



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, September 7, 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 Delgleize

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 6)

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



2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of August 7, 2017.

3. Cooperative Agreements for Regional Traffic Signal Synchronization Program Projects

Ron Keith/Kia Mortazavi

Overview

On April 11, 2016, the Orange County Transportation Authority Board of Directors approved programming of funding for the Regional Traffic Signal Synchronization Program for seven projects as part of the 2016 Measure M2 Regional Traffic Signal Synchronization Program call for projects. As part of the application process, the Orange County Transportation Authority was requested to be the lead agency on three of the seven projects: El Toro Road (east), Magnolia Street, and Brookhurst Street. Separate cooperative agreements are necessary for each of these projects in order to outline the roles and responsibilities of the partnering agencies and to specify the amount and type (in-kind or cash) of the local agency match.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1827 for the El Toro Road (east) Regional Traffic Signal Synchronization Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1828 for the Magnolia Street Regional Traffic Signal Synchronization Project.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1829 for the Brookhurst Street Regional Traffic Signal Synchronization Project.



4. Grant Award for the Pedestrian and Bicycle Safety Program

Alfonso Hernandez/Kia Mortazavi

Overview

On July 25, 2017, the California Office of Traffic Safety awarded the Orange County Transportation Authority \$75,000 in competitive funds to develop and implement the Pedestrian and Bicycle Safety Program, which is intended to raise public awareness of safe bicycling and pedestrian practices, and reduce fatalities involving pedestrians and bicyclists. An authorizing resolution to accept the grant award and enter into grant-related agreements is presented for adoption as required by the grant program.

Recommendation

Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the California Office of Traffic Safety to develop and implement the Pedestrian and Bicycle Safety Program.

5. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 and Authority to Acquire Right-of-Way

Ross Lew/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1936 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$850,000, to perform right-of-way support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer, or his designee, to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary real property interests and necessary utility relocations.



6. Motorist Services Update for Fiscal Year 2016-17

Patrick Sampson/Beth McCormick

Overview

The Orange County Transportation Authority Motorist Services Program includes the following elements: call box system, Freeway Service Patrol, Southern California 511 travelers' information system, and the Orange County Taxi Administration Program. Collectively, the scope of these programs includes assisting motorists; mitigating traffic congestion; allowing the public to access information on highway conditions, transit services, and other important traveler information; and managing taxicab permitting processes and enforcement for Orange County and its 34 cities. This report provides an update on program activities for fiscal year 2016-17.

Recommendation

Receive and file as an information item.

Regular Calendar

7. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Steven L. King/James G. Beil

Overview

On June 12, 2017, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of WKE, Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., to prepare the plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.



8. 2018 State Transportation Improvement Program

Ben Ku/Kia Mortazavi

Overview

Every two years, the Orange County Transportation Authority prepares a program of projects for state funding through the State Transportation Improvement Program. Program recommendations are presented for the Board of Directors' consideration and approval. These recommendations are consistent with programming policies approved by the Board of Directors.

Recommendations

- A. Approve the 2018 State Transportation Improvement Program submittal to program \$267.873 million to seven projects, from fiscal year 2018-19 through fiscal year 2022-23.
- B. Approve the use of up to \$97.418 million in Surface Transportation Block Grant Program funds for the 2018 State Transportation Improvement Program projects.
- C. Approve the use of up to \$23.355 million in Congestion Mitigation and Air Quality funds for the 2018 State Transportation Improvement Program projects.
- D. Approve the use of up to \$178.338 million in Measure M2 funds for the 2018 State Transportation Improvement Program projects.
- E. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.



9. Measure M2 Environmental Mitigation Program Restoration Projects Additional Funding Request
Lesley Hill/Kia Mortazavi

Overview

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of freeway projects in exchange for streamlined project approvals from the state and federal wildlife agencies. On a parallel path, the Orange County Transportation Authority has developed a similar approach to work with the State Water Resources Control Board and the United States Army Corps of Engineers regarding state and federal clean water permitting requirements to facilitate expedited implementation of the Measure M2 freeway projects. A request for funding authorization to advance the streamlined permitting process is submitted for Board of Directors consideration and approval.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute an amount up to \$805,000 to fund the expedited clean water permitting requirements.
- B. Authorize staff to amend the fiscal year 2017-18 budget to include the recommended funding amount.

10. Interstate 5 (Avenida Pico to San Diego County Line) Project Status Update
Carolyn Mamaradlo/Kia Mortazavi

Overview

The Orange County Transportation Authority is working to complete a project study report/project development support document for potential improvements to Interstate 5 in San Clemente from Avenida Pico to the San Diego County line. A status update is provided below.

Recommendation

Receive and file as an information item.



AGENDA

Regional Planning and Highways Committee Meeting

Discussion Items

11. Chief Executive Officer's Report

12. Committee Members' Reports

13. Closed Session

There are no Closed Session items scheduled.

14. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, October 2, 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

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

Staff Present

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

Committee Members Absent

Lori Donchak, Chair

Call to Order

The August 7, 2017 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Vice Chairman Nelson at 10:31 a.m.

Pledge of Allegiance

Director Do 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 10)

2. Approval of Minutes

A motion was made by Director Steel, seconded by Director M. Murphy, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of July 6, 2017.

Director Delgleize was not present to vote on this item.



MINUTES

Regional Planning and Highways Committee Meeting

3. Amendments to Cooperative Agreements with the Cities of Anaheim and Placentia for the OC Bridges Railroad Grade Separation Program

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-9-0412 between the Orange County Transportation Authority and City of Placentia, in the amount of \$161,824, for additional project support services for the Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue railroad grade separation projects, and to extend the term of the cooperative agreement through August 1, 2018. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,192,324.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-9-0413 between the Orange County Transportation Authority and City of Anaheim, in the amount of \$120,000, for additional project support services for the Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue railroad grade separation projects, and to extend the term of the cooperative agreement through August 1, 2018. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,882,550.

Director Delgleize was not present to vote on this item.

4. 2018 State Transportation Improvement Program Overview

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

Director Delgleize was not present to vote on this item.



MINUTES

Regional Planning and Highways Committee Meeting

5. Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2017-18 Obligation Authority Plan

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

- A. Approve the use of up to \$28.949 million in Congestion Mitigation and Air Quality Improvement Program funds for the Interstate 5 High-Occupancy Vehicle Lane Project from State Route 55 to State Route 57 in place of an equal amount in State Transportation Improvement Program funds.
- B. Approve the use of \$4.5 million in Congestion Mitigation and Air Quality Improvement Program funds for the Rideshare Program.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate associated programming actions.

Director Delgleize was not present to vote on this item.

Director Spitzer voted in opposition on this item.

6. Measure M2 Comprehensive Transportation Funding Programs - 2018 Annual Call for Projects

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

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs Guidelines.
- B. Authorize staff to issue the 2018 annual call for projects for the Regional Capacity Program for approximately \$32 million.
- C. Authorize staff to issue the 2018 annual call for projects for the Regional Traffic Signal Synchronization Program for approximately \$8 million.

Director Delgleize was not present to vote on this item.



MINUTES

Regional Planning and Highways Committee Meeting

7. Measure M2 Environmental Cleanup Program - 2017 Tier 1 Water Quality Grant Funding Allocations

A motion was made by Director Steel, seconded by Director M. Murphy, and declared passed by those present, to approve the 2017 Tier 1 Environmental Cleanup Program funding recommendations to fund 16 projects, in an amount totaling \$3,130,251.

Director Delgleize was not present to vote on this item.

8. Request to Exercise Second Option Term for On-Call Traffic Engineering Services

A motion was made by Director Steel, seconded by Director M. Murphy, and declared passed by those present, to authorize the Chief Executive Officer to execute amendments to the following consultant agreements to exercise the second option term for on-call traffic engineering services: Agreement No. C-4-1804 with Albert Grover & Associates, Agreement No. C-4-1805 with DKS Associates, Agreement No. C-4-1316 with Iteris, Inc., and Agreement No. C-4-1806 with Kimley-Horn and Associates, Inc., in the total amount of \$8,400,031, and extend the term of the agreements through May 31, 2020. This will increase the maximum obligation for all the on-call firms for a total combined aggregate contract value of \$23,414,485.

Director Delgleize was not present to vote on this item.

9. Guidance for Administration of the Orange County Master Plan of Arterial Highways Related to Complete Streets

A motion was made by Director Steel, seconded by Director M. Murphy, and declared passed by those present, to approve proposed revisions to the Guidance for the Administration of the Orange County Master Plan of Arterial Highways.

Director Delgleize was not present to vote on this item.

10. Regional Planning Update - Greenhouse Gas Target Review

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

Director Delgleize was not present to vote on this item.



MINUTES

Regional Planning and Highways Committee Meeting

Regular Calendar

11. Active Transportation Update

Paul Martin, Active Transportation Coordinator, Planning Division, provided a PowerPoint presentation as follows:

- Regional Bikeways Network;
- Regional Bikeways Network – Progress;
- OC Loop;
- Go Human Events;
- OC Active;
- Additional Planning Studies;
- Education; and
- Enforcement.

A discussion ensued regarding:

- Major east/west corridor through Westminster/Santa Ana and major north/south corridor through Santa Ana.
- Hazard Avenue event.
- Suggestion to use rumble strips on the travel edge (right side of the street) to alert drivers when crossing over into the bike lanes.
- Consider engineering design options similar to those used in the Long Beach/Belmont Shore area.
- How police departments become involved in the “Partnerships with Police” project, and in the event that a City wishes to get involved in the project, Orange County Transportation Authority (OCTA) staff can be contacted directly.

Directors Do and Delgleize requested that staff keep their offices informed regarding the Hazard Avenue event.

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



Discussion Items

12. Interstate 405 Improvement Project Update

Jeff Mills, Program Manager for the Interstate 405 Improvement Project, and Christina Byrne, Acting Manager for Public Outreach, provided a PowerPoint presentation as follows:

- Project Location and Key Features;
- Project Travel Time Benefits;
- Background;
- Financing Update;
- Project Update;
- Preliminary Bridge Construction Timeline;
- Public Outreach Update; and
- Next Steps.

Director Do inquired about the new State Route 73 express lane connector and requested that staff keep his office apprised regarding outreach activities in his district.

No action was taken on this discussion item.

13. Chief Executive Officer's Report

Darrell Johnson, Chief Executive Officer, reported that:

- OCTA continues to move ahead with the Interstate 5 (I-5) South County Improvements Project. Construction activity will require a series of closures of the northbound I-5 on- and off-ramps, as well as closures of Avenida Pico. The closures are schedule to begin as early as 8:00 p.m., Friday, August 18th, and re-open by 5:00 a.m., Monday, August 21st. Motorists will be notified through OCTA's regular channels.
- The final stretch of the OC Fair Express is approaching, and boardings have increased by 38 percent, with data comparing Saturday and Sunday service between this year and last year (reflecting 51,000 boardings for the season).
- OCTA's procurement team earned the 2017 Annual Achievement of Excellence in Procurement Award from the National Procurement Institute. This is the seventh consecutive year OCTA has received this very prestigious award. OCTA is one of only 45 agencies in California, and one of only 24 special districts in the United States and Canada to receive the award.



MINUTES

Regional Planning and Highways Committee Meeting

14. Committee Members' Reports

Director Spitzer requested to add his approval votes to the Consent Calendar and in opposition on Item 5.

15. Closed Session

A Closed Session was not conducted at this meeting.

16. Adjournment

The meeting adjourned at 11:06 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Thursday, September 7, 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

Shawn Nelson
Committee Vice Chairman



September 7, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Cooperative Agreements for Regional Traffic Signal Synchronization Program Projects

Overview

On April 11, 2016, the Orange County Transportation Authority Board of Directors approved programming of funding for the Regional Traffic Signal Synchronization Program for seven projects as part of the 2016 Measure M2 Regional Traffic Signal Synchronization Program call for projects. As part of the application process, the Orange County Transportation Authority was requested to be the lead agency on three of the seven projects: El Toro Road (east), Magnolia Street, and Brookhurst Street. Separate cooperative agreements are necessary for each of these projects in order to outline the roles and responsibilities of the partnering agencies and to specify the amount and type (in-kind or cash) of the local agency match.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1827 for the El Toro Road (east) Regional Traffic Signal Synchronization Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1828 for the Magnolia Street Regional Traffic Signal Synchronization Project.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1829 for the Brookhurst Street Regional Traffic Signal Synchronization Project.

Discussion

As part of the 2016 call for projects, the Orange County Transportation Authority (OCTA) was requested to be the lead agency on three Regional Traffic Signal Synchronization Program (RTSSP) projects: El Toro Road (east),

Magnolia Street, and Brookhurst Street. As authorized by the Board of Directors (Board), these three RTSSP corridor projects are targeted for completion in 2019, and the partnering local agencies are required to provide 20 percent of the project funding.

Cooperative agreements are necessary for each of these projects in order to outline the roles and responsibilities of the partnering agencies with regard to the implementation of the projects and to specify the amount and type of local agency match.

- El Toro Road (Bridger {Interstate 5} to Orange Street): The corridor is approximately nine miles and includes 20 traffic signals. The corridor passes through the agencies of Lake Forest, Mission Viejo, and unincorporated Orange County, and carries daily traffic of up to 62,100. The project cost is estimated at \$1,390,559, with local agency in-kind services and cash match totaling \$278,114.
- Magnolia Street (Banning Avenue to Commonwealth Avenue): The corridor is approximately 16.2 miles and includes 50 traffic signals. The corridor passes through the cities of Anaheim, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Stanton, and Westminster, and carries daily traffic of up to 56,000. The project cost is estimated at \$3,389,617, with local agency in-kind services and cash match totaling \$677,923.
- Brookhurst Street (Pacific Coast Highway {State Route 1} to Commonwealth Avenue): The corridor is approximately 16.5 miles and includes 58 traffic signals. The corridor passes through the cities of Anaheim, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, and Westminster, and carries daily traffic of up to 44,000. The project cost is estimated at \$3,619,855, with local agency cash match totaling \$723,971.

Fiscal Impact

This project includes funding in the amount of \$8,400,031, and is included in the fiscal year 2017-18 budget, account 0017-7831-SP001-P57. In kind services and cash matching funds, in the amount of \$1,680,008, are provided by the local agencies and are approximately 20 percent of the costs of implementing the three RTSSP projects.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute three cooperative agreements between OCTA, the respective cities, and the County of Orange for the El Toro Road (east), Magnolia Street, and Brookhurst Street RTSSP corridor projects to define roles, duties, governance, and fiscal responsibilities.

Attachment

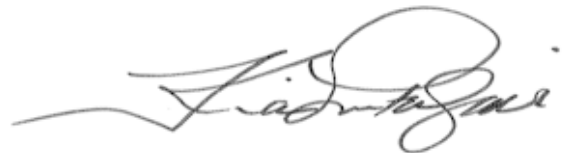
None.

Prepared by:



Ron Keith
Project Manager III
(714) 560-5990

Approved by:




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



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



September 7, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer 
Subject: Grant Award for the Pedestrian and Bicycle Safety Program

Overview

On July 25, 2017, the California Office of Traffic Safety awarded the Orange County Transportation Authority \$75,000 in competitive funds to develop and implement the Pedestrian and Bicycle Safety Program, which is intended to raise public awareness of safe bicycling and pedestrian practices, and reduce fatalities involving pedestrians and bicyclists. An authorizing resolution to accept the grant award and enter into grant-related agreements is presented for adoption as required by the grant program.

Recommendation

Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the California Office of Traffic Safety to develop and implement the Pedestrian and Bicycle Safety Program.

Background

The California Office of Traffic Safety (OTS) was created in 1967 to provide the State of California with the authority needed to implement the requirements of the National Transportation Safety Act of 1966 (P.L. 89-564). To help fulfill its mission, OTS makes available grants to local and state public agencies for programs that help them enforce traffic laws, educate the public in traffic safety, and provide varied and effective means of reducing fatalities, injuries, and economic losses from collisions. On December 5, 2016, OTS issued a statewide competitive call for projects, which made available approximately \$8.7 million in federal funding for pedestrian and bicycle safety. In response to this opportunity, the Orange County Transportation Authority (OCTA) submitted a proposal to OTS on January 27, 2017, which included a request for \$100,000 to develop and implement bicycle education safety classes, and distribution of bicycle and pedestrian safety equipment, such as bicycle helmets and safety lights.

Discussion

On July 25, 2017, OTS awarded OCTA \$75,000 to develop and implement the Pedestrian and Bicycle Safety Program (Program) to raise public awareness of safe bicycling and pedestrian practices, and reduce fatalities involving pedestrians and bicyclists. An authorizing resolution to accept the grant award and enter into grant-related agreements is presented for adoption, as required by the grant program. Due to the reduced grant award amount, the number of bicycle safety education classes has been reduced from ten classes to seven classes, and the total number of bicycle and pedestrian distribution items has been reduced from 8,400 items to 6,500 items, which includes 300 bicycle helmets, 5,500 arm band lights, and 700 bicycle lights. The distribution of the lights and reflectorized items will serve to improve safety for active transportation users, and promote the bicycle education safety classes.

The Program will build upon OCTA's prior successful efforts to improve bicycle and pedestrian safety, including the Three Feet for Passing Law, the (B) right Visibility Campaign, the Brake the Cycle Campaign, and the Active Transportation Safety videos funded by OTS in fiscal year 2016-17. The OTS grant award will fully fund the Program and does not require a local match contribution or cost sharing arrangement. The Program will take approximately 12 months to complete.

OCTA Board of Directors Resolution No. 2017-072 is presented for consideration (Attachment A). OCTA has similar authorizing resolutions on file with OTS and other grant agencies, including the Federal Transit Administration and the State of California Governor's Office of Emergency Services.

Summary

OTS awarded OCTA \$75,000 to develop and implement the Program to raise public awareness of safe bicycling and pedestrian practices, and reduce fatalities involving pedestrians and bicyclists. An authorizing resolution to accept the grant award and enter into grant-related agreements with the OTS is presented for adoption as required by the grant program.

Attachment

- A. Resolution 2017-072 of the Orange County Transportation Authority,
2018 California Office of Traffic Safety Grant Program Authorization

Prepared by:



Alfonso Hernandez
Senior Transportation Funding Analyst,
Planning
(714) 560-5669

Approved by:



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

**RESOLUTION 2017-072
OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2018 CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANT PROGRAM
AUTHORIZATION**

WHEREAS, the California Office of Traffic Safety makes available grant funds to local and state public agencies for programs that help enforce traffic laws and educate the public in traffic safety to reduce fatalities, injuries and economic losses from collisions, and;

WHEREAS, the Orange County Transportation Authority (OCTA) applied for and was awarded grant funds for the Pedestrian and Bicycle Safety Program as an eligible grantee of the California Office of Traffic Safety, and;

WHEREAS, the California Office of Traffic Safety requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to execute grant-related agreements;

THEREFORE, BE IT RESOLVED that the OCTA Board of Directors authorizes the Chief Executive Officer, or designee, to file and execute grant applications and agreements, certifications, assurances, and other documents for and on behalf of OCTA with the California Office of Traffic Safety.

ADOPTED, SIGNED, AND APPROVED this ____ day of _____, 2017.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board

Michael Hennessey, Chair
Orange County Transportation Authority



September 7, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 and Authority to Acquire Right-of-Way

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1936 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$850,000, to perform right-of-way support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer, or his designee, to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary real property interests and necessary utility relocations.

Discussion

The State Route 55 Improvement Project between Interstate 405 and Interstate 5 (Project) is part of Project F in the Measure M2 (M2) freeway program. The Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016, identified the

Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 and Authority to Acquire Right-of-Way **Page 2**

Project as one of the M2 freeway projects to be completed by 2025. The Project supplemental draft environmental document was circulated for public comment on April 3, 2017, and Alternative 3-Modified, which includes general purpose, high-occupancy vehicle, and auxiliary lanes, has been identified as the recommended preferred alternative by the Project development team. Therefore, the Project is ready to proceed into the final design phase.

On June 12, 2017, the Board authorized Cooperative Agreement No. C-7-1753 with the California Department of Transportation (Caltrans) to complete 35 percent design and provide oversight of the remaining plans, specifications, and estimate, and to advertise and award the construction contract for the Project. A cooperative agreement is now needed with Caltrans to initiate the Project's right-of-way (ROW) capital acquisition and support component.

