\$ 4,572	88	88
2	Santa Ana	City of Santa Ana - West Willits Street Protected Bicycle Lanes	\$ 2,970	\$ 2,970	80	88
3	Santa Ana	City of Santa Ana – Safe Routes to School – Davis Elementary American Disabilities Act Compliance	\$ 5,754	\$ 5,754	80	87
4	Santa Ana	City of Santa Ana - Pedestrian and Bicyclist Education Campaign	\$ 500	\$ 500	77	77
5	Fountain Valley	Fountain Valley Pedestrian Pathway Improvement within School Zones	\$ 226	\$ 296	68	70
TOTAL			\$ 14,022	\$ 14,092		

#	Implementing Agency	Project Title	Total ATP Request	Total Project Cost	Statewide Score	Total Score with OCTA points
Unfunded ATP Projects						
6	Santa Ana	City of Santa Ana - Ross Street Protected Bicycle Lanes	\$ 3,576	\$ 3,576	81	81
7	Orange County	Hazard Avenue Bikeway Project ¹	\$ 3,566	\$ 3,566	77	82
8	Buena Park	Buena Park School District Safe Routes to School Improvements	\$ 1,644	\$ 1,654	79	81
9	Orange County	OC Loop Coyote Creek Bikeway (Segments O, P, Q)	\$ 11,121	\$ 26,257	68	78
10	Tustin	Armstrong Avenue Bicycle and Pedestrian Bridge	\$ 3,000	\$ 3,000	66	76
11	La Habra	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	\$ 863	\$ 975	61	71
12	Anaheim	Anaheim Canyon Metrolink Station Access Project	\$ 3,005	\$ 16,025	56	66
13	Irvine	Jeffrey Open Space Trail at Interstate 5 Bicycle and Pedestrian Bridge Project	\$ 9,050	\$ 10,609	55	65
14	Seal Beach	Lampson Avenue Bike Lane Gap Closure Project 2016	\$ 1,012	\$ 1,265	50	51
15	Orange County	Surfside Inn Pedestrian Overcrossing Phase II	\$ 5,395	\$ 5,395	43	48
16	Anaheim	Santa Ana Canyon Road Multi-Use Trail Project	\$ 2,005	\$ 3,148	43	46
17	Anaheim	Nohl Ranch Open Space Trail	\$ 1,143	\$ 1,343	37	43
18	Laguna Hills	La Paz Road Southerly Sidewalk Widening	\$ 1,010	\$ 1,010	38.5	41.5
19	Lake Forest	Lake Forest Foothill Ranch Elementary School Zone and Crosswalk	\$ 174	\$ 174	36	36
TOTAL			\$ 46,564	\$ 77,997		

1. Project may not be eligible to receive ATP funds due to the approved ATP Guidelines disallowing the supplanting of funds. The project was awarded \$3 million through the 2016 Bicycle Corridor Improvement Program call.

Local Partnership Program (LPP) (50 percent competitive)

SB 1 includes the LPP which provides \$200 million annually, in order to reward existing self-help counties and agencies that have passed developer fee programs on their own, and encourage aspiring agencies to achieve the voter thresholds required to impose local sales tax and developer fees for transportation. The legislation lacks specific direction regarding either a formula or competitive program, but states that the CTC must have guidelines in place by January 1, 2018.

Lacking specific direction from the legislature, the CTC proposed that the funding program be distributed 75 percent through a competitive program and 25 percent through a formula program. Since the initial proposal, the Self-Help Counties Coalition negotiated with the CTC to allow 50 percent of the funds be distributed through a formula program, and 50 percent of the funds to be distributed through a competitive program.

Following this negotiation, the legislature's intent was clarified in a letter from the State Legislature's transportation committee chairs (Senator Jim Beall {D-San Jose} and Assembly Member Jim Frazier {D-Oakley}) to the CTC, offering clarification on their intent with regard to the State Local Partnership Program (SLPP), that it would be implemented in the same manner as the state's Proposition 1B SLPP, which provided 95 percent of the funding through a formula distribution and five percent through a competitive distribution. The letter requested that the CTC revisit the formula/competitive distribution in two years to consider increasing the formula share of funds.

Funds appeared to be provided for road maintenance and rehabilitation purposes and included the potential to use the funds for sound walls under certain circumstances. Recent budget trailer bill language has clarified that the funds will be provided to regional and local agencies who have received voter approval for taxes or fees dedicated solely for transportation purposes, and that other transportation improvement projects beyond maintenance and repair may also be funded.

Project recipients will be required to report on progress and outcomes of LPP-funded projects.

Solutions for Congested Corridors (SCC)

SB 1 includes the SCC funding program which provides \$250 million annually to provide more transportation choices by making multi-modal improvements within highly congested travel corridors including transportation, environmental and community access considerations. The CTC is required to allocate no more than 50 percent of the funds to projects nominated by the California Department of Transportation (Caltrans). Projects selected for funding must make specific corridor improvements, be part of a comprehensive corridor plan, preserve the character of the local community and create opportunities for neighborhood enhancement projects.

