



BOARD AGENDA

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
Board Room - Conference Room 07-08
550 South Main Street
Orange, California
Monday, February 11, 2019 at 9:00 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

The 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 Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Comments on Agenda Items

Members of the public may address the Board of Directors regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

Public Availability of Agenda Materials

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

Call to Order

Invocation

Director Do

Pledge of Allegiance

Director Hennessey



BOARD AGENDA

Special Calendar

Orange County Transportation Authority Special Calendar Matters

- 1. Presentation of Resolutions of Appreciation for Employees of the Year for 2018**

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2019-009, 2019-010, 2019-011 to Bernard Lopez, Coach Operator; Liem Nguyen, Maintenance; and Kristopher Hewkin, Administration, as Employees of the Year for 2018.

Consent Calendar (Items 2 through 14)

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

Orange County Transportation Authority Consent Calendar Matters

- 2. Approval of Minutes**

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of January 28, 2019.

- 3. Amendment to the Conflict of Interest Code and Statement of Economic Interests Designated Positions**

Laurena Weinert/Kenneth Phipps

Overview

Pursuant to the Orange County Transportation Authority's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700

Recommendation

Approve amendment of the Orange County Transportation Authority Conflict of Interest Code and Statement of Economic Interests designated positions.



BOARD AGENDA

4. Active Transportation Update

Paul Martin/Kia Mortazavi

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

Recommendation

Receive and file as an information item.

5. Master Plan of Arterial Highways Status Report

Gregory Nord/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for administering the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The status of pending Master Plan of Arterial Highways actions and projects is presented for the Board of Directors' review.

Recommendation

Receive and file as an information item.

Orange County Local Transportation Authority Consent Calendar Matters

6. Capital Programs Division - Second Quarter Fiscal Year 2018-19 Capital Action Plan Performance Metrics

James G. Beil

Overview

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.



BOARD AGENDA

6. (Continued)

Recommendation

Receive and file as an information item.

7. Amendment to Cooperative Agreement with City of Fullerton for the State College Boulevard Railroad Grade Separation Project

Ross Lew/James G. Beil

Overview

On October 26, 2009, the Orange County Transportation Authority Board of Directors authorized a cooperative agreement with the City of Fullerton that outlined the roles, responsibilities, and processes for funding, final design, right-of-way acquisition, construction, and construction management of the Raymond Avenue and State College Boulevard railroad grade separation projects. The agreement requires an amendment to change the overall funding commitment for the State College Boulevard project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-9-0576, between the Orange County Transportation Authority and the City of Fullerton, in the amount of \$2,662,000, for the State College Boulevard railroad grade separation project. This will increase the maximum obligation of the agreement to a total contract value of \$99,631,000.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.
- C. Authorize the Chief Executive Officer to negotiate and execute Reimbursement Agreement No. C-9-0988 with the City of Fullerton, in the amount of \$12,700,000, to pay right-of-way costs for the State College Boulevard railroad grade separation project.



BOARD AGENDA

8. Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is needed to incorporate polymer fibers in all concrete bridge decks on the project to comply with current California Department of Transportation standards.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 21 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,463,020, to incorporate polymer fibers in all concrete bridge decks on the Interstate 405 Improvement Project to comply with revised California Department of Transportation standards.

9. Capital Programming Policies Update

Adriann Cardoso/Kia Mortazavi

Overview

The Orange County Transportation Authority's Capital Programming Policies provide guidance on the use of Measure M2, state, and federal funds. Project-specific funding commitments are recommended to the Board of Directors based on these policies. Updated policies are presented for review and approval based on recent state and federal actions, as well as other changes.

Recommendation

Approve the updated Capital Programming Policies.



BOARD AGENDA**10. Amendment to Agreement for Regional Modeling and Traffic Operations Support**

Ron Keith/Kia Mortazavi

Overview

On April 10, 2017, the Orange County Transportation Authority Board of Directors approved an agreement with W.G. Zimmerman Engineering, Inc., to provide traffic engineering services in support of the Measure M2 Regional Traffic Signal Synchronization Program for a two-year initial term and one, two-year option term. An amendment to the existing contract is necessary to exercise the two-year option term of the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-6-1493 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, to exercise the two-year option term of the agreement through April 30, 2021, to provide on-call support for regional modeling and traffic operations on an as-needed basis. This will increase the maximum obligation of the agreement to a total contract value of \$800,000.

11. Consultant Selection for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Projects

Ron Keith/Kia Mortazavi

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for a consultant to provide intelligent transportation systems and traffic engineering services for Garden Grove Boulevard and Los Alisos Boulevard regional traffic signal synchronization projects. Board of Directors approval is requested for the selection of the firm to perform the required work.



BOARD AGENDA

11. (Continued)

Recommendations

- A. Approve the selection of Advantec Consulting Engineers, Inc., as the firm to provide intelligent transportation systems and traffic engineering services for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project.
- B. Approve the selection of Advantec Consulting Engineers, Inc., as the firm to provide intelligent transportation systems and traffic engineering services for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project.
- C. Authorize the Chief Executive Officer to negotiate Agreement No. C-8-1910 between the Orange County Transportation Authority and Advantec Consulting Engineers, Inc., to provide intelligent transportation systems and traffic engineering services for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project.
- D. Authorize the Chief Executive Officer to negotiate Agreement No. C-9-0940 between the Orange County Transportation Authority and Advantec Consulting Engineers, Inc., to provide intelligent transportation systems and traffic engineering services for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project.

Orange County Service Authority For Freeway Emergencies Consent Calendar Matters

12. Service Authority for Freeway Emergencies Annual Report for Fiscal Year 2017-18

Patrick Sampson/Jennifer L. Bergener

Overview

The Orange County Transportation Authority provides a full complement of motorist services designed to keep motorists safe and well-informed of roadway and traffic conditions acting as the Service Authority for Freeway Emergencies for Orange County. Collectively, these programs focus on assisting stranded freeway motorists; mitigating traffic congestion; and providing information on highway conditions, transit services, and other traveler information through the Southern California 511 system. This report provides an update on program activities for fiscal year 2017-18.



BOARD AGENDA**12. (Continued)****Recommendation**

Receive and file as an information item.

13. Cooperative Agreement with the San Bernardino County Transportation Authority and the Riverside County Transportation Commission for Call Box Call Center Services

Patrick Sampson/Jennifer L. Bergener

Overview

The Orange County Transportation Authority, acting as the Orange County Service Authority for Freeway Emergencies, operates a system of call boxes along the freeways in Orange County. Through a competitively procured agreement, a vendor answers calls from the freeway call boxes and motorist assistance calls from the 511 system. The Orange County Transportation Authority and the Riverside County Transportation Commission entered into a cooperative agreement with the San Bernardino County Transportation Authority to participate in a joint call box call answering center. The current agreement expires March 31, 2019. Execution of a new cooperative agreement is necessary to continue participation in the joint call box call center.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0955 with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority, in the amount of \$850,000, for reimbursement of call answering center services associated with the freeway call box and 511 motorist assistance services, effective April 1, 2019 through June 30, 2029.



BOARD AGENDA

14. Amendment to Agreement with the Los Angeles County Service Authority for Freeway Emergencies for the Southern California 511 System

Patrick Sampson/Jennifer L. Bergener

Overview

The Orange County Transportation Authority works in partnership with the Los Angeles County Service Authority for Freeway Emergencies and the Ventura County Council of Governments to provide the Southern California 511 program. This program provides free aid to motorists through a traveler information system that includes traffic, transit, and commuter service information via a toll-free phone number, website, and mobile application. The current agreement with the Los Angeles County Service Authority for Freeway Emergencies expires on February 28, 2019. Staff is seeking Board of Directors' approval to extend the agreement for the hosting, operation, and management of the regional Southern California 511 system.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-9-0434 between the Orange County Transportation Authority and Los Angeles County Service Authority for Freeway Emergencies for the use, operation, management, and enhancement of the regional Southern California 511 system, at no additional cost, and to extend the term beginning March 1, 2019, until amended or terminated by either party.



BOARD AGENDA**Regular Calendar****Orange County Local Transportation Authority Regular Calendar Matters****15. Regional Traffic Signal Synchronization Program Update**
Ron Keith/Kia Mortazavi**Overview**

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation in funding and implementing key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

Discussion Items**16. 2019 Chief Executive Officer Initiatives and Action Plan**

In order to support and accomplish the 2019 Board of Directors Strategic Initiatives and the Orange County Transportation Authority Strategic Plan goal areas, the Chief Executive Officer develops the annual Chief Executive Officer Initiatives and Action Plan. This report summarizes the Chief Executive Officer initiatives, action plan, strategies, and milestones to be accomplished for calendar year 2019. The Chief Executive Officer Initiatives and Action Plan directly support the values, vision, mission, and goals of Orange County Transportation Authority's Strategic Plan and the 2019 Orange County Transportation Authority Board of Directors Strategic Initiatives.



BOARD AGENDA

17. Project Update - State Route 22 Safety Improvement Project
James G. Beil

Lisa Ramsey, Office Chief, Program Project Management, California Department of Transportation District 12, will provide a progress update on the Eastbound State Route 22 Safety Improvement Project at Interstate 5/State Route 22/State Route 57.

18. Public Comments

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.

19. Chief Executive Officer's Report

20. Directors' Reports

21. Closed Session

There are no Closed Sessions scheduled.

22. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, February 25, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07-08, Orange, California.

Minutes of the
Orange County Transportation Authority
Orange County Transit District
Orange County Local Transportation Authority
Orange County Service Authority for Freeway Emergencies
Board of Directors Meeting

Call to Order

The January 28, 2019 regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairman Shaw at 9:04 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Following the Invocation and Pledge of Allegiance, the Clerk of the Board noted a quorum was present, with the following Directors in attendance:

Directors Present: Tim Shaw, Chairman
 Steve Jones, Vice Chairman
 Lisa A. Bartlett
 Doug Chaffee
 Andrew Do
 Michael Hennessey
 Jose F. Moreno
 Joe Muller
 Mark A. Murphy
 Richard Murphy
 Miguel Pulido
 Michelle Steel
 Gregory T. Winterbottom
 Gerardo De Santos, Acting District Director
 California Department of Transportation District 12

Directors Absent: Laurie Davies
 Barbara Delgleize
 Gene Hernandez

Also Present: Darrell E. Johnson, Chief Executive Officer
 Ken Phipps, Deputy Chief Executive Officer
 Laurena Weinert, Clerk of the Board
 Gina Ramirez, Deputy Clerk of the Board
 James Donich, General Counsel
 Members of the Press and the General Public

Chairman Shaw announced that Item 16 on today's Board of Directors (Board) meeting agenda will be heard first, and the presentation, discussion, and action of the Board is noted under Item 16.

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for January 2019

Darrell E. Johnson, Chief Executive Officer (CEO), presented OCTA Resolutions of Appreciation Nos. 2019-002 and 2019-003 to Michael O'Regan, Maintenance and Dustin Sifford, Administration, as Employees of the Month for January 2019.

Linda Roundtree, Coach Operator, Employee of the Month for January 2019 was not able to attend today's Board meeting, and the resolution will be presented at a future Board meeting.

2. 2019 Orange County Transportation Authority Board of Directors Strategic Initiatives

Chairman Shaw highlighted the 2019 OCTA Board strategic initiatives as follows:

- Delivering on Capital Projects;
- Championing Fiscal Responsibility;
- Developing State-of-the Art Regional Transportation Plans;
- Strengthening Regional Partnerships;
- Implementing the OC Bus 360° Vision and Offering Modern Transit Solutions; and
- Reinforcing a Culture of Safety.

No action was taken on this information item.

Consent Calendar (Items 3 through 15)

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

A motion was made by Director Pulido, seconded by Director M. Murphy, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of January 14, 2019.