OCTA proposes to enter into a cooperative agreement with Caltrans to define the roles and responsibilities of both agencies. OCTA will be the lead agency implementing ROW activities, which shall include property acquisitions, relocation assistance for displacees, and coordination of utility relocations for the Project. OCTA will perform property management for any acquired commercial properties and will be responsible for demolition services where necessary. OCTA will also be the lead agency for eminent domain proceedings, which shall include OCTA Board resolutions of necessity, if needed. Caltrans will be the lead agency for ROW engineering activities, which shall include mapping, surveying and monumentation as direct reimbursed work, and oversight of ROW activities at no cost. The estimated cost of the ROW support services is \$7,320,000, comprised of OCTA performing \$3,770,000 and Caltrans performing \$3,550,000 of the services. Caltrans' work will be funded through the State Highway Operation and Preservation Program (SHOPP), in the amount of \$2,700,000, and M2 funds in the amount of \$850,000. Caltrans will draw upon the SHOPP funds directly and will expend those funds before the M2 funds.

The final environmental document is scheduled to be approved by Caltrans in September 2017. ROW activities are anticipated to commence in spring 2018 upon completion of 35 percent design and determination of final ROW requirements. The Project is estimated to impact a total of 55 privately-owned and publicly-owned properties. The current list of impacted properties has land uses which include commercial/industrial, multi-residential, and public (Attachment A). The real property requirements are comprised of a combination of partial fee and potential full fee acquisitions, permanent easements, utility easements, and temporary construction easements. The needed property rights are required to implement the Project scope as defined in the final environmental document.

Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 and Authority to Acquire Right-of-Way **Page 3**

OCTA has adopted Real Property Department Policies and Procedures (RPDPP) to properly handle the acquisition of property rights. The RPDPP incorporates requirements set by the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act was enacted by the federal government to ensure real property is acquired, and that persons, businesses, and personal property (displacees) are relocated in an equitable, consistent, and equal manner. The RPDPP also incorporates State of California laws and regulations enacted to provide benefits and safeguards to property owners. Statutory offers for the purchase of property will be made for an amount established as just compensation, which shall be determined through an independent appraisal process. Efforts will be made to reach a negotiated settlement with property owners or businesses; however, when an impasse is reached, as an act of last resort, staff, through a separate Board action, may request the Board to adopt a resolution of necessity to initiate eminent domain proceedings to obtain the necessary interests in real property.

The Project does not intend to require the permanent relocation or displacement of any single family residence; however, there may be the need to displace and relocate businesses as a result of property acquisitions. Under state and federal regulations, any qualified displacee or occupant is entitled to receive relocation advisory assistance, and actual and reasonable moving costs for displaced residential occupants, displaced business owners, and for displacement of personal property. The relocation process runs concurrently with the acquisition process and is a requirement of law.

OCTA and Caltrans staff will continue to evaluate the need for property through the design phase. If any modifications to the ROW requirements are necessary, OCTA staff will take action to appropriately justify and document the need to secure necessary property to construct the Project in accordance with procedural requirements. Any need for additional ROW requirements will be addressed for appropriate justification within the parameters of the California Environmental Quality Act and National Environmental Policy Act.

Fiscal Impact

As a condition of this cooperative agreement, funding for Caltrans services for ROW support is in OCTA's Fiscal Year (FY) 2017-2018 Budget and will be proposed for the FY 2018-19 Budget, Capital Programs Division, Account 0017-7519-FF101-OKS, and will be funded through M2 funds.

Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 and Authority to Acquire Right-of-Way **Page 4**

Summary

Staff requests Board approval for the Chief Executive Officer (CEO) to negotiate and execute Cooperative Agreement No. C-7-1936 with Caltrans, in the amount of \$850,000, to provide oversight at no cost, perform ROW support services, and certify the ROW for the Project. In addition, staff requests the Board to authorize the CEO to make offers and execute agreements with property owners and utility owners for the acquisition of all necessary interests in real property and necessary utility relocations for the Project.

Attachment

- A. State Route 55 Improvement Project Between Interstate 405 and Interstate 5 Right-of-Way

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Approved by:



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State Route 55 Improvement Project Between Interstate 405 and Interstate 5 Right-of-Way

Alternative 3M									
No. of Parcels	Assessor Parcel No.	City	Location	Owner Name	ROW Impacts	Permanent (SF)	TCE (SF)	Utility Easement (SF)	Land Use
1	427-282-14 427-282-15	Irvine	17952 Cowan St	SOUTHERN CAL DIST COUNCIL OF THE ASSEMBLIES OF GOD	Partial Fee/TCE/Utility Easement	4,825	3,622	1,203	Commercial
2	427-261-05	Irvine	17942 Cowan St	CARSON ESTATE CO	Partial Fee/TCE/Utility Easement	2,177	3,175	1,770	Commercial
3	427-261-06	Irvine	17912 Cowan St	KROGMANN JUERGEN	Partial Fee/TCE	2,763	1,800		Industrial
4	427-261-07	Irvine	17872 Cowan St	MILLER LEO	Partial Take/TCE	3,010	1,801		Industrial
5	427-261-08	Irvine	17842 Cowan St	COWAN PROPERTIES LLC	Partial Take/TCE	3,000	1,801		Industrial
6	427-261-09 427-261-10	Irvine	17792 Cowan St A & B	PUBLIC STORAGE PROPERTIES 12 PUBLIC STORAGE PROPERTIES/XII	Partial Take/TCE/Utility Easement	7,707	3,099	2,260	Industrial
7	427-262-06	Irvine	17781 Cowan St	71-81 COWAN BUILDING	Partial Fee/TCE	4,988	11,700		Commercial
8	427-262-02	Irvine	17751 Cowan St	ORANGE BAKERY INC	TCE		1,519		Industrial
9	430-113-01	Irvine	Northbound SR55 between McArthur Blvd and Pullman St	IRVINE COMPANY	Utility Easement			1,608	Commercial
10	430-111-20 430-111-01	Irvine	17482 Daimler St 17482 Pullman St	RICOH ELECTRONICS INC RICOH DEV OF CAL INC	Utility Easement			4,600	Industrial
11	430-111-18 430-111-08	Irvine	1062 McGaw Ave 1063 McGaw Ave	RICOH DEVELOPMENT OF CALIFORNIA INC RICOH ELECTRONICS INC	TCE		915		Industrial
12	430-112-12	Irvine	1063 McGaw Ave	1063 MCGAW LLC	Partial Fee/TCE/Utility Easement	1,071	3,586	1,760	Commercial
13	430-112-04 430-112-05	Irvine	17132 Pullman St	MARUKOME USA INC	Partial Fee/TCE/Utility Easement	1,289	10,250	1,800	Industrial

* The right-of-way (ROW) requirements will be finalized during the design phase of the Project.

14	430-112-06	Invine	17092 Pullman St	GAGOS MITCHELL S	Partial Fee/TCE/Utility Easement	559	1,275	800	Industrial
15	430-115-01	Invine	1021 Duryea Ave	WASHER JOHN	Partial Fee/TCE	3,072	2,194		Industrial
16	430-171-07	Santa Ana	1740 E Garry Ave	EQUITABLE GARRY PLAZA PARTNERSHIP	Partial Fee/TCE	3,107	2,317		Commercial
17	430-031-09 430-031-03	Santa Ana	1717 E Dyer Rd 2626 Pullman St	RONALD P BEARD	Partial Fee/TCE/Utility Easement	4,155	20,746	4,070	Commercial
18	430-032-10	Santa Ana	2501 So Pullman St	CROWN CARNEGIE ASSOCIATES LLC	Partial Fee/TCE/Utility Easement	458	1,808	780	Commercial
19	430-011-03	Santa Ana	2441 So Pullman St	CARMAN GROUP LLC/LOAN #JVA3 LLC JVAC LLC	Partial Fee/TCE/Utility Easement	3,086	1,905	320	Industrial
20	430-011-04	Santa Ana	2401 So Pullman St	LIVEMURA SACHI	Partial Fee/TCE	622	2,835		Industrial
21	430-012-04	Santa Ana	2350 So Pullman St	PULLMAN PROPERTY LLC	Partial Fee/TCE	9,478	4,060		Industrial
22	430-012-03	Santa Ana	2400 So Pullman St	OMAR DEEN	Full Fee	35,953			Industrial
23	430-241-12	Tustin	1123 Warner Ave	BEDROSIAN TUSTIN LLC	Partial Fee/TCE/Utility Easement	30,875	5,057	320	Industrial
24	430-241-07	Tustin	1100 Valencia Ave	RICOH DEVELOPMENT OF CALIFORNIA INC	Partial Fee/TCE/Utility Easement	31,185	14,315	25,800	Industrial
25	430-251-22	Tustin	Valencia Ave	CITY OF TUSTIN	TCE		4,958		Commercial (vacant)
26	430-251-35	Tustin	Edinger Ave	TUSTIN GATEWAY RI SPE LLC	TCE		1,773		Commercial
27	430-251-14 430-251-15	Tustin	Edinger Ave	CITY OF TUSTIN WATER DEPARTMENT	TCE		5,905		Commercial (vacant)
28	430-252-02 430-252-10	Tustin	Edinger Ave	MUTUAL LIQUID GAS/EQUIPMENT CO INC	TCE		3,490		Industrial (vacant)
29	SBE 804-30-12D-9 (402-10 AP MAP)	Tustin	East of SR55 just north of Edinger Ave	SCRRRA (Metrolink)	TCE		5,126		Railroad
30	N/A	Tustin	East of SR55 just north of Edinger Ave	OCFCD	TCE		5,439		OCFCD
31	402-142-24	Tustin	14901 Newport Ave	EL PASEO APARTMENTS TUSTIN LLC	TCE		4,989		Multi Fam Residence
32	402-142-10	Tustin	17001 Kenyon Dr	ALFORD TERRANCE B & JACQUELINE JO	TCE		1,436		Multi Fam Residence

* The right-of-way (ROW) requirements will be finalized during the design phase of the Project.

33	402-142-11 402-142-12 402-142-13	Tustin	17021 Kenyon Dr	NEW KENYON APARTMENTS LLC	TCE		6,263		Multi Fam Residence
34	411-141-05	Santa Ana	Along SR55 between McArthur Blvd and Dyer Rd	OCFCD	Partial Fee/TCE/Permanent Easement	20,158	73,879	11,733	OCFCD
35	411-141-06	Santa Ana	So of Dyer Rd adjacent to southbound Dyer Rd Onramp	CHAN WAN SHAN	Full Fee	6,547			Industrial (vacant)
36	016-221-29 016-221-28 016-221-27	Santa Ana	So Grand Ave Brookhollow Dr 1580 E Warner Ave	MODA RENTALS LLC	Full Fee	123,241			Commercial (vacant)
37	016-221-14	Santa Ana	1570 E Warner Ave	INTERACTIVE USA CORPORATION	Partial Fee/TCE	1,045	3,499		Commercial
38	016-221-13	Santa Ana	Brookhollow Dr	MODA RENTALS LLC	Partial Fee/TCE	3,818	5,131		Commercial
39	016-221-12	Santa Ana	Brookhollow Dr	MODA RENTALS LLC	Partial Fee/TCE	6,813	8,559		Commercial
40	403-072-03	Santa Ana	2201 So Ritchey St	WESTERN EXTERMINATOR CO	Full Fee	35,611			Industrial
41	403-072-02	Santa Ana	So Ritchey St	CITY OF SANTA ANA	Full Fee	3,818			Public Use
42	403-072-01	Santa Ana	So Ritchey St	NEWPORT PARTNERS	Full Fee	1,086			Commercial
43	403-071-16	Santa Ana	2220 So Ritchey St	ADAMS-HENDERSON LLC	TCE		1,093		Industrial
44	403-071-19 403-071-18 403-071-17	Santa Ana	2200 So Ritchey St 2140 So Ritchey St 2130 So Ritchey St	AGA PARTNERS	TCE		2,707		Industrial
45	403-071-13	Santa Ana	2120 So Ritchey St	GATES PARTNERS LLC	TCE		947		Industrial
46	403-041-08	Santa Ana	2061 So Ritchey St	ONEIL DAN R	Partial Fee/TCE	4,076	7,163		Industrial

* The right-of-way (ROW) requirements will be finalized during the design phase of the Project.

47	403-041-07	Santa Ana	1969 So Ritchey St	HBR LLC	Partial Fee/TCE	3,546	8,343		Industrial
48	403-041-04	Santa Ana	1929 E Saint Andrew Pl	ONEIL DAN R	Partial Fee/TCE	3,258	12,483		Industrial
49	SBE 804-30-12D-POT. 7 (402-10 AP	Santa Ana	West of SR55 just north of Edinger Ave	SCRRRA (Metrolink)	TCE		9,152		Railroad
50	N/A	Santa Ana	West of SR55 just north of Edinger Ave	OCFCD	TCE		12,305		OCFCD
51	402-101-07 402-101-39	Santa Ana	1535 Trotter St 1505 Auto Mall Dr	HSA LLC	TCE/Utility Easement		3,941	1,970	Commercial
52	402-101-45	Santa Ana	2101 E. Edinger Ave	ERICKSON PROPERTIES CORP/AGENCY CITY OF SANTA ANA	Partial Fee/TCE/Utility Easement	1,480	15,578	7,960	Comm/Indust
53	402-111-24	Santa Ana	1411 Village Way	NORTHERN MC FADDEN	Partial Fee/TCE	32,769	9,276		Commercial
54	402-111-41	Santa Ana	2200 E McFadden Ave	PUBLIC STORAGE PICKUP/DELIVERY L P	TCE		6,713		Industrial
55	402-251-07	Tustin	15660 Tustin Village Way	CITY OF TUSTIN	TCE		2,180		Commercial

* The right-of-way (ROW) requirements will be finalized during the design phase of the Project.



September 7, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Motorist Services Update for Fiscal Year 2016-17

Overview

The Orange County Transportation Authority Motorist Services Program includes the following elements: call box system, Freeway Service Patrol, Southern California 511 travelers' information system, and the Orange County Taxi Administration Program. Collectively, the scope of these programs includes assisting motorists; mitigating traffic congestion; allowing the public to access information on highway conditions, transit services, and other important traveler information; and managing taxicab permitting processes and enforcement for Orange County and its 34 cities. This report provides an update on program activities for fiscal year 2016-17.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) serves as the Service Authority for Freeway Emergencies (SAFE), and manages the Orange County Taxi Administration Program (OCTAP). SAFE and OCTAP are managed by the Motorist Services Department of the Transit Division. SAFE operates the call box system and the Freeway Service Patrol (FSP) program, and participates as a partner with the California Department of Transportation (Caltrans), the California Highway Patrol, Los Angeles County SAFE (LA SAFE), and Ventura County Transportation Commission in the development and operation of the Southern California 511 travelers' information system. OCTAP permits taxicab companies, taxicab vehicles, and taxicab drivers on behalf of Orange County and its 34 cities.

Discussion

Motorist Services staff has implemented a number of changes designed to improve program oversight, operations, business processes, planning, and development. This report provides a summary of major activities that occurred during fiscal year (FY) 2016-17.

In FY 2015-16, SAFE received state approval on a call box reduction plan, and reduced the number of freeway call boxes from 621 to 410. SAFE upgraded call box hardware to new 3G cellular radio technology, and completed the project during FY 2016-17 with the installation of highly visible diamond-reflective call box signs for each call box. The SAFE averaged 3.7 calls a day through the call box network in FY 2016-17. OCTA continues to utilize AT&T as its cellular service provider, securing preferred rates that are available to OCTA through the National Association of State Procurement Officers, previously known as the Western States Contracting Alliance. In Orange County, motorist aid calls are also received through the 511 program, with 4,120 calls received last FY. This is a 2.4 percent increase over FY 2015-16.

FSP tow truck operators provided 62,527 services for motorists who had disabled vehicles during FY 2016-17. This is a seven percent decrease over FY 2015-16. The FSP program recorded 1,825 customer comments through the Customer Relations call center and FSP online customer survey in FY 2016-17. Callers who were happy with the service comprised 98 percent of the total comments received in FY 2016-17. A benefit/cost (B/C) analysis prepared for FY 2014-15 indicated that, overall, the Orange County FSP provides \$18.00 of congestion relief for each dollar spent on the program. The FY 2015-16 B/C has been delayed because of Caltrans staffing changes and is scheduled to be released in the second quarter of FY 2017-18. Caltrans plans to have the FY 2016-17 B/C analysis completed by the fourth quarter of FY 2017-18.

The Southern California 511 interactive voice response system received an average of 118,352 calls per month in FY 2016-17, with five percent of the calls originating in Orange County. The Go511.com website received an average of 27,293 hits each month. In FY 2016-17, LA SAFE, with participation from OCTA staff, procured a vendor for the further development of the Go511 system. In addition to making 511 content more relevant to users, the project aims to establish cooperative agreements with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority to bring Riverside and San Bernardino into the Go511 and rebrand the system to "So Cal 511."

To increase awareness of the 511 program in Orange County, staff initiated awareness campaigns to educate OCTA employees and the public about the 511 program. Outreach efforts included events at OCTA operating bases and distributing 511 promotional materials through FSP operators at the reception desk at OCTA's 600 building, and to bus patrons using OC Fair Express and Laguna Beach Summer Breeze bus services.

At FY 2016-17 year-end, OCTAP oversaw the regulation of 21 taxicab companies, 610 taxicab vehicles, and 630 taxicab drivers, down significantly from FY 2015-16 year-end. Some reasons for the decline may include taxicab drivers migrating to transportation network companies permitted by the California Public Utilities Commission and increases in commercial liability insurance costs. OCTAP staff enforced taxicab regulations by verifying eligibility prior to issuing an OCTAP permit and monitoring companies, drivers, and vehicles for continued compliance. OCTAP staff monitored for continued compliance with OCTAP regulations by monitoring drug and alcohol testing program enrollment and test results, monitoring Department of Justice subsequent arrest notifications, monitoring Department of Motor Vehicle Pull Notice records, performing compliance reviews of permitted taxicab companies, and performing annual and random vehicle inspections to ensure continued compliance with OCTAP regulations.

OCTAP staff performed 1,524 taxicab vehicle inspections during the year, including 444 random inspections and 245 cursory inspections. Random inspections occur at the OCTAP facility, with vehicles selected through a random generator within the OCTAP database. Vehicles are also called in for random inspection when necessary, based on a report or in-field observation. Cursory inspections occur in the field at John Wayne Airport (JWA) in coordination with Orange County Sheriff officers and JWA Ground Operations personnel.

Although not mandated by OCTAP regulations, 51 percent of permitted taxicabs are clean-fuel vehicles. Thirty-six percent of permitted taxicabs have the capacity to carry five or more passengers, with more than 14 percent of the vehicles being wheelchair accessible. OCTAP staff assisted in the resolution of 26 complaints, issued 23 warnings and fines, suspended two permits, and revoked nine permits during the year. OCTAP also denied three taxicab operator permits because they did not meet the minimum requirements set forth in the OCTAP regulations.

The OCTAP program is no longer financially sustainable under the current revenue structure. OCTA issued the member agencies a twelve-month notice of its intent to withdraw as the administrator of the program in June 2016, as required in the cooperative agreements with the agencies. OCTA has since

determined that there are sufficient reserves to sustain the program through December 2017, and has agreed to extend its participation as the administrator of the OCTAP program through December 2017. OCTA Government Relations staff have been working closely with the Orange County City Managers Association to have cities fund the OCTAP program for the remainder of FY 2017-18 and determine OCTA's potential role in the OCTAP program beyond FY 2017-18.

Additional information regarding each of these program areas can be found in Attachment A.

Summary

An annual report for Motorist Services and OCTAP has been prepared to highlight program activities and accomplishments for FY 2016-17.

Attachment

- A. Motorist Services Annual Report, Fiscal Year 2016-17

Prepared by:

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Approved by:

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MOTORIST SERVICES ANNUAL REPORT

Fiscal Year 2016-17

Introduction

The Orange County Transportation Authority (OCTA) serves as the Service Authority for Freeway Emergencies (SAFE) and manages the Orange County Taxi Administration Program (OCTAP). SAFE and OCTAP are managed by the Motorist Services Department of the Transit Division. SAFE operates the call box system and the Freeway Service Patrol (FSP) program, and participates as a partner with the California Department of Transportation (Caltrans), California Highway Patrol (CHP), Los Angeles County SAFE (LA SAFE), and Ventura County Transportation Commission (VCTC), in the development and operation of the Southern California 511 Motorist Aid and Traffic Information System (Southern California 511).

OCTAP permits taxicab companies, taxicab vehicles, and taxicab drivers on behalf of Orange County (County) and its 34 cities, ensuring that program permit requirements are met prior to issuing an operating permit. OCTAP performs vehicle safety inspections and compliance reviews, and enforces OCTAP regulations in the field, along with local law enforcement agencies as partners.

This report provides a summary of activities that occurred during fiscal year (FY) 2016-17.

