



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa Bartlett
Shawn Nelson
Miguel Pulido
Todd Spitzer
Michelle Steel

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California

Thursday, September 6, 2018 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 Nelson

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 6, 2018.

3. 2019 Bicycle Corridor Improvement Program Call for Projects Louis Zhao/Kia Mortazavi

Overview

The Orange County Transportation Authority provides federal Congestion Mitigation and Air Quality Improvement Program funds for bicycle projects that are selected through a competitive process. The Board of Directors is requested to approve the guidelines and release the 2019 Bicycle Corridor Improvement Program call for projects. There is approximately \$25 million available for programming in fiscal year 2019-20 through fiscal year 2023-24.

Recommendations

- A. Approve the guidelines for the 2019 Bicycle Corridor Improvement Program call for projects.
- B. Authorize staff to issue the 2019 Bicycle Corridor Improvement Program call for projects using up to \$25 million in Congestion Mitigation and Air Quality Program funds.



4. Cooperative Agreements for Regional Traffic Signal Synchronization Program Projects

Ron Keith/Kia Mortazavi

Overview

On June 11, 2018, the Orange County Transportation Authority Board of Directors approved programming of funds for six projects as part of the 2018 call for projects for the Measure M2 Regional Traffic Signal Synchronization Program. As part of the application process, the Orange County Transportation Authority was requested to be the lead agency on four of the six projects: Garden Grove Boulevard, Katella Avenue, Los Alisos Boulevard, and Main Street. Separate cooperative agreements are necessary for each of these projects to specify the amount of the local agency match.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1797 for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project, with an agency match of \$529,168.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1798 for the Katella Avenue Regional Traffic Signal Synchronization Project, with an agency match of \$1,012,347.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1799 for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project, with an agency match of \$444,446.
- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1800 for the Main Street Regional Traffic Signal Synchronization Project, with an agency match of \$764,544.



5. Consultant Selection for the Beach Boulevard Corridor Study
Greg Nord/Kia Mortazavi

Overview

Consultant services are needed to conduct the Beach Boulevard Corridor Study. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to select a firm to assist in the development of the Beach Boulevard Corridor Study.

Recommendations

- A. Approve the selection of Kittelson & Associates, Inc. as the firm to conduct the Beach Boulevard Corridor Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1683 between the Orange County Transportation Authority and Kittelson & Associates, Inc., in the amount of \$439,999, for an 18-month term through April 30, 2020, to conduct the Beach Boulevard Corridor Study.

6. Comprehensive Transportation Funding Programs - Measure M2 Environmental Cleanup Program Revised 2018 Tier 1 Projects
Brianna Martinez/Kia Mortazavi

Overview

The Orange County Transportation Authority's Environmental Cleanup Program provides Measure M2 funding for water quality improvement projects to address transportation-generated pollution. The fiscal year 2018-19 Tier 1 Grant Program call for projects was issued on March 12, 2018. Evaluations are now complete, and a list of projects and funding allocations are presented for review and approval.

Recommendation

Approve the revised 2018 Tier 1 Environmental Cleanup Program programming recommendations to fund 12 projects, in the amount of \$2,460,363.



Regular Calendar

7. Interstate 405 Improvement Project Update

Jeff Mills/James G. Beil

Overview

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

Recommendation

Receive and file as an information item.

Discussion Items

8. Update on State Route 57 Northbound Improvement Project from Orangewood Avenue to Katella Avenue

Niall Barrett/James G. Beil

Staff will provide a project update.

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, October 1, 2018**, 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

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Miguel Pulido
Michelle Steel

Staff Present

Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
Cassie Trapesonian, Associate General Counsel
OCTA Staff and Members of the General Public

Committee Members Absent

Shawn Nelson
Todd Spitzer

Call to Order

The August 6, 2018 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:30 a.m.

Pledge of Allegiance

Vice Chair Delgleize led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 7)

2. Approval of Minutes

A motion was made by Director Steel, seconded by Board Chairwoman Bartlett, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of June 4, 2018.

Director Pulido was not present to vote on this item.



MINUTES

Regional Planning and Highways Committee Meeting

3. Measure M2 Comprehensive Transportation Funding Programs – 2019 Annual Call for Projects

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

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs Guidelines.
- B. Authorize staff to issue the 2019 annual call for projects for the Regional Capacity Program, providing \$32 million for potential projects.
- C. Authorize staff to issue the 2019 annual call for projects for the Regional Traffic Signal Synchronization Program, providing \$8 million for potential projects.

Director Pulido was not present to vote on this item.

4. Regional Planning Update

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

Director Pulido was not present to vote on this item.

5. Measure M2 Freeway Environmental Mitigation Program Update

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

Director Pulido was not present to vote on this item.

6. Acceptance of State Competitive Grants

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

- A. Adopt Orange County Transportation Authority Resolution No. 2018-099 authorizing the Chief Executive Officer, or designee, to accept the Adaptation Planning grant award, execute grant-related agreements and documents with the California Department of Transportation, and authorize up to \$94,421 in Commuter and Urban Rail Endowment fund as match, and authorize up to \$94,600 in in-kind match for the project.



6. (Continued)

- B. Adopt Orange County Transportation Authority Resolution No. 2018-100 authorizing the Chief Executive Officer, or designee, to accept the Sustainable Communities grant award, execute grant-related agreements and documents with the California Department of Transportation, and authorize \$36,000 in State Transportation Improvement Program Planning, Programming, and Monitoring funds as match for the project.
- C. Authorize the Chief Executive Officer, or designee, to amend the Federal Transportation Improvement Program to facilitate the recommendations above.

Director Pulido was not present to vote on this item.

7. SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formula Funding Program Recommendations for Fiscal Year 2019-20

This item was pulled by Director Steel, who inquired about SB 1 and what the alternative solutions for funding and timelines would be if SB 1 is repealed.

Kia Mortazavi, Executive Director of Planning, responded that the funding approval being requested is the formula portion of SB 1, which is the Local Partnership Program intended to leverage, as well as reward, counties that have local sales tax measures. He added that since SB 1 is in place, the Orange County Transportation Authority (OCTA) is putting the application forward to secure the funds. Mr. Mortazavi also stated that Proposition 6 will be on the November ballot and if SB 1 is repealed at that time, OCTA will return with an action plan.

A motion was made by Board Chairwoman Bartlett, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to:

- A. Approve the use of \$9.388 million in fiscal year 2019-20 SB 1 Local Partnership Program Formula funding for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road (Segment 3).
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.

Director Pulido was not present to vote on this item.



Regular Calendar

8. Agreement for On-Call Property Maintenance Services for Orange County Transportation Authority-Owned Properties

Jim Beil, Executive Director of Capital Programs, provided information on the agreement for on-call property maintenance service for OCTA-owned properties that support highway and transit programs.

Mr. Beil reported that the existing agreement is due to expire on September 30, 2018, and if approved, the new contract would be effective October 1, 2018, in the amount \$1.5 million, for a five year term. Additionally, Mr. Beil provided background information on the selected firm, Joshua Grading & Excavating, Inc.

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

- A. Approve the selection of Joshua Grading & Excavating, Inc., as the firm to provide on-call property maintenance services for Orange County Transportation Authority-owned properties acquired to support highway and transit projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1452 between the Orange County Transportation Authority and Joshua Grading & Excavating, Inc., in the amount of \$1,500,000, to provide on-call property maintenance services for Orange County Transportation Authority-owned properties acquired to support highway and transit projects for a five-year term.

Director Pulido was not present to vote on this item.

9. Comprehensive Transportation Funding Programs - Measure M2 Environmental Cleanup Program 2018 Tier 1 Call for Projects

Joseph Alcock, Section Manager, Measure M2 (M2) Local Programs, provided a brief overview on the M2 Environmental Cleanup Program (ECP). He reported that the Tier 1 Grant Program call for projects was issued on March 12, 2018, 16 total applications were received, and 12 projects were recommended at the conclusion of the evaluation period. Mr. Alcock reported that to date, it is estimated that the M2 ECP has removed approximately one million cubic feet of trash and debris.



9. (Continued)

Committee Vice Chair Delgleize inquired about the projects that were recommended for funding, as this is a recurring issue, and asked if this item is a one-time issuance of funding or if the agencies need to apply again next year.

Mr. Alcock responded that staff would later seek authorization to initiate next year's call for projects as this is a yearly program.

A motion was made by Board Chairwoman Bartlett, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to approve the 2018 Tier 1 Environmental Cleanup Program programming recommendations to fund 12 projects, in the amount of \$2,200,363.

10. Draft 2018 Long-Range Transportation Plan

Ken Phipps, Deputy Chief Executive Officer (DCEO), provided opening remarks on the draft 2018 Long-Range Transportation Plan (LRTP), and introduced Greg Nord, Principal Transportation Analyst, Strategic Planning, who provided a PowerPoint presentation for this item as follows:

- Key Issues for 2018 LRTP;
- Growing Traffic and Limited Land;
- Changing Travel Demand and Patterns: Intercounty Travel Demand and Impact of Technologies;
- LRTP Outreach To-Date and Major Feedback;
- Trend 2040;
- Highway Improvements;
- Managed Lane Performance;
- Street Improvements;
- Active Transportation Improvements;
- Transit Improvements;
- Metrolink Improvements;
- Trend 2040 – Results;
- Trend 2040 – Outcomes;
- Short-Term Action Plan; and
- Next Steps.



10. (Continued)

A discussion ensued regarding:

- Mr. Nord clarified that the carpool lane information for the Interstate 405 (I-405) is noted under the “Express Toll Lane Miles” column on Slide 9 of the PowerPoint, and noted that there will be two additional lanes.
- Staff is working with the Los Angeles County Metropolitan Transportation Authority (LA Metro) on transportation-related efforts for the 2020 Olympics, and a Memorandum of Understanding has been executed between OCTA and LA Metro to coordinate these.
- Future transportation efforts, such as electric scooter-shared services were tested by the City of Newport Beach; however, they are no longer in operation in Newport Beach.
- Committee Chairman M. Murphy expressed his appreciation to OCTA staff for seeking public and sister agency comments on the LRTP.
- Board Chairwoman Bartlett encouraged staff to continue working with OCTA’s partner agencies to receive input on the LRTP.
- Director Steel introduced former Newport Beach Councilman, Tony Petros, who was present in the audience and is an expert on the LRTP issues.

A motion was made by Director Pulido, seconded by Board Chairwoman Bartlett, and declared passed by those present, to direct staff to release the draft 2018 Long-Range Transportation Plan for public review and return with the final Long-Range Transportation Plan in fall 2018.



11. Consultant Selection for Construction Management Support Services for the Interstate 5 Widening Project Between Oso Parkway and Alicia Parkway

Niall Barrett, Program Manager of Highway Programs, reported on the consultant selection for construction management support services for the Interstate 5 (I-5) project (Oso Parkway to Alicia Parkway). Mr. Barrett reported that the project is part of Projects C and D under OC Go and the project will be advanced through the updated Next 10 Delivery Plan. Mr. Barrett also highlighted the procurement approach.

Director Steel asked that in the future, staff provide a more informative breakdown and clearer language to assist in noting the difference between the firms and reasons for staff's selection of a particular firm.

Mr. Barrett provided additional details related to the selection of the proposed firm.

Cassie Trapesonian, Associate General Counsel, clarified that OCTA requires firms to commit staffing for certain projects upfront and throughout the projects' entirety. She added that if a staffing change is needed, the particular firm would need to receive approval by OCTA to change that staffing member.

Ken Phipps, DCEO, stated that there is a subjective nature to any proposal evaluation, and that in the future, staff will provide examples and a more thorough explanation regarding firm selection.

A motion was made by Board Chairwoman Bartlett, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to:

- A. Approve the selection of HDR, Inc., as the firm to provide construction management support services for the Interstate 5 widening project between Oso Parkway and Alicia Parkway.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1418 between the Orange County Transportation Authority and HDR, Inc., to provide construction management support services for the Interstate 5 widening project between Oso Parkway and Alicia Parkway.

Director Pulido was not present to vote on this item.



Discussion Items

12. Chief Executive Officer's Report

Ken Phipps, DCEO, reported on the following:

- **I-405 Improvement Project**
 - The first bridge demolition is underway, and McFadden Avenue will be closed at 10:00 p.m. this evening for a full bridge demolition.
 - The bridge is expected to be closed for approximately 12 months.
 - This past weekend, OCTA staff hosted two outreach meetings to notify the neighborhood and public of the closure.
- **OC Fair Express**
 - The fourth weekend of service wrapped-up yesterday.
 - There have been more than 63,000 boardings to date, which is down as compared to last year primarily due to the hot weather.
- **Laguna Beach Summer Breeze**
 - Have had six weekends of service, with more than 6,000 boardings.
- **Procurement Team Award**
 - OCTA's procurement department received the 2018 Annual Achievement of Excellence in Procurement Award from the National Procurement Institute. This is the eighth consecutive year OCTA received the award and only one of 47 agencies in California, and one of only 29 special districts in the United States and Canada to receive the award.

13. Committee Members' Reports

Committee Vice Chair Delgleize inquired on the outreach meetings attendance for the I-405 Improvement McFadden bridge closure.

Christina Byrne, Department Manager, Capital Projects Outreach, responded that there were 124 attendees between the two meetings.

Board Chairwoman Bartlett extended congratulations to the procurement department on their receipt of the 2018 Annual Achievement of Excellence in Procurement Award.



MINUTES

Regional Planning and Highways Committee Meeting

13. (Continued)

Board Chairwoman Bartlett also noted that for the McFadden bridge closure, OCTA will also have extensive coordination for the bus routes as it relates to detours during the McFadden bridge closure in order to not disrupt OCTA's passengers.

14. Closed Session

A Closed Session was not conducted at this meeting.

15. Adjournment

The meeting adjourned at 11:18 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Thursday, September 6, 2018**, 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

Mark A. Murphy
Committee Chairman



September 6, 2018

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: 2019 Bicycle Corridor Improvement Program Call for Projects

Overview

The Orange County Transportation Authority provides federal Congestion Mitigation and Air Quality Improvement Program funds for bicycle projects that are selected through a competitive process. The Board of Directors is requested to approve the guidelines and release the 2019 Bicycle Corridor Improvement Program call for projects. There is approximately \$25 million available for programming in fiscal year 2019-20 through fiscal year 2023-24.

Recommendations

- A. Approve the guidelines for the 2019 Bicycle Corridor Improvement Program call for projects.
- B. Authorize staff to issue the 2019 Bicycle Corridor Improvement Program call for projects using up to \$25 million in Congestion Mitigation and Air Quality Program funds.

Background

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding is made available through the Fixing America's Surface Transportation (FAST) Act signed into law on December 4, 2015.

The CMAQ Program provides a funding source for transportation projects that help meet the requirements of the federal Clean Air Act. Under the FAST Act, CMAQ funding provided to the regions is calculated based on the state's apportionment, the regional population, and air quality factors. The Orange County Transportation Authority's (OCTA) annual apportionment is approximately \$44.9 million.

The Capital Programming Guidelines, approved by the OCTA Board of Directors (Board) on May 8, 2017, approved the use of up to ten percent of CMAQ funds for active transportation projects, contingent on ready-to-go projects, as submitted through competitive call for projects (call).

To date, the Board has awarded \$35.8 million in funding through the Bicycle Corridor Improvement Program (BCIP) to 45 projects. With savings and cancellations, the total awarded program value is currently \$28.7 million to 38 projects. In addition, OCTA has supported local efforts to secure \$66.2 million in funding for active transportation projects in Orange County.

Discussion

Over the last few years, local agencies have completed active transportation plans and have developed active transportation projects in need of funding to further advance towards construction. Staff is proposing to make up to \$25 million in federal CMAQ funds available for the 2019 BCIP call to fund bicycle projects in fiscal year (FY) 2019-20 through FY 2023-24.