4. Approval of 2019 Orange County Transportation Authority Board Committees and External Agencies' Assignments

Chairman Shaw pulled this item, provided comments, and stated there is a vacancy on the Southern California Association of Governments' (SCAG) Regional Council that needs to be filled.

Darrell E. Johnson, CEO, expressed that OCTA has an opportunity for a Board representative on SCAG's Regional Council. He offered that if a Board Member is interested in filling the vacancy, he can discuss how OCTA can support the effort.

Chairman Shaw stated that former Board Member Al Murray termed off the City of Tustin City Council (and OCTA Board) and clarified that Mr. Murray is eligible to serve on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Board through appointment by him as the OCTA Chairman of the Board.

A motion was made by Director Shaw, seconded by Director Pulido, and declared passed by those present, to:

- A. Approve the Chairman's assignments for the 2019 Orange County Transportation Authority Board Committees comprised of the Executive, Finance and Administration, Legislative and Communications, Regional Planning and Highways, State Route 91 Advisory, Transit, and Environmental Oversight Committees.
- B. Receive the Chairman's assignments for 2019 external agencies comprised of the California Association of Councils of Governments, Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, Mobile Source Air Pollution Reduction Review Committee, Southern California Association of Governments' Regional Council, Orange County Council of Governments, and Southern California Regional Rail Authority.

5. Fiscal Year 2017-18 Annual Financial and Agreed-Upon Procedures Reports

A motion was made by Director Pulido, seconded by Director M. Murphy, and declared passed by those present, to receive and file the fiscal year 2017-18 annual financial statement audits and agreed-upon procedures reports as information items.

6. Fiscal Year 2018-19 Internal Audit Plan, Second Quarter Update

A motion was made by Director Pulido, seconded by Director M. Murphy, and declared passed by those present, to receive and file the second quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2018-19 Internal Audit Plan as an information item.

7. Selection of Consultant to Conduct Independent Annual Financial Auditing Services

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

- A. Approve the selection of Crowe, LLP, as the firm to provide independent annual financial auditing services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1911 between the Orange County Transportation Authority and Crowe, LLP, in the amount of \$888,300, to provide independent annual financial auditing services for an initial three-year term through March 31, 2022, and one, two-year option term.

8. Fiscal Year 2017-18 Auditor's Communication to Those Charged with Governance

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

9. Rail Right-of-Way Maintenance, Internal Audit Report No. 19-502

A motion was made by Director Pulido, seconded by Director M. Murphy, and declared passed by those present, to receive and file Rail Right-of-Way Maintenance, Internal Audit Report No. 19-502, as an information item.

10. State Legislative Status Report

A motion was made by Director Pulido, seconded by Director M. Murphy, and declared passed by those present, to amend the 2019-20 Orange County Transportation Authority State Legislative Platform to co-sponsor legislation to clarify roles and responsibilities related to toll enforcement policies to allow for interoperability between toll facilities while affirming user privacy protections.

11. Federal Legislative Status Report

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

12. Fourth Quarter 2018 Investment and Debt Report

A motion was made by Director Pulido, seconded by Director M. Murphy, and declared passed by those present, to receive and file the Quarterly Debt and Investment Report prepared by the Treasurer as an information item.

13. Second Quarter Fiscal Year 2018-19 Procurement Status Report

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

14. 91 Express Lanes Property Insurance Renewal

A motion was made by Director Pulido, seconded by Director M. Murphy, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A41172, in the amount of \$500,000, to Marsh USA, Inc., to purchase the 91 Express Lanes' property, flood, and earthquake insurance on behalf of the Orange County Transportation Authority for the policy period of March 1, 2019 to March 1, 2020.

Orange County Local Transportation Authority Consent Calendar Matters

15. Sale and Transfer of Property Located in the City of Anaheim from the Orange County Transportation Authority to the Orange County Transportation District

Director Moreno pulled this item and thanked Mr. Johnson, CEO, for briefing him on this item. Director Moreno requested a deeper briefing on this item and requested that OCTA engage the City of Anaheim on the City's potential Lincoln Avenue projects.

Darrell E. Johnson, CEO, highlighted the historical timelines for this item and stated that today's recommended action is to transfer the property from the Measure M2 (M2) Freeway Program to the transportation district. Additionally, Mr. Johnson, CEO, offered to brief Director Moreno and the City of Anaheim on this item.

A motion was made by Director Moreno, seconded by Director M. Murphy, and declared passed by those present, to authorize the Chief Executive Officer to execute sale and transfer documents between the Orange County Transportation Authority and the Orange County Transportation District for Assessors Parcel Number 250-111-03, located in the City of Anaheim.

Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

16. Issuance of Series 2019 Measure M2 Bonds, Measure M2 Financing Documents, and Trustee Services Amendment

Andy Oftelie, Chief Financial Officer (CFO) and Treasurer, provided a PowerPoint presentation for this item as follows:

- Background;
- Interstate 405 (I-405) Improvement Project Funding;
- Proposed Bond Structure;
- Projected Annual Debt Service & Coverage;
- Financing Documents; and
- Next Steps.

Finance and Administration (F&A) Committee Chairman Do stated the F&A Committee reviewed (and discussed) this item several times. He also stated the ratio coverage is well below where it would be prudent for OCTA, referenced "Slide 5" of the PowerPoint, and acknowledged staff for their foresight.

A discussion ensued between Director Chaffee and Mr. Oftelie, CFO and Treasurer, regarding:

- There would be approximately less than \$300 million left of the 2010 Series A Bonds after issuance of the \$43.5 million, and Mr. Oftelie will reconfirm the amount.
- The line of credit (LOC) annual fee is approximately \$1 million, secured by Bank of America Merrill Lynch, and is not drawn down. The LOC is for liquidity that the Transportation Infrastructure Finance and Innovation Act loan requires.
- The resolution referenced in Attachment A of the Staff Report includes a 3.90 percent interest rate, and the interest rate is anticipated to be under that amount.
- OCTA anticipates approximately \$610,000 for cost of issuance and approximately \$600,000 for the transaction underwriting fees.
- There would be annual trustee fees of approximately \$6,000 to \$8,000.
- In addition to the interest rate being paid, OCTA will be able to reinvest the proceeds for a period before OCTA draws down the proceeds.
- The arbitrage 2.62 calculation considers OCTA's interest earnings received and will offset some of the interest costs OCTA will have to pay. Additionally, the net interest costs during that period considers the earnings on holding of the cash.

16. (Continued)

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

- A. Approve the issuance and sale of the Orange County Local Transportation Authority Measure M2 Sales Tax Revenue Bonds, Series 2019.
- B. Approve the refinancing of \$43.5 million of the outstanding 2010 Series A Bonds, if market conditions are favorable and Orange County Transportation Authority realizes debt service savings.
- C. Authorize the Chairman, Vice-Chairman, Chief Executive Officer, Executive Director of Finance and Administration/Treasurer, and Director of Finance and Administration of the Orange County Transportation Authority to sign all documents on behalf of the Orange County Local Transportation Authority.
- D. Adopt Resolution No. 2019-008 authorizing the Orange County Local Transportation Authority to proceed with the issuance and sale of up to \$450 million in Measure M2 Sales Tax Revenue Bonds and approve the required financing documents necessary for the Orange County Local Transportation Authority to proceed with the issuance and sale of Measure M2 sales tax revenue bonds.
- E. Approve a total of \$610,000 in cost of issuance expenses for bond counsel services, financial advisory services, rating fees, trustee services, and other miscellaneous expenses related to the issuance and sale of Series 2019 Measure M2 sales tax revenue bonds.
- F. Authorize the Chief Executive Officer to execute Amendment No. 1 to Purchase Order No. C-5-3790 between the Orange County Transportation Authority and the Bank of New York Mellon Trust Company, in the amount of \$8,500, to provide trustee services for the Orange County Local Transportation Authority Sales Tax Revenues Bonds. The total contract amount will be \$23,500.

Discussion Items

17. Public Comments

There were no Public comments.

18. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported:

- For Item 16 on today's Board agenda, he reconfirmed for Director Chaffee that the M2, 2010 Series A Bonds, would have \$266 million left after issuance of Series 2019 M2 bonds.
- I-405 Improvement Project:
 - On Saturday, January 26th, OCTA hosted the second of two neighborhood meetings to provide information about the upcoming work on the Fairview Road bridge, which is expected to start next month.
 - The first meeting was held the previous week and each meeting had a good turnout with more than 130 total attendees.
- February Outreach Events:
 - On Thursday, February 7th at 11:00 a.m., OCTA will host a ribbon-cutting event at Golden West College in Huntington Beach for the newest Bravo Route 529 that will provide faster service along Beach Boulevard.
 - On Saturday, February 9th at 8:00 a.m., OCTA will host the annual Lunar New Year celebration at the Irvine Metrolink Station.
 - On Tuesday, February 19th at 10:00 a.m., OCTA will host a dedication event to mark the completion of the parking structure at the Orange Metrolink Station.

19. Directors' Reports

Director Winterbottom congratulated Chairman Shaw for being elected as OCTA's Chairman of the Board.

Director Moreno expressed his appreciation to Mr. Johnson, CEO, for the OCTA briefings, and congratulated Chairman Shaw for being elected as OCTA's Chairman of the Board.

Director De Santos announced that he is ending his assignment and today is his last Board meeting. He expressed that the assignment was a great experience and thanked the California Department of Transportation (Caltrans) staff, OCTA's partnership, and the OCTA Board.

19. (Continued)

Chairman Shaw expressed appreciation and best wishes to Director De Santos.

Mr. Johnson, CEO, thanked Director De Santos, on behalf of himself and OCTA staff, for continuing the coordination between OCTA and Caltrans.

20. Closed Session

A Closed Session was scheduled for the following:

- A. Pursuant to Government Code Section 54956.9(a) – Conference with General Counsel – Existing Litigation; Ramos v. Orange County Transportation Authority, OCSC Case No. 30-2017-00957255.
- B. Pursuant to Government Code Section 54956.9(a) – Conference with General Counsel – Existing Litigation; In Re: Toll Roads Litigation, United States District Court – Central Division Case No. 8:16-CV-00262-AG.
- C. Pursuant to Government Code Section 54956.9(a) – Conference with General Counsel – Existing Litigation; Sanket Vinod Thakur v. Orange County Transportation Authority, et al., SDSC Case No. 37-2018-00059425.

There was no report out for Closed Session items letters A, B, and C.

Director Pulido was not present for the Closed Session items.

21. Adjournment

The meeting adjourned at 9:34 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, February 11, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

ATTEST:

Laurena Weinert
Clerk of the Board

Tim Shaw
OCTA Chairman



February 11, 2019

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment of the Conflict of Interest Code and Statement of Economic Interests Designated Positions

Overview

Pursuant to the Orange County Transportation Authority's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendation

Approve amendment of the Orange County Transportation Authority Conflict of Interest Code and Statement of Economic Interests designated positions.

Background

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to review their designated positions and disclosure categories to determine accuracy to date.

Discussion

The Orange County Transportation Authority's (OCTA) Members of the Board of Directors, Chief Executive Officer, Deputy Chief Executive Officer, and Executive Director of Finance and Administration/Treasurer are required to file a Statement of Economic Interests - Form 700 (Form 700) with the County of Orange Clerk of the Board of Supervisors (COBOS).

The Human Resources and Organizational Development Division reviewed and made a title change to the designated position of Executive Director of Finance and Administration. The change in title from Executive Director of Finance and Administration to Chief Financial Officer (CFO) is necessary to better align the title with similar roles at other entities. This position interacts with financial institutions, and the CFO title is a more accepted and recognized job title in that industry. Additionally, official documents often require approval/signature by the CFO, and this title change would avoid any confusion about the authority of the signatory.

An amendment to OCTA's Conflict of Interest Code (Attachment A) and the designated positions list (Attachment B) is required to reflect the current information.