Service Authority for Freeway Emergencies

Call Box System

SAFE operates a system of call boxes located on freeways, toll roads, select state highways, and select transit centers. Funding for operating the call boxes comes from a \$1 registration fee on vehicles registered in the County. This revenue stream generated approximately \$2,938,022 in FY 2016-17, a one percent increase over FY 2015-16. Revenue from the \$1 registration fee pays for the cost of contracted maintenance, call answering services, call box cellular phone service, the proportional share of the actual wage for one-half of the CHP SAFE Coordinator position, and the proportional share of the wages and benefits of Motorist Services staff. Remaining funds from this revenue stream help to pay for FSP and Southern California 511 motorist aid programs.

In FY 2015-16, SAFE received approval from the OCTA Board of Directors (Board), Caltrans, and CHP to reduce the number of highway call boxes from 621 to 410. There are currently 384 call boxes located on freeways and toll roads and 26 call boxes located on Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road. Highway call boxes include call boxes temporarily removed for construction.

SAFE also upgraded all call box hardware to new 3G cellular technology as part of the SAFE call box reduction plan. This upgrade was necessary because AT&T discontinued its 2G cellular network on January 1, 2017. SAFE removed all call boxes planned for removal, replaced radio and teletypewriter hardware, and repainted and rehabilitated all remaining call boxes six months ahead of AT&T's 2G network shutdown. SAFE also replaced all call box signs with highly visible diamond-reflective signs, making the call

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boxes easier to see at night. The sign replacement portion of the project was completed in the first quarter of FY 2016-17.

Call box cellular service is provided on the AT&T Global System for Mobiles network, through an agreement available under the National Association of State Procurement Officers (NASPO) agreement, previously known as the Western States Contracting Alliance. OCTA continues to realize an average savings of \$4,000 a month under the NASPO rate structure.

Nineteen call boxes were knocked down or damaged as the result of vehicle collisions in FY 2016-17, incurring repair costs totaling \$82,226. Staff worked with CHP accident investigators and OCTA Risk Management to recover costs associated with repairing knocked down call boxes. Repair costs associated with call box knockdowns incur no additional expense to OCTA because of pre-negotiated knockdown replacement levels of up to ten percent (41) in the maintenance service agreement. During FY 2016-17, \$17,893 was recovered for call box knockdowns. This includes \$5,192 for knockdowns occurring during the FY and \$12,701 recovered from previous FYs. An additional \$12,597 is pending investigation and subrogation. Table 1 provides a breakdown of knockdown and recovery efforts for FY 2016-17. Table 2 provides a breakdown of funds recovered previous year knockdowns.

Tables 1 and 2 – Call Box Knockdown Loss Recovery

FY 2016-17 Knockdowns			
15	Unrecoverable - No Accident Report Available	\$64,438.01	79%
3	Submitted to Risk Management for Recovery	\$12,596.74	15%
1	Recovered by Risk Management During Same FY	\$5,191.68	6%
19	Total FY 2017 Knockdowns	\$82,226.43	

Risk Management Previous Year Recovery Progress	
Recovered in FY 2016-17 from Previous Fiscal Years	\$12,701.04
Pending from Previous Fiscal Years	\$7,735.35

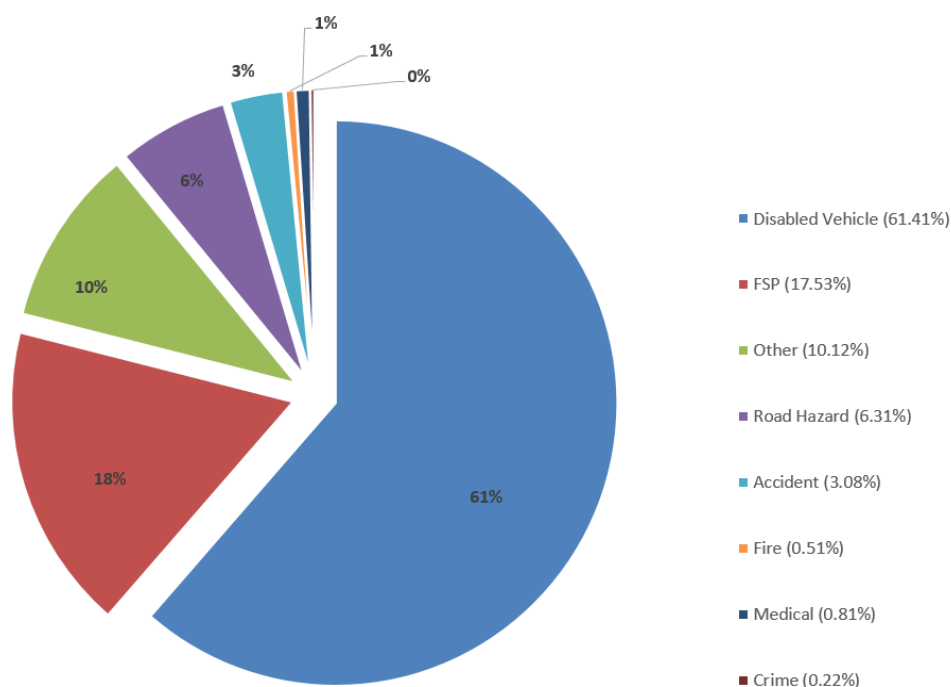
During FY 2016-17, the contracted call-answering center answered 1,363 calls for assistance through the call box system, down 21 percent from FY 2015-16, which had 1,717 calls. Sixty-one percent of FY 2016-17 calls were for disabled vehicles. These calls included vehicles with flat tires, ran out of gas, overheated, or were not operable due

Motorist Services Annual Report

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to a mechanical problem. Calls are statistically categorized as disabled vehicles during the hours that FSP does not operate, or the call is from a call box on a roadway where FSP does not operate, such as the toll roads, Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road. In these cases, the call answering center assists the caller by offering to send a CHP rotation tow truck (at the caller's expense), by calling a road side assistance provider subscribed to by the caller, or by calling a family member or friend. Figure 1 depicts FY 2016-17 calls by type, with the two highest volumes of call box calls attributed to disabled vehicles (61 percent) and requests for FSP assistance (18 percent).

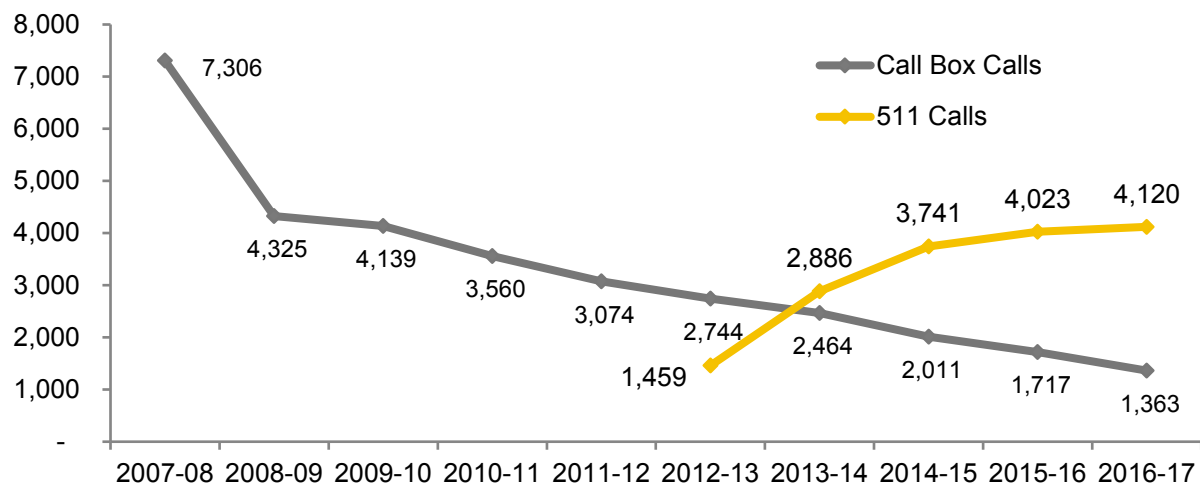
Figure 1 - FY 2016-17 Call Box Calls by Type



A mobile call box service, as part of the Southern California 511 system, was deployed on July 26, 2012. The mobile call box service allows motorists to reach assistance using a personal cell phone, similar to the assistance obtained by using a freeway call box, by calling 511. These calls are routed to OCTA's call box call answering center. Orange County received 4,120 calls for motorist aid through the Southern California 511 system during FY 2016-17. Figure 2 shows call box and 511 call volumes since FY 2007-08.

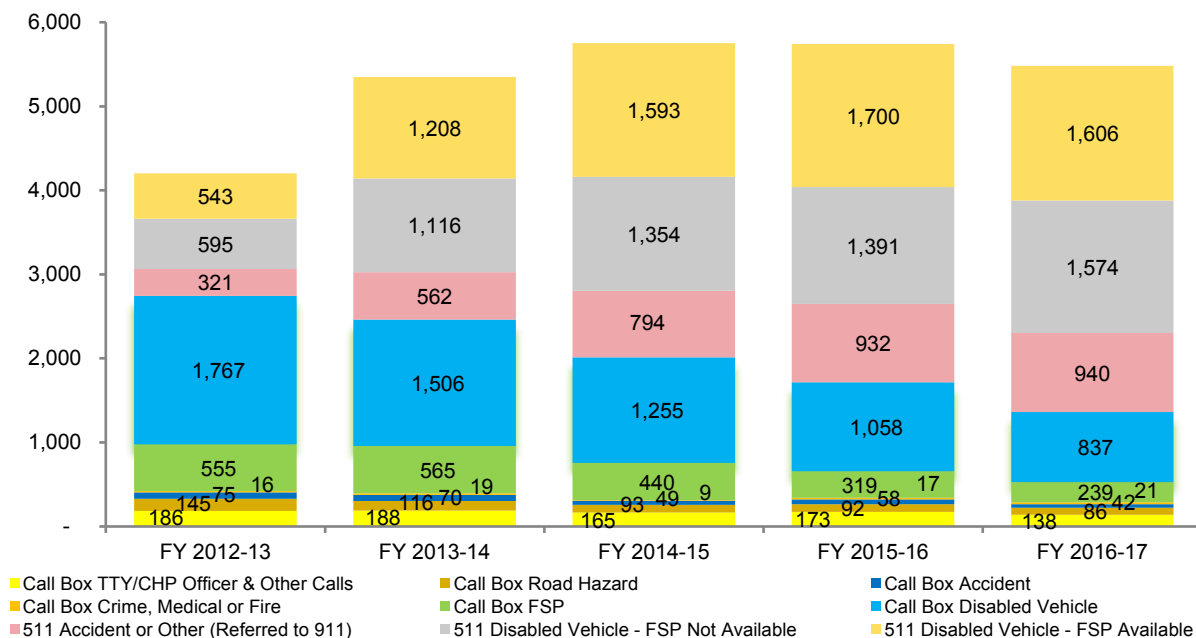
Motorist Services Annual Report
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Figure 2 - Annual Call Box and 511 Call Volumes Beginning FY 2007-08



Reasons for the decline in call box calls may include increases in the availability and use of cell phones and increased awareness of the availability of roving FSP service during peak commute hours and expanded midday and weekend FSP service. A survey of call box callers indicates approximately 38 percent of callers did not have a working cell phone in their possession. Callers who had cell phones reported that they were unable to utilize their cell phone because it was not functioning properly, was not charged, or because they did not know who to call for assistance. Combined call box and 511 calls total 5,483 for FY 2016-17. Figure 3 depicts call type comparisons from FY 2011-12 through FY 2016-17.

Figure 3 – Call Box and 511 Calls by Type FY 2011-12 through FY 2016-17



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Thirty-four percent of the calls received through the call box and 511 systems in FY 2016-17 occurred during FSP hours. For calls received during FSP operating hours, the call-answering center notifies CHP, which dispatches an FSP truck to the caller's location to provide assistance. Calls related to road hazards, accidents, medical incidents, crimes, and fires are dispatched to the appropriate first responder.

Freeway Service Patrol

FSP is a traffic congestion management program designed for the rapid removal of disabled vehicles from traffic lanes and shoulders, as well as timely response to accidents and other incidents that require the removal of debris from freeway traffic lanes. The FSP program is a partnership among Caltrans, CHP, and OCTA. Private tow truck companies operate the service under contract to OCTA. Each tow truck operator patrols an assigned freeway segment during service hours, stopping to assist stranded motorists. The tow truck operator offers assistance, such as changing a flat tire, providing a free gallon of gas, or taping a coolant hose. If assistance cannot be completed to restore the vehicle to driving condition within 10 minutes, the tow truck operator will tow the vehicle off the freeway to a designated drop zone.

FSP began providing peak-hour service along County freeways in November 1992. FSP service during peak hours (6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.) is divided into 12 areas (excluding construction zones), called service areas. Service areas are further divided into 34 peak hour beats. Five midday beats (10:30 a.m. to 2:30 p.m.) were added in 2007 and are now funded by Measure M2 (M2). Two additional midday beats were added in 2012 using M2 funds to cover congested areas of the freeway and major interchanges. Weekend service is operated on Interstate 5 (I-5) in South County, on State Route 91 through Anaheim Canyon, and on State Route 22 through the I-5 and State Route 57 interchanges using M2 funds. FSP service is also provided during non-peak hours (10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 10:00 p.m.) in certain construction zone areas.

The FSP program is funded through a combination of state and local funds consisting of funding from the State Highway Account (SHA) through Caltrans, the \$1 fee on registered vehicles that supports the call box program and other motorist aid services, and through M2. These funds pay for contracted towing services, CHP overtime attributable to the FSP program, one CHP dispatcher position, radio maintenance and operation, computer equipment maintenance and operation, field equipment and supplies, mandatory quarterly training sessions, and the proportional share of the wages and benefits of Motorist Services staff. The funding from the SHA is distributed to agency SAFEs based on freeway congestion levels, urban freeway lane miles, population in each county where FSP is operated, and local agencies ability to provide required matching funds. In FY 2016-17, the County's FSP program was apportioned \$2,615,022, requiring a local match of \$653,756.

FY 2016-17 SHA funding was down three percent from FY 2015-16 because some SAFE agencies that were previously not able to accept their full allocation accepted more funds

Motorist Services Annual Report

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in FY 2016-17. Some agencies that operate FSP were unable to accept their full allocation because they were unable to provide the required local match or for other reasons. These funds are reallocated, using the same formula, to counties that overmatch state funds to operate their FSP programs.

Funds from M2 became available to support the FSP program in FY 2010-11. Guidelines for the use of M2 funds for FSP were approved by the Board on February 13, 2012, and allow for the following eligible expenditures:

- Maintaining existing service levels for the 34 peak-hour service beats, five midday service beats, and two weekend service beats.
- Operating new FSP service beats, providing a benefit/cost (B/C) analysis results in a minimum three to one ratio.
- Providing FSP service for the M2 freeway program of projects.
- Contracting for additional CHP supervision.
- Contracting for additional CHP dispatch.

In June 2012, the FSP program realigned existing midday service beats, added two new midday service beats, and added two weekend service beats utilizing M2 funds. This significantly increased midday and weekend FSP coverage.

At least every three years, Caltrans contracts with a consultant to prepare a statewide B/C analysis of the FSP program. The model used for the B/C analysis was developed by the Institute of Transportation Studies at the University of California, Berkeley, following extensive field measurements before and after FSP deployment. The model estimates delay-saving benefits based on the FSP beats' geometric and traffic characteristics, as well as the frequency and type of FSP-assisted freeway incidents. The estimated benefits include reductions in incident-induced vehicular delays, fuel consumption, and air pollution emissions.

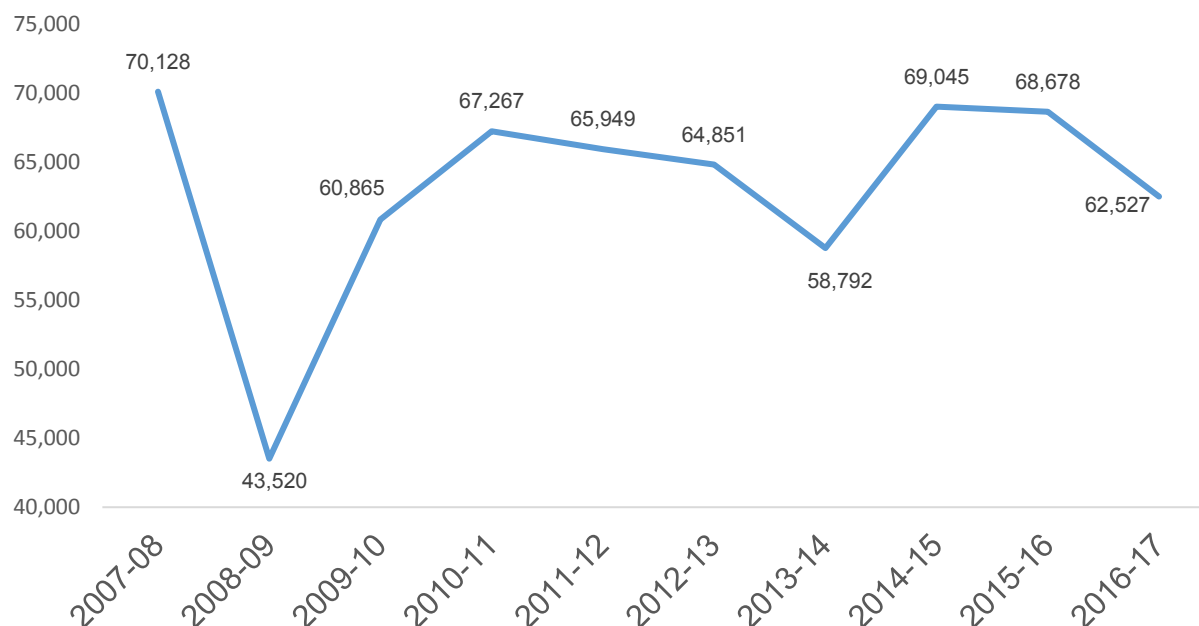
A B/C analysis for FY 2014-15 was completed in the latter part of FY 2015-16. Results of the analysis for the OCTA FSP beats indicate that FSP provided an average of \$18.00 of congestion relief benefit for each dollar spent during weekday peak operating hours and \$10.00 of congestion relief benefit for each dollar spent during weekend operating hours. The combined program average is estimated to be \$18.00 of congestion relief benefit for each dollar spent on the program. Because the program provides significantly more service on weekdays than on weekends, the weekend service has little impact on the blended B/C average. This represents a \$9.00 per hour increase in benefit cost over FY 2013-14. Improvements in tow truck operator training, how operators report assist data, and increased traffic congestion are believed to be major contributors to the significant increase in benefit cost. The FY 2015-16 B/C has been delayed because of Caltrans staffing changes, and is scheduled to be released in the second quarter of FY 2017-18. Caltrans plans to have the FY 2016-17 B/C analysis completed by the fourth quarter of FY 2017-18.

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FSP tow truck operators provided 62,527 services for motorists whose vehicles had become disabled in FY 2016-17, a seven percent decrease from FY 2015-16. One reason for the decrease in assists is an increase in the number of assists requiring a tow off the freeway. Although only towing 163 more vehicles than in FY 2015-16, program supervisors have been required to move a number of FSP drop zones further from the freeway, due to changes in city parking regulations. This has increased the length of time required to complete an assist when a vehicle is towed off the freeway. Another reason for the decrease in services is that operators now are required by CHP to complete their assist data off the freeway after each assist, resulting in more time spent traveling to a safe off-freeway location to enter assist data. Figure 4 shows total services provided annually since FY 2007-08.

Figure 4 - Total Annual FSP Services – FY 2007-08 through FY 2016-17



Before FY 2007-08, assist data was recorded through a manual system on scantron cards. During FY 2007-08, assist service data was kept through the manual system, and by an electronic tracking and reporting system, to allow drivers time to become familiar with the new automated system. There was a sharp decrease in the number of assists provided from FY 2007-08 to FY 2008-09, possibly due to an economic downturn resulting in less congestion and fewer incidents on the freeways. An analysis of data available in the reporting system revealed that several other factors could have contributed to the appearance of a drop in the number of assists provided to motorists. During FY 2008-09, FSP drivers were not entering assists that were dispatched by CHP through the mobile data terminal (MDT). As a result, approximately 15,400 calls dispatched by CHP were not recorded by the FSP drivers on the MDT. Additionally, drivers did not enter some assist records because the MDT system was not functioning properly, and the system did not provide for the manual entry of assist data at a later time.