Staff presented the draft guidelines (Attachment A) to the Technical Steering Committee on June 13, 2018, and the Technical Advisory Committee on June 27, 2018 for review. Both committees endorsed the guidelines with minor refinements. A list of changes from the 2016 BCIP call that were incorporated into the 2019 BCIP Guidelines is provided (Attachment B). The guidelines include the following key provisions:

- Eligible projects (projects that are beginning a phase of work in federal fiscal year (FFY) 2019-20 through FFY 2023-24) include: bicycle facilities and bicycle trails
- Eligible applicants: 35 local agencies (cities and County of Orange)
- Eligible phases
 - Environmental and preliminary engineering (FFY 2019-20 only)
 - Implementation (final design, right-of-way, and construction)
 - Agencies can only apply for environmental and preliminary engineering or implementation for the same project
- Funding
 - \$25 million in CMAQ is available for the 2019 BCIP call
 - For environmental and preliminary engineering phases: \$100,000 minimum request, \$500,000 maximum request
 - For implementation phases: \$200,000 minimum request, \$4 million maximum request

- 12 percent non-federal local match
 - Funds are reimbursable following proof of expenditures
 - Projects with overmatch will receive additional points
- Project selection is based on the following criteria:
 - Master Plan of Arterial Highways consistency
 - State and federal compliance
 - Financial viability and technical capacity
 - Air quality benefits
 - Coordination demonstrated through planning documents
 - Need
 - Project readiness
 - Safety enhancements
 - Public participation, community outreach and support
- Provisions for use and timely use of funds
 - Specific deadlines for submittal of documents required for Federal Highways Administration approval for obligation of funds
 - Contract award within nine months of obligation of funds
 - Adherence to the California Department of Transportation's (Caltrans) Local Assistance procedures
 - Semi-annual project status reports

Next Steps

Staff is requesting authorization to issue the 2019 BCIP call. With Board approval, staff will notify the local agencies regarding the call.

Staff will convene an advisory panel to assist with the review and ranking of applications. The panel may include one representative from Caltrans, the OCTA's Citizens Advisory Committee, OCTA staff, and two representatives from OCTA's Technical Advisory Committee. The estimated timeline for the BCIP call is:

- September 24, 2018 – OCTA Board action considering the 2019 BCIP call
- September 27, 2018 – OCTA Workshop to review the procedures and answer questions about the 2019 BCIP call
- November 15, 2018 – applications due to OCTA
- November 2018 through January 2019 – OCTA staff and the BCIP advisory panel will review and rank the applications, and
- March 25, 2019 – Board consideration and approval of program of projects

Summary

OCTA is requesting Board approval to release the 2019 BCIP call, providing up to \$25 million in FY 2019-20 and FY 2023-24. Staff is seeking approval of the guidelines and authorization to issue a call to program these funds for bicycle projects.

Attachments

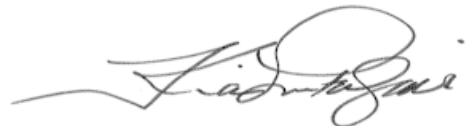
- A. Program Guidelines, 2019 Bicycle Corridor Improvement Program, Call for Projects, Orange County Transportation Authority Guidelines and Procedures
- B. 2019 Bicycle Corridor Improvement Program Guidelines Summary, Proposed Schedule

Requested by



Louis Zhao
Section Manager,
Discretionary Funding Programs
(714) 560-5494

Approved by



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



2019 Bicycle Corridor Improvement Program

Call for Projects

Orange County Transportation Authority Guidelines and Procedures

PURPOSE AND AUTHORITY

The 2019 Bicycle Corridor Improvement Program (BCIP) Call for Projects (call) is funded using federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds authorized under the Fixing America's Surface Transportation (FAST) Act. The CMAQ program provides funding through annual appropriations to Orange County to be used for transportation-related projects that reduce traffic congestion and improve air quality. The Orange County Transportation Authority (OCTA) is responsible for selecting regionally significant projects for Orange County and working with the California Department of Transportation (Caltrans) in administering selected projects. On May 8, 2017, the Board of Directors (Board) adopted the Capital Programming Guidelines which includes a ten percent set aside of CMAQ funds for bicycle and pedestrian projects through competitive calls for projects (calls).

The goals of the 2019 BCIP are to:

- Increase the number of biking and walking trips.
- Provide regional linkages to key destinations.
- Close bikeways corridor gaps.
- Promote mobility options by increasing safety.
- Implement projects with community support.
- Improve air quality across Orange County.

Applications are due Thursday, November 15th, 2018 by 4:00 p.m. See page 11 for submittal information.

2019 BCIP GRANTS AND APPLICATION TYPES

The 2019 BCIP call is funded using ten percent of OCTA's annual CMAQ apportionment, and prior BCIP project savings. The 2019 BCIP call will program funds in Fiscal Year (FY) 2019-2020 through 2023-2024. Currently the call is estimated to be approximately \$25 million.

Project applications are limited to either environmental or implementation phases. Projects with both environmental phases and implementation phases will not be considered for funding.

Eligible Environmental phases include:

- Environmental Documentation (in FY 2019-2020 only), and
- Preliminary Engineering (up to 35%)

Eligible Implementation phases include:

- Final Design, and
- Right-of-Way: Real Property acquisition and other right-of-way phase work, and
- Construction: Construction and construction management / engineering costs associated with conducting an eligible activity

Summary of Application Types

Application Type	Available Funds	Minimum Request	Maximum Request
Environmental	\$2 million	\$100,000	\$500,000
Implementation	\$23 million	\$200,000	\$4 million

Up to \$2 million will be awarded towards environmental phases of work. Up to \$23 million will be awarded towards implementation phases of work. Each environmental request is limited to a minimum of \$100,000 and a maximum of \$500,000 in CMAQ funds. Each implementation request is limited to a minimum of \$200,000 per phase of work and maximum of \$4 million in CMAQ funds. Projects requiring more than \$4 million can be segmented into smaller components and submitted as individual projects.

LOCAL MATCH REQUIREMENT

A minimum local match of 12 percent of each project phase cost is required.

The match may consist of local dollars, state dollars, non-transportation federal dollars, or private funding. Federal transportation funds are not an eligible match.

Overmatch. Local agencies may provide an “overmatch” for the project; that is, they can contribute additional match dollars beyond the minimum match requirement. Local agencies will receive additional points in the evaluation process for providing matching funds above the minimum requirement. Additionally, local agencies must commit to cover any cost overruns. Any work not eligible for federal CMAQ reimbursement must be funded by the local agency through other means and will not count as part of the match requirement. These non-federally eligible items should be included in the grant application.

Soft and In-Kind Match Provisions. “Soft-match” and “in-kind match” refers to instances where the values of activities accomplished not verifiable or directly related to the project are credited towards the non-federal share match of the project or administrative costs. Soft-match or in-kind match are not eligible for the BCIP.

ELIGIBLE APPLICANTS

Eligible applicants are limited to the 35 local government agencies in Orange County. Eligible agencies must be able to receive federal funding through Caltrans and must be

able to provide authorizing resolutions and cooperative agreements from their controlling bodies or through Caltrans as a direct recipient of Federal Highway Administration (FHWA) funds. A resolution template is provided and must be used. Any changes in the resolution language will invalidate the application. Two or more eligible local agencies may participate together on a project by submitting a single application and indicating the designated lead agency. Additionally, non-profit organizations may also nominate projects through an eligible local agency that is willing and able to take on the responsibility for implementing and maintaining the project.

ELIGIBLE PROJECTS AND EXPENDITURES

All projects must provide a measurable air quality benefit, comply with CMAQ requirements, and are subject to Caltrans review and approval.

If project eligibility is not clear, the local agency will be asked to provide additional information and an eligibility determination will be made by OCTA and/or Caltrans. Final approval is contingent upon Caltrans and FHWA eligibility determination. Examples of eligible projects include, but are not limited to the following:

- New bicycle (Class I, Class II, Class III, Class IV) facilities with all-weather pavement material
- Bicycle boulevard engineering treatments (signing & striping, mini-roundabouts, etc.)
- Bicycle racks, lockers, and parking
- Bicycle facility crossing treatments and associated traffic control devices necessary for the safety and functional operations of the facility
- Improvements on existing bikeways, including but not limited to enhanced separation from vehicular traffic
- Pedestrian improvements when constructed with bicycle facilities

Capital construction projects must be constructed on public right-of-way (ROW) or include a lease agreement with a minimum of 20 years from the property owner. License agreements or other agreements that allow for the removal of the proposed project before the 20 year minimum are not valid.

For implementation phase projects, the local agency must reasonably educate the community about the improvement for better awareness and understanding once the project is complete. Education regarding the project may include, but is not limited to, direct community engagement, workshops, signage, fact sheet distribution, advertisements, doorhangers, leaflets, and other public outreach methods. Education for new bikeway types is highly recommended to ensure public understanding and support of the new treatment. Local agencies are encouraged to include an outline of proposed education campaign methods within the grant application.

Only direct project costs are eligible for reimbursement (no in-kind match). The local agency may retain consultants after satisfying federal and state requirements for selecting

consultants (See Chapter 10 and Chapter 15 of the Caltrans Local Assistance Procedures Manual).

Maintenance and/or rehabilitation work, capital projects with a life of less than five years or one-time temporary improvements, and utility ROW costs are **not eligible**.

BCIP funds are **not to be used for** feasibility review, conceptual design, environmental compliance/mitigation, and/or developer obligations.

MINIMUM REQUIREMENTS AND EVALUATION CRITERIA (Screening Criteria)

BCIP grant applications will be screened prior to scoring in order to determine project eligibility. Local agencies should consider the following elements when submitting their proposals. Each BCIP project nomination can receive a maximum of 100 points. (See the summary of point distribution on page 14).

Pass / Fail Criteria

- A. **Master Plan of Arterial Highways Consistency.** Projects located on the Master Plan of Arterial Highways (MPAH) network are subject to the consistency policies in Section 5 of OCTA's Guidance for the Administration of the MPAH. To maintain MPAH consistency, local agencies may propose to amend the MPAH as it relates to their BCIP proposals. Local agencies are encouraged to coordinate with OCTA's MPAH Program Administrator staff early as BCIP applications are being developed to identify and work to avoid potential conflicts arising later as part of project implementation. While resolution of any MPAH changes is not required prior to submittal of a BCIP application, early discussion with OCTA staff regarding potential classification changes to MPAH roadways is desired.

Local agencies that are contemplating MPAH amendments as part of their BCIP projects are encouraged to include supporting documentation in their BCIP applications that would satisfy requirements per the MPAH Guidance. This would include existing and future average daily traffic volumes as well as letters of support from agencies adjacent to the project limits (if any). Projects that are advanced to the OCTA Board for BCIP funding consideration and are also found to satisfy the MPAH amendment requirements will be considered for concurrent OCTA Board approval. Projects that are advanced to the OCTA Board for BCIP funding consideration and are not consistent with the MPAH or have MPAH amendments contingent on local agency General Plan updates will be placed on a Conditional Project List. These projects must meet the following conditions, and may be recommended for programming into later years:

1. Complete all NEPA requirements;
2. Complete the OCTA MPAH Amendment process; and
3. Complete a General Plan Amendment

Once these three conditions are met, the OCTA Board will be requested to consider awarding BCIP funds to projects on a semi-annual basis. Applicants are encouraged to coordinate early with OCTA staff if they have any questions about this process.

- B. **State and Federal Compliance.** Projects must comply with CMAQ, National Environmental Policy Act (NEPA), federal, state, and OCTA requirements. Projects must be consistent (or not inconsistent) with federal, state, regional or local land use policies and regional transportation plans, goals, and other policies. Projects must also conform to the Americans with Disabilities Act and Buy America Provisions in the FAST Act.
- C. **Financial Viability and Technical Capacity.** The local agency must have the ability to meet financial processing requirements, have sufficient levels of funding to provide an adequate cash flow for the project, and be able to provide adequate personnel and have the technical capacity to manage and administer the project. Additionally, the local agency must follow the federal procurement and federal contract administration requirements which will be included in the cooperative agreement signed by OCTA and the local agency.
- D. **Air Quality.** Projects must demonstrate a measurable improvement in air quality. Local agencies must provide air quality quantifications with their application using established methodology. The forecasted air quality benefits must be attached to the application. OCTA recommends using the California Air Resource Board South Coast Methods Program software. Projects will be scored on a pass or fail basis. The burden to explain the air quality calculations and measures will be the responsibility of the local agency.

The California Air Resources Board South Coast Methods Program software can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.

Scored Criteria

- E. **Local Match.** A minimum 12 percent local match is required for all phases of work. Agencies overmatching will receive additional points. Additional information is provided in the Local Match Requirement section.
- F. **Coordination.** Proposed projects must be in an adopted or substantially completed draft plan. Examples of plans that demonstrate coordination include, but are not limited to, OCTA Commuter Bikeway Strategic Plan, OCTA Regional Bikeway Studies, local agency pedestrian and/or bicycle plan, Complete Streets Plan, and Safe Routes to Schools Plans. Agencies are encouraged to include projects identified through public engagement and planning activities (walk audits, community design charrettes, master planning, etc.).

Additional consideration will be given to projects prioritized as part of a multi-jurisdictional collaborative strategy or similar effort such as collaboration between multiple agencies or projects that address gaps at agency boundaries.

- G. **Need.** Projects should link to the transportation network, key land use destinations and close gaps or overcome barriers.

Forecast demand will be measured utilizing the Bikeway Priority Index Ranking (BPIR) after application submittal. The BPIR is an internal OCTA model that analyzes multiple factors to forecast propensity for use of a bikeway facility. Factors include population density, employment density, and certain conditions or uses (such as geographic features, schools, transit stops, etc., near the proposed project). Submittal of a Geographic Information System (GIS) shape file, detailed map, and exact project location are required for OCTA to process the project through the BPIR. For more information, please see Appendix 3.

Connectivity to the land use and transportation network, including transit, pedestrian, and other bicycle facilities is essential to providing greater transportation choices. Applicants are encouraged to identify how the network connectivity is improved or enhanced through implementation of the project. While the BPIR calculations are provided by the OCTA modeling, the connectivity section provides an opportunity for the applicant to identify key local or regional connections provided by the project.

Facility continuity will be evaluated based on how well the project closes a gap on the network. Projects will be scored based on ability to overcome key barriers or close gaps on the network. Bicycle projects that also include improvements to pedestrian mobility are encouraged.

- H. **Project Readiness.** Points will be given to construction projects that can or will meet federal ready-to-list requirements for construction. This includes completion of NEPA and California Environmental Quality Act (CEQA) requirements, and ROW certification. NEPA, CEQA, and the ROW certification must be completed before the Authorization to Proceed (E-76) request for construction will be approved. For more information on the E-76 submittal, please see the Caltrans Local Assistance Procedures Manual.
- I. **Safety Enhancements.** Projects should reduce the number and/or rate of active transportation fatalities and injuries including the identification of safety hazards for vulnerable users. Agencies are required explain how the project will mitigate documented bicycle or pedestrian collisions and improve safety in the project area. Applications should include bicycle and pedestrian collision history, maps, and images to support your claim. Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool which was specifically designed for the state-managed Active Transportation Program (ATP) funding opportunity. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools.

For applications using the TIMS ATP tool, attach a collision heat-map, project area collision map, and collision summaries.

Additionally, points are given to projects that provide engineering design treatments beyond those required for the project or considered standard operating procedure. Additional treatments or countermeasures should be identified that better improve the operations and reduce exposure to active transportation users. Examples of complimentary treatments might include those treatments identified by the FHWA through the Interim Approval listing such as bicycle boxes, or treatments that better serve users such as bicycle channels constructed on stairs to avoid need to carry a bicycle up or down stairs.