OCTA's Clerk of the Board shall forward the Board of Directors approved amended Conflict of Interest Code and designated positions to the County of Orange COBOS. The County of Orange COBOS will forward to the Board of Supervisors a recommended action to amend OCTA's Conflict of Interest Code and designated positions list, which will ensure County of Orange compliance with the California Fair Political Practices Commissions regulations.

Summary

The Board of Directors approval is requested to amend OCTA's Conflict of Interest Code and designated positions.

Attachments

- A. Conflict of Interest Code for the Orange County Transportation Authority (February 11, 2019)
- B. Orange County Transportation Authority Designated Positions and Disclosure Category (February 11, 2019)
- C. Orange County Transportation Authority Disclosure Categories (February 11, 2019)

Prepared by:



Laurena Weinert
Clerk of the Board
(714) 560-5676

Approved by:



Kenneth Phipps
Deputy Chief Executive Officer
(714) 560-5637

**CONFLICT OF INTEREST CODE
FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY**

(February 11, 2019)

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to adopt and promulgate the Conflict of Interest Code.

The California Fair Political Practices Commission has adopted a regulation (Title 2, Division 6, California Code of Regulations Section 18730) which contains the terms of a standard Conflict of Interest Code, which may be incorporated by reference in an agency's code. After public notice and hearing it may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of Title 2, Division 6, California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference.

This regulation and the designated officials, designated positions, and disclosure categories, shall constitute the Conflict of Interest Code of the Orange County Transportation Authority.

Upon receipt of the Statement of Economic Interests – Form 700 (Form 700) of the **Members of the Board of Directors, Chief Executive Officer, Deputy Chief Executive Officer, and ~~Executive Director of Finance and Administration~~ Chief Financial Officer/Treasurer**, the Orange County Transportation Authority Clerk of the Board shall retain a copy and forward the original Form 700s to the County of Orange Clerk of the Board of Supervisors.

The Form 700 statements for all other designated positions will be retained by Orange County Transportation Authority's Clerk of the Board.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

(February 11, 2019)

Designated Positions	Disclosure Category
ANALYSIS PROJECT MANAGER	OC-02
ASSET MANAGEMENT ADMINISTRATOR	OC-02
ASSISTANT BASE MANAGER	OC-01
BASE MANAGER	OC-01
BENEFITS ANALYST	OC-02
BENEFITS ANALYST PRINCIPAL	OC-02
BENEFITS ANALYST SENIOR	OC-02
BUYER	OC-02
BUYER, ASSOCIATE	OC-02
BUYER SENIOR	OC-02
CHIEF EXECUTIVE OFFICER	OC-01
<u>CHIEF FINANCIAL OFFICER</u>	<u>OC-01</u>
CHIEF OPERATING OFFICER	OC-01
CIVIL ENGINEER	OC-01
CIVIL ENGINEER PRINCIPAL	OC-02
CIVIL ENGINEER SENIOR	OC-02
CLAIMS MANAGER	OC-01
CLAIMS REPRESENTATIVE	OC-02
CLAIMS REPRESENTATIVE, SENIOR	OC-02
COMMUNICATIONS MANAGER	OC-01
COMMUNICATIONS SPECIALIST PRINCIPAL	OC-02
COMMUNICATIONS SPECIALIST SENIOR	OC-02
COMMUNITY RELATIONS OFFICER	OC-02
COMPENSATION ANALYST	OC-02
COMPENSATION ANALYST PRINCIPAL	OC-02
COMPENSATION ANALYST SENIOR	OC-02
CONSTRUCTION SAFETY SECTION MANAGER	OC-01
CONSTRUCTION SAFETY SPECIALIST PRINCIPAL	OC-02
CONSULTANT - GENERAL COUNSEL	OC-30
CONSULTANT - REAL PROPERTY	OC-01
CONSULTANT - TRANSIT POLICE SERVICES	OC-30
CONTRACTS ADMINISTRATOR	OC-01
CONTRACTS ADMINISTRATOR ASSOCIATE	OC-02
CONTRACTS ADMINISTRATOR PRINCIPAL	OC-01
CONTRACTS ADMINISTRATOR SENIOR	OC-01
DATA WAREHOUSE ARCHITECT PRINCIPAL	OC-02
DEPARTMENT MANAGER	OC-01
DEPUTY <u>CHIEF EXECUTIVE OFFICER</u>	OC-01

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
(February 11, 2019)**

Designated Positions	Disclosure Category
DEPUTY TREASURER	OC-01
DIRECTOR	OC-01
DIRECTOR (BOARD OF DIRECTORS)	OC-01
EMPLOYEE PROGRAMS ADMINISTRATOR	OC-02
EMPLOYEE PROGRAMS SPECIALIST	OC-02
EXECUTIVE DIRECTOR	OC-01
FACILITIES ENGINEERING MANAGER	OC-01
FACILITIES MAINTENANCE SUPERVISOR	OC-01
FIELD ADMINISTRATOR	OC-02
FIELD ADMINISTRATOR SENIOR	OC-02
FINANCIAL ANALYST PRINCIPAL	OC-01
FINANCIAL ANALYST SENIOR	OC-01
GENERAL MANAGER	OC-01
GIS ANALYST	OC-02
GIS ANALYST PRINCIPAL	OC-02
GIS ANALYST SENIOR	OC-02
GOVERNMENT RELATIONS REPRESENTATIVE PRINCIPAL	OC-01
GOVERNMENT RELATIONS REPRESENTATIVE SENIOR	OC-01
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST	OC-02
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST PRINCIPAL	OC-02
HEALTH, SAFETY, & ENVIRONMENTAL COMPLIANCE SPECIALIST SENIOR	OC-02
HUMAN RESOURCES BUSINESS PARTNER	OC-02
HUMAN RESOURCES BUSINESS PARTNER, SENIOR	OC-02
HUMAN RESOURCES REPRESENTATIVE	OC-02
HUMAN RESOURCES REPRESENTATIVE, ASSOCIATE	OC-02
HUMAN RESOURCES REPRESENTATIVE, SENIOR	OC-02
INFORMATION SYSTEMS BUSINESS STRATEGIST	OC-02
INFORMATION SYSTEMS PROJECT MANAGER I	OC-02
INFORMATION SYSTEMS PROJECT MANAGER II	OC-02
INFORMATION SYSTEMS PROJECT MANAGER III	OC-01
INFORMATION SYSTEMS SECURITY ANALYST	OC-01
INFORMATION SYSTEMS SECURITY ANALYST ASSOCIATE	OC-01
INFORMATION SYSTEMS SECURITY ANALYST SENIOR	OC-01
INTERNAL AUDIT SENIOR MANAGER	OC-01
INTERNAL AUDITOR	OC-01

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
(February 11, 2019)**

Designated Positions	Disclosure Category
INTERNAL AUDITOR, PRINCIPAL	OC-01
INTERNAL AUDITOR SENIOR	OC-01
LEARNING & DEVELOPMENT ADMINISTRATOR	OC-02
LEARNING & DEVELOPMENT ADMINISTRATOR PRINCIPAL	OC-02
LEARNING & DEVELOPMENT ADMINISTRATOR SENIOR	OC-02
LOSSAN ACCOUNTING ANALYST SENIOR	OC-01
LOSSAN EQUIPMENT & MECHANICAL MANAGER	OC-02
LOSSAN FINANCE & ADMINISTRATION MANAGER	OC-01
LOSSAN MANAGING DIRECTOR	OC-01
LOSSAN MARKETING & COMMUNICATIONS OFFICER	OC-02
LOSSAN OPERATIONS COMPLIANCE & SAFETY MANAGER	OC-02
LOSSAN PLANNING & ANALYSIS MANAGER	OC-01
LOSSAN STRATEGIC PLANNING & CUSTOMER EXPERIENCE MANAGER	OC-01
LOSSAN TRANSPORTATION ANALYST PRINCIPAL	OC-02
MAINTENANCE FIELD ADMINISTRATOR	OC-02
MAINTENANCE FIELD ADMINISTRATOR PRINCIPAL	OC-02
MAINTENANCE FIELD ADMINISTRATOR SENIOR	OC-02
MAINTENANCE SUPERVISOR	OC-02
ORANGE COUNTY TAXI ADMINISTRATION PROGRAM ADMINISTRATOR	OC-01
PROGRAM MANAGER	OC-01
PROGRAM MANAGER SENIOR	OC-01
PROGRAM MANAGEMENT ANALYST ASSOCIATE	OC-02
PROGRAM MANAGEMENT ANALYST	OC-02
PROJECT CONTROLS ANALYST	OC-02
PROJECT CONTROLS ANALYST PRINCIPAL	OC-02
PROJECT CONTROLS ANALYST SENIOR	OC-02
PROJECT MANAGER I	OC-01
PROJECT MANAGER II	OC-01
PROJECT MANAGER III	OC-01
PROJECT MANAGER SENIOR	OC-01
RAIL MAINTENANCE OF WAY ADMINISTRATOR SENIOR	OC-02
RAIL SYSTEMS SAFETY SPECIALIST PRINCIPAL	OC-02
REAL PROPERTY AGENT	OC-01
REAL PROPERTY AGENT ASSOCIATE	OC-01
REAL PROPERTY AGENT PRINCIPAL	OC-01
REAL PROPERTY AGENT SENIOR	OC-01

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
(February 11, 2019)**

Designated Positions	Disclosure Category
RECORDS ADMINISTRATOR	OC-02
RECORDS ADMINISTRATOR SENIOR	OC-02
REVENUE ADMINISTRATOR	OC-01
SCHEDULE ANALYST	OC-02
SCHEDULE ANALYST ASSOCIATE	OC-02
SCHEDULE ANALYST SENIOR	OC-02
SECTION MANAGER I	OC-01
SECTION MANAGER II	OC-01
SECTION MANAGER III	OC-01
SECTION MANAGER, SENIOR	OC-01
SECTION SUPERVISOR I	OC-01
SECTION SUPERVISOR II	OC-01
SECTION SUPERVISOR III	OC-01
SECTION SUPERVISOR IV	OC-01
SERVICE PLANNING ANALYST PRINCIPAL	OC-01
STOPS AND ZONES ANALYST	OC-02
STOPS AND ZONES ANALYST ASSOCIATE	OC-02
STOPS AND ZONES ANALYST SENIOR	OC-02
STOPS AND ZONES PLANNER	OC-02
STOPS AND ZONES PLANNER ASSOCIATE	OC-02
STOPS AND ZONES PLANNER SENIOR	OC-02
STRATEGIC COMMUNICATIONS OFFICER	OC-02
STRATEGIC PLAN OFFICER	OC-02
SYSTEMS SOFTWARE ANALYST	OC-02
SYSTEMS SOFTWARE ANALYST ASSOCIATE	OC-02
SYSTEMS SOFTWARE ANALYST SENIOR	OC-02
TALENT SPECIALIST	OC-02
TALENT SPECIALIST ASSOCIATE	OC-02
TALENT SPECIALIST SENIOR	OC-02
TELECOMMUNICATIONS ADMINISTRATOR	OC-02
TRANSIT PROJECT MANAGER I	OC-02
TRANSIT PROJECT MANAGER II	OC-02
TRANSIT PROJECT MANAGER III	OC-02
TRANSPORTATION ANALYST	OC-02
TRANSPORTATION ANALYST PRINCIPAL	OC-02
TRANSPORTATION ANALYST SENIOR	OC-01
TRANSPORTATION FUNDING ANALYST	OC-01
TRANSPORTATION FUNDING ANALYST PRINCIPAL	OC-01

**ORANGE COUNTY TRANSPORTATION AUTHORITY
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY**

(February 11, 2019)

Designated Positions	Disclosure Category
TRANSPORTATION FUNDING ANALYST SENIOR	OC-01
TRANSPORTATION MODELING ANALYST	OC-02
TRANSPORTATION MODELING ANALYST PRINCIPAL	OC-02
TREASURER	OC-01
TRANSPORTATION MODELING ANALYST SENIOR	OC-02
WEB DEVELOPER	OC-02
WEB DEVELOPER SENIOR	OC-02
WELLNESS COORDINATOR	OC-02
WORKERS COMPENSATION PROGRAM SPECIALIST	OC-02

ORANGE COUNTY TRANSPORTATION AUTHORITY**DISCLOSURE CATEGORIES**


(February 11, 2019)

Disclosure Category	Disclosure Category Description
OC-01	All interests in real property in Orange County, as well as investments, business positions, and sources of income (including gifts, loans, and travel payments).
OC-02	All investments, business positions, and sources of income (including gifts, loans, and travel payments).
OC-30	<p>Consultants shall be included in the list of designated positions and shall disclose pursuant to the broadest category in the code subject to the following limitation: The Orange County Transportation Authority (OCTA) Chief Executive Officer may determine that a particular consultant, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant’s duties and, based upon that description, a statement of the extent of disclosure required.</p> <p>The OCTA Chief Executive Officer’s determination is a public record and shall be retained for public inspection by the Filing Officer (OCTA’s Clerk of the Board).</p>



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors
From: Laurena Weinert,  Clerk of the Board
Subject: Active Transportation Update

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller
Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Active Transportation Update

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County. An update on recent and upcoming activities is provided for review.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) Board of Directors (Board) receives updates on regional active transportation regularly. These efforts support the OCTA role in expanding and promoting active transportation. This report provides an update on regional bicycle and pedestrian planning efforts, educational efforts, collaboration with law enforcement agencies, and success in funding pursuits.