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Staff addressed the issue of inconsistent data collection for dispatched calls with FSP contractors and implemented procedures for manual data collection should a driver be unable to enter assist data into the automated system. Staff also addressed data collection and reporting practices that may have led to inaccuracies with some historical data by taking more control over data reporting, collecting, and validating the raw data, and developing reports directly from the raw data, instead of relying on pre-configured reports that may exclude some records because of missing data fields in a record. This has led to better data collection practices, an increase in data capture, a better understanding of the assist data, and more accurate overall performance reporting.

In January 2013, staff deployed a new vehicle tracking and data collection system that utilizes OCTA provided in-vehicle edge controller (black box) devices for vehicle tracking and tow contractor-provided iPad or Android tablet devices for data collection. System functionality includes geo-fencing, schedule adherence, system alerts, and an advanced reporting feature designed to enhance program tracking. The data collection system includes a customer survey module that allows customers to complete an online survey. Most disabled vehicles are discovered by FSP operators while patrolling their service beats; however, CHP may also dispatch calls for service through the system from requests that come in through the call box, 511 and 911 systems, or through a CHP officer request. Survey responses from customers who received FSP assistance indicate that 85 percent of FSP assists are initiated through FSP operator discovery of the vehicle. Figure 5 shows how survey respondents received FSP service in FY 2016-17.

When an FSP operator stops to provide assistance, the operator initiates an incident using the tablet device, which generates a survey identification (ID) number for a web-based customer survey. The tow operator greets the motorist with a program brochure containing the survey ID number, and assists the motorist within program guidelines. After completing the assist, the operator enters basic vehicle and location information and type of service provided, and closes the assist transaction. The system then returns the operator to an “On Patrol” status. The customer, at their convenience, may complete a web-based customer survey to provide feedback about their experience.

Figure 6 shows the distribution of assists by type for FY 2016-17. The highest number of recorded assists is for Towed Vehicle, followed closely by Flat Tire. Information Assist generally refers to incidents where tow operators discover a motorist stopped on the side of the road whose vehicle is not disabled. Reasons motorists are stopped on the side of the freeway often include navigation, telephone calls, texting, emailing, and resting.

Figure 5 – How FSP Customers Received Service – FY 2016-17

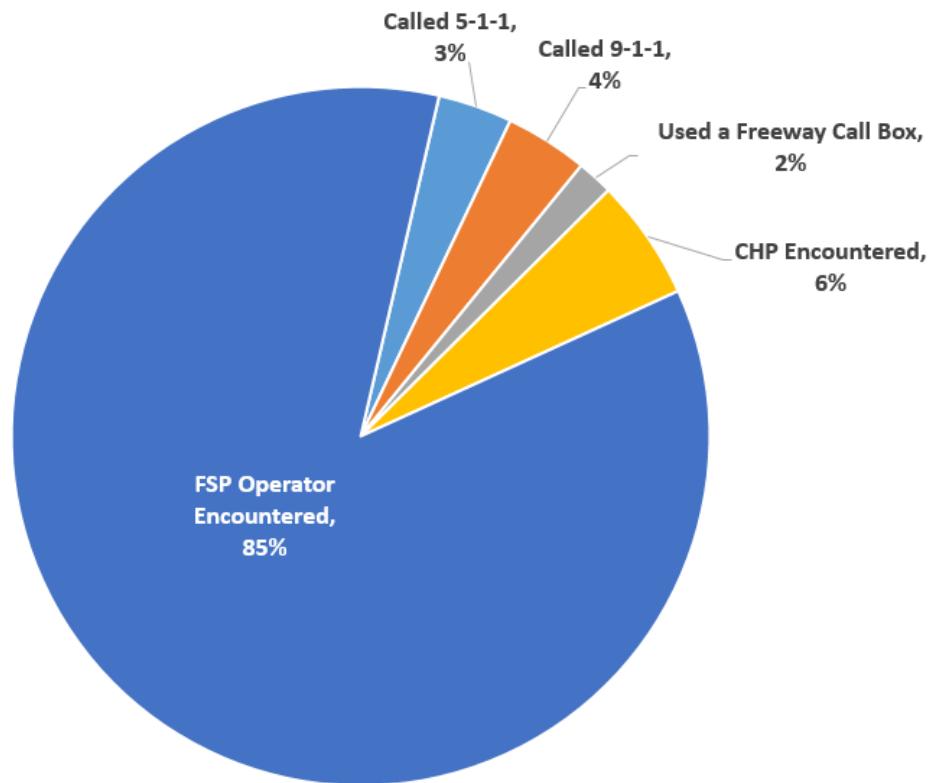
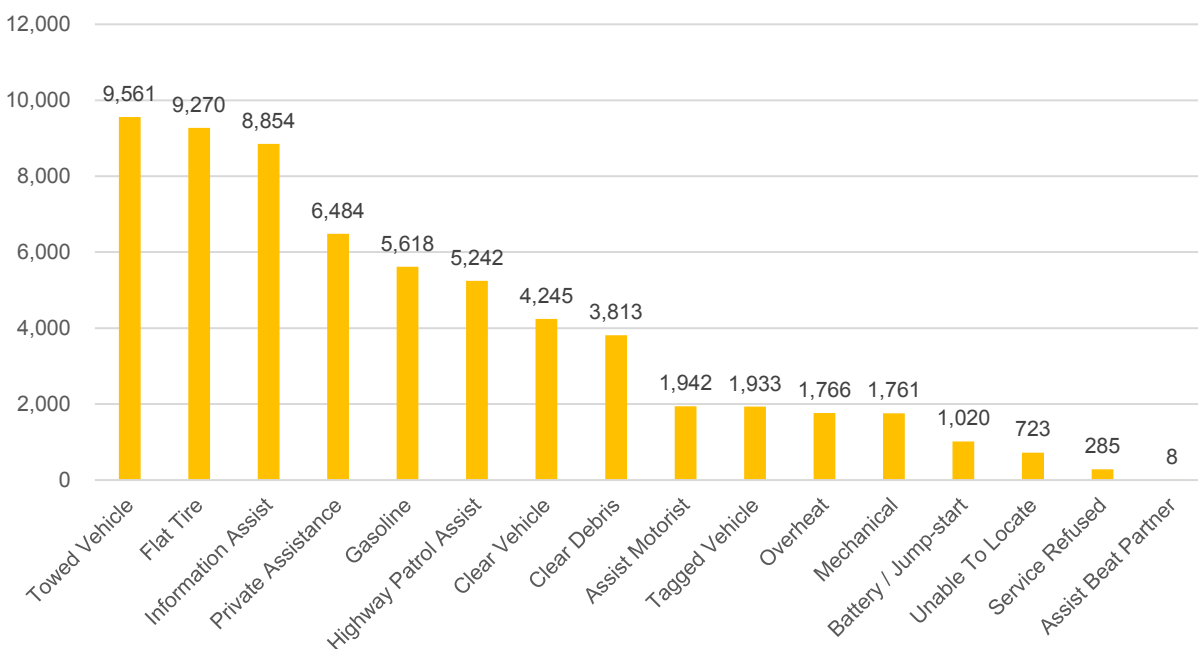


Figure 6 - FSP Assists by Type – FY 2016-17



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Primary assist types include changing a flat tire, information assist, providing a gallon of gasoline, waiting for private assistance, towing a vehicle to a designated drop zone if unable to remedy the issue within program guidelines, and assisting CHP officers. Other assist types include clearing disabled vehicles or debris from the freeway traffic lanes, tagging unattended vehicles for CHP attention, or assisting motorists with overheated vehicles or with minor mechanical defects. Operators often encounter motorists who refuse FSP service because they already have their own (private) assistance enroute, and occasionally refuse service for unknown or undisclosed reasons.

Each time an FSP operator stops to assist a motorist, the operator provides the motorist with a brochure, including a survey ID number, explaining the FSP service. Customers are also given an FSP business card with the tow operator's name and OCTA's Customer Relations telephone number. In FY 2009-10, the brochures were updated to better describe the FSP program, add safety information, and publicize the Southern California 511 program. Prior brochures listed a CHP phone number, resulting in insufficient historical comment data prior to FY 2009-10.

The FSP program recorded 1,825 customer comments through the Customer Relations call center and FSP online customer survey in FY 2016-17, up 173 percent from FY 2015-16. Callers who were happy with the service comprise 98 percent of the total comments. The program received 38 complaints from motorists who were not satisfied with the service. Complaints included dissatisfaction with the service provided, operator driving technique, and claims for damage. A CHP Officer Program Supervisor investigates each customer complaint, and provides a response to the complaining party. Program supervisors also followed up with FSP contractors and tow operators as appropriate to address customer concerns and to prevent future occurrences. Claims for damage range from stripped or broken wheel studs to damage caused as the result of a collision. OCTA is shielded from claims for damage by contract language that requires FSP contractors to name OCTA as additional insured, and to indemnify and hold OCTA harmless against any claims for loss or damage. Figure 7 charts compliments and complaints received from FY 2007-08 through FY 2016-17.

In FY 2012-13, staff implemented a new web-based survey as part of the new LATATrax system. The survey allows staff to gear survey questions toward specific performance areas such as time waited before assist, FSP operator courtesy, FSP operator knowledge, overall experience, and overall satisfaction with the service. The web-based survey also helps reduce OCTA costs associated with calls received by the Customer Relations Call Center for FSP program customer comments. Tables 3, 4, and 5 show that 98 percent of the respondents reported that they agreed or strongly agreed with three key service statements, while less than one percent indicating that they did not agree. Customers who reported dissatisfaction (disagree) with the survey area and provided contact information were contacted for follow up.

Figure 7 - FSP Customer Comments – FY 2007-08 through FY 2016-17



Table 3 - Safety

The FSP Operator was concerned for my safety				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	3	4	31	237
2015	2	2	44	264
2016	2	3	14	155
2017	5	8	34	223
Percentage	1.16%	1.65%	11.93%	85.26%

Table 4 – Professionalism

The FSP Operator was knowledgeable and professional				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	1	2	8	265
2015	0	2	16	292
2016	2	2	10	159
2017	4	9	24	232
Percentage	0.68%	1.46%	5.64%	92.22%

Table 5 – Courtesy

The FSP Operator treated me with courtesy and respect				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	2	1	8	264
2015	1	1	13	298
2016	3	3	3	164
2017	9	2	22	233
Percentage	1.46%	0.68%	4.48%	93.38%

Southern California 511

The Southern California 511 system is a partnership between Caltrans, CHP, LA SAFE, OCTA, and VCTC to provide a motorist aid and traveler information system for Los Angeles, Orange, and Ventura counties. The official launch of the Southern California 511 system coincided with a January 2011 marketing campaign. The Go511 mobile application was launched in May 2014. The system allows travelers and commuters to access up-to-the minute information on highway conditions, traffic speeds, transit, and commuter services via the mobile application, the same information that they receive by dialing 511 from their telephone. By visiting Go511.com, users can obtain similar information compared to calling 511. Driving directions and information on bicycling, airports, and taxis are also available.

The Southern California 511 Interactive Voice Response (IVR) system received an average of 118,352 calls per month in FY 2016-17, with 5 percent of the calls originating in Orange County. Although the total number of 511 calls are down when compared to FY 2015-16, the percentage of calls originating from Orange County increased from four percent to five percent. Figure 8 displays the number of 511 IVR calls received during FY 2016-17, along with the percentage of calls that originated from Orange County.

Table 6 displays the number of website visits and the number of IVR calls received during FY 2016-17 for Los Angeles and Orange counties. The Go511.com website received an average of 27,293 hits per month, down sixty-seven percent from 83,640 hits per month in FY 2015-16. The significant decline in website hits maybe due to the previous vendor reporting each page that was viewed in addition to website hits (double counting). To ensure that website numbers are not over inflated, the new vendor is reporting only website hits beginning with the fourth quarter of FY 2015-16. Figure 9 shows the number of website visits for the last three FYs. Figure 10 displays the total website visits by the three different device types utilized to access the Go511 website; desktops, mobile phones or tablets.

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Figure 8 - 511 IVR Calls Received, Calls with Orange County Percentages

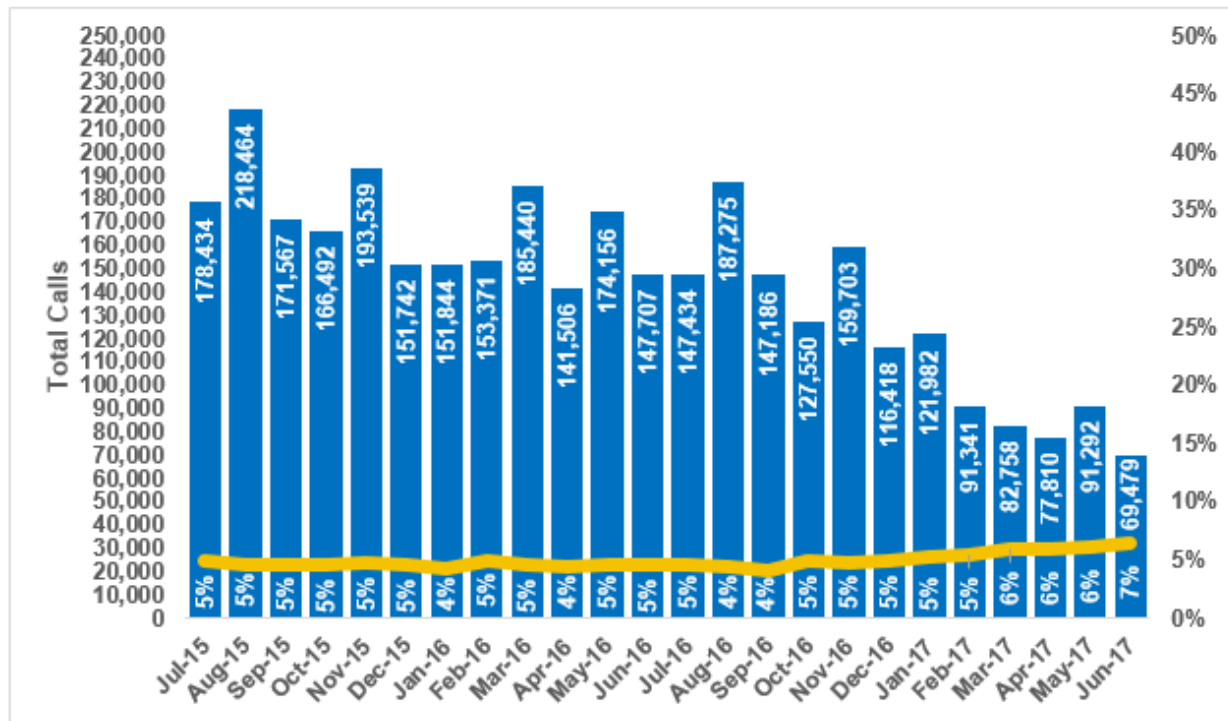


Table 6 - Southern California 511 Usage by Quarter – FY 2016-17

	1st QTR Jul-Sep 2016	2nd QTR Oct-Dec 2016	3rd QTR Jan-Mar 2017	4th QTR Apr-Jun 2017	Total
Number of Website Visits	91,172	83,331	78,091	74,917	327,511
IVR Calls Received					
Total IVR Calls	481,895	403,671	296,081	238,581	1,420,228
Orange County	20,896	19,716	16,380	14,661	71,653
511 Call Center IVR Calls Answered *	75,368	62,253	33,397	3,481	174,499

* Beginning in May 2017 LA SAFE discontinued the use of a staffed call center as part of the 511 IVR solution.

Figure 9 – Total Number of Web Visits – FY 2014-15 through FY 2016-17

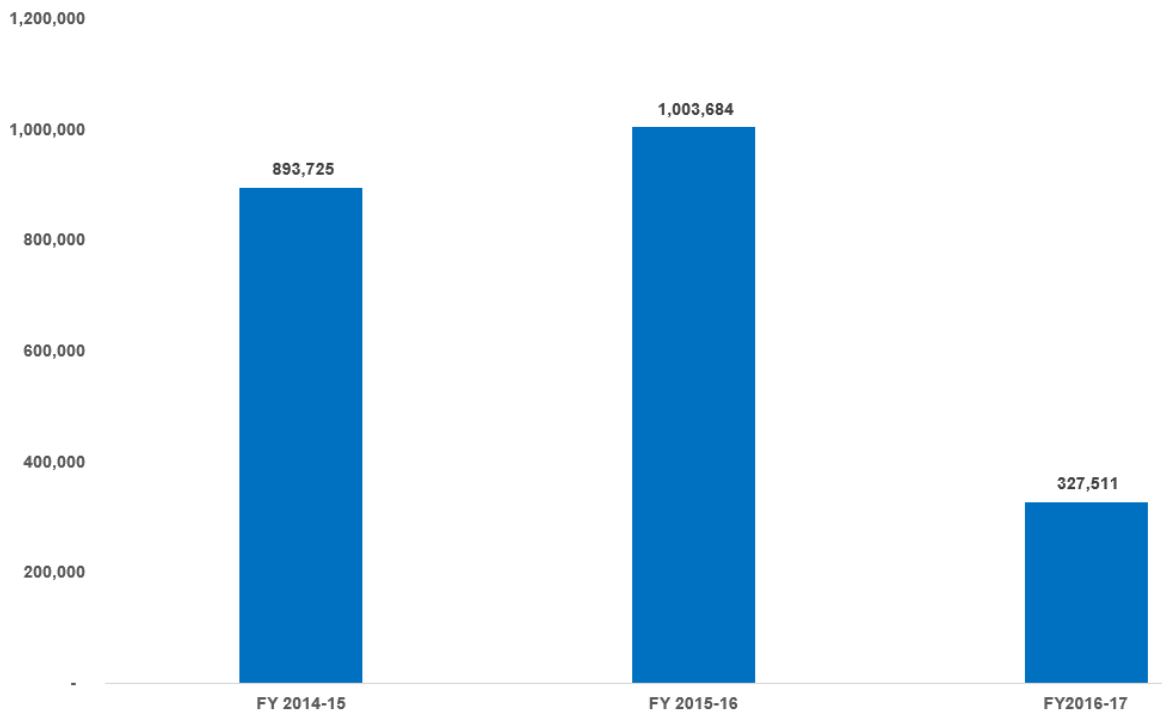
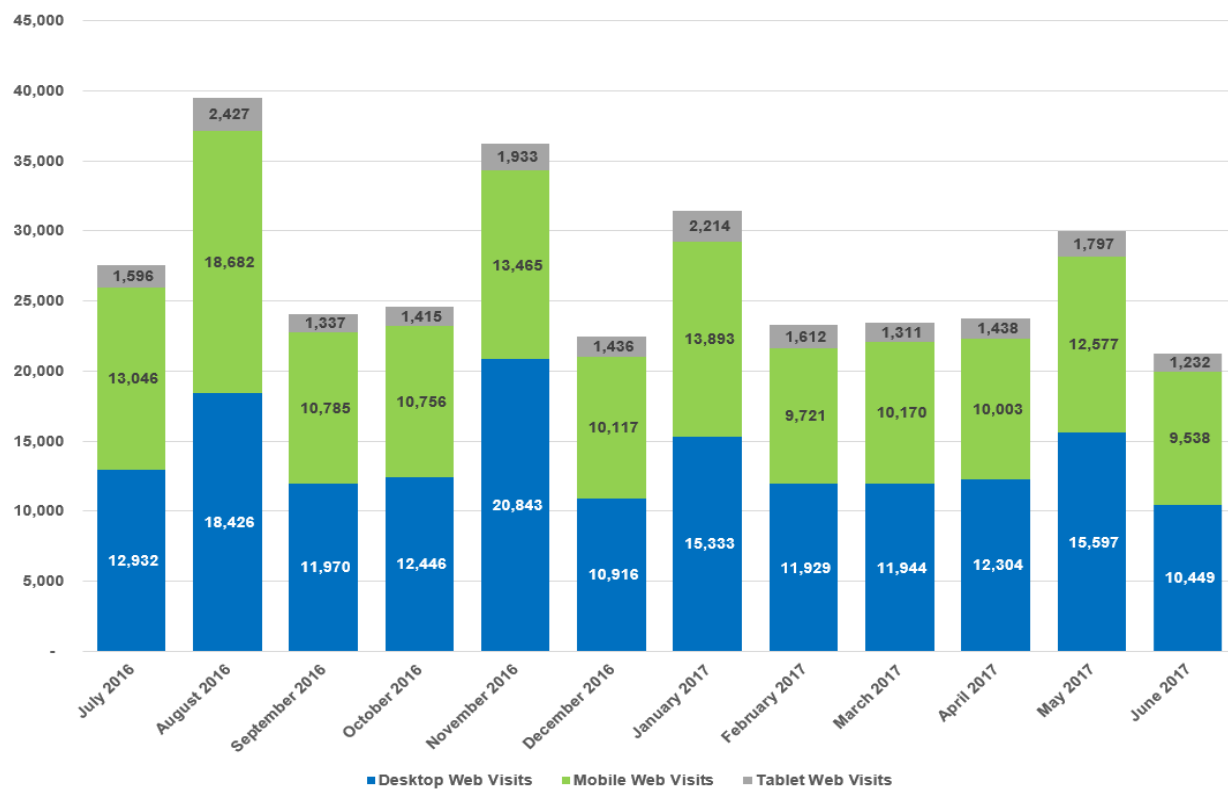


Figure 10 – Total Web Visits by Device Type



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In FY 2017, LA SAFE, with participation from OCTA staff, procured a vendor for the further development of the Go511 system. Known to the project partners as the Next Gen 511, the project will provide a more robust interactive voice response system for callers, a less governmental web interface for web users, and improved mobile content for application users. Next Gen 511 content was released for testing in the fourth quarter of FY 2016-17, and was released to the public in July 2017. The Next Gen 511 project aims to establish cooperative agreements with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority, to bring Riverside and San Bernardino into the Go511 system in the third quarter of FY 2018, and rebrand the system to “So Cal 511.”