- J. **Public Participation, Community Outreach and Support.** The project should receive input and support from members of the public, stakeholders, and local agencies. Outreach activities and public meetings should be listed with appropriate supporting documentation. Support from members of the public and stakeholders should be submitted in letter format from organizations, businesses, coalitions, business improvement districts, neighborhood organizations, etc. that will be affected by the project. Letters of support from internal agency departments (police department, fire department, etc.) or individual members of the public will not factor into scoring but can be included for consideration.

Evaluation Criteria and Point Distribution for both Environmental phase and implementation phase projects is provided in APPENDIX 1

PROVISIONS OF USE

CMAQ

The BCIP and the funding in this call is subject to the FAST Act, a future extension, or passage of a new federal transportation authorization act. The FAST Act is currently funded through federal fiscal year (FFY) 2019-2020. Projects awarded CMAQ funding through the call for projects will follow the FHWA process. For projects awarded funding, the process is as follows:

- Projects must be programmed in the Federal Transportation Improvement Program (FTIP). The local agency should consult with OCTA staff regarding modifications and amendments to the FTIP needed for the project. Once a project is programmed in the FTIP, the agency may proceed with the E-76 request. Please note, Programming staff may program the funds in a later year in the FTIP than what was submitted in the BCIP application. If this is the case, OCTA will request Caltrans for the Expedited Project Selection Procedures to allow the project to be obligated in the appropriate year. For additional information, see the Federal Transportation Improvement Program section.
- Execute the Cooperative Agreement between OCTA and the local agency.

- Environmental documentation (preliminary environmental study) should be submitted to Caltrans by November 1st of the program FY. Agencies should target the November 1st date or risk losing project funding.
- Air quality analysis must be submitted as part of the application and to Caltrans.
- The E-76 request must be submitted to Caltrans District 12 and copied to OCTA by February 1st of the program FY. Draft E-76 must be provided to OCTA prior to submittal. The E-76 Finance Letter must include “pro-rata” ratios and not “lump-sum.”
- Once E-76 is approved the local agency has nine months to award a contract.
- Invoices for BCIP are submitted to and paid by Caltrans.
- Following contract award, an invoice must be submitted to Caltrans at least once every six months or the project may risk losing its funds.
- Local agency must submit semi-annual progress reports to OCTA by the 30th day of March and September, for the prior six months. An example of the required report is provided in Appendix 5. (Note: OCTA may require additional information for compliance with the federal performance measures.)
- If ROW is funded, the agency must award a construction contract by the tenth FY following the year of the ROW authorization to proceed or risk repayment of the funds to FHWA.

STANDBY LIST

A standby list will be created for projects that are not awarded through the initial round of funding. The 2019 BCIP standby list projects will be ranked by score. Project cost savings and cancellations made available in the 2019 BCIP call or prior calls may be awarded to the next highest project, contingent on eligibility review and Board of Directors approval.

The 2019 BCIP standby list will expire after the approval of any future BCIP call.

TIMELY USE OF FUNDS

BCIP projects funded through FHWA must be obligated by May 1st of the programmed FY. If OCTA has not received proof of submittal of the E-76 to Caltrans by February 1st of the programmed FY, or it is determined that the project cannot proceed, or has not received an approved time extension, the funding for the project will be **cancelled**.

Projects with environmental or preliminary engineering phases of work must advance to ROW and/or construction within the tenth FY in which the funds are authorized or risk repayment of federal funds to FHWA.

Time Extensions. Time extensions will be considered for only the implementation phases on a case-by-case basis and are contingent on OCTA Board approval. No extensions will be granted to projects awarded funds for environmental phases. An agency may request a one-time, one fiscal year time extension for implementation phase funding in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues.

SCOPE CHANGES AND COST SAVINGS

Scope Changes. Scope reductions will only be considered on a case by case basis. Scope change requests should be submitted in letter format. The local agency must provide an explanation of the scope change, justification for the change and documentation showing it would not affect the scoring of the project. OCTA will complete a thorough evaluation of the scope change and impact to the project score prior to making a recommendation. If a scope change reduces the project score below projects on the standby list, the project may be recommended for cancellation or the request may be denied.

Cost Savings. If the local agency reduces the scope of an approved project or the project phase experiences cost savings, a reduction in BCIP funds must be applied proportionally to maintain the approved local match percentage.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The FTIP is the primary programming and implementation process for projects identified in the Regional Transportation Plan (RTP). All projects in the FTIP are consistent with SCAG's approved RTP/Sustainable Communities Strategy (SCS). The FTIP is a financially constrained document that covers a minimum of four years with updates every two years, and is amended periodically to reflect changes in funding, scope, or schedule. Projects included in the FTIP are federally or state funded, or are considered regionally significant.

Transportation Control Measures (TCMS). TCMs are specific transportation projects and programs that improve air quality. These projects and programs provide multiple benefits, including emissions reduction and mobility/accessibility improvements. Non-motorized TCM-types include new or expanded bicycle facilities that are over 1 mile and new or expanded pedestrian facilities that are more than 1/4 mile. For a specific list of projects consistent with TCM-type categories, please refer to the list on SCAG's 2017 FTIP Guidelines here: <http://ftip.scag.ca.gov/Documents/Final2017FTIPGuidelines.pdf>.

TCM projects are considered committed once funds have been programmed for right-of-way acquisition or for post-design implementation in the first two years of the FTIP. A committed TCM must be operational or implemented by the completion date committed in the FTIP. Local agencies must notify OCTA when a TCM project cannot be delivered or will be significantly delayed. All committed TCMs must be implemented on schedule or substituted to avoid a conformity lapse at the expense of the local agency. Projects that are committed Transportation Control Measures in the FTIP and are cancelled will require the local agency to provide a substitution project that provides the same air quality benefits at the expense of the local agency.

In order to maintain maximum flexibility, OCTA may program the BCIP funds in a later year in the FTIP than what was approved. If this is the case, as needed, OCTA will request Caltrans for the Expedited Project Selection Procedures to allow the project to be obligated in the appropriate year approved by the OCTA Board of Directors. ***The FTIP may not***

indicate the projects approved program year. For approved projects, agencies may refer to executed cooperative agreement and OCTA Board Approval of Projects for project information.

2019 ACTIVE TRANSPORTATION PROGRAM

Agencies may opt to submit applications through the State 2019 Active Transportation Program (ATP) and the 2019 BCIP call. However, if the same project is submitted to both programs, and is recommended for funding by both programs, the agency must accept the ATP funds in lieu of the BCIP funds. This allows maximizing external funding sources consistent with OCTA's Capital Programming Policies and increases the number of projects that can be delivered in Orange County.

INVOICES AND REIMBURSEMENTS

The BCIP uses federal CMAQ program funds that are reimbursable through FHWA via Caltrans. Local agencies are expected to finance their projects as they proceed. Eligible expenditures based on the local match rate/percentage provided for each phase and up to the ceiling of the federal funding share will be reimbursed in arrears with an acceptable invoice based on the "pro-rata" match rate proposed in the original grant application.

SEMI-ANNUAL AND FINAL REPORTS

The local agency must submit semi-annual progress reports to OCTA by the 30th day of March and September, for the prior 6 months. An example of the required report is provided in Appendix 5. OCTA may require additional information for compliance with the federal performance measures.

Once a project is complete, the local agency must submit a final report package 90 days following Caltrans issuance of final payment. The final report package should include at minimum:

- Signed OCTA Final Report Form
- A copy of *all* invoices and final expenditure reports
- Project Notice of Completion
- Before and After Photos of the Project Site

IMPLEMENTATION TIMELINE

Applications must be received by OCTA no later than 4:00 p.m. on Thursday, November 15th, 2018.

After the applications are reviewed by OCTA for overall compliance, an advisory panel will review and rank projects. A recommended priority list of projects is scheduled to be forwarded to the OCTA Board for approval in March 2019.

The estimated timeline for the BCIP listed below is subject to change.

Board of Directors Approval of Guidelines / Call Open	September 24, 2018
Application Due Date	Thursday, November 15 th , 2018
Evaluation Panel Application Review	November 16 th , 2018 – January 25 th , 2019
Regional Planning and Highways Committee Approval of Projects	March 6, 2019
Board Approval of Projects	March 24, 2019

MINIMUM INFORMATION FOR APPLICATION

The following information, including the BCIP grant application form, is required by OCTA to evaluate and select projects. Grant applications submitted with incomplete information or lacking the required number of copies will not be evaluated.

The application submittal must include the following form:

- One unbound original paper copy in 8 ½ x 11. Parts 1 through 5 must be no more than 20 pages long. Exhibits are not limited in size.
- One electronic copy submitted online. See page 12 for more information.

The application must include:

- A. Cover Letter
- B. Table of Contents (page-numbered)
- C. Application:
 - Part 1: General project information (including description (including length), scope, and schedule.)
 - Part 2: Funding¹
 - Part 3: Evaluation criteria
 - Part 4: Cooperative Agreement concurrence
- D. Exhibits:
 - Environmental documentation
 - Photos of the existing project site
 - Project design or concept drawings
 - Precise maps showing the proposed site(s) for the project and an Electronic GIS shape file
 - ROW map and lease agreement or purchase agreement (if applicable)
 - Master Plan of Arterial Highways supporting documentation, if appropriate
 - Bicycle and Pedestrians Safety Enhancements Supporting Documentation
 - Air Quality Calculations / Justification
 - Draft Required BCIP Agency Resolution (See Appendix 4 – Final approved resolution must be provided no later than November 30, 2018)
 - Letters of Support

¹ Please note the fiscal year requested in the application is the assumed program year, unless otherwise stated.

SUBMITTAL INFORMATION AND CONTACTS

Base Applications will be available at:

<http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/BCIP-Call-For-Projects/>

Applications are due Thursday, November 15th, 2018 by 4:00 p.m. Completed applications and questions regarding these procedures and criteria should be directed to Louis Zhao of OCTA at:

Mail:

Louis Zhao
Section Manager, Discretionary Funding Programs
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

Drop Off:

Orange County Transportation Authority
600 S. Main Street
Orange, CA 92863-1584

Electronic Submittal:

Electronic submittals must be made through the new OCTA's State and Federal Calls for Projects database. Please contact Denise Arriaga at darriaga@octa.net or (714) 560- 5489 to set-up agency access.

Directions for uploading applications will be available online upon access to electronic submittal site.

Questions regarding the BCIP, bicycle and pedestrian planning, and MPAH can be directed to:

BCIP Program Manager

Louis Zhao
Section Manager, Discretionary Funding Programs
Email: lzhao@octa.net
Tel: (714) 560-5494

State and Federal Calls for Projects Database Administrator

Denise Arriaga
Associate Transportation Funding Analyst
Email: darriaga@octa.net
Tel: (714) 560-5489

Active Transportation Coordinator

Paul Martin

Active Transportation Coordinator

Email: pmartin@octa.net

Tel: (714) 560-5386

Master Plan of Arterial Highways Program Administrator

Gregory Nord

Section Manager, Long-Range Planning and Corridor Studies

Email: gnord@octa.net

Tel: (714) 560-5885

APPENDICES:

- 1) Evaluation Criteria Point Distribution
- 2) Existing Bikeways Map
- 3) Bikeways Priority Index Ranking Criteria
- 4) BCIP Agency Resolution
- 5) Semi-Annual Report Form