OCTA will need to develop a corridor plan for any project submitted for consideration of funding. A preference is to be given to projects that are in a plan which was developed collaboratively between Caltrans and the local and regional agencies. The plans may include and the funding will support improvements to:

- State highways (limited to managed {high-occupancy toll or high-occupancy vehicle} auxiliary and truck climbing lanes)
- Local streets and roads
- Public transit facilities, including rail
- Bicycle and pedestrian facilities
- Restoration and preservation work that protect critical habitat or open space

Also there are limitations on highway projects related to increases in vehicle miles traveled, GHG emission reduction, and reduction of air pollution.

The CTC must score each project based on criteria that considers:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Ambient air standards and GHG emission reduction
- Efficient land use
- Matching funds
- Project deliverability

Project recipients will be required to report on progress and outcomes of SCC-funded projects.

Trade Corridor Enhancement Program (TCEP)

The TCEP funding program under SB 1 provides an additional \$300 million annually, which will be combined in the first three years of programming with the Federal National Freight Program funds of approximately \$550 million.

Budget trailer bill language is currently pending to provide guidance for this program. Under the proposed trailer bill, the funds are to be spent on:

- State highway and local road capital and operations improvements
- Freight rail systems
- Enhancements to the ports (with limitations)
- Truck corridor improvements including dedicated truck facilities, zero emission trucks, truck information technology systems elements
- Border access improvements

- Surface transportation to and from land ports, sea ports and airports to facilitate goods movement
- Pilot projects in the sustainable freight plan

Funds will be divided 60 percent to geographic corridors through targets and 40 percent to the state. Projects nominated jointly by the state and the region will be prioritized. Corridor targets may be adjusted in considering geographic balance based on funds that are provided by the state to certain regions.

The CTC has to consider the following in selecting projects for the 60 percent funds:

- State's most urgent need
- Balances demands among land, sea and airports
- Considers mobility and safety while reducing emissions of diesel particulates, GHG and other pollutants (particularly impacting DAC)
- Contributions to the state's economy
- Recognizes the key role of the state in project identification
- Supports a corridor-based approach
- Includes DAC measures with some caveats regarding definition and tools

Project nominations have to include qualitative or quantitative assessment of the benefits. CTC must consider velocity, throughput, reliability, and congestion reduction when allocating funds.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP under SB1 provides an additional \$245 million annually to the TIRCP call for projects. The funds augment the existing Greenhouse Gas Reduction funds awarded through the program.

The program provides funding for transformative capital improvements that modernized intercity, commuter, and urban rail systems, bus transit systems with a goal to reduce greenhouse gas emissions, vehicle miles traveled, and congestion. Historically, OCTA has used these funds for mobile ticketing upgrades and the OC Streetcar project.

CalSTA is in the process of developing guidelines. Staff will return to the Board as information becomes available.

Local Planning Grants

The Local Planning Grants under SB1 provides \$45 million annually to the Caltran's Sustainability Planning Grants (SPG) of which, \$25 million are to be used towards Transportation Planning Grants

The Transportation Planning Grants provides funding for transportation planning studies with consideration of sustainability, preservation, mobility, safety, innovation, economy, health and equality.

Caltrans is in the process of developing guidelines for the program. Staff will return to the Board as information becomes available.

SB 1 (Chapter 5, Statutes of 2017) – Non-Competitive Programs

Formula Programs

The Orange County Transportation Authority (OCTA) will monitor formula programs to ensure that the Orange County's funding needs and potential uses are not precluded. The formula funding programs are:

- Local Partnership Program (LPP) (50 percent formula)
- Local Streets and Roads Program
- State Transportation Improvement Program (STIP)
- State Transit Assistance (STA)

LPP

It is anticipated that the LPP will be relatively flexible and the formula may be based on the formula used to distribute funds under the Proposition 1B State-Local Partnership Program. The LPP program is expected to provide \$200 million per year statewide.

This program was included in SB 1 (Chapter 5, Statutes of 2017) to reward existing self-help counties and agencies that have passed developer fee programs on their own, and encourage aspiring agencies to achieve the voter thresholds required to impose local sales tax and developer fees for transportation. OCTA staff is monitoring this program and actively involved in the development of guidelines for both the formula and competitive programs.

Local Streets and Roads Program

The SB 1 Local Streets and Roads Program is expected to provide \$1.5 billion annually. OCTA is working directly with the local agencies through the Technical Advisory Committee to ensure that they are aware of the requirements for the Local Streets and Roads Program. This will be the first time that the cities and the County are required to submit a project list, Pavement Condition Index (PCI), maintenance of effort, and project reports for state funds through the California Transportation Commission (CTC). Funding may be limited to supporting only road maintenance/rehabilitation, safety, railroad grade separation, complete street and traffic control device projects, if the local agency's average PCI is below 80, based on what was reported in the 2016 Statewide Local Streets and Roads Needs Assessment.

STIP

Funding provided through SB 1 is expected to stabilize the STIP. A STIP overview will be presented to the Board of Directors in August to kick off the 2018 STIP cycle. No new requirements were added to the STIP based on SB 1.