Discussion

Below is a discussion of key topics starting with the status of several planning studies led by OCTA, followed by the status of the OC Loop and Go Human events, highlights on education and enforcement efforts, and a summary of recent grant successes.

OC Active

In fall 2018, OCTA staff presented a status update regarding preparation of the first countywide Active Transportation Plan called OC Active. Funding for OC Active is primarily provided through a state Active Transportation Program (ATP) Cycle 2 grant.

OC Active evaluates needs and recommends active transportation (bicycle and pedestrian) improvements for all 35 local jurisdictions in Orange County. The report provides information and analysis required by state guidelines for active transportation plans. By providing a recommended list of bikeway improvements and pedestrian focus areas, OC Active supports local agency efforts to secure funding to implement infrastructure improvements. This will also help guide countywide funding and program decisions. Staff is finalizing the OC Active report, which will assist local jurisdictions with implementation of active transportation improvements.

OC Loop

The OC Loop envisions a 66-mile regional bikeway network serving the north and central portions of Orange County. It is comprised of the regional bikeway corridors identified in the OCTA-prepared regional bikeways strategies. Over the past few decades, multiple agencies have worked independently to implement portions of the OC Loop, completing about 70 percent. When complete, this will primarily be an off-street system that will utilize the existing off-street trails along Coyote Creek, San Gabriel River, Santa Ana River, The Tracks at Brea, and the Union Pacific Railroad (UPRR) corridor.

In 2015, the County of Orange (County) completed a feasibility study that provides recommendations and cost estimates on closing gaps along the OC Loop. Based on these recommendations, OCTA prepared the OC Loop 70/30 Plan, which provides an executive level summary fact sheet with estimated improvement costs for each segment of the OC Loop. Additional information can be found on the OC Loop website at www.octa.net/ocloop.

The County staff has continued to pursue funding to advance OC Loop segments, and, recently, Segment F in the City of Yorba Linda area was implemented by the County. The roughly one-mile segment travels through a residential neighborhood, and implementation consisted primarily of wayfinding signage and sidewalk improvements. The status of the OC Loop, which is now over 80 percent complete, is provided in Attachment A.

OCTA is also facilitating negotiations between UPRR and the cities of Brea and La Habra to secure an easement for the OC Loop segments A and B. OCTA is coordinating the plan reviews and approvals with the California Public Utilities Commission and UPRR. Staff will continue to coordinate with the County and local cities to advance projects to complete the OC Loop.

Go Human

Since 2015, OCTA has partnered with the Southern California Association of Governments (SCAG) to develop the marketing campaign and encouragement events for the Go Human Campaign. Go Human is the SCAG-branded campaign to improve safety and encourage more active transportation travel. SCAG has worked with local agencies to host the following demonstration events within Orange County:

- Westminster – Experience Hoover (2016),
- Garden Grove – Re: Imagine Garden Grove (2017),
- Brea – Experience the Tracks at Brea (2017),
- OC Parks, Anaheim and Yorba Linda – Connect the Loop (2017),
- Santa Ana – 18th Annual Cinco de Mayo Festival (2017),
- OC Public Works, Garden Grove, Westminster – Redefine Hazard Avenue (2017), and
- Costa Mesa – Explore Merrimac (2018).

Go Human events have provided temporary demonstrations of separated bikeways, celebrated new trails, or supported open streets events, such as the third annual RE: Imagine event conducted by the City of Garden Grove. Attendance varied as marketing for each Go Human event was in scale with available agency resources. Each event had a set of goals developed by the local agency, such as exhibiting a new design concept or bringing a large number of people to a community festival.

Based on the respective event goals, local agencies have expressed support with the SCAG collaboration and for Go Human events. An additional Go Human demonstration is being coordinated by SCAG and the Beach Boulevard Coalition for the cities along Beach Boulevard. This event is planned to occur on November 17, 2019. The Beach Boulevard event will include a demonstration for each of the seven cities along the corridor.

Education

The Office of Traffic Safety (OTS) Highway Safety Program has provided grant funds in three successive years for OCTA creation of safety videos and campaigns to distribute safety equipment and host bicycle skills classes.

In 2016-17, OCTA utilized OTS funding for preparation of the two “Play it Safe” safety videos. The videos have been highly successful with nearly 400,000 views and were leveraged with an interactive game in early 2018 by the OCTA Marketing Department. The videos and interactive game are posted at the following OCTA website: <https://www.octa.net/Bike/Play-It-Safe/>.

In 2017-18, OCTA utilized OTS funding to host seven bicycle skills classes open to the public and one train-the-trainer course to develop local instructors for future classes. Additionally, the program included distribution of 5,500 reflective keychains to patrons riding on OCTA buses. Lastly, 300 helmets and 700 bicycle lights were distributed to the public during nighttime events. The safety program funded and implemented in summer 2018 is planned to be implemented again in 2019 using a subsequent year 2018-19 grant from OTS. OCTA will continue working directly with OTS to address safety needs within Orange County.

Enforcement

In early 2017, SCAG selected OCTA for competitive grant funding of the Partnerships with Police (PWP) Project. The PWP Project has developed the following three training modules for an audience of local law enforcement officers:

- Actions to reduce bicycle crashes,
- Actions to reduce pedestrian crashes, and
- Understanding new and relevant laws.

The training modules were developed based on review of local collision data and identification of dangerous behaviors leading to crashes affecting people walking and bicycling. The PWP Project has established a forum for open dialogue with law enforcement staff to clarify and address common issues and questions related to active transportation.

The OCTA team will schedule presentations at local law enforcement departments and continue building rapport between transportation professionals and public safety representatives.

OCTA Active Transportation Grant Success

Over the past four years, OCTA staff have pursued and secured \$1.5 million in active transportation grant funding. The topics covered by the grants include planning, evaluation, and education. As shown in Attachment B, OCTA has been able to leverage \$164,000 of local planning funds to secure an additional \$1.3 million in funds from seven grants.

Orange County Active Transportation Implementation Grant Success

In 2018, state and regional funding opportunities were made available to local jurisdictions. Approximately \$11 million is expected to be awarded by the California Transportation Commission to Orange County cities through the state ATP. Another \$13 million will be awarded through the ATP regional funding. Additionally, the OCTA Board authorized \$25 million in the 2019 Bicycle Corridor Improvement Program in fall 2018, and results are expected in spring 2019.

Summary

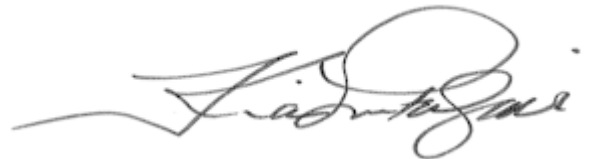
OCTA has advanced planning, education, encouragement, and enforcement efforts to improve active transportation throughout Orange County. Coordination and collaboration will continue between SCAG, the California Department of Transportation, and stakeholders to encourage and support people walking and bicycling within Orange County.

Attachments

- A. OC Loop, Bike. Walk. Connect.
- B. Recent OCTA Active Transportation Grant Success

Prepared by:

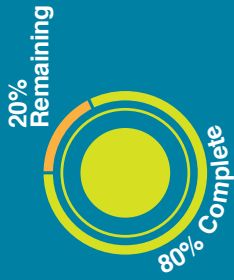
Paul Martin
Principal Transportation Analyst
(714) 560-5386

Approved by:

Kia Mortazavi
Executive Director, Planning
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WHAT IS THE OC LOOP?

The Orange County (OC) Loop vision is 66 miles of seamless connections and an opportunity for people to bike, walk and connect to some of California's most scenic beaches and inland reaches.

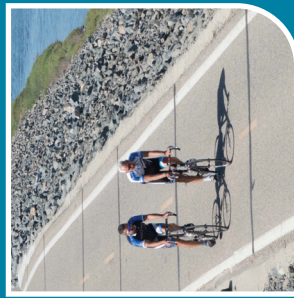


NEARLY COMPLETE!

Now over 80% complete, approximately \$105 million is needed to finish the final pieces to the OC Loop. The last segments will overcome key obstacles such as travel on Pacific Coast Highway through a federal military base, crossing under the Interstate 5 freeway and three railroads, and dedicating a sliver of land next to a commercial railroad corridor. Successful multi-agency collaboration has positioned the OC Loop well for completion.

SERVING COMMUNITIES:

- 650,000 residents within 1 mile
- 340,000 jobs within 1 mile
- 200+ parks
- 180+ schools
- 17 cities
- Los Angeles & Orange Counties



OC LOOP BENEFITS:

The OC Loop is more than just a bicycling and walking path. Completing the OC Loop benefits the entire community with increased access to employment and popular attractions, enhanced mobility, reduced car-dependency and improved quality of life.

- **Safer Journey to Serve Ages 8 to 80** – The OC Loop provides a low-stress bicycling and walking route that is suitable for people of all ages!
- **Expanded Transportation Options** – The OC Loop provides convenient paths to popular destinations such as bus stops, three train stations, jobs, schools, local parks, beaches and downtown shopping areas.
- **Improved Quality of Life** – The OC Loop serves about 650,000 Orange County residents and thousands of visitors every year seeking refuge from the traffic and noise of urban life.
- **Stretching the Dollar** – Completing the OC Loop would turn underutilized, abandoned space along rivers and railroad right of way into a community amenity. The return in benefits to economic development, health, mobility, recreation and safety can be expected to exceed the cost of completing the OC Loop.