APPENDIX 1: Evaluation Criteria Point Distribution

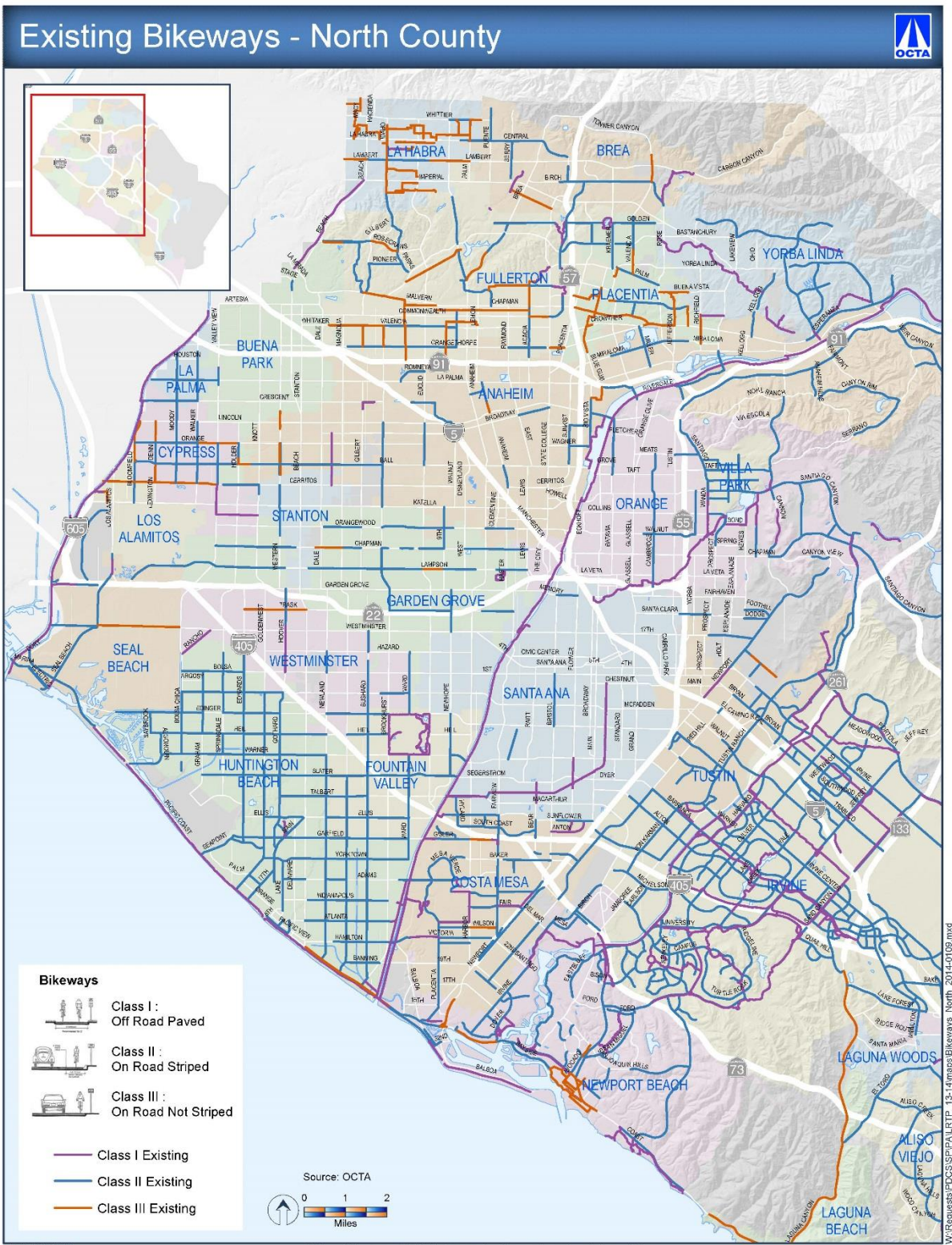
Environmental Phase Projects

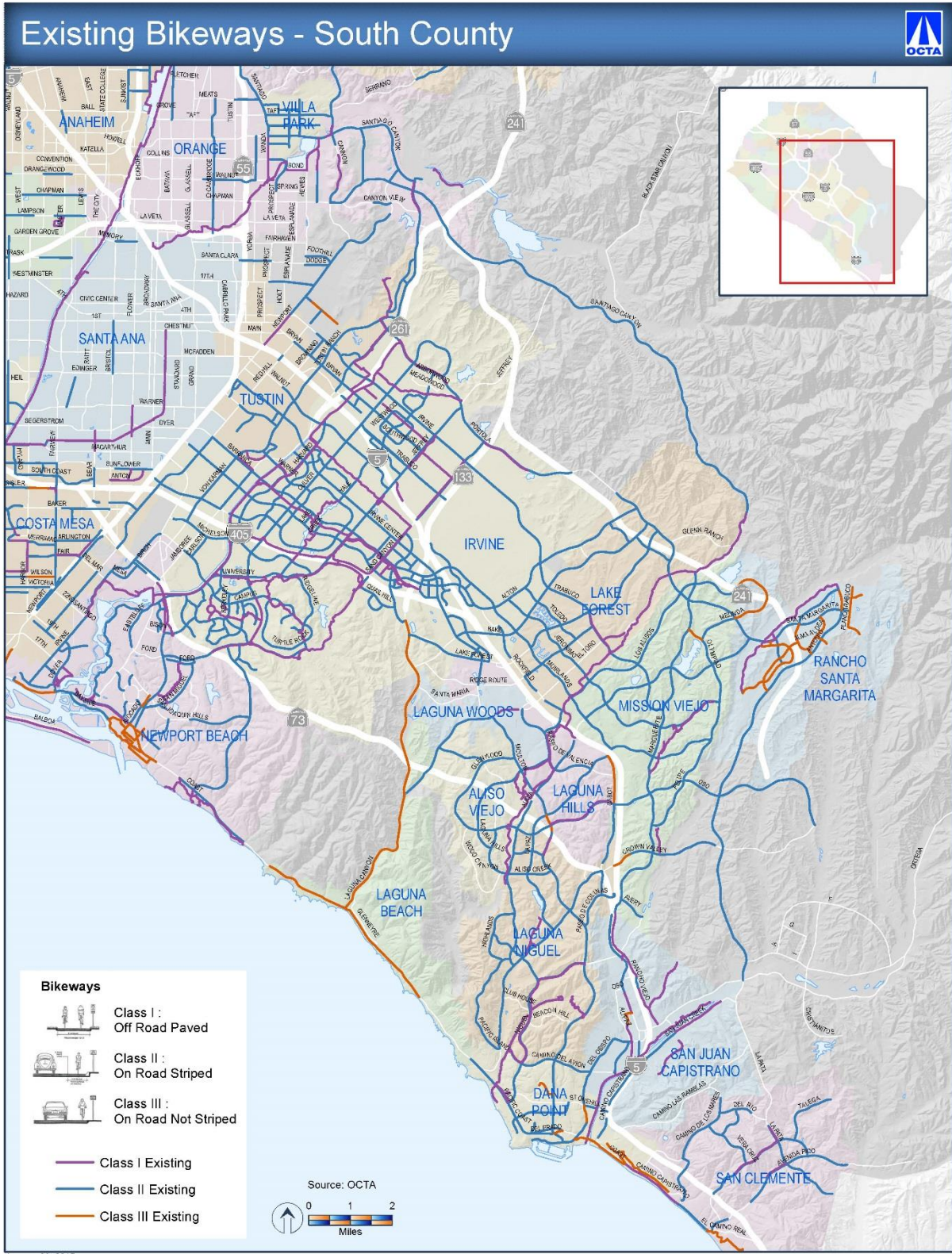
Weighted Criteria	Maximum Points
Matching Funds	30
Coordination	15
Need	25
Project Readiness	5
Safety Enhancements	15
Public Participation and Agency Support	10
Total	100

Implementation Projects

Weighted Criteria	Maximum Points
Matching Funds	15
Coordination	15
Need	25
Project Readiness	20
Safety Enhancements	15
Public Participation and Agency Support	10
Total	100

APPENDIX 2: EXISTING BIKEWAYS MAP





APPENDIX 3: BIKEWAYS PRIORITY INDEX RANKING CRITERIA

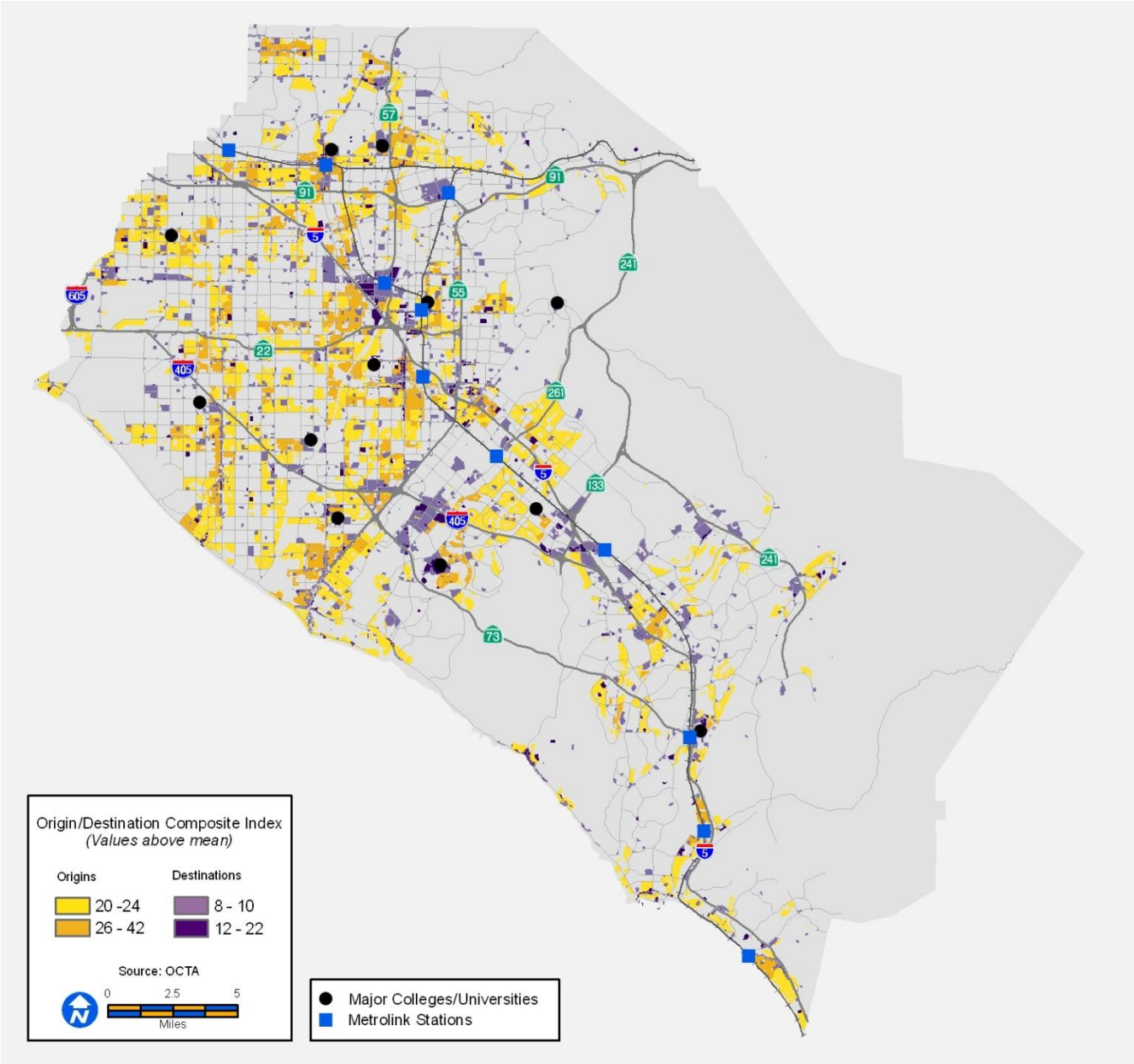
The following is a list of criteria used to evaluate projects in the Bikeways Priority Index Ranking (BPIR). The BPIR sums criteria from origins and destinations. Origins include major residential areas with high population or high density. Destinations include major areas of employment and activity centers.

ORIGINS

FACTOR	MAX VALUE
Population Density (Base)	10
Population Growth (2035)	8
Population Density Less Than 18 Years Old (United States Census American Community Survey [ACS])	8
Land-Use Mix	8
Bicycle to Work (ACS)	8
Bicycle Network Proximity (Existing)	8

DESTINATIONS

FACTOR	MAX VALUE
Employment Density (Base)	8
Employment Growth (2035)	8
Universities/Colleges (enrollment)	8
Metrolink Rail Stations (AM Alightings)	8
Schools (Elementary, Middle, High School)	8
Parks, Local Retail/Public Services	4
Bus Stops (PM Trips)	6



APPENDIX 4: REQUIRED BCIP AGENCY RESOLUTION

**REQUIRED AGENCY RESOLUTION REQUESTING FUNDS FOR APPROVED PROJECT
RESOLUTION MUST BE RECEIVED BY OCTA NO LATER THAN **DECEMBER 31, 2018.****

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL/BOARD OF DIRECTORS OF THE CITY/COUNTY OF _____ AUTHORIZING APPLICATION FOR FUNDS FOR THE BICYCLE CORRIDOR IMPROVEMENT PROGRAM FUNDED WITH CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION FEDERAL TRANSPORTATION ACT FOR (NAME OF PROPOSAL) PROJECT.

WHEREAS, the United State Congress enacted the Fixing America's Surface Transportation (FAST) Federal Transportation Act on December 4, 2015, which makes Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds available to the Orange County Transportation Authority (OCTA); and

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

WHEREAS, (AGENCY) possesses authority to nominate bicycle projects funded using Congestion Mitigation and Air Quality Improvement Program funding and to finance, acquire, and construct the proposed project; and

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

WHEREAS, the (AGENCY) will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity; and

WHEREAS, with the approval of the California Department of Transportation (Caltrans) and/or OCTA, the (AGENCY) or its successors in interest in the property may transfer the responsibility to maintain and operate the property; and

WHEREAS, the (AGENCY) will give Caltrans and/or OCTA's representatives access to and the right to examine all records, books, papers or documents related to the bicycle project; and

WHEREAS, the (AGENCY) will cause project work to commence within six months following notification from the State or OCTA that funds have been authorized to proceed by the Federal Highway Administration or Federal Transit Administration and that the project will be carried to completion with reasonable diligence; and

WHEREAS, the (AGENCY) commits (MATCH DOLLAR VALUE) of (MATCHING FUND SOURCE) and will provide (PERCENT LOCAL AGENCY MATCH) of the total project cost as match to the requested (REQUESTED CMAQ DOLLAR VALUE) in OCTA CMAQ funds for a total project cost estimated to be (TOTAL PROJECT COST)

WHEREAS, the (AGENCY) may elect to commit additional funds to the (PROJECT) to fund an expanded scope which provides additional quantifiable benefits. The (AGENCY) is required to notify OCTA to grant approval prior to commencing on the additional scope; and

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

WHEREAS, the (AGENCY)'s (GOVERNING BODY) authorizes the execution of any necessary cooperative agreements between the (AGENCY) and OCTA to facilitate the delivery of the project; and

WHEREAS, (AGENCY) will amend the agency Capital Improvement Program (CIP) to include the project if selected for funding; and

NOW, THEREFORE, BE IT RESOLVED that the City/County of _____, hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (AGENCY) to apply for the Congestion Mitigation and Air Quality Improvement Program funding under the Fixing America's Surface Transportation Act for (NAME OF PROPOSAL).

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

Signed _____ Date _____
Mayor

Printed (Name and Title) _____

Signed _____ Date _____
Clerk Recorder

Printed (Name and Title) _____

APPENDIX 5: SEMI-ANNUAL REPORT FORM

Project Title: _____

Agency: _____ Date: _____

Schedule	Original Completion Date	Current / Estimated Completion Date
Draft Environmental Document		
Final Environmental Document		
Start Design / Engineering		
Complete Design / Engineering		
Start Right-of-Way Acquisition		
Right-of-Way Certification		
Submit Request for Authorization for Construction (E-76)		
Ready to Advertise		
Award Construction		
Project Completion (open for use)		

Funding Table:

Environmental/Preliminary Engineering (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Final Design (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Right-of-Way (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Construction (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Revised Allocation	Actual Expended	Remaining Allocation

Major Activities:

Status:

Issues and Resolution:

OCTA Authorized Funding History:

Date	Title	Action/ Brief Description
<i>Ex. March 25, 2019</i>	<i>OCTA Board Report 2019 BCIP Funding Recommendations</i>	<i>Approved \$100,000 in CMAQ and an associated \$50,000 in local match</i>

Name/Title:

Phone: _____ Email: _____

Note: OCTA may require additional information on performance of the project related to either air quality or transportation usage.

**2019 Bicycle Corridor Improvement Program Guidelines Summary
Proposed Schedule**

Board Action to Issue Call for Projects	September 24, 2018
Guidelines and Application Workshop	September 27, 2018
Application Due Date	November 15, 2018
Evaluation Panel Application Review	November 16, 2018 – January 25, 2019
Regional Planning and Highways Committee Approval of Projects	March 6, 2019
Board Approval of Projects	March 25, 2019

Summary and Comparison

	2019 BCIP Proposed	2016 BCIP Approved
Available Funding	\$25 million	\$20 million
Fiscal Year	FY 2019-2020 through FY 2023-2024	FYs 2016-2017 through 2017-2018
Program Split	Environmental and Preliminary Engineering - \$2 million Implementation - \$23 million Agencies shall only apply for environmental or implementation for each project. Projects with both program types will be made ineligible.	Tier 1 Priority Tier 2 – up to \$2 million if funds available
Eligible Phases	Environmental and Preliminary Engineering <ul style="list-style-type: none"> • Environmental (FFY 2019-2020 only) • Preliminary Engineering Implementation (FFY 2019-2020 through FFY 2023-2024) <ul style="list-style-type: none"> • Final Design • ROW • Construction 	Tier 1 <ul style="list-style-type: none"> • Final Design • ROW • Construction Tier 2 <ul style="list-style-type: none"> • Environmental
Minimum and Maximum Requests	Environmental and Preliminary Engineering <ul style="list-style-type: none"> • Minimum – \$100,000 • Maximum – \$500,000 Implementation <ul style="list-style-type: none"> • Minimum – \$200,000 • Maximum – \$4 million 	Tier 1 and Tier 2 <ul style="list-style-type: none"> • Minimum – \$100,000 • Maximum – \$3 million
Local Match	Minimum 12%	12%

	2019 BCIP Proposed	2016 BCIP Approved
Extensions	One FY	One FY. More than one year for special cases.
Criteria	State and Federal Compliance	State and Federal Compliance
	Financial Viability and Technical Capacity	Financial Viability and Technical Capacity
	Air Quality	Air Quality
	Local Match (Leveraging) Coordination	Local Match (Leveraging) Coordination
	Need	Cost Effectiveness
	Project Readiness	Project Readiness
	Safety Enhancements	Safety Enhancements
	Public Participation and Community	Public Participation and Agency Support
	Outreach, and Support	Connectivity, Relationships, and Priority
	Master Plan of Arterial Highways Consistency	

Point Distribution

Environmental

Weighted Criteria	Maximum Points
Matching Funds	30
Coordination	15
Need	25
Project Readiness	5
Safety Enhancements	15
Public Participation and Agency Support	10
Total	100

Implementation Projects

Weighted Criteria	Maximum Points
Matching Funds	15
Coordination	15
Need	25
Project Readiness	20
Safety Enhancements	15
Public Participation and Agency Support	10
Total	100

Acronyms:

BCIP – Bicycle Corridor Improvement Program

Board – Board of Directors

FFY – Federal Fiscal Year


FY – Fiscal Year

ROW – Right-of-way



September 6, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Cooperative Agreements for Regional Traffic Signal Synchronization Program Projects

Overview

On June 11, 2018, the Orange County Transportation Authority Board of Directors approved programming of funds for six projects as part of the 2018 call for projects for the Measure M2 Regional Traffic Signal Synchronization Program. As part of the application process, the Orange County Transportation Authority was requested to be the lead agency on four of the six projects: Garden Grove Boulevard, Katella Avenue, Los Alisos Boulevard, and Main Street. Separate cooperative agreements are necessary for each of these projects to specify the amount of the local agency match.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1797 for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project, with an agency match of \$529,168.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1798 for the Katella Avenue Regional Traffic Signal Synchronization Project, with an agency match of \$1,012,347.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1799 for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project, with an agency match of \$444,446.
- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1800 for the Main Street Regional Traffic Signal Synchronization Project, with an agency match of \$764,544.