State Highway Operation and Protection Program (SHOPP)

SB 1 is expected to provide \$1.9 billion annually for the SHOPP. OCTA will monitor guideline development and submittals for the SHOPP to ensure that the California Department of Transportation (Caltrans) is considering Measure M2 projects in the development of potential projects for funding.

Projects included in the SB 1 SHOPP shall be limited to improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. SHOPP funds are usually disbursed around the state based on statewide needs. Caltrans will be required to submit a list of projects to the CTC for programming by January 31 of each year. Prior to submitting its proposed program, according to SB 1, Caltrans is required to make a draft of its proposed program available to transportation planning agencies for review and comment, and to include the comments from the regional agency in its submittal to the commission. Caltrans will also be required to develop and report on project specific performance metrics in order to improve accountability for funds spent.

State Transit Assistance

SB1 is expected to provide \$355 million annually for State Transit Assistance (STA). STA shall be used towards capital projects, operations, and maintenance and rehabilitation of existing assets. The funding will be distributed through the existing STA formula to transit operators. The OCTA and the City of Laguna Beach are eligible recipients of STA funds. OCTA currently has an existing cooperative agreement with the City to accept STA funds on behalf of the City in exchange for local funds. OCTA and the City of Laguna Beach will review the existing cooperative agreement and determine if changes need to be made.

CalSTA is in the process of developing guidelines. Staff will return to the Board as information becomes available.

2017 State Funding Needs Assessment - Orange County Transportation Authority Near Term Projects						
Sponsor Agency	Project Title	Total Project Cost (\$1,000's)	Committed Funding (\$1,000's)	Funding Need (\$1,000's)	Completion Year in Federal Transportation Improvement Program	Project Benefits
State Highway						
Orange County Transportation Authority (OCTA)	Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Lane Expansion from State Route 55 (SR-55) to State Route 57 (SR-57) ¹	\$ 37,058	\$ 8,109	\$ 28,949	6/30/2020	Congestion reduction, improve air quality, and job creation
OCTA	I-5 Widening (State Route 73 [SR-73] to El Toro Road). Segments 1, 2, and 3 ¹	\$ 481,589	\$ 213,273	\$ 268,316	6/30/2023	Congestion reduction, safety improvements, and job creation
OCTA	SR-55 Widening from Interstate 405 (I-405) to I-5	\$ 375,932	\$ 65,123	\$ 310,809	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	I-5 / El Toro Interchange Improvements	\$ 113,000	\$ 4,400	\$ 108,600	12/30/2030	Congestion reduction, safety improvements, and job creation
OCTA	I-5 Widening from I-405 to SR-55	\$ 720,870	\$ 8,050	\$ 712,820	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	SR-55 Widening from I-5 to State Route 91 (SR-91)	\$ 227,350	\$ 5,000	\$ 222,350	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	SR-57 Widening from Orangewood Avenue to Katella Avenue	\$ 47,690	\$ 2,500	\$ 45,190	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	SR-91 Widening from SR-57 to SR-55	\$ 456,190	\$ 9,050	\$ 447,140	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	I-405 Widening from I-5 to SR-55	\$ 323,600	\$ 8,050	\$ 315,550	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	Interstate 605 / Katella Avenue Interchange Improvements	\$ 29,600	\$ 1,200	\$ 28,400	12/30/2035	Congestion reduction, safety improvements, and job creation
Transit						
OCTA	Bravo Route 529 - Operating and Capital Cost for Limited Bus Stop Service on Beach Boulevard	\$ 9,888	\$ -	\$ 9,888	12/31/2018	Increase transit ridership, reduce congestion and improve air quality
Goods Movement						
Caltrans	SR-57 Truck Climb Lane Addition from Lambert Road to County Line	\$ 167,550	\$ -	\$ 167,550	12/30/2030	Congestion reduction, safety improvements, and job creation
City of Brea	SR-57 / Lambert Road Interchange Improvements	\$ 72,500	\$ 25,700	\$ 46,800	12/30/2023	Congestion reduction, safety improvements, and job creation
Local Highways/Rail - Grade Separations						
OCTA	17th Street Grade Separation	\$ 158,000	\$ 3,500	\$ 154,500	12/31/2030	Enhance traffic operations, improve safety and air quality, and create jobs
OCTA	State College Boulevard Grade Separation (Los Angeles-San Diego-San Luis Obispo)	\$ 178,000	\$ 46,000	\$ 132,000	12/31/2025	Enhance traffic operations, improve safety and air quality, and create jobs
Active Transportation						
Various	OC Loop - 66 miles of Seamless Bicycle and Pedestrian Connections	\$ 176,400	\$ 96,000	\$ 80,400	12/1/2028	Provide mobility and access, improve air quality, and create jobs

1 - I-5 HOV lane expansion from SR-55 to SR-57 has \$28,949 million programmed in State Transportation Improvement Program (STIP) funds in a later year than the project schedule would dictate. SB 1 will allow the advancement of these projects.
 2 - Funding need includes \$148,955 million in federal New Starts funding. New Starts funding is not committed until the full funding grant agreement is executed.