ATTACHMENT B**Recent OCTA Active Transportation Grant Success**

Grant Topic (Source)	Funding Secured	Local Match	Total Funding	Status
OC Active (State of California Active Transportation Program)	\$280,000	\$70,000	\$350,000	Underway
Active Transportation Counts Program (Caltrans Sustainable Transportation Planning)	\$177,000	\$23,000	\$200,000	Underway
2017 Active Transportation Safety Videos (OTS Highway Safety Program)	\$50,000	\$0	\$50,000	Completed
2018 Bicycle & Pedestrian Safety Program (OTS Highway Safety Program)	\$75,000	\$0	\$75,000	Completed
2019 Bicycle & Pedestrian Safety Program (OTS Highway Safety Program)	\$75,000	\$0	\$75,000	Planned 2019
Systemic Safety Plan (State of California Systemic Safety Analysis Report Program)	\$315,000	\$35,000	\$350,000	Underway
Partnerships with Police (SCAG Sustainable Communities Program)	\$100,000	\$0	\$100,000	Underway
Safe Routes to School Action Plan (Caltrans Sustainable Transportation Planning)	\$264,000	\$36,000	\$300,000	Planned 2019-20
Total	\$1,336,000	\$164,000	\$1,500,000	

Acronyms

Caltrans – California Department of Transportation

OCTA – Orange County Transportation Authority


OTS – Office of Traffic Safety

SCAG – Southern California Association of Governments



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors
From: Laurena Weinert,  Clerk of the Board
Subject: Master Plan of Arterial Highways Status Report

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller
Absent: Directors R. Murphy and Pulido

Committee Vote


This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



February 4, 2019

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Master Plan of Arterial Highways Status Report

Overview

The Orange County Transportation Authority is responsible for administering the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The status of pending Master Plan of Arterial Highways actions and projects is presented for the Board of Directors' review.

Recommendation

Receive and file as an information item.

Background

The Orange County Master Plan of Arterial Highways (MPAH) was initially established in 1956 to provide consistent standards to local roadways in Orange County. This goal is reinforced through Measure M funding eligibility requirements for local jurisdictions.

As part of the MPAH consistency requirement, the Orange County Transportation Authority (OCTA) must approve changes to MPAH facilities that are proposed by local jurisdictions. The MPAH Guidelines include amendment procedures that ensure a consistent planning process. Procedures are summarized as follows:

- The local agency submits a proposed change to OCTA, including documentation to support the basis for the request, such as a transportation impact analysis.
- Upon receiving the request and supporting documents, OCTA meets with the requesting agency and, if necessary, adjacent jurisdictions.

- If there is agreement to proceed, OCTA submits the request to the OCTA Board of Directors (Board). Upon Board approval, the requesting agency amends its general plan to reflect the change.
- If there is no agreement, a cooperative study is initiated to reach consensus between OCTA, the requesting agency, and affected jurisdictions prior to seeking Board approval.

There are currently 33 active amendments proposed for the MPAH (Attachment A). Many of these amendment requests are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans. The discussion below focuses on the status of two issues that may impact the MPAH:

- The ongoing circulation element update by the City of Santa Ana (City),
- The 2006 memorandum of understanding (MOU) between OCTA and the cities of Costa Mesa, Fountain Valley, and Huntington Beach regarding the Garfield-Gisler Santa Ana River crossing.

Discussion

Santa Ana Circulation Element Update

The City is considering modifications to their circulation element related to their 2016 Safe Mobility Santa Ana Plan. This plan focuses on enhancing safety on the City's roadways, with the goal of eliminating severe and fatal injuries by implementing best practices in traffic safety. The City has been coordinating with OCTA and neighboring jurisdictions to review potential MPAH amendments, related traffic impacts, and mitigation.

The City has developed three scenarios that implement traffic safety treatments. Concerns were raised by OCTA and the neighboring jurisdictions with the first scenario shared by the City. The concerns focused on traffic impacts within the neighboring jurisdictions and on OCTA transit routes. In response, the City prepared two additional scenarios that are currently being reviewed. OCTA will complete a technical review and coordinate with the City and neighboring jurisdictions to discuss next steps. If all agencies agree to proceed, staff will likely request the OCTA Board to consider a conditional MPAH amendment. This request would require the City to implement defined measures to mitigate impacts to the satisfaction of OCTA and the neighboring jurisdictions.

Garfield-Gisler MOU

The Garfield-Gisler Santa Ana River crossing was included in the MPAH as one of four Santa Ana River crossings south of Interstate 405 (I-405). The implementation of the planned crossing would have primarily allowed traffic traveling between the coast and I-405 access to the Harbor Boulevard/I-405 interchange in the City of Costa Mesa (Costa Mesa). Without the crossing, traffic generally flows through the City of Fountain Valley (Fountain Valley) to access I-405. Therefore, to minimize traffic impacts, Fountain Valley favors the crossing or mitigations, whereas Costa Mesa opposes a bridge due to right-of-way (ROW) impacts, but supports mitigations.

Attachment B includes a 2006 Board-approved MOU that reclassifies the Garfield-Gisler crossing as “ROW reserve” (removing it from the modeled arterial network). Further, it identifies a series of improvements to be advanced by each of the three cities (Costa Mesa, Fountain Valley, and Huntington Beach) by 2020. Once the improvements are complete, traffic levels are to be re-evaluated to determine if the Garfield-Gisler crossing should be removed from the MPAH.

One of the Fountain Valley improvements involved reconstructing the southbound I-405 on-ramp at Ellis Avenue to include a free right-turn lane for westbound traffic and a new slip ramp for eastbound traffic. Through the development of the I-405 Improvement Project, these were determined to be too impactful. Equivalent alternative improvements have been identified, but Fountain Valley is concerned they may not provide the same benefit.

Since the 2020 deadline is quickly approaching and the influence of the I-405 Improvement Project will not be realized for several years, it seems appropriate to extend the MOU until after the I-405 construction is complete. OCTA staff recently met with the cities individually to discuss the status of the MOU, and there is general agreement on the extension. As a next step, OCTA will bring all parties together to develop a consensus on specific revisions to the MOU. Any revisions that are agreed to will be brought to the OCTA Board for approval by summer 2019.

Summary

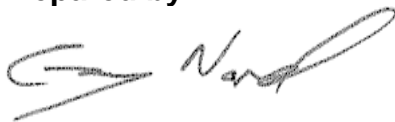
The City is planning an update to their circulation element that is intended to reduce severe and fatal injuries from traffic incidents. This update is anticipated to require MPAH amendments as well as mitigation measures to be implemented by the City. Additionally, it is likely that the existing MOU with Costa Mesa, Fountain Valley, and Huntington Beach regarding the Garfield-Gisler Santa Ana River crossing will need to be extended to allow for completion of the

I-405 Improvement Project prior to re-evaluating traffic patterns. Staff is currently engaged in these processes to preserve the integrity of the MPAH and support coordinated planning of local roads.

Attachments

- A. Status Report on Active Master Plan of Arterial Highways Amendments Memorandum of Understanding C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing Over the Santa Ana River

Prepared by:



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(714) 560-5885

Approved by:



Kia Mortazavi
Executive Director, Planning
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Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete	On hold pending final consensus on Banning Ranch Circulation Plan.
2	County of Orange	Santiago Canyon Road	SR-241 NB ramp	Live Oak Canyon	Reclassify from Primary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
3	County of Orange	Jeffrey Road	SR-241	Santiago Canyon Road	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
4	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange/Riverside County line	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
5	County of Orange	Esperanza Road	Imperial Highway (SR-90)	Fairmont Boulevard Connector	Reclassify from Major to Primary	This amendment is being presented for Board consideration.
6	County of Orange	Fairmont Boulevard Connector	Esperanza Road	Fairmont Boulevard	Reclassify from Major to Primary	This amendment is being presented for Board consideration.
7	Garden Grove	West Street	Garden Grove Boulevard	Orangewood Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	Garden Grove	Gilbert Street	Chapman Avenue	Katella Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
9	Huntington Beach	Delaware Street	Atlanta Avenue	Pacific View Avenue	Delete as a Secondary	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
10	Huntington Beach/ County of Orange	6th Street	Main Street	Lake Street	Reclassify from Secondary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
11	Huntington Beach/ County of Orange	Graham Street	South of Slater Avenue	Current Terminus	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
12	Huntington Beach/ County of Orange	Talbert Street	West of Springdale Street	Current Terminus	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
13	Newport Beach	Bluff Road	17th Street	19th Street	Reclassify from Major to Primary	On hold pending final consensus on Banning Ranch Circulation Plan.
14	Newport Beach	17th Street	West of Bluff Road	State Route 1	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
15	Newport Beach	15th Street	Placentia Avenue	Bluff Road	Reclassify from a Secondary to a Primary	On hold pending final consensus on Banning Ranch Circulation Plan.
16	Newport Beach	15th Street	Bluff Road	17th Street	Delete	On hold pending final consensus on Banning Ranch Circulation Plan.
17	Placentia	Crowther Avenue	Placentia Avenue	Kraemer Boulevard	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
18	Placentia	Golden Avenue	Kraemer Boulevard	Eastern City limits	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
19	San Clemente	N. El Camino Real	Avenida Pico	Camino Capistrano	Reclassify from Secondary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
20	San Clemente	Camino Del Rio	Camino De Los Mares	Avenida La Pata	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
21	San Clemente	Camino De Los Mares	Camino Vera Cruz	Camino Del Rio	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
22	San Clemente	Camino Mira Costa	Camino De Estrella	Camino Capistrano	Reclassify from Secondary to Divided Collector	Request in process.
23	San Clemente	Camino Capistrano	Del Gado Road	Coast Highway	Reclassify from Secondary to Collector	Request in process.
24	San Juan Capistrano	Ortega Highway	Del Obispo Street	Camino Capistrano	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
25	Santa Ana	Fourth Street	French Street	Grand Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
26	Santa Ana	Santa Ana Boulevard	Raitt Street	Bristol Street	Reclassify from Major to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
27	Santa Ana	Santa Ana Boulevard	Bristol Street	Ross Street	Reclassify from Major to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
28	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from Primary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
29	Santa Ana	Citywide	N/A	N/A	N/A	Coordinating with City of Santa Ana staff on potential changes.
30	Westminster	Garden Grove Boulevard	I-405/SR-22 westerly ramps	Edwards Street	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
31	Westminster	Edwards Street	Garden Grove Boulevard	Trask Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
32	Westminster	Trask Avenue	Edwards Street	Hoover Street	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
33	Westminster	Hoover Street	Trask Avenue	Bolsa Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
Memorandum of Understanding						
	Costa Mesa/ Fountain Valley/ Huntington Beach	Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from Secondary to Right-of-Way Reserve Status	<p>The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered an MOU (C-6-0834). Identified improvements are required to be completed by 2020, at which time OCTA will revisit the designation of the Garfield Avenue/Gisler Avenue Bridge.</p> <p>OCTA is working with cities to consider revisions to the MOU that may include extending the deadline beyond completion of the I-405 Improvement Project.</p>

Acronyms

Board - Board of Directors

CEQA - California Environmental Quality Act

I-405 - Interstate 405

MOU - Memorandum of Understanding

N/A - Not applicable

NB - Northbound

OCTA - Orange County Transportation Authority

SR-22 - State Route 22

SR-241 - State Route 241

SR-90 - State Route 90

MEMORANDUM OF UNDERSTANDING C-6-0834

AMONG

CITIES OF COSTA MESA, FOUNTAIN VALLEY AND HUNTINGTON BEACH

AND

THE ORANGE COUNTY TRANSPORTATION AUTHORITY

REGARDING

AGENCY RESPONSIBILITIES FOR IMPLEMENTING THE CONSENSUS RECOMMENDATION

FOR THE

GARFIELD-GISLER BRIDGE CROSSING OVER THE SANTA ANA RIVER

This Memorandum of Understanding (MOU) is entered into among the Orange County Transportation Authority, hereinafter referred to as the OCTA, and the Cities of Fountain Valley, Costa Mesa and Huntington Beach, hereinafter referred to as Cities.

Consistent with the Garfield-Gisler ad-hoc Policy Advisory Committee's consensus recommendation on June 15, 2006, each of the parties to this MOU agrees to support the designation of the Garfield-Gisler Bridge as a "Right-of-Way Reserve"¹ corridor on the Orange County Master Plan of Arterial Highways (MPAH) and, within their respective General Plans/Long Range Plans, implement the Smart Street and Bridge Widening Strategy A (Strategy A) improvements within their jurisdictions and ensure that buildout of the Garfield-Gisler Bridge is not assumed for land use planning or traffic analysis purposes. This MOU describes the specific duties and responsibilities of each party with respect to supporting these actions.