Discussion

The Orange County Transportation Authority (OCTA) is designated by request to be the lead agency on four regional traffic signal synchronization (RTSSP) projects: Garden Grove Boulevard, Katella Avenue, Los Alisos Boulevard, and Main Street. As authorized by the Board of Directors (Board), these four projects are planned to begin in fiscal year 2018-19 with completion in 2022. The projects are divided into two separate phases of primary implementation, lasting approximately one year, followed by an ongoing operations and maintenance phase of 24 months.

A separate cooperative agreement is developed for each of these projects to outline the roles and designate responsibilities of OCTA and the partnering agencies regarding the implementation of the projects and to specify the amount and type of each local agency's match.

- Garden Grove Boulevard (Valley View Street to Memory Lane at Bristol Street): the corridor is approximately nine miles and includes 34 traffic signals. The corridor passes through the cities of Garden Grove, Orange, Santa Ana, and Westminster, and carries daily traffic of up to 35,000 vehicles. The project cost is estimated at \$2,645,838, with local agency in-kind services and cash match totaling \$529,168.
- Katella Avenue (Interstate 605 ramps to Santiago Canyon Road at Jamboree Road): the corridor is approximately 20 miles and includes 73 traffic signals. The corridor passes through the cities of Anaheim, Cypress, Garden Grove, Los Alamitos, Orange, Stanton, Villa Park, and portions of unincorporated Orange County, and carries daily traffic of up to 59,000 vehicles. The project cost is estimated at \$4,936,835, with local agency in-kind services and cash match totaling \$1,012,347.
- Los Alisos Boulevard (Melinda Road at Santa Margarita Parkway to Aliso Viejo Parkway at Columbia/Polaris Way): the corridor/route is approximately nine miles and includes 40 traffic signals. The main part of the corridor/route is on Los Alisos Boulevard within the City of Mission Viejo. The corridor passes through the cities of Aliso Viejo, Laguna Hills, Lake Forest, Mission Viejo, and Rancho Santa Margarita. The corridor comprises five arterials (name and directional changes) to form a route beginning with Melinda Road at Santa Margarita Parkway in the northeast becoming Los Alisos Boulevard, turning southerly along a short section of Paseo de Valencia in Laguna Hills, then continuing

westerly along Laguna Hills Drive/Aliso Viejo Parkway where it terminates at Columbia/Polaris Way. The corridor carries daily traffic of up to 31,000 vehicles. The project cost is estimated at \$2,222,228, with local agency cash match only totaling \$444,446.

- Main Street (Culver Drive to Taft Avenue): the corridor is approximately 12 miles and includes 67 traffic signals. The corridor passes through the cities of Irvine, Orange, and Santa Ana, and carries daily traffic of up to 38,000 vehicles. The project cost is estimated at \$3,822,720, with local agency in-kind services and cash match totaling \$764,544.

Fiscal Impact

The total cost of implementing the four RTSSP projects is \$13,627,621. The funding for these four projects will come from M2 Project P funds (\$4,183,303), matching funds provided by the local agencies (\$2,750,505), and SB 1 (Chapter 5, Statutes of 2007) Local Partnership Program funds (\$6,693,813).

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute four cooperative agreements between OCTA, the respective cities, and the County of Orange for the Garden Grove Boulevard, Katella Avenue, Los Alisos Boulevard, and Main Street RTSSP projects to define roles, duties, governance, and fiscal responsibilities.

Attachment

None.

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Approved by:



Kia Mortazavi
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Virginia Abadessa
Director, Contracts Administration and
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September 6, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for the Beach Boulevard Corridor Study

Overview

Consultant services are needed to conduct the Beach Boulevard Corridor Study. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to select a firm to assist in the development of the Beach Boulevard Corridor Study.

Recommendations

- A. Approve the selection of Kittelson & Associates, Inc. as the firm to conduct the Beach Boulevard Corridor Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1683 between the Orange County Transportation Authority and Kittelson & Associates, Inc., in the amount of \$439,999, for an 18-month term through April 30, 2020, to conduct the Beach Boulevard Corridor Study.

Discussion

Beach Boulevard is a key north/south arterial highway that carries between 26,000 and 83,000 vehicles per day. This facility is generally operated by the California Department of Transportation (Caltrans) and is also known as State Route 39. The corridor is approximately 21 miles in length and traverses ten distinct local jurisdictions in Orange and Los Angeles counties. In 2010, the Orange County Transportation Authority (OCTA) finalized the Central County Corridor Major Investment Study (CCCMIS), which recommended various multimodal improvements for central Orange County. The CCCMIS recommended further study of Beach Boulevard to address north/south mobility needs and identify solutions generally within the existing right-of-way.

On May 1, 2018, Caltrans and OCTA entered into Cooperative Agreement No. C-8-1648 to establish a partnership to develop the Beach Boulevard Corridor Study (Study). Caltrans has been awarded state planning and research grant funds for the Study and will reimburse OCTA to provide project management services. Per the agreement, OCTA's responsibilities include procuring consultant services and managing the consultant contract.

A request for proposals (RFP) has been issued to seek qualified consultants to conduct this Study. OCTA, in partnership with Caltrans will incorporate a collaborative planning process involving participants from potentially affected jurisdictions and stakeholders. A broad range of multimodal transportation opportunities will be identified to enhance regional mobility. Refined alternatives will reflect a long-range strategic vision that can be carried forward into subsequent project development processes. The vision will consider local land use objectives and their interactions with transportation needs.

Procurement Approach

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

On May 22, 2018, RFP 8-1683 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on May 22 and 29, 2018. A pre-proposal conference took place on May 29, 2018, with 15 attendees representing 12 firms. Two addenda were issued to make available the pre-proposal conference registration sheets and presentation, as well as respond to questions related to the RFP.

On June 19, 2018, six proposals were received. An evaluation committee consisting of OCTA staff from the Contracts Administration and Materials Management and Transportation Planning departments, as well as external representatives from Caltrans, City of Anaheim, City of Buena Park, and

City of Westminster met to review all proposals received. The proposals were evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 25 percent
- Work Plan 30 percent
- Cost and Price 20 percent

Several factors were considered in developing the evaluation criteria weights. Work plan was weighted highest at 30 percent as the project approach and understanding of the requirements are key to the success of the Study. The firm had to present an effective work plan by detailing its approach to performing each task and producing high-quality deliverables. Qualifications of the firm and staffing were both weighted at 25 percent each as experience and knowledge of state-of-the-art highway planning and design is necessary in developing viable alternatives and hot spot solutions. Cost was weighted at 20 percent to make sure the program will be delivered efficiently and that OCTA receives value for the services provided.

On July 9, 2018, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the three most qualified firms listed below in alphabetical order:

ADVANTEC Consulting Engineers, Inc. (ADVANTEC)
Irvine, California

HDR Engineering, Inc. (HDR)
Irvine, California

Kittelson & Associates, Inc. (Kittelson)
Orange, California

On July 17, 2018, the evaluation committee conducted interviews with the three short-listed firms. The interview consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were asked relative to engaging stakeholders and building consensus, communicating technical information, and ensuring study recommendations would be locally-adopted and implemented. In addition, each team was asked specific clarification questions related to their proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. As a result, the ranking of the firms changed.

Based on the evaluation of the written proposals and information obtained from the interviews, the evaluation committee is recommending Kittelson for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Kittelson has been providing transportation engineering, planning, and research services since 1985. The firm has 220 employees and 24 offices nationwide, including an office in the City of Anaheim. Kittelson has provided multimodal transportation planning services, such as complete streets, traffic forecasting, and active transportation analysis to various public agencies, which include Los Angeles County Metropolitan Transportation Authority (LA Metro), Alameda County, and the Florida Department of Transportation. The firm has worked with OCTA on a variety of transportation planning projects, which include the Master Plan of Arterials and Highway Guidance, Central Harbor Boulevard Transit Corridor Study, and Active Transportation Count Program. Kittelson proposed to utilize five subcontractors to provide additional technical expertise in areas such as traffic engineering, cost estimating, technical working group coordination, complete streets planning, and public outreach.

HDR was founded in 1917 and has 10,000 employees across 200 offices nationwide. The firm has 400 employees in southern California, as well as an office in the City of Irvine. HDR has experience working with OCTA on the Pacific Coast Highway Corridor Study and Orange County Freeway Study. The firm has also worked with other public agencies, including LA Metro, San Diego Association of Governments, and the San Bernardino County Transportation Authority. HDR proposed to utilize two subcontractors to provide public outreach and transportation planning support.

ADVANTEC has been providing multimodal transportation planning, engineering, and technology services since 1998. The firm has 35 employees and six offices, including an office in the City of Irvine. The firm has worked with OCTA on the 2017 Corridor Operations Performance Report and the Regional Traffic Signal and Synchronization Program. The firm also has experience working with Caltrans District 12, the Town of Apple Valley, and Coachella Valley Association of Governments. ADVANTEC proposed to utilize two subcontractors to provide community outreach and project management support.

Staffing and Project Organization

Kittelson proposed a project team with experience in various disciplines, such as transportation planning, complete streets planning, and community outreach. The proposed project manager has 21 years of planning and engineering experience related to corridor studies, active transportation planning, and travel demand management. The project team member's years of experience range from 18 years to 36 years, and the project team consists of transportation planners, transportation engineers, urban planners, and community liaisons. The project team is structured with a lead for each task to ensure all project tasks are addressed and completed. During the interview, the project team members discussed their roles in conducting the Study, as well as responded to the evaluation committee's questions.

HDR proposed a project team with relevant experience. The proposed project manager has 38 years of experience related to the management and development of transportation corridor and traffic engineering projects, including corridor studies and corridor planning. The project team member's years of experience range from nine years to 38 years with expertise in transportation analysis, planning and design, transportation engineering, and public outreach. The project team members discussed how they would complete the project requirements and responded to the evaluation committee's questions during the interview.

ADVANTEC proposed a project team with experience in transportation engineering, transportation planning, and traffic engineering. The proposed project manager has 29 years of experience in transportation systems and traffic engineering. The project team member's years of experience range from eight years to 35 years. During the interview, the team members discussed their approach for conducting the Study and responded to the evaluation committee's questions.

Work Plan

Kittelson presented a work plan that addressed all of the tasks in the scope of work. The firm demonstrated an understanding of the Beach Boulevard corridor by identifying the jurisdictions, traffic conditions, and land use, as well as its various stakeholders, which include each corridor city, OCTA, and Caltrans. The firm discussed its approach for identifying multimodal solutions, engaging diverse stakeholders, and presenting recommendations that are feasible for implementation. The firm proposed several enhancements, such as reviewing existing transportation infrastructures along the corridor, using data sources to determine origin/destination patterns and seasonality, and conducting case

studies at certain locations along the corridor to assess the effects of proposed improvements on actual operations of the street. In addition, the firm detailed how it would reach out to different stakeholders and build consensus to ensure that recommendations are locally-adopted and implemented.

In its work plan, HDR discussed its approach for completing all the project tasks. The firm discussed the current traffic issues and existing conditions along the corridor and proposed solutions. The firm identified characteristics of the corridor and included opportunities and challenges as it relates to planning for additional users and high capacity transit. HDR discussed interagency coordination and building consensus among the stakeholders. However, the firm did not address in detail active transportation and focused more on vehicular solutions.

ADVANTEC presented its approach for conducting the Study in its work plan. The firm discussed the characteristics of the Beach Boulevard corridor, such as traffic volumes and synchronization performance, challenges for active transportation, transit operations, and proposed recommendations and potential solutions. However, ADVANTEC did not elaborate on the technical working group workshops and overall outreach effort.

Cost and Price

Pricing scores are based on a formula which assigned the highest score to the firm with the lowest total firm-fixed price, and scored the remaining proposals' firm-fixed price based on their relation to the lowest firm-fixed price. Although Kittelson did not propose the lowest total firm-fixed price, it was competitive among the other proposing firms.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, as well as information obtained from the interviews, the evaluation committee recommends the selection of Kittelson as the top-ranked firm to conduct the Beach Boulevard Corridor Study.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2018-19 Budget, Planning Division, Account 1531-7519-A4461-10X. It is partially grant-funded through federal, state planning and research funds, as well as state planning, programming, and monitoring funds.

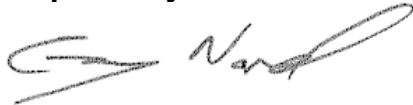
Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1683 with Kittelson & Associates, Inc., to conduct the Beach Boulevard Corridor Study, in the amount of \$439,999, for an 18-month term.

Attachments

- A. Review of Proposals, RFP 8-1683 Beach Boulevard Corridor Study
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 8-1683 Beach Boulevard Corridor Study
- C. Contract History for the Past Two Years, RFP 8-1683 Beach Boulevard Corridor Study

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Review of Proposals
RFP 8-1683 Beach Boulevard Corridor Study

Presented to Regional Planning and Highways Committee - September 6, 2018
Six firms proposed, three firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Firm-Fixed Price
1	88	Kittelson & Associates, Inc. Orange, California	Albert Grover & Associates Arellano Associates Leslie Scott Consulting Optitans Civil Engineering Steer Davies Gleave	Highest-ranked firm overall. Experience with corridor planning, including complete streets. Proposed to utilize a mix of subcontractors with different expertise. Proposed project manager has 21 years of planning and engineering experience. Proposed project team consists of transportation planners, transportation engineers, urban planners, and community liaisons. Detailed its approach for completing each task and producing deliverables. Demonstrated an understanding of the Beach Boulevard corridor, as well as the various stakeholders along the corridor. Demonstrated an understanding of the California Department of Transportation. Proposed solutions and enhancements. Presented approach and answered questions during the interview. Received positive responses from references. Proposed a competitive total firm-fixed price.	\$439,999
2	85	HDR Engineering, Inc. Irvine, California	Arellano Associates IBI Group	Second-ranked firm. Experience in corridor studies, active transportation, and complete streets. Proposed to utilize subcontractors to provide additional support. Proposed project manager has 38 years of experience with transportation corridor and traffic engineering projects. Proposed project team has experience in transportation analysis, planning and design, transportation engineering, and public outreach. Discussed approach for performing the study. Did not expand on active transportation discussions; mostly focused on vehicular solutions. Presented approach and answered questions during the interview. Received positive responses from references. Proposed the lowest total firm-fixed price.	\$435,150
3	79	ADVANTEC Consulting Engineers, Inc. Irvine, California	Counts Unlimited, Inc. Ferh and Peers Rock E. Miller & Associates	Experience with multimodal transportation planning, engineering, and technology services. Proposed to utilize subcontractors to provide additional support. Proposed project manager has 29 years of experience in transportation systems and traffic engineering. Proposed project team has experience in transportation engineering, transportation planning, and traffic engineering. Discussed approach for performing the study. Demonstrated an understanding of the Beach Boulevard corridor. Did not elaborate on approach for engaging stakeholders and technical working group. Presented approach and answered questions during the interview. Received positive responses from references. Proposed a competitive total firm-fixed price.	\$441,055

Evaluation Panel:

Internal:
Contracts Administration and Materials Management (1)
Transportation Planning (1)
External:
California Department of Transportation (1)
City of Anaheim (1)
City of Buena Park (1)
City of Westminster (1)

Proposal Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

25%
25%
30%
20%

Proposal Evaluation Criteria Matrix (Short-Listed Firms)
RFP 8-1683 Beach Boulevard Corridor Study

Kittelsohn & Associates, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	5	20.0
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4.5	5	22.5
Work Plan	4.5	4.5	4.5	4.0	4.0	4.0	6	25.5
Cost and Price	4.9	4.9	4.9	4.9	4.9	4.9	4	19.6
Overall Score	89.1	89.1	89.1	86.1	86.1	86.1		88