**SB 1 (Beall, D-San Jose) City and County Revenue Estimates
(Yearly Average Based on 10-Year Revenue Estimate)**

City	New SB 1 (Beall, D- San Jose) Revenues (Yearly)
Aliso Viejo	\$1,156,000
Anaheim	\$8,195,000
Brea	\$1,000,000
Buena Park	\$1,907,000
Costa Mesa	\$2,623,000
Cypress	\$1,138,000
Dana Point	\$765,000
Fountain Valley	\$1,298,000
Fullerton	\$3,260,000
Garden Grove	\$4,057,000
Huntington Beach	\$4,467,000
Irvine	\$5,913,000
La Habra	\$1,420,000
La Palma	\$367,000
Laguna Beach	\$540,000
Laguna Hills	\$702,000
Laguna Niguel	\$1,514,000
Laguna Woods	\$372,000
Lake Forest	\$1,920,000
Los Alamitos	\$269,000
Mission Viejo	\$2,213,000
Newport Beach	\$1,949,000
Orange	\$3,236,000
Placentia	\$1,196,000
Rancho Santa Margarita	\$1,110,000
San Clemente	\$1,516,000
San Juan Capistrano	\$826,000
Santa Ana	\$7,847,000
Seal Beach	\$574,000
Stanton	\$910,000
Tustin	\$1,893,000
Villa Park	\$136,000
Westminster	\$2,153,000
Yorba Linda	\$1,548,000
Total Per Year Average:	\$69,990,000.00

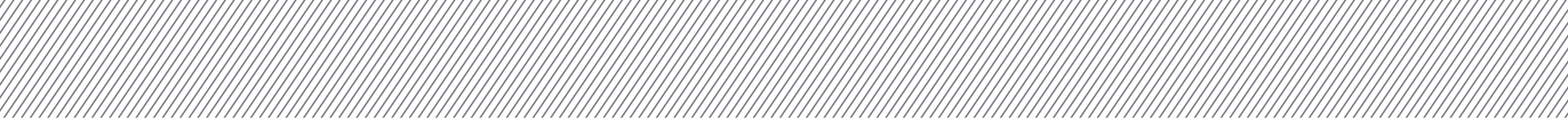
County	New SB 1 (Beall, D-San Jose) Revenues
Orange County	\$48,000,000