To increase motorist awareness of the 511 program in Orange County, staff initiated an awareness campaign distributing 511 logo promotional materials to the public through FSP Operators assisting motorists, through the reception desk at OCTA’s 600 building, through distribution to bus patrons using OC Fair Express and Laguna Beach Summer Breeze bus services, and through other means.

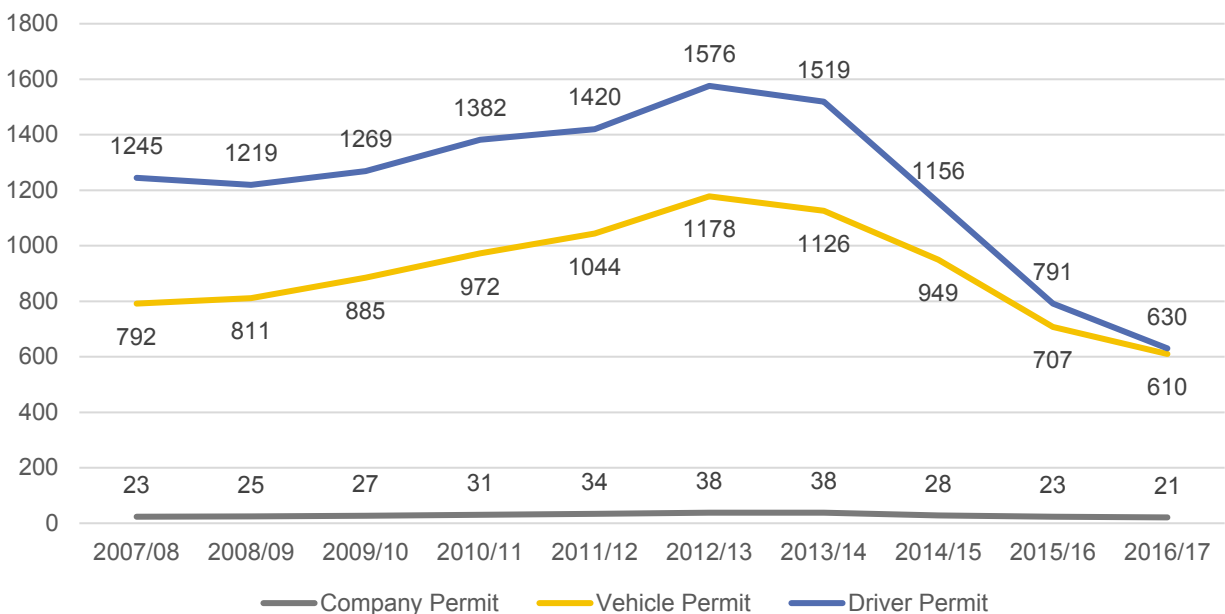
Orange County Taxi Administration Program

OCTAP staff manages taxi permitting processes, performs vehicle inspections, administers OCTAP regulations, and oversees compliance by taxicab companies and drivers on behalf of the County and its 34 cities. These activities are funded through annual permit fees and fines paid by permit holders. Each taxicab company owner and principal must pass a Department of Justice (DOJ) fingerprint background investigation, enroll in the DOJ subsequent arrest notification program (SAP), pass a check for unsatisfied judgments, and pass a review of required insurance and company policies before being granted a company permit. Each taxicab driver must pass a DOJ fingerprint background investigation, enroll in the DOJ SAP, pass a drug and alcohol screen, enroll in a random drug and alcohol testing program, and pass a driver record check. Each taxicab vehicle must pass an annual safety inspection before being issued a vehicle permit and is subject to random inspection at any time by any law enforcement officer or OCTAP staff.

At the close of FY 2016-17, OCTAP issued permits to 21 taxicab companies, 610 taxicab vehicles, and 630 taxicab drivers to operate in Orange County. A continuing decline in taxi permits is attributable to the strong competition to the taxi industry from Transportation Network Companies like Uber and Lyft. Figure 11 shows the history of OCTAP permitted taxicab companies, vehicles, and drivers since FY 2007-08.

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Figure 11 – OCTAP Operating Permits – FY 2007-08 through FY 2016-17, at June 30 each year.

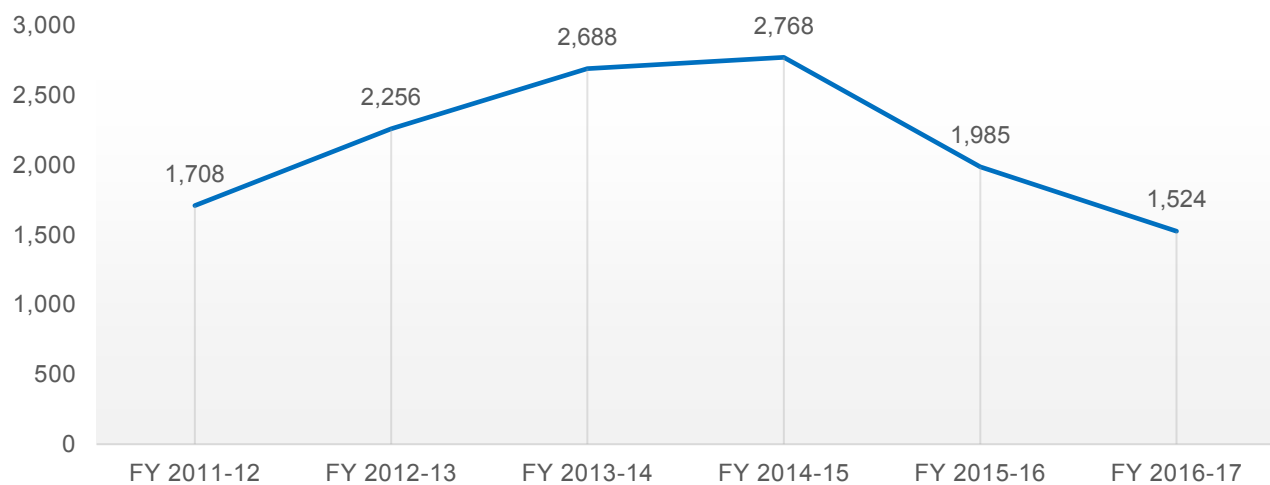


OCTAP staff performed 1,524 taxicab vehicle inspections during the year, including 444 random inspections and 245 cursory inspections. Random inspections occur at the OCTAP facility, with vehicles randomly selected through a random generator within the OCTAP database. Vehicles may also be called in for random inspection based on a report or observation. Table 6 outlines OCTAP inspections by type for the last five years. Figure 12 details OCTAP's six-year history of taxicab inspections.

Table 6 – Taxicab Inspections by Type

INSPECTION TYPE	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
ANNUAL INSPECTION	1,131	1,324	1,277	1,190	862	679
CURSORY INSPECTION		241	819	936	593	245
RANDOM INSPECTION	347	347	237	404	359	444
RE-INSPECTION	11	295	315	191	152	98
REPLACE / TRANSFER	219	49	40	47	19	58
Total	1,708	2,256	2,688	2,768	1,985	1,524
Change	+ 31 %	+ 32 %	+ 19 %	+ 3 %	-28 %	-23 %

Figure 12 – OCTAP Vehicle Inspections – FY 2011-12 through FY 2016-17

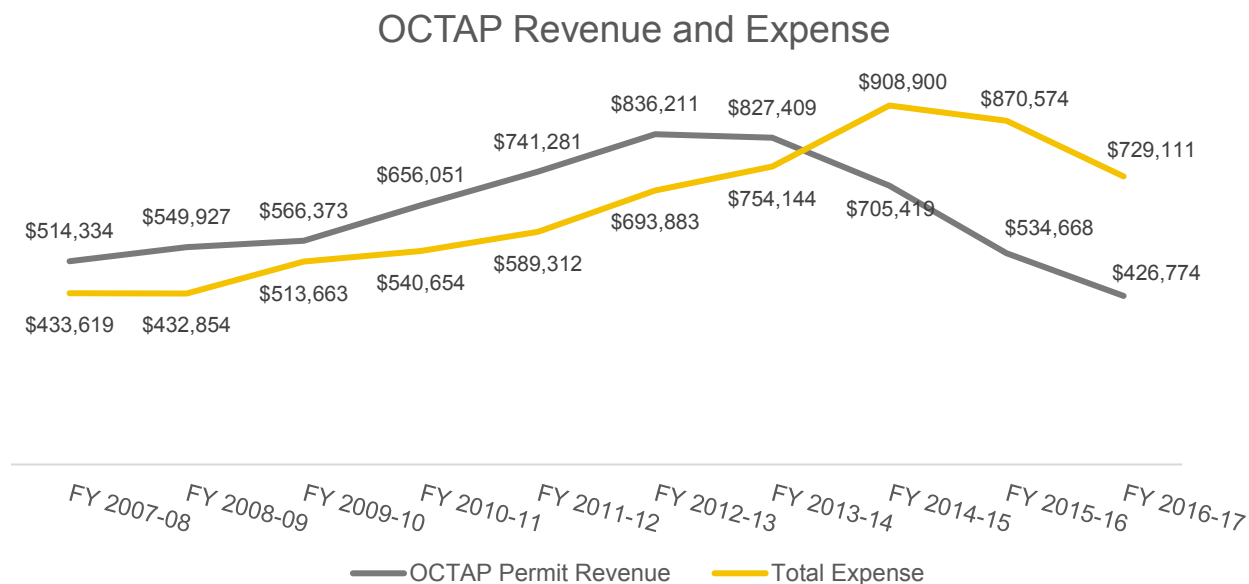


Although not mandated by OCTAP regulations, more than 51 percent of permitted taxicabs are clean-fuel vehicles. Thirty-six percent of permitted taxicabs have the capacity to carry five or more passengers, with more than 14 percent of the vehicles being wheelchair accessible.

In addition to permitting taxicab companies, drivers, and vehicles, OCTAP staff performs regulation compliance checks, issues warnings, assesses fines, suspends permits, revokes permits, and performs other administrative functions on behalf of the member agencies. Staff assisted in the resolution of 26 complaints, issued 23 warnings and fines, suspended two permits, and revoked nine permits during the year. OCTAP also denied three taxicab operator permits because they did not meet the minimum requirements set forth in the OCTAP regulations. Permit holders that are issued a fine, have their permit suspended or revoked, along with new applicants who are denied a permit, have the right to appeal the action. Representatives of the OCTAP member agencies hear the appeals and render a decision on the action.

With significant declines in the number of OCTAP taxi permits, OCTAP permit revenues have declined significantly since FY 2012-13 making the program unsustainable solely through taxi permit fees, as originally designed. OCTA has utilized program reserves to sustain the program since FY 2013-14, reduced staffing by 20 percent in FY 2015-16 and by 35 percent during FY 2016-17. Figure 13 shows OCTAP permit revenue and expenses from FY 2007-08. FY 2016-17 revenue and expenses are subject to adjustment as OCTA finalizes transactions and closes its books for the fiscal year.

Figure 13 – OCTAP Permit Revenue – FY 2007-08 through FY 2016-17.



Because the OCTAP program is no longer financially sustainable under the current revenue structure, OCTA issued the member agencies a twelve-month notice of its intent to withdraw as the administrator of the program at the beginning of FY 2016-17, as required in the cooperative agreements with the agencies. OCTA has determined that there are sufficient reserves to sustain the program through December 2017. OCTA Government Relations staff have been working closely with the Orange County City Managers Association (OCCMA) to have cities fund the OCTAP program for the remainder of FY 2017-18.

The issue of taxicab regulation has become a statewide concern, the California Legislature has been considering legislation that would change the way taxicab companies, drivers, and vehicles are regulated in California. OCTA Government Relations staff have been monitoring legislative activity closely, and will continue to work closely with the OCCMA to determine OCTA's potential role in the OCTAP program beyond FY 2017-18.



September 7, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Overview

On June 12, 2017, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of WKE, Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., to prepare the plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Discussion

The State Route 55 (SR-55) improvements from Interstate 405 (I-405) to Interstate 5 (I-5) (Project) are part of Project F in the Measure M2 (M2) freeway program. In the Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016, the Project is identified as one of the M2 freeway projects to be completed by 2025. The supplemental draft environmental document was circulated for public comment on April 3, 2017, and Alternative 3-Modified, which includes general purpose, high-occupancy vehicle (HOV), and auxiliary lanes, has been identified

as the preferred alternative by the Project development team. Therefore, the Project is ready to proceed into the final design phase.

On June 12, 2017, the Board approved Cooperative Agreement No. C-7-1753 with the California Department of Transportation (Caltrans) to establish roles, responsibilities, and funding for the Project. OCTA will be the lead agency on the design, and Caltrans will advertise and award the construction contract.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted on the basis of overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with the Board-approved procurement policies.

On June 12, 2017, the Board authorized the release of Request for Proposals (RFP) 7-1719 which was electronically issued on CAMM NET. The Project was advertised on June 12 and June 19, 2017, in a newspaper of general circulation. A pre-proposal conference was held on June 22, 2017, with 36 attendees representing 23 firms. Six addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On July 14, 2017, four proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from Caltrans and the City of Santa Ana, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weights:

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

The evaluation criteria are consistent with the weighting developed for similar A&E procurements. In developing these weights, several factors were considered, giving the greatest importance to staffing and project organization of the firm, as the qualifications of the project manager and other key personnel are very important to the successful and timely delivery of the Project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the Project, its challenges, and its approach to implementing the various elements of the scope of work. The technical approach to the Project is critical to the successful performance of the Project. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of similar scope and size.

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

Firm and Location

HDR Engineering, Inc. (HDR)
Irvine, California

T.Y. Lin International (TY Lin)
Irvine, California

WKE, Inc. (WKE)
Santa Ana, California

On August 2, 2017, the evaluation committee interviewed the three firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also highlighted its staffing plan, work plan, and perceived Project challenges. Each firm was asked general questions related to qualifications, relevant experience, Project organization, and approach to the work plan. All three firms were asked specific questions regarding the team's approach to the requirements of the scope of work, management of the Project, coordination with various agencies, experience with similar projects, and the team's solutions toward achieving the Project's goals. After considering responses to the questions asked during the interview, the evaluation committee adjusted the preliminary scores for two of the three firms; however, WKE remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends WKE as the firm to prepare the plans,

specifications, and estimates (PS&E) for the Project. WKE's proposal received the highest ranking, largely due to the team's successful management and implementation of recent and relevant PS&E projects of similar scale and scope, the firm's comprehensive understanding of the Project objectives and constraints, and solutions and recommendations proposed that were well thought out and professionally presented. The firm presented a detailed work plan that provided innovative ideas and solutions to the Project approach supported by highly-experienced key personnel that have long standing working relationships.

All three firms submitted comprehensive proposals and conducted detailed interviews. Brief summaries of evaluation results follow.

Qualifications of the Firm

All three firms are established with recent and relevant experience, and all qualified to perform the services.

The firm WKE, incorporated in 2007, is a Southern California-based general planning and engineering consulting firm providing transportation engineering services for all modes of transportation infrastructure, including design of freeway corridor widening, HOV improvements, bridge seismic retrofitting, freeway interchange, and street widening projects. WKE and its key personnel have delivered numerous PS&E projects of similar complexity. Recent relevant firm experience includes PS&E for the I-5 widening from State Route 73 (SR-73) to Oso Parkway for OCTA, as well as the State Route 241/State Route 91 express connector for the Transportation Corridor Agencies, and the project report/environmental document (PA/ED) and PS&E for the State Route 57 (SR-57)/State Route 60 interchange for the City of Industry. WKE's experience on these projects demonstrated strong leadership, technical expertise, coordination with various stakeholders, familiarity with the Caltrans process and requirements, and the ability to manage all phases of the projects.

The HDR firm is also well qualified and has been providing highway, roadway, structures, rail, transit, environmental, and construction management services since 1973. Project experience includes PA/ED for the SR-55 improvement project between I-405 and I-5, and PA/ED and PS&E for the northbound SR-57 improvement project from Katella Avenue to Lincoln Avenue for OCTA, the PA/ED and PS&E for the Interstate 110/C Street interchange improvement project for the Port of Los Angeles, and the State Route 1/Sepulveda Bridge widening for the City of Manhattan Beach.

The firm TY Lin, founded in 1954, is a qualified full-service infrastructure engineering firm providing innovative roadway and structure design services. TY Lin is familiar with Caltrans policies and procedures, and has experience delivering similar design work along the I-5 corridor. The proposed key staff have experience on the SR-55 corridor for OCTA, in addition to numerous Caltrans freeway corridor design projects throughout California.

Staffing and Project Organization

All three firms proposed highly-qualified project managers, structure leads, and experienced lead personnel and subconsultants with relevant PS&E highway widening project experience.

The WKE firm presented a detailed staffing plan that proposed experienced key personnel and subconsultants with recent and relevant PS&E project experience. The proposed project manager has 38 years of highway design experience and has successfully managed and delivered more than 36 major freeway widening projects. The project manager has a proven track record of successfully delivering PS&E projects on an accelerated schedule and within budget. WKE's proposed project team demonstrated relevant experience delivering OCTA and Caltrans PS&E projects, including the I-5 widening from SR-73 to Oso Parkway, the I-5 HOV improvement project from Avenida Pico to Avenida Vista Hermosa, and both I-405 HOV West County Connector projects. The structures lead has 37 years of experience developing large-scale transportation and bridge projects which includes conceptual studies through preparing final design. The roadway lead also has 22 years of experience managing the design and delivery of major transportation engineering projects.

The HDR firm proposed a very good team and key staff with relevant experience in PA/ED and PS&E projects. The proposed project manager has 29 years of proven experience delivering PA/ED, PS&E, and similar projects on time and within budget. The proposed subconsultants bring recent, relevant PS&E experience to the team.

The proposed team by TY Lin has relevant experience providing PS&E on similar projects. The proposed project manager has 24 years of experience designing and leading a variety of transportation projects. The proposed subconsultants are experienced and were identified to deliver a significant portion of the design work.

Work Plan

All three firms met the requirements of the RFP and effectively discussed respective approaches to the Project.

The firm WKE presented a comprehensive and viable work plan, demonstrating an excellent understanding of the Project design requirements, constraints, issues, and risks. WKE's proposed work plan was well organized and provided an innovative design approach to shift the center line to avoid significant right-of-way (ROW) acquisition and utility relocation, and demonstrated previous success with the proposed approach. The work plan also addressed key drainage and utility issues along the corridor, clarified quality control/quality assurance measures, identified deliverables, and proposed potential cost-saving recommendations. WKE presented an excellent interview, demonstrating in-depth knowledge of its proposed approach to the scope of work and detailed responses to all questions.

The work plan by HDR demonstrated a very good understanding of the Project objectives, constraints, issues, and risks. The work plan provided a creative approach to a challenging drainage system and good solutions to avoid ROW impacts to utility relocations outside of Caltrans ROW. The HDR team presented a very good interview and provided responses to the evaluation committee's questions.