This document establishes obligations on all parties and constitutes an exchange of promises.

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¹ The Right-of-Way Reserve classification allows local jurisdictions considering deletion of a planned MPAH facility to request OCTA to re-designate the adopted facility as a "Right of Way Reserve" corridor for a specific length of time in order to assess the actual need for it. If OCTA agrees to re-designate the subject facility as a "Right-of-Way Reserve" corridor on the MPAH, then all appropriate City General Plan Circulation Elements shall be revised to reflect such re-designation. During the "reserve" period, the right-of-way shall be preserved however, the planned street shall not be considered as mitigation for development planning purposes. At the end of the designated period, a final decision shall be made regarding reinstatement or deletion of the street on the MPAH.

Recital

The parties acknowledge that this MOU requires that certain actions be taken with regard to amending the general plans and capital improvement programs of the parties hereto and that the parties hereto cannot predetermine those actions that are the subject of public hearings. Nevertheless, the parties agree that the benefits of this MOU are dependent on such actions and therefore commit to conducting said hearings within 6 months of the effective date of this agreement. If such action is not taken within said time line, the benefits of this agreement shall not be available to the parties unless all parties consent to an extension or other arrangement.

Section 1. MPAH and General Plan/Long Range Plan Designations**1.1 OCTA Responsibilities****1.1.1 Amend Master Plan of Arterial Highways**

After the cities have amended their General Plans, OCTA shall amend the MPAH to re-designate the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, as a "Right-of-Way Reserve" corridor. Consistent with the MPAH's original concept for the Garfield-Gisler Bridge, the right-of-way reservation shall be for a secondary arterial highway in Costa Mesa and a primary arterial in Fountain Valley and Huntington Beach.

1.1.2 Amend Orange County Long Range Transportation Plan

After the MPAH has been amended and during the next update to the Orange County Long Range Transportation Plan (LRTP), OCTA shall ensure that the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, are reflected as a "Right-of-Way Reserve" corridor in the LRTP.

1.2 Cities' Responsibilities**1.2.1 Amend General Plans**

The Cities shall pursue amendment of their General Plan Circulation Elements to reflect that the Garfield- Gisler Bridge and the eastbound and westbound approaches thereto have been designated as a "Right-of-Way Reserve" corridor in the MPAH. Consistent with the MPAH's original concept for the Garfield-Gisler Bridge, the City of Costa Mesa's General Plan shall reserve right-of-way for a secondary

arterial highway within the Garfield-Gisler corridor and the Fountain Valley and Huntington Beach General Plans shall reserve right-of-way for a primary arterial highway within the Garfield-Gisler corridor. Cities shall endeavor to complete the General Plan amendment process within 6 months of final adoption of this MOU.

Section 2. Reasonable Progress Toward Implementing Strategy A Improvements

2.1 OCTA Responsibilities

2.1.1 OCTA Responsibilities for Strategy A Improvements

To ensure reasonable progress toward implementation of Strategy A improvements, OCTA shall:

- a. Make funding for implementation of the Strategy A improvements, as defined in the *Circulation Feasibility Study and Cost Estimate for the Garfield-Gisler Crossing Over the Santa Ana River* (LSA, June 2006), available to the Cities through the Combined Transportation Funding Programs (CTFP). A list of the improvements included in Strategy A is provided as Attachment A hereto.
- b. Utilize the renewed Measure M Signal Synchronization Program and other CTFP programs as funding sources for implementation of the roadway improvements included in Strategy A.

2.2 Cities' Responsibilities

2.2.1 Cities' Responsibilities for Strategy A Improvements

To ensure reasonable progress toward implementation of Strategy A improvements, the Cities shall:

- a. Include Strategy A improvements, as defined in the *Circulation Feasibility Study and Cost Estimate for the Garfield-Gisler Crossing Over the Santa Ana River* (LSA, June 2006), in their Capital Improvement Programs. All projects that emanate from Strategy A shall be considered multi-jurisdictional projects and shall, therefore, be eligible for additional points in OCTA's project prioritization process under the CTFP. A list of the improvements included in Strategy A is provided as Attachment A hereto.

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1 b. Make applications to OCTA for CTFP funding to implement Strategy A improvements. Such
2 applications shall be supported by local match commitments consistent with the
3 requirements of the CTFP programs from which funds are being requested.

4 1. Cities agree to make Strategy A projects a priority for available GMA or other
5 interregional funding programs.

6 c. Implement Strategy A improvements as expeditiously as possible.

7 1. Cities agree to initiate Smart Street improvements on Harbor, Brookhurst, Adams and
8 Fairview by the end of calendar year 2010. For purposes of this MOU, Smart Street
9 improvements are defined as synchronization of traffic signals, removal of on-street
10 parking and re-striping within existing right-of-way.

11 2. Cities agree to make reasonable progress on the Capital Projects by 2015, subject to
12 funding availability. "Reasonable progress" shall be defined as inclusion of noted
13 projects in Capital Improvement Programs (CIPs), preparation of preliminary plans,
14 environmental studies, etc. For the purposes of this MOU, Capital Projects are defined
15 as construction of bus turnouts, consolidation of driveways, construction of turn-pockets,
16 street widening or bridge widening.

17 3. Cities agree that all Strategy A improvements shall be completed by 2020. If the Cities of
18 Costa Mesa and Huntington Beach do not complete their portions of Strategy A
19 improvements by end of calendar year 2020, then the Garfield-Gisler Bridge will
20 automatically be re-instated on the MPAH as a planned facility. If the City of Fountain Valley
21 has not completed the Strategy A improvements in their city, the Garfield-Gisler Bridge will
22 remain designated "Right of Way Reserve" corridor until all improvements are completed.

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Section 3. Land Use and Transportation Planning and Traffic Analysis

3.1 OCTA Responsibilities

3.1.1 OCTA Responsibilities with Respect to Transportation Planning and Traffic Analysis

- a. OCTA shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its transportation planning or traffic modeling activities.
- b. OCTA shall ensure that implementation of the Strategy A program of projects is assumed in its transportation planning, modeling, and analysis activities.

3.2 Cities' Responsibilities

3.2.1 Land Use Planning

The Cities shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its land use planning activities.

3.2.2 Transportation Planning and Traffic Analysis

The Cities shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its transportation planning, traffic modeling, or traffic analysis activities.

Section 4. Compliance Monitoring and Reporting

4.1 OCTA Responsibilities

4.1.1 OCTA Responsibilities for Monitoring & Reporting City Compliance

- a. OCTA shall monitor the Cities' compliance with the provisions of this MOU every two years through the MPAH Certification Review Process to ensure that the Cities are complying fully with the provisions of this agreement and making reasonable progress toward implementation of the Strategy A improvements. Progress reports shall be presented to the OCTA Board of Directors and the Cities every two years, at the conclusion of the review process.

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- b. Upon completion of all the Strategy A improvements, and consistent with OCTA guidance for MPAH Right-of-Way Reserve corridors, OCTA in coordination with the cities shall re-evaluate traffic levels of service in the project study area to determine whether to delete, continue the reserve, or re-instate the Garfield-Gisler Bridge onto the MPAH as a planned facility.

4.2 Cities' Responsibilities

4.2.1 Cities Responsibilities for Reporting Compliance

The Cities shall provide progress reports to OCTA every two years through the MPAH Certification Review Process as a means of communicating that the provisions included herein are being implemented fully and expeditiously and that reasonable progress is being made toward implementation of the Strategy A improvements.

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Section 5. Amendment**5.1 Amendment**

This MOU may be amended by the written consent of all four parties which are signatories hereto.



THE ORANGE COUNTY TRANSPORTATION AUTHORITY

12-02-06
(Date)



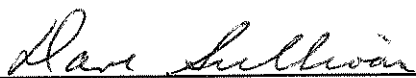
MAYOR, CITY OF COSTA MESA

12-4-06
(Date)



MAYOR, CITY OF FOUNTAIN VALLEY

12.5.2006
(Date)



MAYOR, CITY OF HUNTINGTON BEACH

11-30-06
(Date)

Introduction

Through its General Plan Circulation Element, each of the cities within the Garfield/Gisler Bridge Crossing Study Area has established traffic level of service (LOS) D or better as representative of acceptable operating conditions on roadways within its jurisdiction. The Garfield/Gisler Study Area currently experiences significant traffic delay at several locations. In addition, the OCTAM model predicts that several intersections in the project study area will operate below LOS D in the Year 2030 if no improvements are made. To help the cities achieve and/or maintain LOS D operations, where feasible, throughout the project study area, Smart Street and Bridge Widening Strategy A includes a list of improvements to offset the traffic impacts associated with projected growth in traffic volumes. That program of projects is presented below.

One of the key concepts included in the "Consensus MOU²" is that each of the cities within the Garfield/Gisler Bridge Crossing Study Area will make "reasonable progress" toward implementing the improvements included in Smart Street and Bridge Widening Strategy A. The intent of this concept is that the cities will, individually and collectively, make reasonable efforts to implement the proposed improvement(s) before traffic levels of service fall below the cities' LOS D standard at any of the locations included in the Smart Street and Bridge Widening Strategy A program of projects.

It should be noted that although the Smart Street and Bridge Widening Strategy A program of projects is specific, it is not meant to be prescriptive. If a city is able to identify an alternative traffic flow improvement which meets the overall objective of achieving and/or maintaining LOS D at any location within the study area, then that improvement shall be considered an acceptable alternative and shall be implemented as a substitute solution to the original recommendation.

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² i.e., the "Memorandum of Understanding among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield/Gisler Bridge Crossing Over the Santa Ana River", October 27, 2006.

City of Costa Mesa

- CM-1 Implement and maintain synchronized traffic signals along Harbor Boulevard between I-405 and Adams Ave.
- CM-2 Implement and maintain synchronized traffic signals along Fairview Road between I-405 and Adams Avenue.
- CM-3 Implement and maintain synchronized traffic signals along Adams Avenue between the Santa Ana River and Fairview Road; coordinate cross-jurisdictional traffic synchronization with the City of Huntington Beach.
- CM-4 Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at Adams Avenue.
- CM-5 Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at MacArthur Boulevard.
- CM-6 Consolidate driveways on the northbound side of Harbor Boulevard at Adams Avenue.
- CM-7 Modify the existing traffic signal at W. Mesa Verde Drive/Adams Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.
- CM-8 Maintain the existing northbound and southbound split phase at Hyland Avenue/ MacArthur Boulevard. Re-stripe the northbound approach to provide dual left-turn lanes, one shared left-through lane, and one right-turn lane.
- CM-9 Add a fourth through lane in the northbound approach Harbor Boulevard/Gisler Avenue.³
- CM-10 Add a third northbound left-turn lane at Harbor Boulevard/Adams Avenue, creating triple 200-foot northbound turn lanes with a 120-foot bay taper. Add a southbound right-turn lane for 150 feet with a 90-foot bay taper. Convert the fourth southbound through lane into a shared through-right lane. Add a third eastbound left-turn lane, creating triple 350-foot eastbound left-turn lanes with a 120-foot bay taper.

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CM-11 Modify the existing traffic signal at Fairview Road/Baker Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.

City of Fountain Valley

FV-1 Implement and maintain synchronized traffic signals along Brookhurst Street between Ellis Avenue and Garfield Avenue; coordinate cross-jurisdictional traffic synchronization with the City of Huntington Beach.

FV-2 Under the lead of the County of Orange or the Orange County Transportation Authority and in coordination with the cities of Costa Mesa and Santa Ana, widen the Talbert Avenue/MacArthur Boulevard Bridge over the Santa Ana River from four to six lanes.

FV-3 Remove on-street parking on northbound Brookhurst Street between Ellis Avenue and Garfield Avenue.

FV-4 Modify the existing traffic signal at Ward Street/Talbert Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.