Local Streets and Roads - Projected FY2017-18 Revenues

Based on State Dept of Finance statewide revenue projections as of April 2017

Estimated 6 April 2017

	Highway Users Tax Acct (HUTA) ⁽¹⁾ Streets & Highways Code					^{new} Loan	TOTAL	^{new} Road Maintnc	TOTAL
	Sec2105 ⁽³⁾	Sec2106 ⁽³⁾	Sec2107 ⁽³⁾	Sec2107.5 ⁽⁴⁾	Sec2103 ⁽⁵⁾	Repayment ⁽⁶⁾	HUTA	Rehab Acct ⁽⁷⁾	
NAPA COUNTY									
AMERICAN CANYON	118,419	76,321	152,980	5,000	81,573	23,312	457,605	117,491	575,096
CALISTOGA	30,107	22,984	38,894	2,000	20,740	5,927	120,652	29,872	150,524
NAPA	468,328	287,656	605,012	7,500	322,609	92,194	1,783,298	464,660	2,247,958
SAINT HELENA	34,897	25,877	45,082	2,000	24,039	6,870	138,763	34,623	173,387
YOUNTVILLE	17,361	15,286	22,428	1,000	11,959	3,418	71,452	17,225	88,677
NEVADA COUNTY									
GRASS VALLEY	75,298	50,277	97,274	3,000	51,869	14,823	292,541	74,708	367,249
NEVADA CITY	18,948	16,244	24,478	1,000	13,052	3,730	77,452	18,800	96,252
TRUCKEE	94,042	61,599	1,731,412	4,000	64,781	18,513	1,974,347	93,306	2,067,653
ORANGE COUNTY									
ALISO VIEJO	293,571	182,108	379,251	6,000	202,227	57,792	1,120,949	291,272	1,412,220
ANAHEIM	2,081,575	1,262,008	2,689,094	10,000	1,433,900	409,776	7,886,353	2,065,272	9,951,625
BREA	254,053	158,240	328,200	6,000	175,005	50,013	971,512	252,064	1,223,576
BUENA PARK	484,433	297,383	625,818	7,500	333,703	95,365	1,844,203	480,639	2,324,842
COSTA MESA	666,101	407,105	860,506	10,000	458,846	131,128	2,533,685	660,884	3,194,569
CYPRESS	289,119	179,419	373,499	6,000	199,160	56,916	1,104,113	286,854	1,390,967
DANA POINT	194,216	122,101	250,899	6,000	133,786	38,233	745,236	192,695	937,931
FOUNTAIN VALLEY	329,636	203,890	425,842	7,500	227,071	64,892	1,258,830	327,054	1,585,884
FULLERTON	827,995	504,884	1,069,650	10,000	570,367	162,998	3,145,895	821,510	3,967,405
GARDEN GROVE	1,030,529	627,208	1,331,294	10,000	709,883	202,869	3,911,783	1,022,458	4,934,241
HUNTINGTON BEACH	1,134,621	690,076	1,465,766	10,000	781,587	223,360	4,305,409	1,125,734	5,431,143
IRVINE	1,501,804	911,843	1,940,113	10,000	1,034,522	295,643	5,693,925	1,490,041	7,183,966
LAGUNA BEACH	137,268	87,706	177,330	6,000	94,557	27,022	529,883	136,193	666,076
LAGUNA HILLS	178,326	112,503	230,371	6,000	122,840	35,105	685,145	176,929	862,074
LAGUNA NIGUEL	384,434	236,986	496,633	7,500	264,818	75,679	1,466,050	381,423	1,847,473
LAGUNA WOODS	94,583	61,925	122,187	4,000	65,154	18,619	366,468	93,842	460,310
LA HABRA	360,731	222,671	466,013	7,500	248,491	71,013	1,376,419	357,906	1,734,325
LAKE FOREST	487,706	299,359	630,045	7,500	335,958	96,009	1,856,577	483,886	2,340,463
LA PALMA	93,327	61,167	120,565	4,000	64,289	18,372	361,720	92,596	454,317
LOS ALAMITOS	68,224	46,005	88,136	3,000	46,996	13,431	265,792	67,690	333,482
MISSION VIEJO	562,050	344,261	726,088	10,000	387,170	110,644	2,140,213	557,648	2,697,861
NEWPORT BEACH	495,122	303,839	639,626	7,500	341,066	97,469	1,884,623	491,244	2,375,867
ORANGE	821,968	501,244	1,061,864	10,000	566,215	161,812	3,123,102	815,530	3,938,633
PLACENTIA	303,766	188,265	392,421	7,500	209,250	59,799	1,161,000	301,386	1,462,387
RANCHO SANTA MARGARITA	281,987	175,112	364,286	6,000	194,248	55,512	1,077,144	279,778	1,356,923
SAN CLEMENTE	385,032	237,348	497,406	7,500	265,231	75,797	1,468,314	382,017	1,850,331
SAN JUAN CAPISTRANO	209,735	131,473	270,947	6,000	144,477	41,288	803,920	208,092	1,012,013
SANTA ANA	1,993,194	1,208,628	2,574,919	10,000	1,373,018	392,378	7,552,137	1,977,583	9,529,720
SEAL BEACH	145,760	92,834	188,300	6,000	100,407	28,694	561,995	144,618	706,613
STANTON	231,043	144,343	298,474	6,000	159,154	45,483	884,496	229,233	1,113,729
TUSTIN	480,772	295,171	621,088	7,500	331,181	94,644	1,830,356	477,006	2,307,362
VILLA PARK	34,571	25,680	44,661	2,000	23,815	6,806	137,532	34,300	171,833
WESTMINSTER	546,776	335,036	706,355	7,500	376,648	107,638	2,079,952	542,493	2,622,445
YORBA LINDA	393,123	242,234	507,858	7,500	270,804	77,390	1,498,909	390,044	1,888,953