The TY Lin firm's work plan demonstrated a good understanding of the Project requirements and constraints. The work plan identified some complex issues on ROW constraints, identified key issues and risks to be addressed during the final design, and provided design enhancements on utilities. However, the Project schedule lacked detail on how to deliver the solutions presented. TY Lin's team presented a good interview and provided responses to the evaluation committee's questions.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, work plan, and information obtained from the interviews, the evaluation committee recommends the selection of WKE as the top-ranked firm to prepare the PS&E for the Project. WKE demonstrated excellent, relevant experience, and submitted a proposal that was responsive to all requirements of the RFP. The firm presented an excellent interview highlighting the firm's experience, staffing, the technical approach to the work plan, and detailed Project solutions.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-7519-FF101-0KU, and is funded through federal Surface Transportation Block Grant funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-7-1719 with WKE, Inc., for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Attachments

- A. Review of Proposals, RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5
- C. Contract History for the Past Two Years, RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Prepared by:



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(714) 560-5874

Approved by:



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Executive Director, Capital Programs
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Virginia Abadessa
Director, Contracts Administration and
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Review of Proposals

RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 Presented to RP&H Committee - September 7, 2017

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

Overall Ranking	Overall Score	Firm and Location	Subcontractors	Evaluation Committee Comments
1	92	WKE, Inc. Santa Ana, California	HNTB Corporation Earth Mechanics, Inc. Group Delta Consultants, Inc. FPL and Associates, Inc. Tatsumi and Partners, Inc. Guida Surveying, Inc. Utility Specialists, Inc.	Highest-ranked overall firm. Excellent recent and relevant experience delivering numerous projects of similar scope and size. Highly-qualified project manager, discipline leads, key and technical staff and subconsultants with extensive experience working together on recent plans, specifications, and estimates (PS&E) projects. Project manager has direct experience managing, planning, and successfully delivering numerous recent PS&E projects under accelerated schedules. High-occupancy vehicle widening projects on schedule and within budget. Proposed proven innovative design approach to shift centralized freeway alignment to avoid right-of-way (ROW) acquisition and utility constraints. Comprehensive work plan identifying key issues, providing recommendations and solutions on drainage, structure, and utilities challenges. Work plan includes detailed quality control/quality assurance measures, accelerated schedule, budget controls, and cost saving recommendations. Excellent team presentation and interview with detailed and thorough responses to all questions.
2	84	HDR Engineering, Inc. Irvine, California	Michael Baker International Advanced Civil Technologies Anderson Penna Partners BA Inc. Leighton Consulting, Inc. PacRim Engineering Tatsumi and Partners, Inc. TransSystems Corporation	Firm has very good relevant experience managing transportation projects of similar scope and size. Project manager is well qualified with relevant experience managing major transportation project approval/environmental documentation (PA/ED), PS&E, and other similar projects. Well-qualified key personnel and subconsultants with proven experience delivering different phases of design projects. Work plan demonstrated a good understanding of project objectives, requirements, and challenges. Work plan provided good solutions to avoid ROW impacts to avoid utility relocations outside of California Department of Transportation ROW. Very good interview that demonstrated an experienced cohesive team and good responses to all interview questions.
3	81	TY LIN International Irvine, California	Advanced Civil Technologies AECOM CPSI Earth Mechanics, Inc. Leighton Consulting, Inc. Optitrans Towill, Inc. TransSystems Corporation Yunsoo Kim Design, Inc.	Firm has relevant experience performing PS&E and other similar projects. Project manager has experience managing a variety of transportation PA/ED, PS&E, and similar projects. Highly-qualified team with expertise to deliver all tasks required in the scope of work. Majority of the core tasks to be delivered by proposed subconsultant. Work plan demonstrated a good understanding of the project requirements and constraints. Work plan identified some complex issues on ROW constraints. Schedule lacked detail on delivery of the proposed solutions. Good interview and responses to interview questions.

Evaluation Panel: 6 Members

Internal:

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

External:

California Department of Transportation (2)
City of Santa Ana (1)

Evaluation Criteria:

Qualifications of the Firm

Staffing and Project Organization
Work Plan

Weight Factors

25%

40%

35%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)**RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**

Firm: WKE, INC.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	5.0	4.0	4.5	5	22.5
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4.5	8	36.0
Work Plan	5.0	5.0	4.5	5.0	5.0	4.5	7	33.8
Overall Score	93.5	93.5	90.0	96.0	91.0	90.0		92

Firm: HDR, INC.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	4.0	4.5	4.5	5	22.1
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.5	4.0	8	32.7
Work Plan	4.0	4.0	4.5	4.0	4.5	4.0	7	29.2
Overall Score	82.5	82.5	86.0	80.0	90.0	82.5		84

Firm: T.Y. LIN INTERNATIONAL								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.0	4.5	4.5	4.5	4.0	5	21.7
Staffing/Project Organization	4.0	4.0	4.0	3.5	3.5	4.0	8	30.7
Work Plan	4.5	4.0	4.0	4.0	4.0	4.0	7	28.6
Overall Score	86.0	80.0	82.5	78.5	78.5	80.0		81

The score for the non-short-listed firm was 74.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the
State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
WKE, Inc.						
Contract Type: Firm-Fixed Price	C-3-2189	Plans, specifications, and estimates (PS&E) for the Interstate 5 (I-5) improvement project from State Route 73 to south of Oso Parkway (Segment I)	March 2, 2015	September 30, 2023		\$ 8,449,511
Subconsultants:						
Parsons Transportation Group					\$ 2,316,738	
Earth Mechanics, Inc.					\$ 625,222	
FPL and Associates, Inc.					\$ 184,261	
Lynn Capouya, Inc.					\$ 88,337	
Psomas					\$ 543,763	
Group Delta Consultants, Inc.					\$ 239,220	
Subtotal						\$ 8,449,511
HDR Engineering, Inc.						
Contract Type: Firm-Fixed Price	C-7-0938	Project report, environmental document, and PS&E for the State Route 57 (SR-57) northbound improvements between Katella Avenue and Lincoln Avenue	April 10, 2008	July 31, 2018		\$ 4,629,009
Subconsultants:						
Fehr & Peers					\$ 89,904	
Guida Surveying					\$ 258,711	
Leighton and Associates					\$ 294,261	
LSA Associates, Inc.					\$ 357,015	
PMK and Associates, Inc.					\$ 140,333	
Tatsumi and Partners, Inc.					\$ 212,922	
Contract Type: Time & Expense	C-0-1348	Construction management support services for the SR-57 northbound widening between Yorba Linda Boulevard and Lambert Road (Segment II)	September 15, 2010	September 30, 2015		\$ 4,015,600
Subconsultants:						
Ghirardelli Associates						
RMC, Inc.						

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
HDR Engineering, Inc.						
Contract Type: Time & Expense	C-0-1482	On-call title, escrow, and related services	November 9, 2010	November 30, 2015		\$ 450,000
Subconsultants: Ninyo & Moore						
Contract Type: Time & Expense	C-0-1518	Construction management services for the Irvine Sand Canyon grade separation project	March 2, 2011	May 31, 2016		\$ 6,662,408
Subconsultants: Hill International, Inc. Leighton Consulting, Inc. Psomas						
Contract Type: Firm-Fixed Price	C-0-1587	Consultant services to prepare an environmental document and project report for the State Route 55 (SR-55) improvement project between Interstate 405 and I-5	May 24, 2011	June 30, 2018		\$ 6,311,932
Subconsultants: Guida Surveying, Inc. Fehr & Peers Leighton Consulting, Inc. LSA Associates, Inc. MTS Engineering, Inc. RMC, Inc. The Wild Horse Group					\$ 406,529 \$ 280,021 \$ 138,888 \$ 637,722 \$ 392,243 \$ 275,356 \$ 72,505	
Contract Type: Contract Task Order	C-0-1707	On-call, right-of-way (ROW) acquisition, eminent domain support, relocation assistance, and property management services	April 20, 2011	March 31, 2015		\$ 767,642
Subconsultants: The Bernard Johnson Group, Inc. Cal Pacific Land Services, Inc. Del Richardson & Associates, Inc. Inc.						
Contract Type: Contract Task Order	C-1-2603	On-call geographic information services	October 6, 2011	September 30, 2016		\$ 356,662
Subconsultants: Artisan Global, LLC San Diego Processing Corporation					\$ 406,529 \$ 280,021	

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
HDR Engineering, Inc.						
Contract Type: Firm-Fixed Price	C-3-1821	Corridor study along State Route 1 between Avenida Pico in Orange County and the Los Angeles County Line	May 8, 2014	June 30, 2016		\$ 399,999
Subconsultants:						
Alta Planning + Design, Inc.					\$ 10,000	
DKS Associates					\$ 30,000	
ICF Jones and Stokes, Inc.					\$ 15,000	
Contract Type: Time & Expense	C-3-1984	Fixed-guideway policy development support services	December 17, 2013	February 28, 2015		\$ 235,010
Subconsultants:						
Holland & Knight					\$ 8,160	
Steve Green and Associates, PLLC					\$ 11,040	
Contract Type: Contract Task Order	C-4-1786	On-call ROW property management services	March 1, 2015	February 29, 2020		\$ 400,918
Subconsultants:						
APA Engineering						
The Bernard Johnson Group, Inc.						
Cal Pacific Land Services, Inc.						
Coast Surveying, Inc.						
Title						
Management						
Hennessey & Hennessey, LLC						
Kiley Company						
Lazar & Associates						
Pacific Environmental Company						
Pacific Real Estate Consultants, Inc.						
Inc.						
Title365						
VA Consulting						
Wiggans Group						

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
HDR Engineering, Inc.						
Contract Type: Time & Expense	C-4-1854	Project management consultant services for the Santa Ana - Garden Grove streetcar project	September 4, 2015	February 22, 2020		\$ 20,962,005
Subconsultants:						
Arellano Associates, LLC						
Boothe Transit Consulting, LLC						
CivilSource, Inc.						
IBI Group						
Intueor Consulting, Inc.						
Maintenance Design Group, LLC						
Mott MacDonald, LLC						
Nossaman, LLP						
Safework, Inc.						
Shields Obletz Johnsen, Inc.						
SNC- Lavalin Rail & Transit, Inc.						
Sperry Capital, Inc.						
Steve Green and Associates, PLLC						
Contract Type: Firm-Fixed Price	C-6-1003	Study to assess Orange County's freeway system, recommend future freeway improvements, and develop alternative multimodal transportation improvement services	April 27, 2016	December 31, 2017		\$ 99,998
Subconsultants:						
Fehr & Peers					\$ 5,000	
Contract Type: Firm-Fixed Price	C-6-1514	Spatial data processing and management of Orange County Transportation Authority's (OCTA) existing Transit Analysis Tool	January 11, 2017	December 31, 2017		\$ 60,000
Subconsultants:						
None						
Contract Type: Firm-Fixed Price	C-7-1613	Geographical information systems technical support to maintain, enhance, and modify OCTA's inventory of custom-built tools and applications	May 10, 2017	May 31, 2018		\$ 34,700
Subconsultants:						
None						
Subtotal					\$	45,385,883

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
T.Y. Lin International						
Contract Type: Firm-Fixed Price	C-1-2439	Project study report/project development support for I-5/EI Toro interchange in the cities of Laguna Hills and Lake Forest	June 24, 2011	June 30, 2015		\$ 544,878
Subconsultants:						
Stantec Consulting Services, Inc.					\$ 152,000	
ICF International					\$ 50,000	
Group Delta Consultants, Inc.					\$ 20,000	
Towill, Inc.					\$ 2,000	
Overland, Pacific & Cutler, Inc.					\$ 14,000	
Civil Works Engineers					\$ 21,000	
Contract Type: Firm-Fixed Price	C-4-1778	Plans, specifications and estimates for the I-5 improvement project from SR-55 to SR-57	June 30, 2015	March 31, 2020		\$ 3,560,034
Subconsultants:						
CH2M Hill					\$ 773,313	
Coast Surveying, Inc.					\$ 181,110	
Earth Mechanics, Inc.					\$ 224,563	
LIN Consulting, Inc.					\$ 329,698	
Lynn Capouya, Inc.					\$ 77,765	
Contract Type: Firm-Fixed Price	C-5-3676	Project study report/project development support for I-5 between Avenida Pico to San Diego County Line	June 28, 2016	May 31, 2019		\$ 491,805
Subconsultants:						
Kitelson & Associates, Inc.					\$ 98,044	
Leighton Consulting, Inc.					\$ 23,805	
OPTITRANS					\$ 68,729	
VCS Environmental					\$ 7,938	
Chen-Ryan Associates					\$ 14,078	
Subtotal					\$	4,596,717



September 7, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: 2018 State Transportation Improvement Program

Overview

Every two years, the Orange County Transportation Authority prepares a program of projects for state funding through the State Transportation Improvement Program. Program recommendations are presented for the Board of Directors' consideration and approval. These recommendations are consistent with programming policies approved by the Board of Directors.

Recommendations

- A. Approve the 2018 State Transportation Improvement Program submittal to program \$267.873 million to seven projects, from fiscal year 2018-19 through fiscal year 2022-23.
- B. Approve the use of up to \$97.418 million in Surface Transportation Block Grant Program funds for the 2018 State Transportation Improvement Program projects.
- C. Approve the use of up to \$23.355 million in Congestion Mitigation and Air Quality funds for the 2018 State Transportation Improvement Program projects.
- D. Approve the use of up to \$178.338 million in Measure M2 funds for the 2018 State Transportation Improvement Program projects.
- E. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Background

The State Transportation Improvement Program (STIP) is a major source of funding for transportation improvements throughout the State of California. Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period.

The Orange County Transportation Authority (OCTA) is responsible for the development and programming of the STIP, which is submitted to the California Transportation Commission (CTC) for approval and adoption. OCTA dedicates STIP funds for use on projects of countywide significance, consistent with the Board of Directors' (Board) adoption of the Capital Programming Policies (CPP).

To prepare the proposed program of projects, staff also considered prior 2016 STIP projects, prior Board-approved funding commitments, project readiness, statewide goals for transportation, emission reduction (per SB 375 {Chapter 728, Statutes of 2008} and AB 32 {Chapter 488, Statutes of 2006}), freight mobility, consistency with STIP Guidelines, and performance measures. Staff further collaborated with the California Department of Transportation (Caltrans) and local agencies.

Discussion

On August 16-17, 2017, the CTC approved the final 2018 STIP Guidelines and Fund Estimate (FE). The 2018 STIP FE provides for Orange County programming capacity of \$119.247 million in new funding. The funding levels are higher than earlier estimates due to passage and availability of SB-1 (Chapter 5, Statutes of 2017 {the Road Repair and Accountability Act of 2017}) funds. There is also an additional \$28.949 million available from the Interstate 5 (I-5) high-occupancy vehicle lane from State Route 55 (SR-55) to State Route 57 (SR-57) Project, which was approved to use Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds in place of STIP funds. Existing funding already programmed to projects is \$88.511 million. The total funding available through the 2018 STIP is \$236.706 million. Additionally, OCTA is requesting \$7.117 million over the target, which totals \$243.823 million.

The 2018 STIP FE identifies funding for a new Advance Project Development Element (APDE). This will provide funding for preconstruction, which includes environmental documents and permits, plans, specifications, and estimates. Projects programmed using APDE capacity will be identified and tracked separately as they will be treated as advances of regular future county shares.

The following projects are recommended for STIP funding:

Proposed 2018 STIP	CPP Priority	Included in Prior 2016 STIP	STIP (in Millions)
I-5 widening (State Route 73 {SR-73} to Oso Parkway) (Segment 1)	✓	✓	\$90.735
SR-55 Widening (Interstate 405 {I-405} to I-5)	✓		\$80.000
I-5 from Alicia Parkway to El Toro Road (Segment 3)	✓		\$58.911
Truck Climbing Lane Phase 1 - SR-57/ Lambert Road Interchange Improvements	✓	✓	\$9.000
Planning, Programming, and Monitoring (PPM)	✓	✓	\$5.177
Total Modified and New Projects for 2018 STIP			\$243.823

APDE	CPP Priority	Included in Prior 2016 STIP	In Millions
I-5 from I-405 to SR-55	✓		\$20.000
SR-57 Truck Climbing Lane	✓	✓	\$4.050
Total 2018 STIP Submittal			\$267.873

A map which includes the 2018 STIP is provided in Attachment A. Attachment B provides a brief description of each of the projects that has been proposed for funding in the 2018 STIP.

In order to fully fund project phases, OCTA is also requesting Board approval for:

- I-5 (SR-73 to Oso Parkway) (Segment 1) – Requesting approval for \$34.992 million in Measure M2 (M2) funds to supplement the additional STIP funds. This is Project C in the Next 10 Delivery Plan.
- SR-55 from I-405 to I-5 – Requesting approval for \$23.355 million in CMAQ funds, \$66.65 million in Surface Transportation Block Grant (STBG) funds, and \$98.797 million in M2 funds to fully fund the right-of-way (ROW) and construction phases. This is Project F in the Next 10 Delivery Plan.

- I-5 from Alicia Parkway to El Toro Road (Segment 3) – Requesting approval for \$30.768 million in STBG funds and \$39.299 million in M2 funds to fully fund the ROW and construction phases. This is Project C in the Next 10 Delivery Plan.
- I-5 Widening I-405 to SR-55 – Requesting approval for \$5 million in M2 funds to fully fund the final design phase. This is Project B in the Next 10 Delivery Plan.
- SR-57 Truck Climbing Lane – Requesting approval for \$0.25 million in M2 funds to fully fund the environmental phase. This is part of Project G in the Next 10 Delivery Plan.

The use of federal CMAQ and STBG funds for these projects is consistent with the CPP, which prioritizes federal funds to fulfill commitments to Next 10 projects first. Additionally, the use of M2 funds is consistent with the CPP regarding the use of M2 funds for Next 10 projects. It is possible that the CTC staff may request changes due to revised funding capacity or timing constraints related to the state and federal funding. Adjustments to the recommended program may be necessary, and staff will continue to work with the CTC, Caltrans, and other appropriate agencies to ensure the projects continue to move toward the 2018 STIP adoption by spring 2018. Staff will keep the Board apprised if material changes are necessary.

Staff will return to the Board with proposals for pending SB 1 programs when the guidelines are completed in the fall 2017/winter 2018. Staff is considering recommending \$17.166 million in SB 1 Local Partnership Program funds for the I-5 widening from SR-73 to Oso Parkway Project, \$75 million in SB 1 Solutions for Congestion Corridors Program funds for the SR-55 widening from I-405 to I-5 Project, and \$20 million in SB 1 Trade Corridors Enhancement Program funds for the SR-57 Truck Climbing Lane Phase 1 – Lambert Road Interchange Improvement Project, and will return later when more information is available on these programs. It should be noted that these considerations are part of the 2018 STIP plan. Attachment C provides the proposed funding plan for each of the projects being considered for STIP funds.

Attachment D provides the updated Capital Funding Plan, which includes recommended changes pending approval by the Board on September 11, 2017, and also by the CTC, which is anticipated in March 2018.

Next Steps

With Board approval, staff will finalize and submit the 2018 STIP to the Southern California Association of Governments by September 29, 2017, and then to the CTC by December 15, 2017. The CTC will hold public hearings on the proposed 2018 STIP on January 25, 2018, in Southern California, and on February 1, 2018, in Northern California. The CTC is expected to adopt the program on March 21-22, 2018. A 2018 STIP development schedule is included as Attachment E.

Summary

OCTA is responsible for the development and programming of the STIP for Orange County. OCTA is proposing to submit seven projects for \$267.873 million in STIP for fiscal year (FY) 2018-19 through FY 2022-23. The use of STIP funds for these projects supplements the local M2 Program and will provide a range of benefits to all of Orange County.