FV-5 Under the lead of Caltrans or the Orange County Transportation Authority, reconstruct the westbound right-turn lane at I-405 Southbound Ramp/Ellis Avenue as a channelized free right-turn lane onto the I-405 southbound on-ramp. Eliminate the eastbound left-turn movements by constructing a dedicated eastbound through lane that becomes a slip on-ramp to southbound I-405.⁴

FV-6 Reconstruct the northbound right-turn lane on Newhope Street as a channelized free right-turn lane from to eastbound Talbert Avenue (or a City-defined alternative which would achieve LOS D or better in the year 2030).

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³ Improvements to this intersection are already planned and funded.

⁴ These improvements will be most effective with associated ramp and mainline improvements as part of a separate effort to improve traffic flow along I-405.

City of Huntington Beach

- HB-1 Implement and maintain synchronized traffic signals along Brookhurst Street between Garfield Avenue and Adams Avenue; coordinate cross-jurisdictional traffic synchronization with the City of Fountain Valley.
- HB-2 Implement and maintain synchronized traffic signals along Adams Avenue between Brookhurst Street and the Santa Ana River; coordinate cross-jurisdictional traffic synchronization with the City of Costa Mesa.
- HB-3 Remove on-street parking on northbound Brookhurst Street between Garfield Avenue and Adams Avenue.
- HB-4 Install a bus turnout at the existing bus stop at northbound Brookhurst Street at Adams Avenue.
- HB-5 Install a bus turnout at the existing bus stop at southbound Brookhurst Street at Adams Avenue.
- HB-6 Consolidate driveways on the northbound and southbound sides of Brookhurst Street at Adams Avenue.
- HB-7 Add a fourth through lane in the north, south, east, and westbound approaches at Brookhurst Street/Adams Avenue. Add dedicated right-turn lanes in the north and southbound approaches.
- HB-8 Add a second southbound left-turn lane at Bushard Street/Adams Avenue, creating dual 200-foot southbound left-turn lanes with a 120-bay taper.



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: *RW*
Laurena Weinert, Clerk of the Board

Subject: Capital Programs Division – Second Quarter Fiscal Year 2018-19
Capital Action Plan Performance Metrics

Executive Committee Meeting of February 4, 2019

Present: Chairman Shaw, Vice Chairman Jones, and Directors Bartlett, Davies, Do, Hennessey, and M. Murphy

Absent: None

Committee Vote

Following the discussion, no action was taken on this receive and file as an information item.

Staff Recommendation

Receive and file as an information item.



February 4, 2019

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programs Division - Second Quarter Fiscal Year 2018-19
Capital Action Plan Performance Metrics

Overview

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) Capital Programs Division is responsible for project development and delivery of highway, grade separation, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery commitments reflect defined project scope, costs, and schedules. Project delivery commitments shown in the Capital Action Plan (CAP) are key strategies and objectives to achieve the Strategic Plan goals for Mobility and Stewardship.

This report is a quarterly update on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budget fiscal year (FY).

Discussion

The Capital Programs Division objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments

are captured in the CAP, which is regularly updated with new projects and project status (Attachment A). The CAP is categorized into four key project groupings; freeway projects, grade separation projects, rail and station projects, and facility projects. Schedule milestones are used as performance indicators of progress in project delivery. The CAP performance metrics provides a FY snapshot of the milestones targeted for delivery in the budget FY, and provides transparency and performance measurement of capital project delivery.

The CAP project costs represent the total cost of the project across all phases of project delivery, including support costs, and right-of-way (ROW) and construction capital costs. Baseline costs, if established, are shown in comparison to either the actual or forecast cost. Baseline costs may be shown as to-be-determined (TBD) if project scoping studies and estimates have not been developed or approved, and may be updated as project delivery progresses and milestones are achieved. Projects identified in the Orange County local transportation sales tax Measure M2 (M2) are identified with the corresponding M2 project letter. The CAP status update is also included in the M2 Quarterly Report.

The CAP summarizes the very complex capital project critical path delivery schedules into eight key milestones.

Begin Environmental	The date work on the environmental clearance, project report, or preliminary engineering phase begins.
Complete Environmental	The date environmental clearance and project approval is achieved.
Begin Design	The date final design work begins, or the date when a design-build contract begins.
Complete Design	The date final design work is 100 percent complete and approved.
Construction Ready	The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared.
Advertise for Construction	The date a construction contract is advertised for bids.
Award Contract	The date the construction contract is awarded.

Construction Complete

The date all construction work is completed, and the project is open to public use.

These delivery milestones reflect progression across the project delivery phases shown below.



Project schedules reflect approved milestone dates in comparison to forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with the agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. On a monthly basis, actual dates are updated when milestones are achieved, and forecast dates are updated to reflect project delivery status.

CAP milestones achieved in the second quarter FY 2018-19 include:

Freeway Projects

- The complete environmental milestone for the Interstate 605 Katella Avenue interchange improvements was achieved. This project will be temporarily shelved because funding for the subsequent design and ROW phases is currently planned beyond 2026, as reflected in the 2018 Next 10 Delivery Plan (Next 10 Plan) adopted by the OCTA Board of Directors (Board) on September 10, 2018.
- The advertise construction milestone was achieved for the Interstate 5 (I-5) widening from Oso Parkway to Alicia Parkway on November 5, 2018. This is the middle of three segments of I-5 widening between State Route 73 and El Toro Road, and the first to move into the construction phase. The California Department of Transportation (Caltrans) opened construction bids on January 16, 2019. Caltrans received three construction bids with the apparent low bid of \$129,773,276 submitted by Flatiron West, Inc., of Chino, California, which is 11.68 percent above the \$116,203,251 engineer's estimate of bid items. The bid is currently being assessed for responsiveness.

- The award contract milestone for construction of the second high-occupancy vehicle lane on I-5 between State Route 55 and State Route 57 was achieved. As reported previously to the OCTA Board, the project had to be re-advertised for construction bids due to lack of responsiveness. Construction activities should begin in February 2019.

The following CAP milestone missed the planned delivery through the second quarter of FY 2018-19:

The Fullerton Transportation Center Elevator Upgrade project is being constructed by the City of Fullerton and continues to fall behind schedule. The elevator subcontractor began final installation work in late December 2018. The City of Fullerton's contractor has submitted a schedule update reflecting completion in late February 2019.

Recap of Second Quarter FY 2018-19 Performance Metrics

The performance metrics snapshot provided at the beginning of FY 2018-19 reflects 25 planned major project delivery milestones to be accomplished, 12 of which were planned to be accomplished through the second quarter of the FY. The CAP and performance metrics have been updated to reflect both milestones achieved and missed through the second quarter of the FY (Attachment B). Eleven of the 12 (91.7 percent) planned milestones were achieved through the second quarter of the FY.

Although not tracked as a project delivery milestone, the OC Streetcar Full Funding Grant Agreement securing the Capital Improvement Grants Program New Starts funding from the Federal Transit Administration was approved on November 30, 2018. A limited notice to proceed was issued to Walsh Construction Company (Walsh) on November 19, 2018, which began a period for required contract submittals from Walsh for approval by OCTA. The full notice to proceed with construction is anticipated to be issued to Walsh in early February 2019. Staff plans on bringing quarterly OC Streetcar updates to the OCTA Board as construction progresses.

FY 2018-19 Cost and Performance Metric Risk Look Ahead

There is continued risk of increased costs due to construction labor and material market trends. In September 2018, the OCTA Board adopted the updated Next 10 Plan which considered updated project cost estimates and updated revenue forecasts. The I-5 widening from Oso Parkway to Alicia Parkway is the first large design-bid-build contract bid since market trends have impacted construction costs. Unit costs contained in the bids provide current local market

data on construction costs which will be used by staff to assess cost estimates of freeway projects in the final design phase approaching construction.

The Placentia Metrolink Station continues to be delayed due to the need for an agreement between BNSF Railway (BNSF) and Metrolink for the use of BNSF-owned and operated track and indemnification terms. Final approval of the new station by BNSF, City of Placentia acquisition of ROW from BNSF, and finalization of the BNSF construction and maintenance agreement for the project remain to be completed. The project schedule is continually being re-assessed, and the planned advertisement for construction will carry over into FY 2019-20.

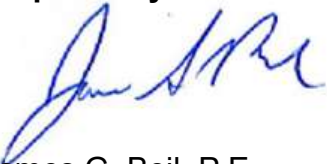
Summary

Significant capital project delivery progress has been achieved and is reflected in the CAP. The planned FY 2018-19 performance metrics created from forecast project schedules will be used as a general project delivery performance indicator. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments and report quarterly.

Attachments

- A. Capital Action Plan, Status Through December 2018
- B. Capital Programs Division, Fiscal Year 2018-19 Performance Metrics Through December 2018

Prepared by:


















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

Capital Action Plan

Status Through December 2018















Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Freeway Projects:									
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Dec-14	Aug-18
Project C	\$83.0	Jun-09	Oct-11	Jun-11	Oct-13	May-14	Sep-14	Dec-14	Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Mar-17
Project C	\$73.9	Jun-09	Oct-11	Jun-11	May-13	Aug-13	Feb-14	Jun-14	Jul-17
 I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Sep-16
Project C Cost/Schedule Risk	\$75.5	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Dec-13	Jul-18
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
Project D	\$75.2	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Jan-16
 I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jan-14	Oct-14	Feb-15	Aug-15	Sep-15	Sep-16
 I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Mar-15	Jan-18	May-18	Aug-18	Dec-18	Jan-24
Project C & D Cost/Schedule Risk	\$188.1	Oct-11	May-14	Mar-15	Aug-18	Apr-19	Sep-19	Dec-19	Jan-25
 I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Feb-23
Project C & D Cost/Schedule Risk	\$203.1	Oct-11	May-14	Nov-14	Dec-17	Jun-18	Nov-18	Feb-19	Nov-23
 I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Mar-15	Jun-18	Dec-18	Jan-19	May-19	Jun-23
Project C Cost/Schedule Risk	\$164.2	Oct-11	May-14	Mar-15	Apr-19	Nov-19	Mar-20	Jun-20	Jul-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	TBD	TBD	TBD	TBD	TBD	TBD
Project C	\$12.4	N/A	N/A	Jan-22	Sep-23	Jan-24	Mar-24	Jun-24	Dec-25
 I-5, I-5/El Toro Road Interchange	TBD	Apr-17	Nov-19	TBD	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Apr-17	Nov-19	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to SR-55	TBD	May-14	Aug-18	TBD	TBD	TBD	TBD	TBD	TBD
Project B	TBD	May-14	Aug-19	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-13	Jun-15	Mar-17	Jul-17	Sep-17	Dec-17	Apr-21
Project A	\$41.6	Jun-11	Apr-15	Jun-15	Jun-17	Dec-17	Mar-18	Nov-18	Apr-21
 SR-55, I-405 to I-5	\$410.9	Feb-11	Nov-13	Sep-17	Apr-20	Dec-20	Apr-21	Jul-21	Aug-25
Project F Cost/Schedule Risk	\$410.9	May-11	Aug-17	Sep-17	Apr-20	Dec-20	Apr-21	Jul-21	Aug-25
 SR-55, I-5 to SR-91	TBD	Dec-16	Jan-20	TBD	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Dec-16	Jan-20	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	Dec-18	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Apr-16	Feb-19	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
Project G	\$38.0	Apr-08	Nov-09	Aug-08	Dec-10	Apr-11	Jul-11	Oct-11	Apr-15