HDR Engineering, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.0	4.0	4.5	4.0	5	21.3
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4.0	5	20.0
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	86.5	86.5	84.0	84.0	86.5	84.0		85

ADVANTEC Consulting Engineers, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	3.5	3.5	3.5	3.5	3.5	3.5	5	17.5
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.5	3.5	5	17.5
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	4.9	4.9	4.9	4.9	4.9	4.9	4	19.6
Overall Score	78.6	78.6	78.6	78.6	78.6	78.6		79

Range of scores for non-short-listed firms was 64 to 74.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 8-1683 Beach Boulevard Corridor Study

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
ADVANTEC Consulting Engineers, Inc.						
Contract Type: Contract Task Order	C-2-1417	On-Call Traffic Engineering Services	June 11, 2012	December 31, 2019	N/A	\$ 7,574,420
Subconsultants:						
Pacific Traffic Data Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Time-and-Expense	C-8-1627	Intelligent Transportation Systems On-Call Support Services	July 17, 2018	June 30, 2019	N/A	\$ 50,000
Subconsultants: None						
Contract Type: Firm-Fixed	C-6-1494	2017 Corridor Operations Performance	February 6, 2017	May 31, 2018		\$ 175,525
Subconsultants:						
AimTD, LLC					\$ 18,000.00	
Counts Unlimited, Inc.					\$ 54,000.00	
Sub Total						\$ 7,799,945
HDR Engineering, Inc.						
Contract Type: Contract Task Order	C-4-1786	On-Call Right-of-Way and Property Management Services	March 1, 2015	February 29, 2020	N/A	\$ 554,063
Subconsultants:						
APA Engineering						
The Bernard Johnson Group						
Cal Pacific Land Services, Inc.						
Coast Surveying Inc.						
Commonwealth Land Title/Lawyers Title						
Desmond, Marcello & Amster, LLC						
Donna Desmond & Associates						
Environmental Resources Management						
Hennessey & Hennessey, LLC						
Hodges Lacey & Associates, LLC						
Kiley Company						
Lazar & Associates						
Pacific Environmental Company						
Pacific Real Estate Consultants, Inc.						
Real Estate Consulting & Services, Inc.						
Stewart Title of California, Inc.						
VA Consulting, Inc.						
Wiggins Group						
Contract Type: Time-and-Expense	C-4-1854	Project Management Consultant Services for the Santa Ana-Garden Grove Streetcar Project	June 1, 2015	February 22, 2020	N/A	\$ 20,962,005
Subconsultants:						
Arellano Associates, LLC						
Booth Trasnit Consulting LLC						
CivilSource, Inc.						
IBI Group						
Intueor Consulting Inc.						
Maintenance Design Group, LLC						
Mott MacDonald, LLC						
Nossaman, LLP						
Shiels Oblatz Johnson, Inc.						
SNC - Lavalin Rail & Transit, Inc.						
Sperry Capital Inc.						
Steve Greene & Associates, PLLC						
Contract Type: Firm-Fixed	C-7-1613	GIS Technical Support	May 10, 2017	December 31, 2018	N/A	\$ 34,700
Subconsultants: None						

ATTACHMENT C

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Contract Type: Firm-Fixed	C-7-0938	Consultant Services for PR/ED and PS&E - Northbound Orange Freeway (State Route 57) Improvements between Katella Avenue/ Lincoln Avenue	April 10, 2008	December 31, 2018		\$ 4,658,888
Subconsultants:						
Fehr & Peers					\$ 89,904.00	
Guida Surveying					\$ 258,711.00	
Leighton and Associates					\$ 294,261.00	
LSA Associates, Inc.					\$ 357,015.00	
PMK and Associates, Inc.					\$ 140,333.00	
Tasumi and Partners, Inc.					\$ 225,347.00	
Contract Type: Firm-Fixed	C-0-1587	PR/ED for the State Route 55 between Interstate 405 and Interstate 5	May 24, 2011	December 31, 2018		\$ 6,508,026
Subconsultants:						
Guida Surveying, Inc.					\$ 507,106.00	
Fehr & Peers					\$ 682,343.00	
Leighton Consulting, Inc.					\$ 348,974.00	
LSA Associates, Inc.					\$ 1,169,372.00	
MTS Engineering, Inc.					\$ 402,443.00	
TranSystems/RMC, Inc.					\$ 275,356.00	
The Wild Horse Group					\$ 72,505.00	
Contract Type: Firm-Fixed	C-6-1003	Orange County Freeway Study	April 27, 2016	June 30, 2018		\$ 99,998
Subconsultants:						
Fehr & Peers					\$ 819.00	
Contract Type: Firm-Fixed	C-6-1514	GIS Transit Analysis Tool	January 11, 2017	December 31, 2017	N/A	\$ 60,000
Subconsultants: None						
Contract Type: Contract Task Order	C-1-2603	On-Call GIS	October 6, 2011	September 30, 2016	N/A	\$ 690,000
Subconsultants:						
San Diego Data Processing Center						
Artisan Global						
					Sub Total	\$ 33,567,681
Kittelson & Associates, Inc.						
Contract Type: Firm-Fixed	C-7-1565	Active Transportation Count Program	May 24, 2017	January 31, 2019		\$ 198,593
Subconsultants:						
TranspoGroup					\$ 15,000.00	
University of North Carolina - Highway Safety Resource Center					\$ 32,022.00	
Contract Type: Firm-Fixed	C-7-1568	Services	May 1, 2017	October 31, 2018		\$ 187,690
Subconsultants:						
Steer Davies Gleave					\$ 36,260.00	
Leslie Scott Consulting					\$ 8,370.00	
Contract Type: Time-and-Expense	C-5-3316	OCTAM Support	June 10, 2015	December 31, 2017	N/A	\$ 50,000
Subconsultants: None						
					Sub Total	\$ 436,283

GIS - Geographic Information Services / PR/ED - Project Report/Environmental Document / PS&E - Project, Scope, and Engineering / OCTAM - Orange County Transportation Analysis Model



September 6, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Comprehensive Transportation Funding Programs – Measure M2
Environmental Cleanup Program Revised 2018 Tier 1 Projects

Overview

The Orange County Transportation Authority's Environmental Cleanup Program provides Measure M2 funding for water quality improvement projects to address transportation-generated pollution. The fiscal year 2018-19 Tier 1 Grant Program call for projects was issued on March 12, 2018. Evaluations are now complete, and a list of projects and funding allocations are presented for review and approval.

Recommendation

Approve the revised 2018 Tier 1 Environmental Cleanup Program programming recommendations to fund 12 projects, in the amount of \$2,460,363.

Background

In May 2010, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a two-tiered approach to fund the Measure M2 Project X Environmental Cleanup Program (ECP). The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on the roadways and in the catch basins (i.e., storm drains) prior to being deposited in waterways and the ocean. The Tier 2 Grant Program consists of funding larger projects (treating catchment areas of 50 acres or greater) such as potentially multi-jurisdictional, capital-intensive structural treatment best management practice (BMP) projects.

Tier 1 funds are available for Orange County local governments to purchase equipment and upgrades for existing catch basins and other related BMPs that supplement current requirements. Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the

above-mentioned pollutants. Proposed projects must demonstrate a direct nexus to the reduction of transportation-related pollution, as developed and defined by the OCTA Environmental Cleanup Allocation Committee (ECAC).

To date, the Board has approved funding for 154 Tier 1 projects, totaling approximately \$20 million. An estimated million cubic feet of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Grant Program in 2011.

The Board approved issuance of the 2018 ECP Tier 1 call for projects (call) on March 12, 2018. Up to \$2.8 million was made available for the 2018 call.

Discussion

The 2018 ECP Tier 1 call deadline to submit applications was May 18, 2018. Sixteen applications were submitted from 15 local agencies (City of Santa Ana submitted two project applications). Applications were reviewed and evaluated by an evaluation committee consisting of OCTA staff, the ECAC Chairman, and an additional member of the ECAC. Project applications were ranked based on the following Board-approved criteria:

- Proposed project's effectiveness at removing trash and debris;
- Cost/benefit analysis of the proposed project;
- Drainage and flowrate analysis of the proposed project;
- Operations and maintenance plan adequate to maintain the efficiency of the proposed BMPs for regularly scheduled inspections, maintenance, and cleaning/disposal of pollutants;
- Clear and detailed work plan with a specific implementation period; and
- Project readiness.

The ECAC, which met and reviewed the evaluation committee's ranking on July 12, 2018, is recommending 12 projects for funding, in the amount of \$2,460,363, based on final scores (Attachment A). These programming recommendations result in approximately \$339,637 in program savings, which would be available for future calls.

The Tier 1 projects recommended for funding primarily consist of catch basin debris screen devices. More detailed project descriptions are outlined in Attachment A, and a brief overview of project types is provided below.

- Catch basin debris screen devices (ten projects): These screens prevent debris from entering the storm drain system. This recommendation would fund the construction of 1,293 connector pipe screens, 596 automatic retractable screens, and 55 curb inlet screens;
- Underground storm water detention and infiltration system (one project): This project consists of an underground, pre-manufactured detention and infiltration system, and repaving utilizing pervious surfaces. Reinforced concrete storm water conveyance pipes will direct visible trash and debris to the detention system; and
- Bioretention basin (one project): This project consists of a bioretention basin to intercept and infiltrate dry weather nuisance and stormwater flows. The bioretention basin will intercept flows and remove pollutants, effectively preventing their entry into the storm drain system.

As part of this grant program, local agencies agree to contribute a minimum cash match of 20 percent of the total project cost.

Given the competitive nature of this program, applications were evaluated and scored based upon the thoroughness of responses to application questions related to water quality benefits of the proposed project. For this call cycle, the recommendation is to program \$2,460,363, which is less than what was authorized for this cycle. The projects that were not recommended for funding did not provide the same level of detail in terms of quantifying project benefits and requirements, compared to the projects that were ultimately recommended by the evaluation committee and the ECAC. These projects can be resubmitted in the next funding cycle.

After initially presenting this item at the August 6, 2018 Regional Planning and Highways Committee (RPH) meeting, staff discovered an error in Attachment A of the staff report, which when corrected, increased the overall programming recommendation by \$260,000 (from \$2,200,363 to \$2,460,363). As result of this correction, the item was pulled from the August 13, 2018 Board agenda. Revised programming recommendations are being submitted for RPH and Board consideration and approval.

It should be noted that these proposed revisions do not affect project scoring or the number of projects being recommended for funding. These changes have also been shared with the City of Santa Ana (who was affected by the change) and the ECAC.

Next Steps

If the revised programming recommendation is approved by the RPH and Board respectively, each funded agency will be required to execute a letter amendment prior to project implementation. OCTA will continue to monitor project status and project delivery through the Comprehensive Transportation Funding Programs semi-annual review process.

Summary

Staff is seeking Board approval to program \$2,460,363 to 12 projects through the Project X Tier I ECP call.

Attachment

- A. Measure M2 Environmental Cleanup Program 2018 Tier 1 Call for Projects, Revised Programming Recommendations

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Approved by:



Kia Mortazavi
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**Measure M2 Environmental Cleanup Program 2018 Tier 1 Call for Projects
Revised Programming Recommendations**

Projects Recommended for Funding					
Agency	Project	Project Description	Final Score	Funding	Cumulative
Placentia	Catch Basin Insert Project, Phase V	Install 93 CPS units and 183 ARS units.	85	\$ 160,000	\$ 160,000
Laguna Hills	Laguna Hills CPS and ARS Screen Project Phase VII	Install 37 CPS units and 171 ARS units.	84	\$ 100,000	\$ 260,000
Tustin	Catch Basin Retrofit Program	Install 383 CPS units.	80	\$ 152,794	\$ 412,794
Laguna Niguel	Installation of Trash Control Devices on Storm Water Catch Basins	Install 125 CPS units and 125 ARS units.	80	\$ 200,000	\$ 612,794
Newport Beach	Newport Bay Trash Mitigation Project	Install 425 CPS units.	79	\$ 125,726	\$ 738,520
Fullerton	Installation of Full Capture Trash Devices in Catch Basins	Install 100 CPS units.	77	\$ 82,280	\$ 820,800
Anaheim	Modjeska Park Underground Storm Water Detention and Infiltration System	Install an underground, pre-manufactured detention and infiltration system.	76	\$ 500,000	\$ 1,320,800
Costa Mesa	2018 CPS Installation Project	Install 130 CPS units.	75	\$ 39,864	\$ 1,360,664
Santa Ana	Mabury Park Stormwater Capture Project	Construct one bioretention basin and a Portland Concrete Cement cross-gutter.	74	\$ 380,000	\$ 1,740,664
Huntington Beach	Huntington Beach Trash Removal Project, Phase I	Install one CDS unit.	74	\$ 432,160	\$ 2,172,824
Seal Beach	Fiscal Year 2018-19 Storm Water Pollutant Capture Project	Install 55 curb inlet BMP units.	73	\$ 159,454	\$ 2,332,278
Los Alamitos	Catch Basin Installation Project (Citywide)	Install 117 ARS units.	71	\$ 128,085	\$ 2,460,363

Projects Not Recommended for Funding					
Agency	Project	Project Description	Final Score	Funding	Cumulative
Mission Viejo	TRAP: Via Fabricante and Los Alisos West	Install 50 CPS units, 45 ARS units, and drip irrigation.	65	\$ 316,805	\$ 2,777,168
Santa Ana	Bristol Street Widening Water Quality Improvements Phase 3b - Washington Avenue to 17th Street	Install four modular wetlands bio-filtration basins with perforated pipe underdrains.	64	\$ 120,000	\$ 2,897,168
Orange	CDS and CPS BMP Installation	Install one Bio Clean debris separating baffle box, and ten CPS units.	63	\$ 286,840	\$ 3,184,008
Lake Forest	CPS Catch Basin Retrofit, Phase VIII	Install 121 CPS units.	62	\$ 79,200	\$ 3,263,208

Acronyms

ARS - Automatic Retractable Screen

BMP - Best Management Practice

CDS - Continuous Deflection Separator

CPS - Connector Pipe Screen

TRAP - Trash and Runoff Abatement Project



September 6, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Interstate 405 Improvement Project Update

Overview

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

Recommendation

Receive and file as an information item.

Background

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

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 26, 2017, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement was executed between OCTA and the United States Department of Transportation (USDOT). On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

Discussion

A number of activities are ongoing as the final design, right-of-way (ROW) acquisition, and construction activities continue to advance. Additionally, the final baseline schedule, a detailed schedule of design and construction activities, was recently approved. The following provides a more detailed status of project activities:

Tolling Contracts

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and working closely with the design-builder to deliver fully functional express lanes upon opening in 2023.

Staff has initiated the development of a request for proposals for the back office support and customer service center contract for the 405 Express Lanes, and plans to seek Board approval for its release in 2019.

TIFIA Loan

On July 26, 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to \$628.93 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau and Federal Highway Administration. OCTA received the first TIFIA loan reimbursement in April of this year. The next reimbursement is anticipated for the end of 2018.

Design

The final design is approximately 70 percent complete overall and is anticipated to be fully complete in mid-2019.

ROW Acquisition

Construction of the Project will impact 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions and one property identified as a full acquisition at the owner's request. The real property requirements for the partial acquisitions are comprised of a combination of fee acquisitions, permanent easements, temporary construction easements (TCE), and access control rights needed to construct the proposed

highway and express lane improvements for the Project. The full-fee acquisition, partial-fee acquisitions, permanent easements, and TCEs are required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is currently on schedule. Of the 288 total parcels needed, the following summarizes the status of the ROW acquisition:

- 248 offers presented
- 188 agreements reached (65 percent of total properties needed)
- 43 resolutions of necessity approved

Utility Relocations

There are currently 102 utilities that require relocation as part of the Project. OCTA is coordinating with the 21 impacted utility companies to identify and resolve issues. There are several utility relocation challenges that staff continues to focus on as utilities are a shared risk between OCTA and OC405.