Attachments

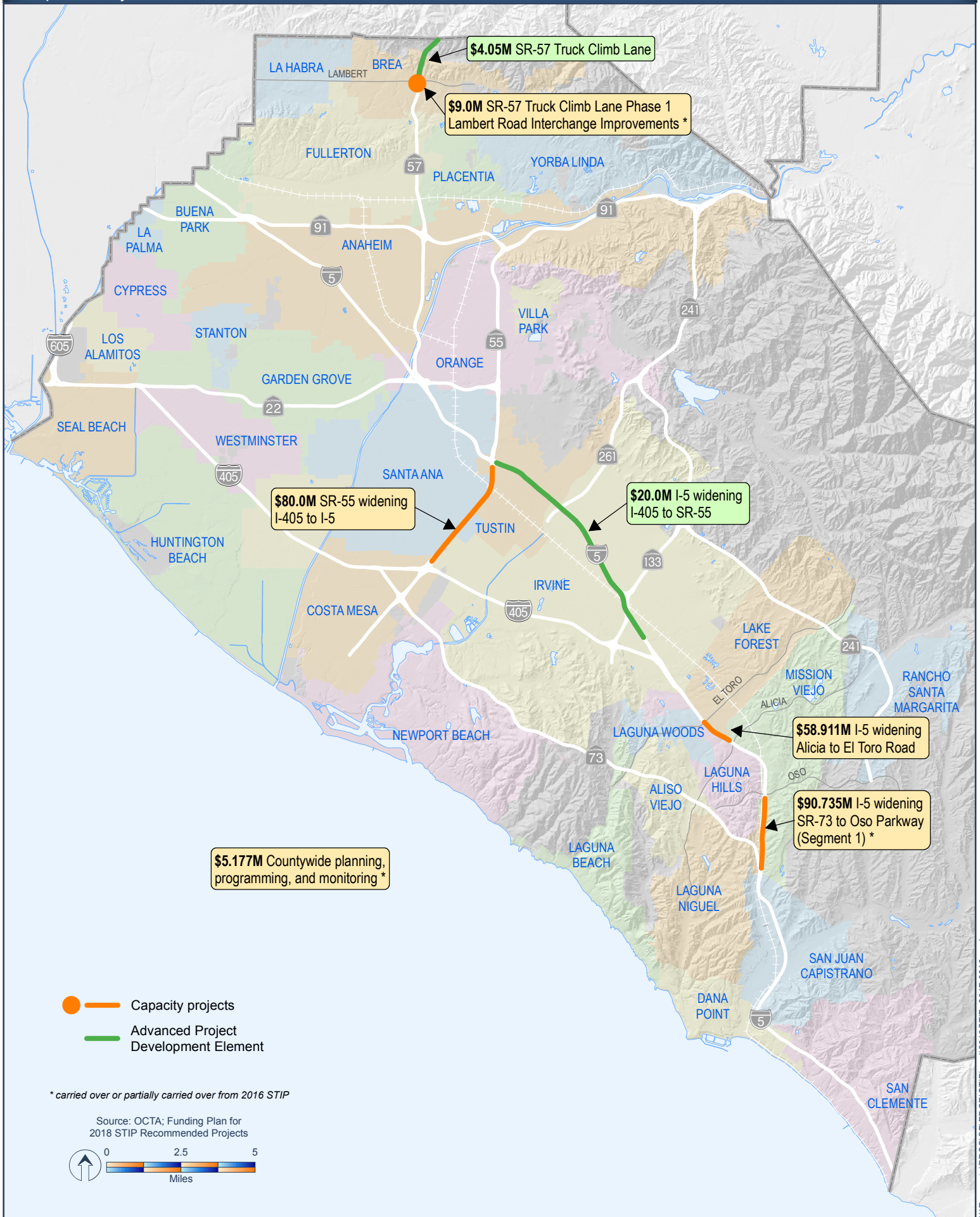
- A. OCTA 2018 State Transportation Improvement Program, Proposed Projects
- B. Orange County Transportation Authority, Regional Transportation Improvement Program for the 2018 State Transportation Improvement Program Project Descriptions
- C. Funding Plan for 2018 STIP Recommended Projects
- D. Capital Funding Program
- E. 2018 STIP Development Schedule

Prepared by:

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Approved by:

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**Orange County Transportation Authority
Regional Transportation Improvement Program for the
2018 State Transportation Improvement Program Project Descriptions**

Interstate 5 (I-5) Widening from State Route 73 (SR-73) (Segment 1) to Oso Parkway

I-5 widening will add one general purpose lane in each direction from SR-73 to Oso Parkway, provide operational improvements, and reconstruct the interchange at Avery Parkway. This is Project C in the Next 10 Plan.

Under current traffic conditions, substantial congestion is experienced, and this project will help alleviate congestion and provide air quality benefits. The project is requesting approval of an additional \$12.705 million in State Transportation Improvement Program (STIP), and the total project cost is \$190.516 million.

State Route 55 (SR-55) Widening from Interstate 405 (I-405) to I-5 – New STIP Project

This project will add new high-occupancy vehicle (HOV), general purpose and auxiliary lanes on SR-55 between the I-405 and the I-5 connectors, to increase freeway capacity and reduce congestion in central Orange County areas. The project is located in the cities of Santa Ana, Irvine, and Tustin.

Future traffic demand is anticipated to increase traffic volumes to levels which will increase traffic congestion, increase travel delays, and reduce travel speeds. It is anticipated that without additional major capital improvements, the level of service for the majority of the study area in the northbound and southbound directions would be unacceptable during AM and PM peak periods. The project is requesting approval of \$80 million in STIP, and the total project cost is \$410.932 million.

I-5 Widening from Alicia Parkway to El Toro Road (Segment 3) - New STIP Project

The project will add one general purpose lane on the I-5 in each direction between Alicia Parkway and El Toro Road (approximately 1.7 miles), extend the second HOV lane in both directions, and add auxiliary lanes where needed. The additional lane will increase capacity and improve mainline congestion on I-5 from Alicia Parkway and El Toro Road. This is Project C in the Next 10 Plan.

Under current traffic conditions, substantial congestion is experienced, and this project will help alleviate congestion and provide air quality benefits. The project is requesting approval of \$58.911 million in STIP, and the total project cost is \$166.523 million.

**Orange County Transportation Authority
Regional Transportation Improvement Program for the
2018 State Transportation Improvement Program Project Descriptions**

State Route 57 (SR-57) Truck Climbing Lane Phase I – Lambert Road Interchange Improvements

Project work consists of reconfiguration of the northbound ramps, including construction of a loop on-ramp at the southeast quadrant, realignment of the southbound ramps, as well as adding a fourth approach lane along the southbound off-ramp, and widen the south side of Lambert Road to provide dual exclusive eastbound right turn lanes into the southbound on-ramp.

The SR-57 Lambert Road interchange is presently characterized by poor operational performance during peak traffic periods, and operational performance will further deteriorate with increase in anticipated future traffic volumes. The purpose of this project is to provide additional capacity and improve overall operational performance of the interchange. The proposed alternates should help mitigate the current congestion and better accommodate anticipated future traffic increases, thereby minimizing delays and potential safety hazards. Additionally, the corridor experiences a high amount of truck traffic, and these improvements will help improve truck travel speeds. The project is an existing 2016 STIP project.

Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. PPM funds will be used to develop project study reports and provide environmental clearance for projects, thus creating a shelf of projects for the future.

The PPM will support consultants and staff in developing the Long-Range Transportation Plan and multimodal strategies to address the short and long-term transportation needs for Orange County and regional connections, and to guide the expenditure of federal, state, and local transportation funds.

I-5 Widening from I-405 to SR-55 – Advance Project Development Element

This project will add one general purpose lane in both directions of the I-5 from the I-405 to SR-55. Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The overall project length is approximately nine miles.

**Orange County Transportation Authority
Regional Transportation Improvement Program for the
2018 State Transportation Improvement Program Project Descriptions**

Currently, this segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand exceeding capacity, primarily resulting from local, regional, and interregional traffic demand. In addition, forecasted local and regional traffic demand is expected to increase by over 10,000 vehicles per day by the year 2040. This is Project B in the Next 10 Plan. The project is requesting approval of \$20 million in STIP, and the total cost for the PPM is \$33 million.

SR-57 Truck Climbing Lane – Advance Project Development Element

STIP funding is proposed for the project approval and environmental document phase of this project that will construct a truck climbing lane on the SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. This project is Project G in the Next 10 Plan. The project is requesting approval of \$4.05 million in STIP, and the total cost for the project approval and environmental phase is \$4.3 million.

Funding Plan for 2018 STIP Recommended Projects

Proposed 2018 STIP (In Thousands)	STIP Funding						Other Funding					
	2018-19	2019-20	2020-21	2021-22	2022-23	Total STIP	STBG/ CMAQ	STBG/CMAQ Pending Approval	M2 ¹	M2 Pending Approval	Other ²	Total Project Cost
I-5 widening SR-73 to Oso Parkway (Segment 1) ^{3,4}	90,735					90,735	17,399		30,224	34,992	17,166	190,516
SR-55 Widening I-405 to I-5 ⁵			80,000			80,000	13,800	90,005	6,530	98,797	121,800	410,932
I-5 Widening Alicia Parkway to El Toro Road (Segment 3) ⁵		58,911				58,911	19,129	30,768	18,416	39,299		166,523
SR-57 Truck Climbing Lane Phase I - Lambert Road Interchange Improvements ³		9,000				9,000			6,500		29,650	45,150
PPM ³	1,481			1,848	1,848	5,177						5,177
I-5 HOV Lane SR-55 to SR-57 ⁶						-						
STIP Subtotal	92,216	67,911	80,000	1,848	1,848	243,823	50,328	120,773	61,670	173,088	168,616	818,298
APDE												
I-5 Widening I-405 to SR-55 ⁵					20,000	20,000	8,000			5,000		33,000
APDE												
SR-57 Truck Climbing Lane ⁵					4,050	4,050				250		4,300
Totals	92,216	67,911	80,000	1,848	25,898	267,873	58,328	120,773	61,670	178,338	168,616	855,598

1. M2 is approved Comprehensive Transportation Funding Program funding

2. Other funds include \$17.166 million in Local Partnership Program, \$46.8 million in State Highway Operations and Protection Program, \$75 million in Solutions for Congested Corridors Program, \$0.7 million in Demonstration Funds, \$8.95 in Local City Funds and \$20 million in Trade Corridors Enhancement Program

3. Carried over or partially carried over from 2016 STIP

4. \$12.705 million STIP increase

5. New 2018 STIP project

6. Removed from 2018 STIP

STIP - State Transportation Improvement Program

STBG/CMAQ - Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality

M2 - Measure M2

I-5 - Interstate 5

SR-73 - State Route 73

SR-55 - State Route 55

I-405 - Interstate 405

PPM - Planning, programming, and monitoring

HOV - High-occupancy vehicle

APDE - Advance Project Development Element

ATTACHMENT C



Capital Funding Program

Pending Board Approval - September 11, 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 ¹		A	\$37,058			\$31,749			\$5,309	
I-5 (I-405 to SR-55) capacity enhancement ²		B	\$33,000	\$20,000		\$8,000			\$5,000	
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		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		C	\$71,100	\$46,779		\$13,472			\$10,849	
I-5 Widening (Alicia to El Toro) Seg ³		C	\$166,523	\$58,911		\$49,897			\$57,715	
I-5 Widening (Oso to Alicia) Segment 2		C	\$196,167			\$47,631			\$148,536	
I-5 Widening (SR-73 to Oso) Segment 1 ⁴		C	\$190,516	\$107,901		\$28,167			\$54,448	
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) ⁵		F	\$410,932	\$155,000		\$103,805	\$46,800		\$105,327	
SR-57 Orangewood to Katella		G	\$2,500			\$2,500				
SR-57 Truck Climbing Aux Lane: Lambert -LA County Line ⁶		G	\$4,300	\$4,050					\$250	
SR-91 WB connect existing auxiliary lanes, I-5 to SR-57		H	\$62,977						\$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	\$82,000	\$7,771	\$35,000	\$10,648		\$1,135,651	\$628,930
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			\$3,613,954	\$554,487	\$93,914	\$393,443	\$59,048		\$1,637,774	\$875,288
State Funding Total										
Federal Funding Total										
Local Funding Total										
Total Funding (000's)										

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	D	\$80,300	\$48,683	\$24,109				\$2,500		\$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							



Capital Funding Program

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-91 Widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$77,510	\$59,573	\$17,937					
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 & INTRCHANGE 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	\$49,625	\$16,200		\$6,674
HOV Connectors from SR-22 to I-405	M1	\$115,878			\$64,375	\$1,878	\$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		\$759,206	\$173,856	\$264,301	\$114,806	\$108,148	\$29,179	\$31,841	\$37,075

Project Notes:

1. Fiscal Year 2017-18 Obligation Authority Plan - Approved the use of \$28.949 million in CMAQ funds in place of STIP.

Board Notes:

- 2018 STIP - Updated for the use of \$20 million in STIP and \$5 million in M2. Consistent with current estimates increases the authorized funding by \$25 million from \$8 million to \$33 million.
- 2018 STIP - Updated for the use of \$58.911 million in STIP, \$30.768 million in STBG and \$39.299 million in M2. Consistent with current estimates increases the authorized funding by \$32.970 million from \$133.553 million to \$166.523 million.
- 2018 STIP - Updated for the increase of \$12.705 million in STIP, \$34.992 million in M2 and \$17.166 million in proposed Local Partnership Program. Consistent with current estimates increases the authorized funding by \$38.616 million from \$151.9 million to \$190.516 million.
- 2018 STIP - Updated for the use of \$80 million in STIP, \$90.005 million in RSTP/CMAQ, \$98.797 million in M2 and \$75 million in proposed Solutions for Congested Corridors Program. Consistent with current estimates increases the authorized funding by \$386.9 million from \$24.032 million to \$410.932 million.
- 2018 STIP - Updated for the use of \$4.05 million in STIP, \$0.25 million in M2.

Acronyms:

Board - Board of Directors
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
I-5 - Interstate 5
SR-55 - State Route 55
SR-57 - State Route 57
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
S/O - South of
PCH - Pacific Coast Highway
SR-73 - State Route 73

SR-91 - State Route 91
W/B - Westbound
I-605 - Interstate 605
S/B - Southbound
SR-133 - State Route 133
N/B - Northbound
HOT - High-Occupancy Toll
SR-74 - State Route 74
SR-241 - State Route 241
SR-71 - State Route 71
E/O - East of
SR-22 - State Route 22
SR-90 - State Route 90
STBG - Surface Transportation Block Grant

2018 STIP Development Schedule

- March 15-16, 2017 – CTC fund estimate assumptions and key issues
- May 17, 2017 – CTC approves assumptions
 - June - July 2017 – Meet with internal and external stakeholders
- June 28-29, 2017 – CTC presents draft STIP fund estimate
- August 7, 2017 – OCTA RP&H STIP overview item
- August 14, 2017 – OCTA Board STIP overview item
- By August 16-17, 2017 – CTC adopts STIP fund estimate
- September 7, 2017 – OCTA RP&H STIP/RTIP program of projects approval
- September 11, 2017 – OCTA Board STIP/RTIP program of projects approval
- September 29, 2017 – OCTA STIP/RTIP projects submitted to SCAG for regional modeling analysis
- October 13, 2017 – Caltrans submits draft ITIP
- October 19, 2017 – CTC ITIP hearing – North
- October 24, 2017 – CTC ITIP hearing – South
- By December 15, 2017 – STIP/RTIP submittal due to CTC
- By December 15, 2017 – Caltrans ITIP submittal due to CTC
- January 25, 2018 – CTC STIP hearing South
- February 1, 2018 – CTC STIP hearing North
- February 28, 2018 – CTC publishes staff recommendations
- March 21-22, 2018 – CTC adopts STIP

STIP – State Transportation Improvement Program
CTC – California Transportation Commission
OCTA – Orange County Transportation Authority
RP&H – Regional Planning and Highways Committee
Board – Board of Directors
RTIP – Regional Transportation Improvement Program
SCAG – Southern California Association of Governments
Caltrans – California Department of Transportation
ITIP – Interregional Transportation Improvement Program

2018 State Transportation Improvement Program

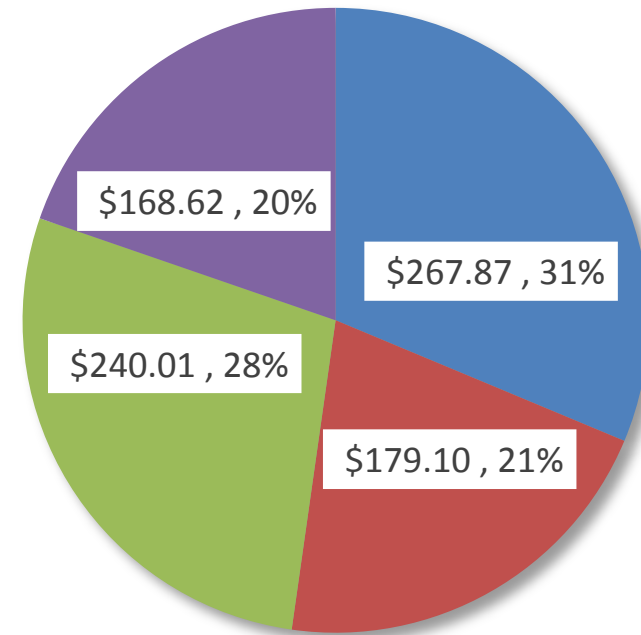
2018 STIP Overview

- Major state transportation funding source
- Provides a state funding commitment covering a five-year period
- Updated every two years for CTC approval
- 2018 STIP program of projects builds on:
 - CTC Guidelines and fund estimate
 - 2016 STIP projects
 - OCTA capital programming policies
 - Collaboration with Caltrans



Program of Projects and Funding Target

Proposed 2018 STIP	CPP Priority	Included in Prior 2016 STIP	2018 STIP (in millions)
I-5 Widening (SR-73 to Oso Parkway)	✓	✓	\$90.735
I-5 Widening (Alicia Parkway to El Toro Road)	✓		\$58.911
SR-55 Widening (I-405 to I-5)	✓		\$80.000
Truck Climbing Lane Phase 1 - SR-57/Lambert Road Interchange	✓	✓	\$9.000
Planning, Programming, and Monitoring	✓	✓	\$5.177
I-5 Widening (I-405 to SR-55)	✓		\$20.000
SR-57 Truck Climbing Lane	✓	✓	\$4.050
Total 2018 STIP Submittal			\$267.873



Total = \$856 million

■ STIP ■ Federal ■ M2 ■ Other

Constructs or advances:

I-5 (SR-73 to El Toro)
 SR-55 (I-405 to I-5)
 SR-57/Lambert Interchange
 I-5 (I-405 to SR-55)
 SR-57 Truck Climbing Lane

CPP – Capital Program Policies / 1-5 – Interstate 5 / SR-73 – State Route 73 / SR-55 – State Route 55 / I-405 – Interstate 405 / SR-57 – State Route 57


Next Steps

- September 29, 2017 – SCAG submittal for regional modeling
- December 15, 2017 – Submittal due to CTC
- January 25, 2018 – CTC hearing in Southern California
- February 28, 2018 – CTC publishes staff recommendations
- March 22, 2018 – CTC adopts STIP



September 7, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Environmental Mitigation Program Restoration Projects Additional Funding Request

Overview

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of freeway projects in exchange for streamlined project approvals from the state and federal wildlife agencies. On a parallel path, the Orange County Transportation Authority has developed a similar approach to work with the State Water Resources Control Board and the United States Army Corps of Engineers regarding state and federal clean water permitting requirements to facilitate expedited implementation of the Measure M2 freeway projects. A request for funding authorization to advance the streamlined permitting process is submitted for Board of Directors consideration and approval.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute an amount up to \$805,000 to fund the expedited clean water permitting requirements.
- B. Authorize staff to amend the fiscal year 2017-18 budget to include the recommended funding amount.

Background

Measure M2 (M2) includes an innovative comprehensive Environmental Mitigation Program (EMP) to address the biological impacts of M2 freeway projects. This is achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (Wildlife Agencies). These documents were finalized and approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016. The final permits were issued to OCTA by the

Wildlife Agencies in June 2017. It should be noted that the Board previously approved \$34.5 million in funding for the maintenance and operation of the seven Preserves, as committed to in the NCCP/HCP. Payments began in March 2017 to establish an account over a ten to 12 year time period.

On a parallel path, OCTA and the California Department of Transportation staff have been coordinating with the State Water Resources Control Board (State Board) and the Army Corps of Engineers (Corps), collectively referred to as Regulatory Agencies. This coordination has resulted in defining a process that would utilize some of the same mitigation within the NCCP/HCP to also obtain state and federal clean water permits to further streamline the M2 freeway projects. Separate funding is needed to meet the Regulatory Agencies' requirements. This request was presented to and endorsed by the Environmental Oversight Committee (EOC) on August 17, 2017. A summary of the additional funding needs is presented.

Discussion

The construction of the M2 freeway projects is anticipated to result in impacts to jurisdictional waters of the state and United States. These impacts will require that OCTA obtain Section 401 and 404 clean water permits from the Regulatory Agencies, which will require mitigation. On a parallel process to the NCCP/HCP, staff is finalizing program-level authorizations with the Regulatory Agencies, which is further described in Attachment A. This permit will enable OCTA to utilize mitigation included in the NCCP/HCP, as well as lay out an abbreviated process for project level 401 and 404 permit issuance.

Agency coordination has resulted in the determination that the Agua Chinon and Aliso Creek restoration projects, as well as a small portion of the Ferber Ranch Preserve, should satisfy the Regulatory Agencies mitigation needs for the M2 freeway projects. These restoration projects and this Preserve are also included in the NCCP/HCP. Fact sheets for both of these restoration projects are included as Attachment B and Attachment C. As previously discussed, state and federal regulatory requirements include additional compliance that is above and beyond what is required within the NCCP/HCP. For example, these regulations require specific language within the long-term protection assurances, as well as funding to cover long-term management needs of the mitigation sites.