Overview of SB 1

The Road Repair and Accountability Act of 2017

July 6, 2017



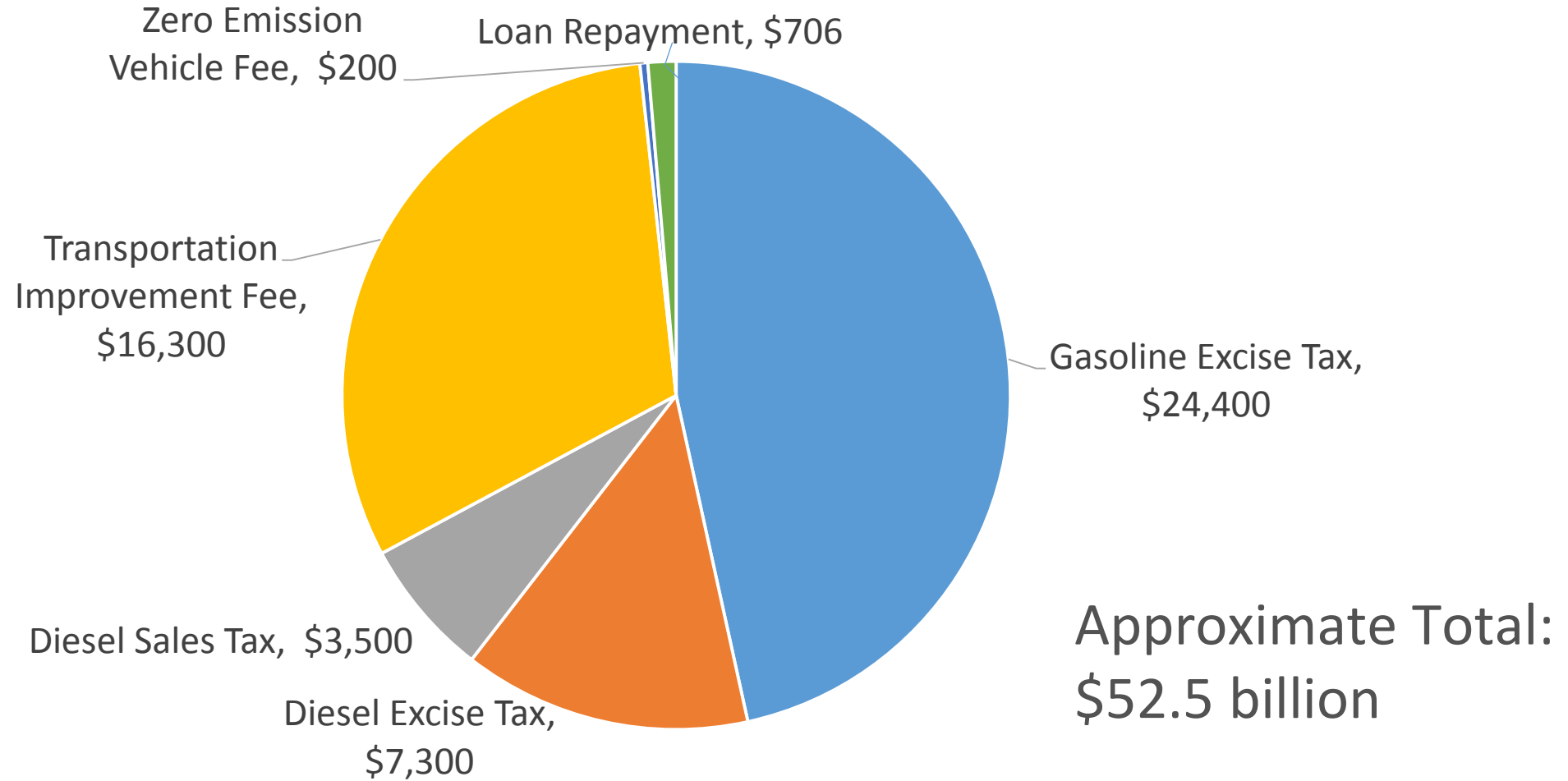
Overview

- Signed April 28, 2017
- Invests \$52.5 billion over the next decade
- Augments existing programs and creates new funding programs
- Includes accountability measures for California Department of Transportation and local agencies