Construction

OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are generally complete in the southbound direction and over 50 percent complete in the northbound direction. Clearing and grubbing, including tree and ground cover removal, has begun in earnest and rough grading activities have been initiated.

More significant roadway construction activities, such as installation of drainage systems and paving operations, are anticipated to begin in the fall.

Bridge construction began in August as the McFadden Avenue bridge was closed to traffic on both sides of I-405 and the bridge was demolished. The bridge will be closed for approximately 12 months as the new bridge is built at this location.

The Slater Avenue bridge over I-405 is anticipated to be closed to traffic and demolished in late September.

Settlement fills are anticipated to be placed adjacent to the abutments of the Goldenwest Street and Magnolia Street bridges over I-405 in September, and partial demolition of these two bridges is anticipated for November. Both of these bridges will be two-stage bridges, which means the bridge will be open to traffic during construction.

Public Outreach

OCTA hosted six open houses throughout the Project corridor in May and June 2018, focused on sharing general Project information and the preliminary schedule for bridge construction, and encouraging the public to sign up for construction updates and connect with the Project via social media. More than 55,000 door hangers about the meetings were distributed to residents and businesses near the Project area. In addition, staff utilized targeted social media advertisements, Chamber of Commerce and corridor city websites, and other communication media to invite the public to attend. More than 400 community members participated, and a video of the open house presentation and materials were posted on the Project website for those who were unable to attend.

OCTA began targeted outreach in early July in anticipation of the demolition and construction of the McFadden Avenue and Slater Avenue bridges. A detailed outreach plan was developed for each bridge, consisting of one-on-one briefings with nearby businesses and other key stakeholders, coordination meetings with emergency responders and city representatives, and weekend neighborhood meetings with area residents prior to bridges being closed.

Flyers were distributed to residents and business owners directly adjacent to the bridges to notify them of the neighborhood meetings, and again prior to major milestone activities such as demolition and pile driving. More than 150 community members have participated in the meetings to date. Staff also coordinated with OCTA's Bus Operations and Central Communications to ensure detour routes were in place in advance of the bridge closures and rider alerts were prepared.

Additional outreach efforts include attendance at events such as the City of Westminster's National Night Out, the City of Fountain Valley's Summerfest and Business Expo, and briefings with cities of Westminster and Fountain Valley High Schools, cities of Westminster and Fountain Valley School Districts, Goldenwest College, and the Goldenwest Neighborhood Association.

As construction has ramped up and following the open houses, staff has fielded nearly 400 calls and emails from the public, responding to inquiries about construction activities, detours, and Project plans and designs. As a result, OCTA has produced a robust set of online resources to keep the public informed, including a dedicated Project construction page that includes new features such as a printable PDF of closures and highlights of each bridge's construction.

In the coming weeks, the Project mobile app will launch. This free app will feature Project closure and detour information, photos and videos from the field, access to the interactive map, and ways to contact the outreach team. In the fall, staff will conduct a Stakeholder Working Group meeting, bringing together Project area community leaders for a comprehensive update, and to solicit feedback on construction progress and outreach efforts.

Next Steps

Staff will continue to work closely with the design-builder as design and construction continue. This involves completing portions of the final design, obtaining permits, utility relocation coordination, and construction activities. Additionally, the ROW acquisition program will continue as planned.

Summary

Final design continues and construction has been initiated. Currently, final design, right-of-way acquisition, public outreach, and other activities are in process to continue the construction phase of the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

Attachment

None.

Prepared by:



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

Approved by:



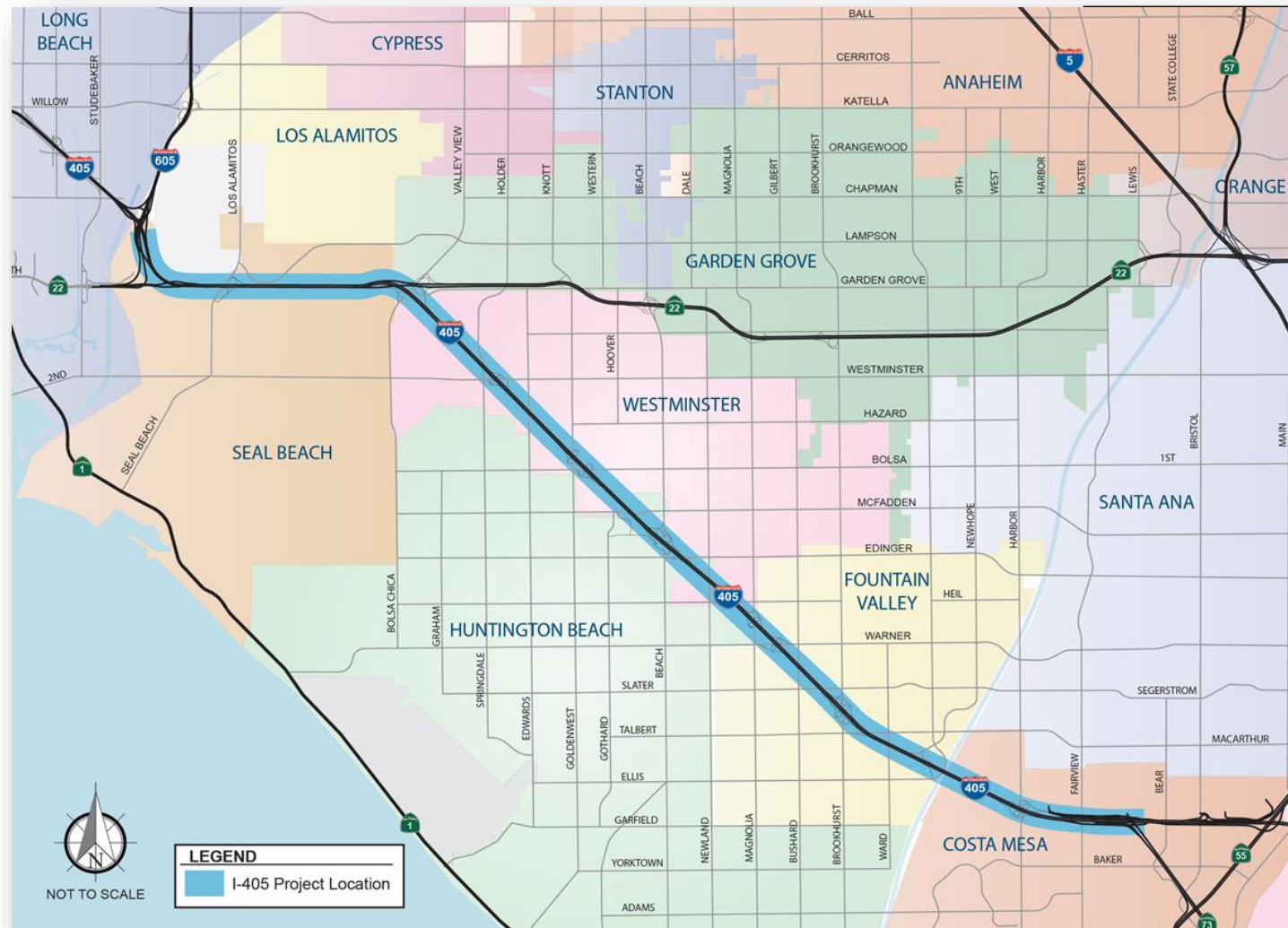
James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Interstate 405 Improvement Project Update



Project Location and Key Features



Background



- On November 14, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the design-build contract to OC 405 Partners (OC405)
- On January 31, 2017, OCTA executed the contract with OC405 and issued Notice to Proceed (NTP) No. 1
- On June 26, 2017, the Board approved the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan
- On July 27, 2017, OCTA issued NTP No. 2 to OC405

Project Update



General

- Final baseline schedule approved
- Toll lanes system integrator under contract and working in project office
- \$165 million TIFIA loan reimbursement received in April

Design

- Project design approximately 70 percent complete
- Design anticipated to be fully complete in mid-2019

Right-of-Way

- 288 properties impacted – on schedule overall
- 248 offers presented
- 188 agreements reached (65 percent of total properties needed)
- 43 resolutions of necessity adopted by the Board

Construction Update



Re-striping



Placing k-rail

Southbound work is generally complete, northbound is more than 50 percent complete

Construction Update



Clearing and grubbing

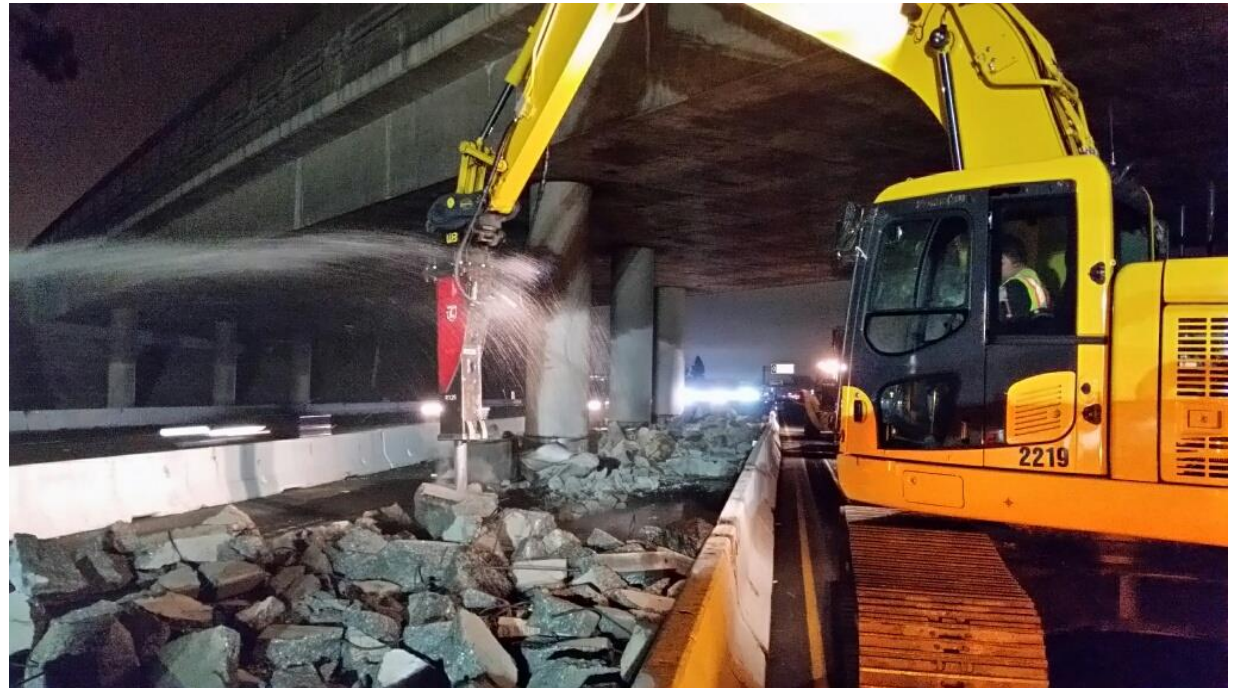


Temporary asphalt paving

Construction Update



First utility relocation



Median concrete barrier removal

Construction Update



McFadden Avenue bridge demolition

Roadway Construction Look Ahead



- Continue freeway re-striping
- Continue installation of k-rail on outside of freeway
- Clearing and grubbing (tree and ground cover removal, etc.)
- Temporary paving
- Rough grading
- Concrete and asphalt paving and other roadway activities begin in fall

Upcoming Bridge Work



Slater Avenue (Fountain Valley)

- Single-stage bridge (closed to traffic)
- Expected to close and be demolished in late September

Goldenwest Street (Westminster)

- Two-stage bridge (open to traffic)
- 60-day settlement fill will be placed in September
- Partial demolition to follow in late November

Magnolia Street (Fountain Valley/ Westminster)

- Two-stage bridge (open to traffic)
- 60-day settlement fill will be placed in September
- Partial demolition to follow in November

Bridge Construction Map



Open House Meetings



Please join the Orange County Transportation Authority and the California Department of Transportation to learn about the I-405 freeway construction.

There will be a presentation from 6:30 to 7 pm at each open house. Presentation topics will include a project overview, tentative bridge construction schedule, and an interactive map and Waze app demonstration.

**THURSDAY
MAY 10, 2018**

6 to 8 pm
Westminster Senior Center
8200 Westminster Boulevard
Westminster, CA 92683

**THURSDAY
MAY 31, 2018**

6 to 8 pm
Fountain Valley School District Board Room
10055 Slater Avenue
Fountain Valley, CA 92708

**THURSDAY
JUNE 7, 2018**

6 to 8 pm
Rush Park Auditorium
3021 Blume Drive
Rossmore, CA 90720

**THURSDAY
MAY 24, 2018**

6 to 8 pm
VA Long Beach Facility
5901 E. 7th Street
Bldg 165, The Egg Auditorium
Long Beach, CA 90822

**TUESDAY
JUNE 5, 2018**

6 to 8 pm
Senior Center in Central Park
18041 Goldenwest Street
Huntington Beach, CA 92648

**THURSDAY
JUNE 14, 2018**

6 to 8 pm
Orange Coast College Student Center
2701 Fairview Road
Costa Mesa, CA 92626



STAY INFORMED

SIGN-UP TO RECEIVE PROJECT UPDATES AND ALERTS BY VISITING
www.octa.net/405improvement

Si prefiere recibir información en español, por favor llame a Evelyn French al (951) 972-2591.

Nếu bạn thích để nhận được thông tin này trong tiếng Việt, xin vui lòng liên hệ với Gia Ly (888) 662-6569.

(888) 400-8994

405project@octa.net

@405improvement

facebook.com/405improvement

@405_improvement



Neighborhood Meetings



NEIGHBORHOOD MEETING MCFADDEN AVENUE BRIDGE CONSTRUCTION

The Orange County Transportation Authority (OCTA) would like to invite you to attend a neighborhood meeting to learn more about the I-405 Improvement Project.
(See reverse side for locations and times)

The 405 Outreach Team will be available to answer questions regarding the upcoming McFadden Avenue bridge construction.

The McFadden Avenue bridge is tentatively scheduled for full demolition in mid- or late August 2018. The bridge will be closed during construction. Construction of the new bridge is anticipated to take approximately 12 months.

Please be advised that this work may be loud.

FOR MORE INFORMATION

PROJECT HELP LINE:	(888) 400-8994
PROJECT EMAIL:	405project@octa.net
WEBSITE:	octa.net/405improvement
FACEBOOK:	facebook.com/405Improvement
TWITTER:	@405Improvement
INSTAGRAM:	@405_Improvement
INTERACTIVE MAP:	octa.net/405map

Bilingual staff or professional interpreters will be available at the meeting.
Si prefiere recibir información en español, por favor llame a Evelyn French al (951) 972-2501.
Nếu quý vị muốn nhận được thông tin này bằng tiếng Việt, xin vui lòng liên lạc với cô Lý Gia (888) 662-6569.

► COLLEGE PARK MEETING

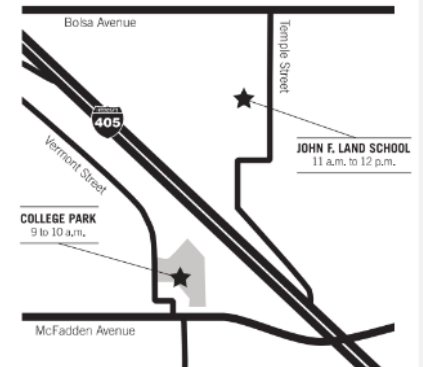
When: Saturday, Aug. 4, 2018
9 to 10 a.m.