After collaboration with the Regulatory Agencies and the restoration project property owners (County of Orange and The Irvine Company), it has been determined that additional management tasks are necessary to satisfy compliance needs. Additional tasks include activities such as biological monitoring, weed removal, photo documentation, and annual reporting. The Corps requires that funding is provided to facilitate these tasks in perpetuity. This amount has been estimated at approximately \$805,000. On August 17, 2017, the EOC endorsed the course of action and funding amount.

It is important to note that these additional funding needs are separate from the NCCP/HCP endowment. It is anticipated that a one-time payment will be made to a Corps-approved entity that will manage and disperse these funds to the land owners. For example, the National Fish and Wildlife Foundation has been approved to handle these types of services by the Corps.

The additional funding needs for Corps compliance was anticipated and included in the May 2015 Board-approved EMP Long-Term Funding Strategy and Guiding Principles. The EMP Guiding Principles contained the commitment to responsibly meet the M2 obligations, which include complying with regulatory requirements to ensure that freeway project mitigation obligations are met. In addition, the Long-Term Funding Strategy includes the commitment to complete the negotiations with the Corps and State Board, and allocate funding to meet regulatory permit requirements.

If OCTA does not provide this funding, additional mitigation opportunities would need to be explored. Specifically, mitigation would need to be identified within both the San Juan Creek and the San Diego Creek Special Area Management Plan areas to obtain clean water permits for the construction of the freeway projects. These watersheds are known to be challenging to locate mitigation opportunities and the same long term funding requirements would apply. This would take additional time and funding that is expected to exceed the amount presented herein.

Next Steps

Additional funding for the mitigation projects is required as a part of the regulatory permitting process related to clean water requirements. Upon Board approval, OCTA will issue a letter of commitment to the Corps for the restoration projects financial needs. In turn, the Corps and the State Board are anticipated to issue their programmatic authorizations which will help streamline the implementation of the M2 freeway projects. Additional steps are required, and OCTA will continue to work with the Corps and the State Board to complete the regulatory permitting process in order to obtain the applicable clean water authorizations, and are further described in Attachment A.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to off-set impacts of the 13 freeway projects. To expedite the delivery of the freeway projects, this program was initiated in 2007 to implement early project mitigation through property acquisition and habitat restoration. This program is administered through a NCCP/HCCP, which was completed and approved by the Board in November 2016, and permits received in June 2017. State and federal programmatic clean water permits have also been developed and additional mitigation funding needs have been identified and presented for approval.

Attachments


- A. Draft United States Army Corps of Engineers and State Water Resources Control Board Mitigation Funding Needs Summary
- B. Aliso Creek Restoration Project
- C. Agua Chinon and Bee Flat Canyons Restoration Project

Prepared by:



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United States Army Corps of Engineers and
State Water Resources Control Board
Mitigation Funding Needs Summary

Overview: The Orange County Transportation Authority (OCTA) is coordinating with the United States Army Corps of Engineers (Corps) and the State Water Resources Control Board (State Board) to obtain programmatic Clean Water Act (CWA) Section 401 and 404 permits for the Measure M2 (M2) Environmental Mitigation Program (EMP). These permits will provide OCTA with assurances that the mitigation provided to date is acceptable to offset potential M2 freeway project impacts to state and federal jurisdictional waters. OCTA will utilize a subset of the conservation efforts (i.e. mitigation) included in the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). These mitigation sites are illustrated in Figure 1. Separate funding is required by the State Board and the Corps to comply with this process.

Background: On April 6, 2015, the Corps released a Special Public Notice regarding the proposed Section 404 Letter of Permission (LOP) procedures (i.e. program level permit) for the OCTA M2 EMP. These LOPs will establish alternative permitting procedures to address anticipated discharges into Waters of the United States (WOTUS) associated with constructing the freeway projects over the next 15-20 years. LOP procedures are expected to be established via issuance of a CWA Section 404 Individual Permit. The State Board has also committed to issuing an authorization to approve the use of M2 mitigation once the Corps issues the 404 permit. This State Board authorization will provide the needed mitigation assurances and will further streamline the implementation of the M2 freeway projects.

Discussion: The Corps regulations require compliance with the April 10, 2008 mitigation rule. In addition, some M2 freeway projects may impact the San Diego and the San Juan Creek watersheds. These watersheds are subject to federal regulations that include specific Special Area Management Plan requirements. These mitigation requirements are in addition to what the Wildlife Agencies (United States Fish and Wildlife Service and California Department of Fish and Wildlife) require, and what OCTA has committed to in the NCCP/HCP. These regulations also require the development and funding of a long-term management plan for all mitigation sites before the Corps or State Board can issue their permits.

In order to satisfy the applicable CWA compensatory mitigation requirements, OCTA is proposing the following:

1. Freeway project avoidance and minimization measures: Avoidance and minimization measures are a required component of the freeway projects design and construction processes.
2. Two mitigation sites that provide enhancement and rehabilitation of the Waters of the United States: The two sites that provide the most appropriate enhancement and rehabilitation of WOTUS are the Aliso Creek and Agua Chinon restoration projects (also included in the M2 NCCP/HCP). Both restoration projects are within already managed lands. OCTA has been coordinating with the Corps and the property owners

United States Army Corps of Engineers and
State Water Resources Control Board
Mitigation Funding Needs Summary

of the Agua Chinon (The Irvine Company and the County of Orange) and Aliso Creek (the County of Orange) projects. Coordination included the review of the existing management plans and land protection documents (i.e. irrevocable offers of dedication). The Corps has determined that additional management tasks and long-term protection assurances are required. The additional management tasks require OCTA to provide a one-time payment to a Corps-approved finance manager to fund long-term maintenance costs.

3. One mitigation site that provides preservation of important physical, chemical, and biological aquatic functions: Ferber Ranch provides preservation of important physical, chemical, and biological aquatic functions. OCTA will record a conservation easement to assure that the Ferber Ranch Preserve is protected. This is also a commitment within the NCCP/HCP. The clean water requirements can be addressed through the management actions being performed as part of the existing NCCP/HCP commitments. However, the Corps has requested that supplemental funds be set aside in case future conservation easement violations occur at Ferber Ranch.

Overview of Additional Mitigation Requirements:

Mitigation Project Name	Property Owner	Location	Summary of Management Tasks	Estimated Amount Needed*
Ferber Ranch Preserve	OCTA	Trabuco Canyon	None	\$10,000
Aliso Creek Restoration Project	County of Orange (OC Parks)	Aliso and Wood Canyons Wilderness Park	Biological surveys, spot treat weeds, photo documentation and reporting	\$718,500
Agua Chinon Restoration Project	County of Orange (OC Parks) and the Irvine Company	Unincorporated Orange County	Same as above	\$76,000

*Amount based on ~2.5% real interest earnings

Total: \$804,500

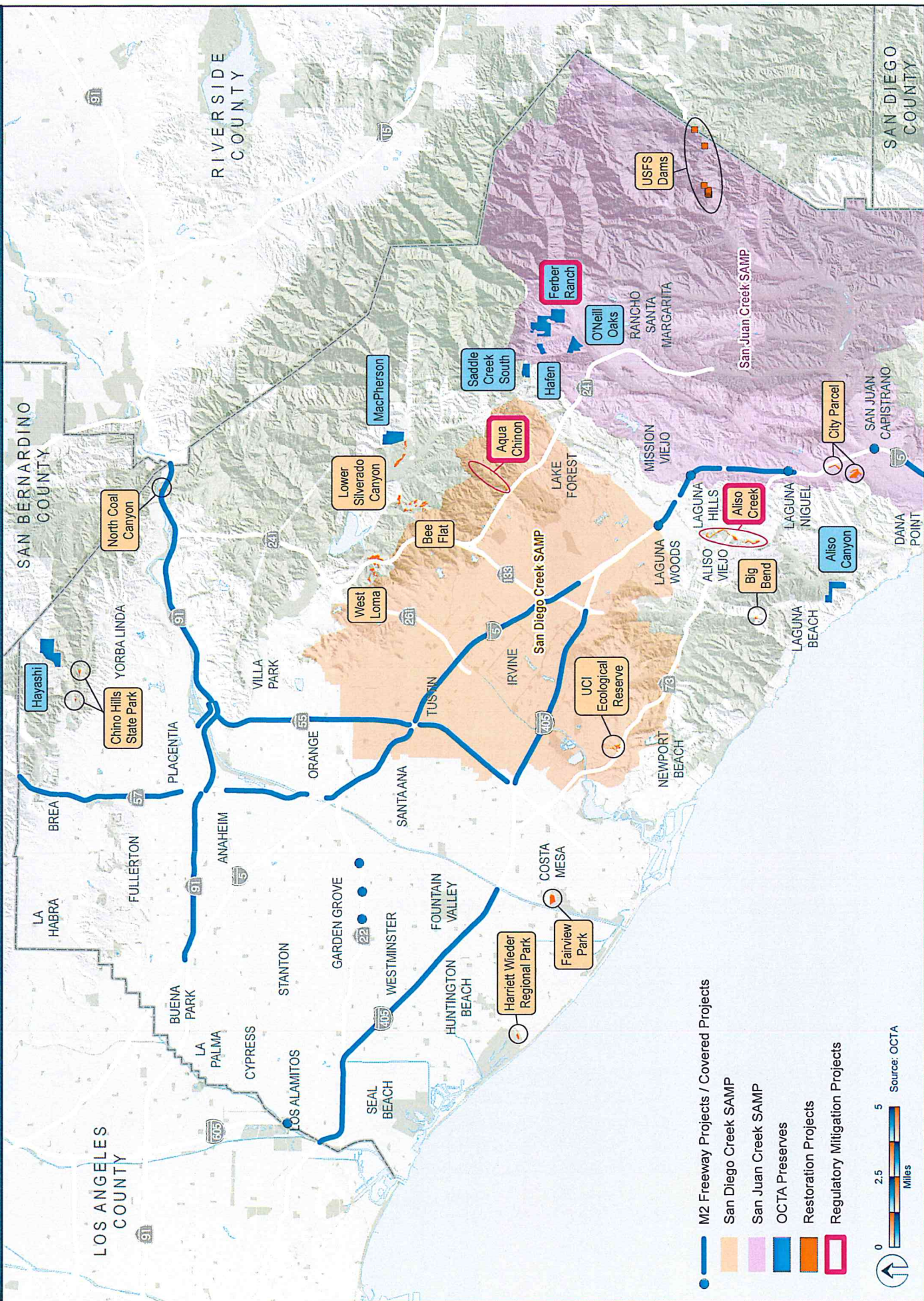
United States Army Corps of Engineers and
State Water Resources Control Board
Mitigation Funding Needs Summary

If the funding amounts are approved, OCTA must complete the following steps to meet the CWA permit requirements:

1. Issue a letter of commitment to the Corps for the restoration projects.
2. Continue coordination with the Corps and State Board to finalize the habitat and mitigation monitoring plans (i.e. restoration plans).
3. Obtain Section 401 and 404 authorizations from the State Board (general order/ letter of authorization) and the Corps (LOP procedures).
4. Obtain an agreement between the Corps and a fund manager (i.e. San Diego Community Foundation, California Community Foundation, etc.) and make a one-time payment to the mutually-agreed upon fund manager.
5. Execute an agreement between OCTA and a fund manager to manage and disperse funds on behalf of OCTA to the restoration site land managers.
6. Continue to coordinate with the land owners, Corps, State Board, and the Wildlife Agencies to finalize or amend the land protection documents for the restoration sites.
7. Record a conservation easement over the Ferber Ranch Preserve.
8. Ensure the restoration projects meet their NCCP/HCP set success criteria and performance standards.
9. Record the assignment of assumption document with the land manager of the mitigation sites. This will transfer mitigation responsibilities to the land manager.
10. Request a letter from the Corps documenting mitigation release once the land protection documents have been recorded and funding for the long-term management has been obtained.

OCTA NCCP/HCP Preserves and Funded Restoration Projects

FIGURE 1





ALISO CREEK RESTORATION PROJECT

M2: ENVIRONMENTAL MITIGATION PROGRAM

OCTA's M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2-funded freeway projects.

The EMP presents a comprehensive mitigation approach that provides not only replacement habitat, but also the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, priority conservation areas were identified, including candidate parcels and properties that could be considered for wilderness preservation purposes. Properties were then selected for acquisition and restoration. These properties are protected to enhance wildlife connectivity, safeguard sensitive species and preserve substantial parcels of valuable habitat.

ABOUT ALISO CREEK

The Aliso Creek restoration project is located in the City of Aliso Viejo within the 4,000-acre Aliso and Wood Canyons Wilderness Park, owned and operated by the County of Orange. The project, managed by the Laguna Canyon Foundation, takes place within and around Aliso Creek. The northernmost boundary of the project is Moulton Parkway and the project boundaries extend southward to approximately 500 feet south of the junction of Alicia Parkway and Avila Road.

The wilderness park is located near the Trabuco Creek Wildlife Linkage and is a part of the 19,000-acre Laguna Coast Greenbelt and the 38,000-acre Nature Preserve of Orange County. The restoration site contains the following general vegetation types:

- **Willow scrub**
- **Riparian woodland**
- **Coastal sage scrub**

The following listed and non-listed special status species have been reported from the wilderness park:

- **Least Bell's vireo**
- **Coastal California gnatcatcher**
- **Orange-throated whiptail**
- **Thread-leaved brodiaea**
- **Big-leaved crownbeard**
- **Catalina mariposa lily**
- **Western pond turtle**

The restoration goal is to improve habitat quality for riparian plants and wildlife species by increasing native habitat diversity, density, and structure within 55 acres of Aliso Creek and associated regions.



Western pond turtle



AGUA CHINON AND BEE FLAT CANYONS RESTORATION PROJECT

M2: ENVIRONMENTAL MITIGATION PROGRAM

OCTA's M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2-funded freeway projects.

The EMP presents a comprehensive mitigation approach that provides not only replacement habitat, but also the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, priority conservation areas were identified, including candidate parcels and properties that could be considered for wilderness preservation purposes. Properties were then selected for acquisition and restoration. These properties are protected to enhance wildlife connectivity, safeguard sensitive species and preserve substantial parcels of valuable habitat.



ABOUT AGUA CHINON AND BEE FLAT CANYONS

The Agua Chinon and Bee Flat Canyons restoration project is located east of the city of Irvine in unincorporated Orange County. Although this was funded as one project, it involves restoring lands within two distinct geographical areas, Agua Chinon and Bee Flat Canyons.

The Agua Chinon mitigation site includes acreage owned by the OC Parks and The Irvine Company. The Bee Flat canyon site is owned by the OC Parks. Both sites are being managed by the Irvine Ranch Conservancy.

These restoration sites are within the Central and Coastal Subregion Habitat Reserve System created under the Orange County Natural Communities Conservation Plan/Habitat Conservation Plan.

The restoration sites are located within large areas of open space. The Cleveland National Forest is located east of the area, while there is commercial and residential development across State Route 241 to the west of the site. The restoration site contains the following general vegetation types:

- Grassland
- Coastal sage scrub
- Riparian

The following listed and non-listed special status species have been reported from the sites:

- Least Bell's vireo
- Coastal California gnatcatcher
- Orange-throated whiptail
- Coastal cactus wren
- Many-stemmed dudleya
- Intermediate mariposa lily

The restoration goal is to enhance degraded biological habitat areas in order to help protect these lands from invasive plant species and fire within 90 acres of Agua Chinon and Bee Flat Canyons.



September 7, 2017

To: Regional Planning & Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Interstate 5 (Avenida Pico to San Diego County Line) Project Status Update

Overview

The Orange County Transportation Authority is working to complete a project study report/project development support document for potential improvements to Interstate 5 in San Clemente from Avenida Pico to the San Diego County line. A status update is provided below.

Recommendation

Receive and file as an information item.

Background

In September 2014, the Orange County Transportation Authority's (OCTA) Board of Directors advanced OCTA's Long-Range Transportation Plan to the Southern California Association of Governments for inclusion in the Regional Transportation Plan (RTP). As part of OCTA's submittal, a project to extend high-occupancy vehicle (HOV) lanes on Interstate 5 (I-5), in the City of San Clemente (City), from Avenida Pico to the San Diego County line was included in the plan (Attachment A). This project is not part of the Measure M2 freeway program of projects. However, it is a vital project for the region as it would complete Orange County's HOV system. It would also tie in to managed-lane improvements immediately south of the study area that are contemplated in the San Diego Association of Governments' (SANDAG) RTP.

Discussion

In 2016, OCTA initiated development of a project study report/project development support (PSR/PDS) document for this project. PSR/PDS documents are planning-level studies that are required by the California Department of Transportation (Caltrans) to be completed before a

project can seek funding and/or completion of subsequent project development activities, such as environmental, final design, and construction. They are also used by agencies like OCTA to gauge a potential project's feasibility (i.e. scope, schedule, and cost). Caltrans has ultimate signing authority and approval for PSR/PDS documents.

Consistent with Caltrans' requirements, staff convened a project development team (PDT), which will continue to be involved at each key milestone of the PSR/PDS process. The PDT is comprised of staff from stakeholder agencies including Caltrans, the Transportation Corridor Agencies (TCA), the City, and SANDAG. There have been five PDT meetings to date. At the most recent meeting, the PDT discussed traffic data collection efforts and preliminary alignment considerations. The next PDT meeting will focus on finalizing traffic forecasts and developing initial improvement concepts.

To date, progress has been made on several key project milestones. In late May, the PDT reached consensus on the project's Purpose & Need (P&N) Statement that establishes the rationale for the project. The P&N Statement for this project identifies congestion and delay, as well as a lack of managed lane connectivity. To address these needs, the project will need to focus on maximizing efficiency of the freeway mainline, increasing person and vehicle throughput, and reducing traffic congestion.

Data collection efforts for existing traffic volumes were completed in June. Freeway volumes were obtained from the Caltrans' Performance Measuring System. Roadway data from the City and the TCA, as well as from past traffic studies, were used if current data were available. Traffic counts were conducted in locations where current data were not available. These data have been validated by the PDT to ensure both consensus and consistency.

Alternatives development was recently initiated and significant progress has been made on establishing the future Baseline, or "No Build" scenario. This scenario will be used to compare the performance of the project alternatives. The PDT reached consensus on the future Baseline scenario, including all projects that are programmed in the 2017 Federal Transportation Improvement Program, with the exception of the State Route 241 (SR-241) extension, along the "Green Alignment." The exclusion of the Green Alignment from future traffic forecasts is consistent with the TCA's recent settlement agreement with environmental groups. The TCA is currently evaluating various transportation options and SR-241 extension alternatives. However, until the TCA's study is complete, the PDT agrees that the most reasonable and conservative approach is to remove the Green Alignment from the scenario.

Without the assumption of the Green Alignment, any traffic demand related to the SR-241 extension will instead be included in the future forecasts for I-5 traffic volumes.

Next Steps

The project team will continue working with the PDT to further develop the alternatives. The concepts listed below reflect a framework for potential alternatives that was recently shared with the PDT. The PDT will continue to discuss these concepts and work towards defining the ultimate alternatives.

- Concept 1: Transportation System Management/Transportation Demand Management – operational improvements and minimal capacity expansion;
- Concept 2: Managed Lane Addition – addition of a single HOV or high-occupancy toll lane in each direction;
- Concept 3: General Purpose Lane Addition – addition of a single mixed-flow lane in each direction; and
- Concept 4: Reversible Lane Addition – addition of a single reversible lane (based on directional split in traffic demand).

Once the PDT reaches consensus on the alternatives, scoping analysis will be conducted to identify specific components for the ultimate alternatives. This will include more detailed traffic analyses, geometric and structural evaluations, and preliminary environmental and storm water considerations. The project team will also be responsible for developing cost estimates for each alternative. Staff anticipates that these efforts will be conducted throughout the fall, and that a draft PSR/PDS document will likely be submitted to Caltrans in early 2018 for approval.

Summary

Development of the I-5 (Avenida Pico to County line) PSR/PDS document has been underway since 2016. In coordination with the study's PDT, progress has been made on several key milestones. These include development of the P&N Statement, traffic data collection efforts, initial traffic forecasts, and consideration of potential concepts for alternatives. The project team will continue with alternatives development and additional technical studies through the end of the year. A draft PSR/PDS document will likely be submitted to Caltrans for finalization in early 2018.

Attachment

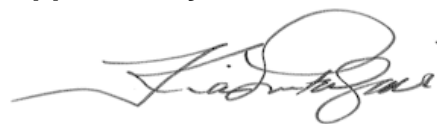
- A. I-5 – Pico to San Diego County Line

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