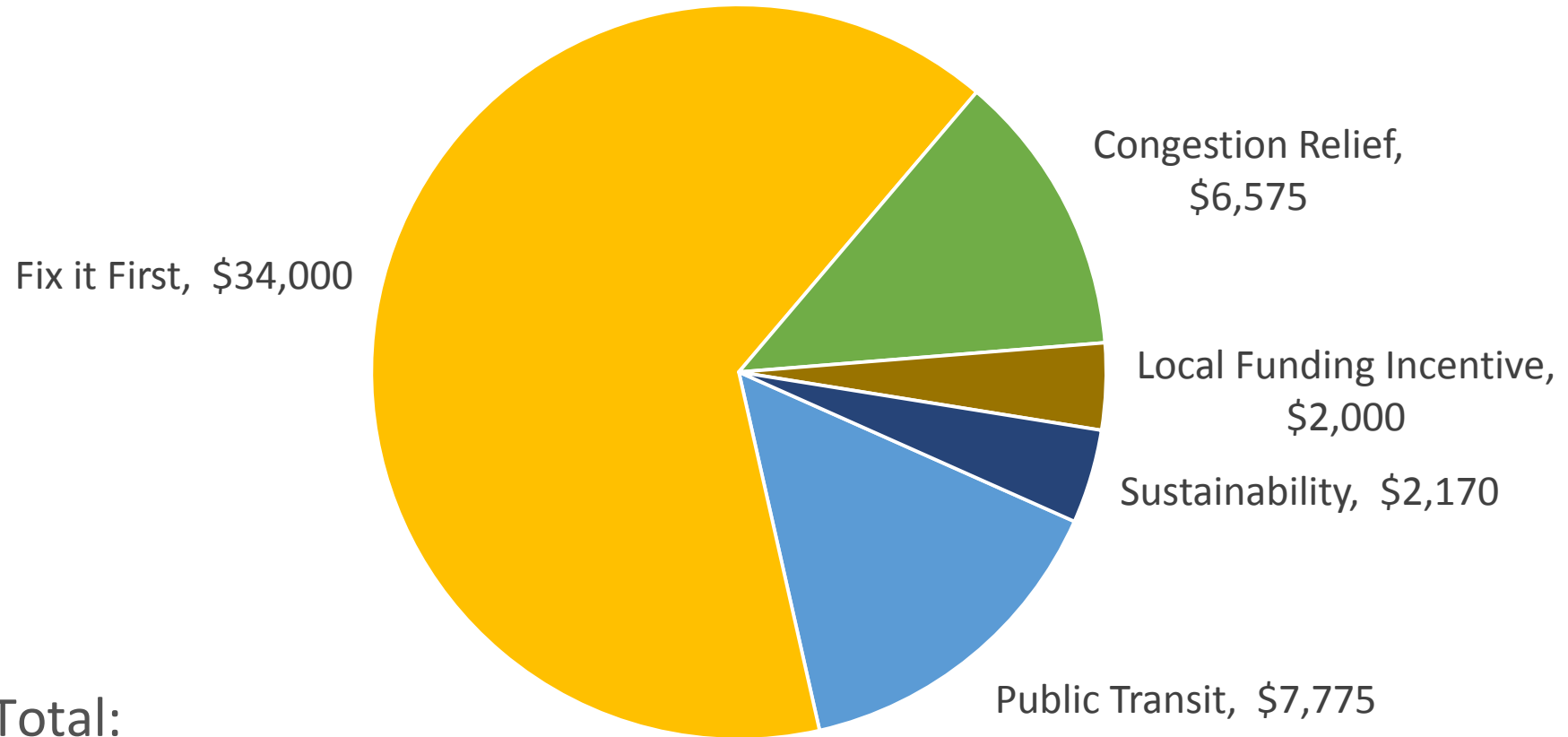
SB 1 Ten-Year Revenue Timeframe

Tax/Fee Type	Timeframe	Modification
Gasoline Excise Tax	November 1, 2017	18 cents to 30 cents increase
Diesel Excise Tax	November 1, 2017	16 cents to 36 cents increase
Diesel Sales Tax	November 1, 2017	9 percent to 13 percent increase
Transportation Improvement Fee	January 1, 2018	\$25 to \$175 fee (60 percent will pay \$50 or less)
Gasoline Price-Based Excise Tax	July 1, 2019	17.3 cents reset + annual Consumer Price Index (CPI)
Zero Emission Vehicle Fee	July 1, 2020	\$100 annual fee on model 2020 and later vehicles + annual CPI
Loan Repayment	No later than June 30, 2020	\$706 million

Sources of Revenues Ten-Year Estimate (\$ millions)



Uses – Ten-Year Estimate (\$ millions)



Approximate Total:
\$52.5 Billion

Competitive Programs

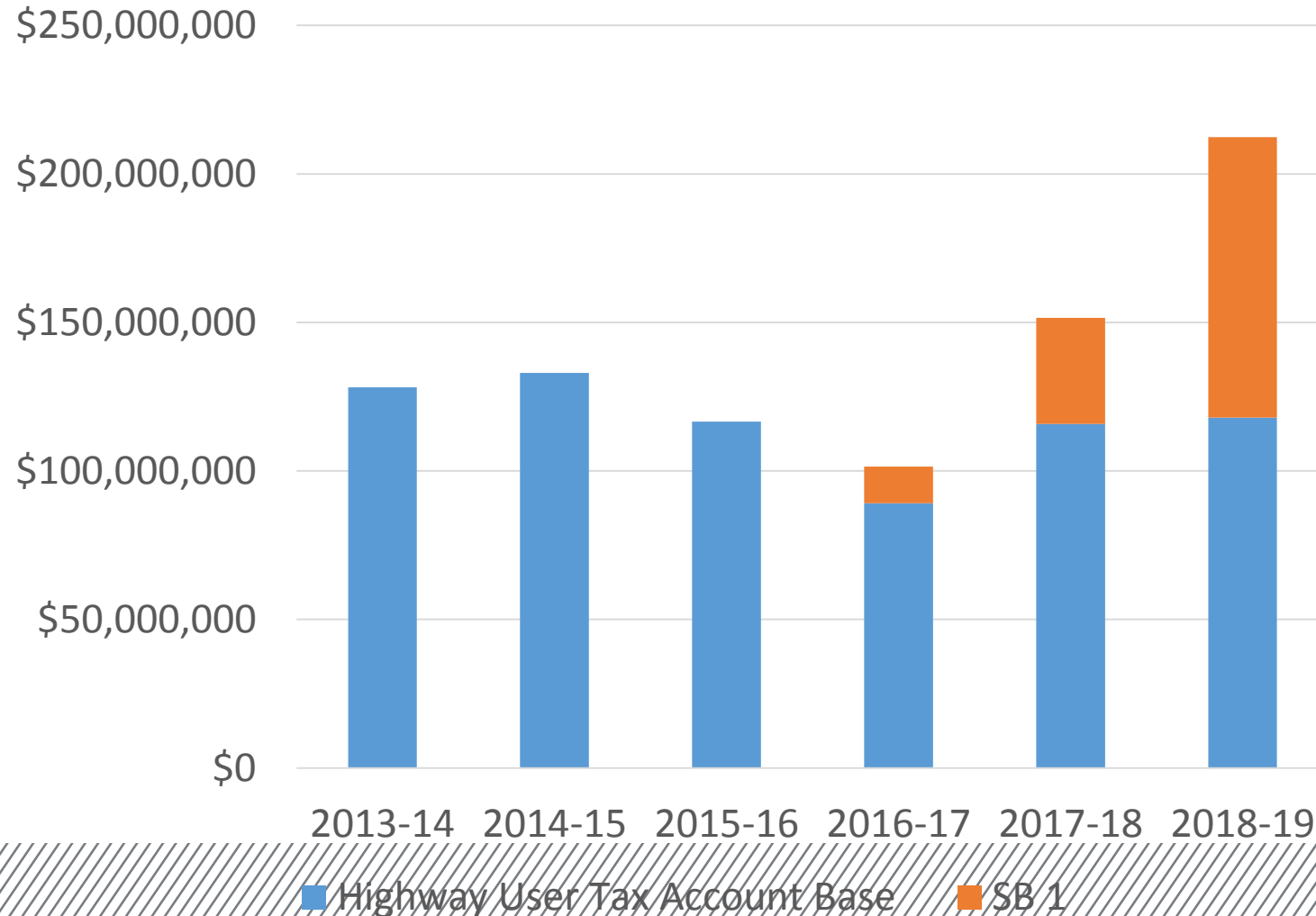
Program	Annual Amount	Prepare Draft Guidelines Workshop	Adopt Guidelines	Application or Project Lists Due	Program Adoption
Active Transportation	\$100 million	June 2017	June 2017	August 2017	October-December 2017
Local Partnership Program	\$200 million	June-September 2017	October 2017	March 2018	June 2018
Trade Corridor	\$300 million	June-November 2017	January 2018	March 2018	May 2018
Congested Corridors	\$250 million	June-October 2017	December 2017	February 2018	May 2018
Transit Intercity Rail Capital Program	\$245 million	June 2017	September 2017	TBD	TBD
Advanced Mitigation (Environmental)	\$30 million	TBD	TBD	TBD	TBD
Local Planning Grants (Caltrans)	\$25 million	June 2017	September 2017	October 2017	December 2017