Where: College Park
15422 Vermont St.,
Westminster, CA 92683

► JOHN F. LAND SCHOOL MEETING

When: Saturday, Aug. 4, 2018
11 a.m. to noon

Where: John F. Land School
15151 Temple St.,
Westminster, CA 92683





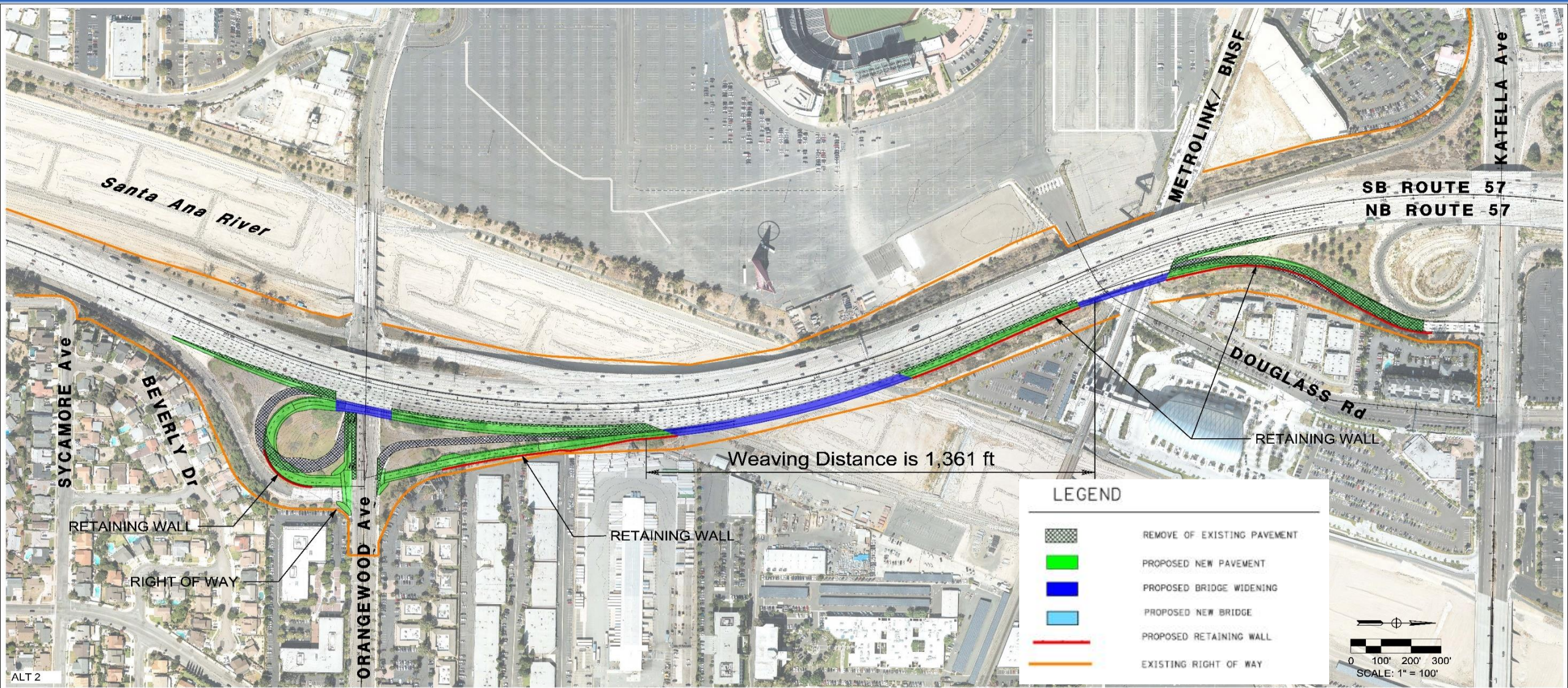
Update on State Route 57 Northbound Improvement Project from Orangewood Avenue to Katella Avenue

Project Improvements

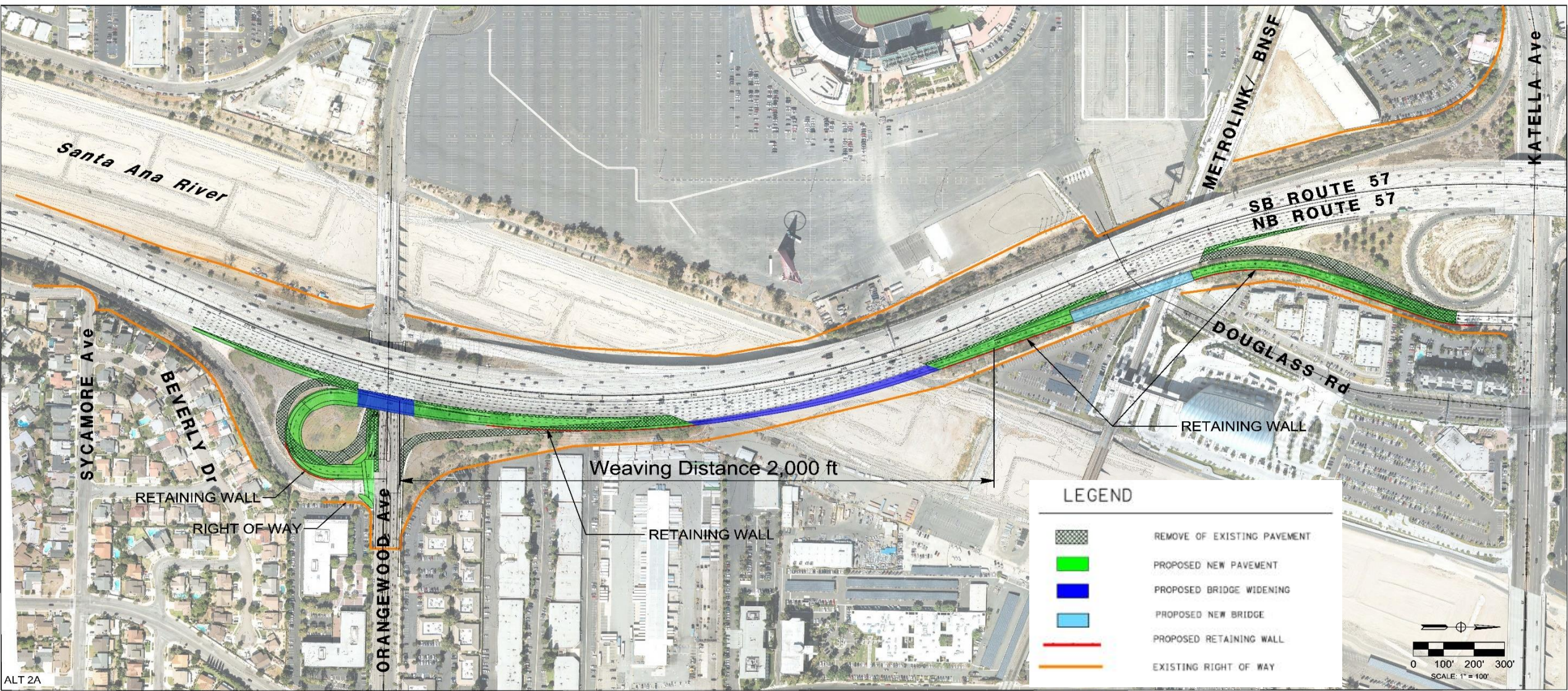
- Project G in Measure M2 Plan
- Initial Study/Environmental Assessment
- PM 11.5 to PM 12.5
- Provide lane continuity by adding a fifth general purpose (GP) lane from Orangewood Avenue to Katella Avenue
- Improve merge and diverge traffic movements from Orangewood Avenue to Katella Avenue



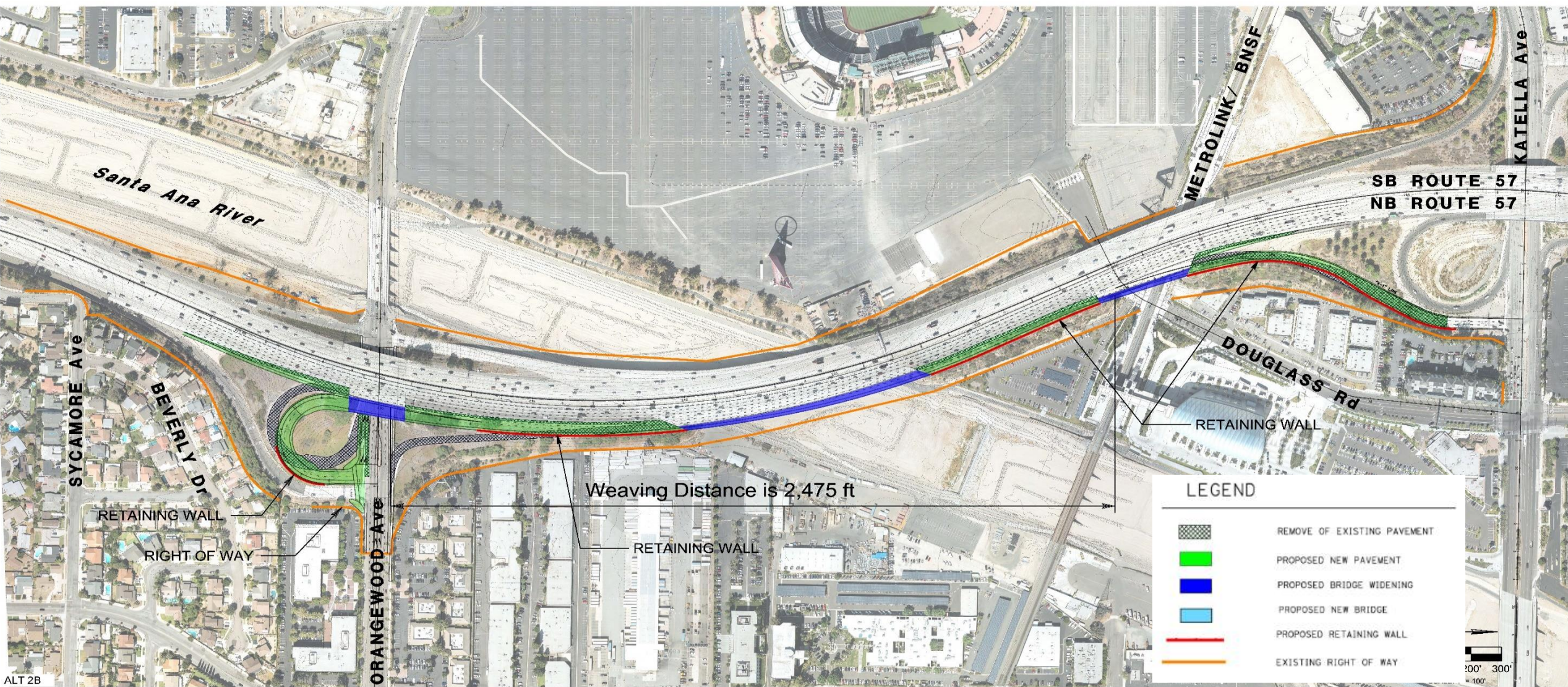
Alternative 2



Alternative 2A



Alternative 2B



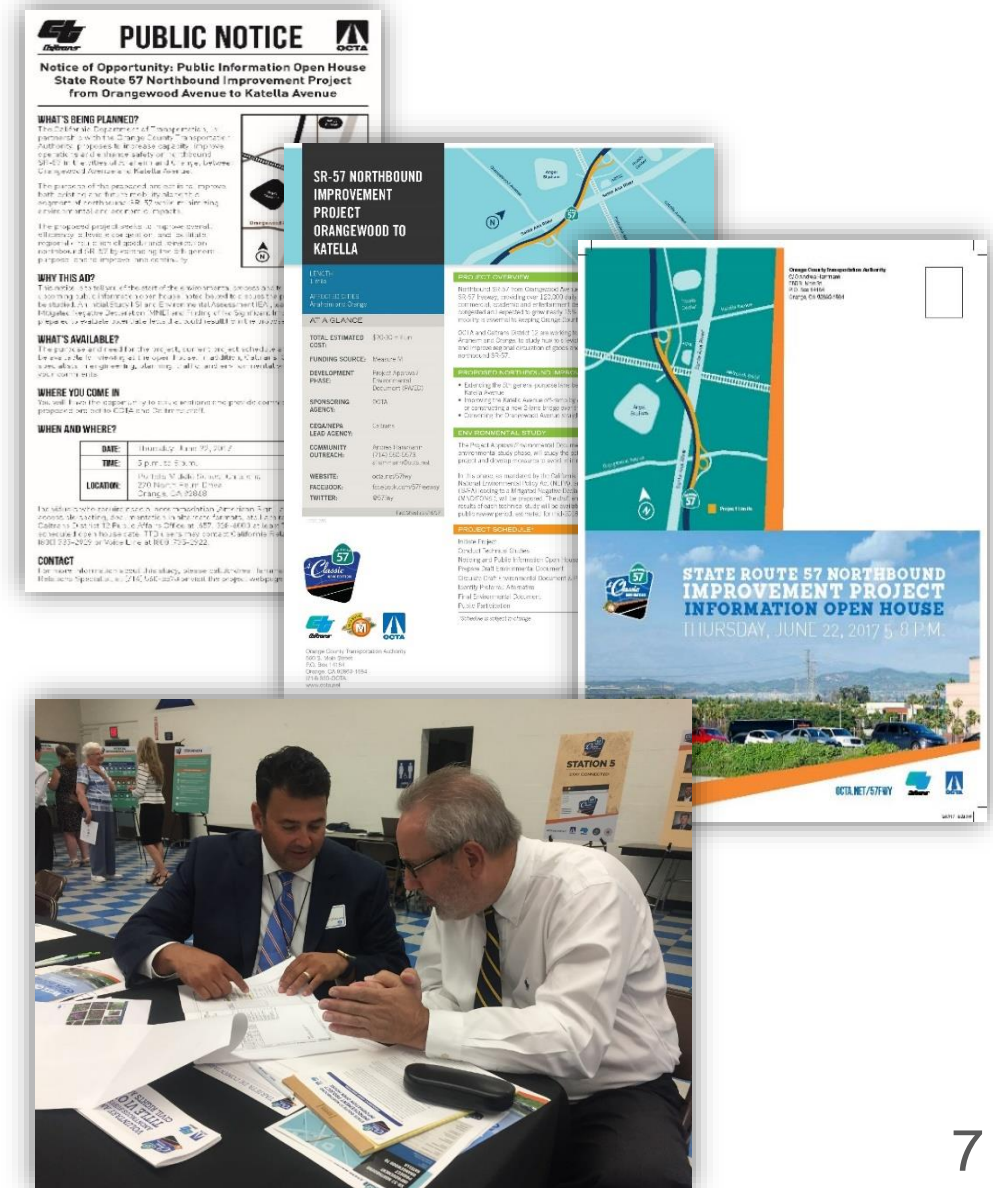
ALT 2B

Project Benefits

Improvement	Alternative 2	Alternative 2A	Alternative 2B
Provide lane continuity with fifth GP lane and maintain existing auxiliary lane	X	X	X
Provide two-lane northbound off-ramp at Katella Avenue	X	X	X
Widen northbound inside shoulder to improve sight distance	X	X	X
Improve northbound mainline weaving distance	X	X	X
Achieve standard weaving distance by removing northbound Orangewood Avenue slip on-ramp		X	X
Northbound Katella Avenue off-ramp spans station platform and Douglass Road by constructing new bridge		X	

Public Noticing and Outreach

- Notices published online and in newspapers
- Widespread direct mail program targeting neighborhoods, businesses, and stakeholders
- Government and media relations
- Project webpage, e-blasts, and social media
- One-on-one and flier canvassing



Environmental Phase Schedule



Activity	2016	2017	2018
Environmental and Technical Studies	Mid-2016 – Early 2018		
Public Information Open House		June 22, 2017	
Draft Project Report and Draft Initial Study/Environmental Assessment (30-Day Public Circulation)			October – November 2018
Public Hearing (Open House Format)			October 25, 2018
Incorporate Public Comments			Late 2018
Preferred Alternative Selection			Late 2018
Final Project Report and Mitigated Negative Declaration/Finding of No Significant Impact			January 2019