Formula Programs

Program	Annual Amount	Prepare Draft Guidelines Workshop	Adopt Guidelines	Application or Project Lists Due	Program Adoption
Local Streets and Road	\$1,500 million	June-July 2017	August 2017	TBD	TBD
STIP	\$100 million	June 2017	August 2017	December 2017	March 2018
SHOPP	\$1,900 million	Draft Interim guidelines May 2017	TBD	TBD	TBD
Public Transit Formula	\$355 million	June 2017	September 2017	TBD	TBD
State Supported Intercity Rail	\$19 million	TBD	TBD	TBD	TBD
Commuter Rail	\$19 million	TBD	June 2020	TBD	TBD

Highway User Tax Account and SB 1 Revenues*

Orange County Totals



2018-19

	Highway User Tax Account	SB 1
Cities	\$65,358,639	\$56,040,044
County	\$52,571,937	\$36,272,014
Total	\$117,930,576	\$94,472,058

*Forecasted revenues are estimates provided by the League of California Cities

2017 State Funding Need

STIP FUNDED HIGHWAY PROJECTS	Total Project Cost (in \$1,000s)	STIP Funding
I-5 HOV Lane Expansion – SR-55 to SR-57	\$37,058	\$28,949
I-5 Widening – SR-73 to El Toro Segment 1, 2, 3	\$481,589	\$78,030

2017 State Funding Need – Potential Projects

STATE HIGHWAY PROJECTS	Total Project Cost (in \$1,000s)	Committed Funding (\$1,000s)	Funding Need (\$1,000s)
SR-55 Widening – I-405 to SR-55	\$375,932	\$65,123	\$310,809
I-5 / El Toro Interchange Improvements	\$113,000	\$4,400	\$108,600
I-5 Widening from I-405 to SR-55	\$720,870	\$8,050	\$712,820
SR-55 Widening from I-5 to SR-91	\$227,350	\$5,000	\$222,350
SR-57 Widening from Orangewood to Katella Avenue	\$47,690	\$2,500	\$45,190
SR-91 Widening from SR-57 to SR-55	\$456,190	\$9,050	\$447,140
I-405 Widening from I-5 to SR-55	\$323,600	\$8,050	\$315,550
I-605 / Katella Avenue Interchange Improvements	\$29,600	\$1,200	\$28,400
Sub-Total			\$2,190,859

2017 State Funding Need – Potential Projects

TRANSIT	Total Project Cost (in \$1,000s)	Committed Funding (\$1,000s)	Funding Need (\$1,000s)
Bravo Route 529 – Operations and Capital Cost	\$9,888	\$0	\$9,888
GOODS MOVEMENT			
SR-57 Truck Climb Lane – Lambert Road to County Line	\$167,550	\$0	\$167,550
SR-57 / Lambert Road Interchange	\$72,500	\$25,700	\$46,800
LOCAL HIGHWAYS / RAIL -GRADE SEPARATIONS			
17 th Street Grade Separation	\$158,000	\$3,500	\$154,500
State College Boulevard Grade Separation (LOSSAN)	\$178,000	\$46,000	\$132,000
ACTIVE TRANSPORTATION			
OC Loop	\$176,400	\$96,000	\$80,400
Grand Total			\$2,661,897

Next Steps

- CTC Workshops (June – November 2018)
- Draft Guidelines
- Adopt Guidelines
- OCTA Board Action for Project Application
- Submit Applications
- Adopt Programs