Capital Action Plan

Status Through December 2018

Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	May-09	Jul-10	Jun-17	Jul-17	Sep-17	Jun-18
 SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	May-14
Project G	\$52.3	Aug-05	Dec-07	Feb-08	Jul-09	Dec-09	May-10	Oct-10	Nov-14
 SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	Sep-14
Project G	\$54.1	Aug-05	Dec-07	Feb-08	Jul-09	Mar-10	May-10	Oct-10	May-14
 SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Oct-14	Aug-17	Dec-17	Jan-18	Feb-18	Apr-19
 SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-20	Jan-23	TBD	TBD	TBD	TBD	TBD	TBD
 SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Oct-09	Feb-12	Jul-12	Aug-12	Nov-12	Apr-16
Project H	\$59.2	Jul-07	Jun-10	Mar-10	Apr-12	Aug-12	Oct-12	Jan-13	Jun-16
 SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	Nov-14	Aug-16	Dec-16	Feb-17	Mar-17	Nov-17
 SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD	TBD	TBD	TBD	TBD
Project I	TBD	Jan-15	Aug-19	TBD	TBD	TBD	TBD	TBD	TBD
 SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Jul-11	Mar-13	Jul-13	Aug-13	Oct-13	Jul-16
Project I	\$42.6	Jul-08	May-11	Jun-11	Feb-13	Apr-13	Jun-13	Oct-13	Jul-16
 SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jun-09	Jan-11	Apr-11	Jun-11	Sep-11	Dec-12
Project J	\$79.7	Jul-07	Apr-09	Apr-09	Aug-10	Dec-10	Feb-11	May-11	Mar-13
 SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	May-12	Feb-13	Apr-13	Jul-13	Oct-13	Feb-15
 SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Jul-07	Dec-08	Mar-09	May-09	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Jul-07	Dec-08	May-09	Jun-09	Aug-09	Jan-11
91 Express Lanes to SR-241 Toll Connector	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	TBD	Nov-13	TBD	Dec-16	TBD	TBD	TBD	TBD	TBD
 I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD	TBD	TBD	TBD	TBD
Project L	TBD	Dec-14	Aug-18	TBD	TBD	TBD	TBD	TBD	TBD
 I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-13	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	May-23
Project K	\$1,900.0	Mar-09	May-15	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	May-23
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Aug-10	Aug-14
	\$120.6	N/A	N/A	Sep-07	Jun-09	Sep-09	Feb-10	Jun-10	Mar-15

Capital Action Plan

Status Through December 2018

Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$172.6	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Mar-15
I-405/SR-22/I-605 HOV Connector (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Jun-08	May-09	Feb-16	May-16	Jul-16	Feb-18
I-605, I-605/Katella Avenue Interchange	TBD	Aug-16	Nov-18	TBD	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Aug-16	Oct-18	TBD	TBD	TBD	TBD	TBD	TBD
Grade Separation Projects:									
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
Project R	\$61.9	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Jan-16
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Aug-18
Project O	\$125.1	Feb-09	Nov-09	Mar-10	Dec-12	Jul-13	Oct-13	Feb-14	May-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	May-18
Project O	\$100.3	Dec-08	Apr-11	Jul-06	Feb-13	May-13	Sep-13	Feb-14	Jan-18
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
Project O	\$64.5	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Dec-14
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
Project O	\$63.8	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Dec-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
Project O	\$108.6	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Oct-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
Project O	\$98.3	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	Oct-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17
Project O	\$110.6	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Sep-13	Nov-13	Jun-17
17th Street Railroad Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Oct-14	Nov-17	TBD	TBD	TBD	TBD	TBD	TBD
Rail and Station Projects:									
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	Mar-15	May-16	May-16	Aug-16	Dec-16	Jan-19
Cost/Schedule Risk	\$34.1	Aug-11	Mar-14	Mar-15	Aug-18	Aug-18	Aug-18	Jan-19	Feb-21

Capital Action Plan

Status Through December 2018

Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
OC Streetcar	\$424.4	Aug-09	Mar-12	Feb-16	Sep-17	Oct-17	Dec-17	Aug-18	Aug-21
Project S Cost/Schedule Risk	\$424.4	Aug-09	Mar-15	Feb-16	Nov-17	Dec-17	Dec-17	Sep-18	Nov-21
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	May-07	Oct-08	Jan-11	TBD	TBD	TBD	TBD
Project R Cost/Schedule Risk	\$34.8	Jan-03	May-07	Oct-08	Feb-11	Jul-19	Jul-19	Oct-19	Jun-21
Anaheim Canyon Station	\$27.9	Jan-16	Dec-16	Mar-19	May-19	May-19	Jul-19	Nov-19	Mar-21
	\$27.9	Jan-16	Jun-17	Mar-18	Jun-19	Jun-19	Aug-19	Nov-19	Mar-21
Orange Station Parking Expansion	\$33.2	Dec-09	Dec-12	Nov-10	Apr-13	Jul-16	Jul-16	Nov-16	Feb-19
	\$32.3	Dec-09	May-16	Nov-10	Apr-16	Jul-16	Jul-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Mar-17
Cost/Schedule Risk	\$4.6	N/A	N/A	Jan-12	Dec-13	Dec-13	Aug-14	Apr-15	Feb-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Jul-13	Aug-14	Aug-14	Sep-14	Jan-15	Apr-17
	\$5.2	Jul-13	Feb-14	Jul-13	Jul-15	Jul-15	Jul-15	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Dec-14

Note: Costs associated with landscape projects are included in respective freeway projects.

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins, or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-22 - Garden Grove Freeway (State Route 22)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

I-605 - San Gabriel River Freeway (Interstate 605)

SR-71 - Corona Expressway (State Route 71)

ADA - Americans with Disabilities Act

Capital Programs Division

Fiscal Year 2018-19 Performance Metrics Through December 2018

Begin Environmental

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Environmental" milestones scheduled for FY 2018-19									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Environmental

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-405, I-5 to SR-55	X	✓							
I-605/Katella Interchange			X	✓					
SR-57 (Northbound), Orangewood Avenue to Katella Avenue					X				
I-5, I-405 to SR-55							X		
Total Forecast/Actual	1	1	1	1	1	0	1	0	4

Begin Design

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Design" milestones scheduled for FY 2018-19									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Design

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
San Juan Capistrano Passing Siding	X	✓							
I-5, SR-73 to Oso Parkway	X	✓							
I-5, Alicia Parkway to El Toro Road							X		
Anaheim Canyon Metrolink Station							X		
Total Forecast/Actual	2	2	0	0	0	0	2	0	4

Construction Ready

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
San Juan Capistrano Passing Siding	X	✓							
Placentia Metrolink Station and Parking Structure					X				
Anaheim Canyon Metrolink Station							X		
I-5, SR-73 to Oso Parkway							X		
Total Forecast/Actual	1	1	0	0	1	0	2	0	4

Advertise Construction

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
San Juan Capistrano Passing Siding	X	✓							
I-5, Oso Parkway to Alicia Parkway			X	✓					
Placentia Metrolink Station and Parking Structure					X				
Total Forecast/Actual	1	1	1	1	1	0	0	0	3

Capital Programs Division

Fiscal Year 2018-19 Performance Metrics Through December 2018

Award Contract

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
OC Streetcar	X	✓							
I-5, SR-55 to SR-57			X	✓					
I-5, Oso Parkway to Alicia Parkway					X				
San Juan Capistrano Passing Siding					X				
Placentia Metrolink Station and Parking Structure							X		
Total Forecast/Actual	1	1	1	1	2	0	1	0	5

Complete Construction

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, Pico to Vista Hermosa	X	✓							
I-5, Pacific Coast Highway to San Juan Creek Road	X	✓							
Fullerton Transportation Center Elevator Upgrades			X						
Orange Metrolink Station Parking Structure					X				
SR-57 (Northbound), Orangethorpe Avenue to Lambert Road Landscape							X		
Total Forecast/Actual	2	2	1	0	1	0	1	0	5

Totals	8	8	4	3	6	0	7	0	25
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Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

I-605 - San Gabriel River Freeway (Interstate 605)

I-405 - San Diego Freeway (Interstate 405)

X = milestone forecast in quarter

✓ = milestone accomplished in quarter



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Amendment to Cooperative Agreement with City of Fullerton for the State College Boulevard Railroad Grade Separation Project

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller

Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-9-0576, between the Orange County Transportation Authority and the City of Fullerton, in the amount of \$2,662,000, for the State College Boulevard railroad grade separation project. This will increase the maximum obligation of the agreement to a total contract value of \$99,631,000.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.
- C. Authorize the Chief Executive Officer to negotiate and execute Reimbursement Agreement No. C-9-0988 with the City of Fullerton, in the amount of \$12,700,000, to pay right-of-way costs for the State College Boulevard railroad grade separation project.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer *Kenneth Dyer for*

Subject: Amendment to Cooperative Agreement with City of Fullerton for the State College Boulevard Railroad Grade Separation Project

Overview

On October 26, 2009, the Orange County Transportation Authority Board of Directors authorized a cooperative agreement with the City of Fullerton that outlined the roles, responsibilities, and processes for funding, final design, right-of-way acquisition, construction, and construction management of the Raymond Avenue and State College Boulevard railroad grade separation projects. The agreement requires an amendment to change the overall funding commitment for the State College Boulevard project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-9-0576, between the Orange County Transportation Authority and the City of Fullerton, in the amount of \$2,662,000, for the State College Boulevard railroad grade separation project. This will increase the maximum obligation of the agreement to a total contract value of \$99,631,000.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.
- C. Authorize the Chief Executive Officer to negotiate and execute Reimbursement Agreement No. C-9-0988 with the City of Fullerton, in the amount of \$12,700,000, to pay right-of-way costs for the State College Boulevard railroad grade separation project.

Discussion

The City of Fullerton (City) is the lead agency for the State College Boulevard railroad grade separation project (Project). The City is responsible for the environmental documentation, final design, utility relocation, construction, construction management, inspection, and materials testing for the Project. The Orange County Transportation Authority (OCTA) is responsible for the oversight of the City's efforts, right-of-way (ROW) acquisition and associated activities, public outreach services, and coordination of the schedules for the Project with the other six railroad grade separation projects along the Orangethorpe railroad corridor.

On October 26, 2009, the OCTA Board of Directors (Board) approved a cooperative agreement with the City for the delivery of both the Raymond Avenue and State College Boulevard railroad grade separation projects. Six amendments have been approved to date. OCTA and City staff are working to closeout and reconcile the final costs and funding balances.

The Project construction was completed in March 2018. OCTA and City staff performed a comprehensive analysis of actual and remaining costs to closeout the Project. Results of the analysis indicate that the estimated cost-to-complete the Project is \$99,631,000, which is \$2,662,000 (2.7 percent) over the current available funding of \$96,969,000, as reflected in Amendment No. 6 to Cooperative Agreement No. C-9-0576 approved by the Board on November 14, 2016 (Attachment A). The Project cost increase is attributed to the few remaining ROW matters related to property and business impacts.

Project ROW costs are funded primarily from federal funds, which the City is the direct recipient of since the City is the lead agency for the overall Project. Federal funds are obtained after ROW costs are paid and actual payments are submitted for reimbursement. On November 15, 2018, the City submitted a letter to OCTA requesting assistance to pay for Project costs, prior to federal reimbursement, due to the City's limited cash flow (Attachment B). The federally reimbursable ROW cost has been determined by OCTA staff to be \$12,700,000, which must be paid before the City can obtain federal funding reimbursements. The City will utilize the \$12,700,000 to be advanced by OCTA to then pay OCTA for ROW costs incurred. These financial transactions will occur within a very brief timeframe, potentially within one to two days. The City can then seek federal funding reimbursement for the ROW costs paid.

Amendment to Cooperative Agreement with City of Fullerton for the State College Boulevard Railroad Grade Separation Project *Page 3*

A loan repayment plan would be developed that identifies the terms of repayment. The daily interest rate would be 0.00274 percent which would equate to a daily charge of approximately \$348. This rate is based on OCTA's overnight bank rate of one percent annually. Staff recommends entering into this reimbursement agreement, in an amount not to exceed \$12,700,000. Funds advanced under the reimbursement agreement shall be exclusively used by the City to pay ROW costs incurred by OCTA. The City is working diligently with OCTA staff in the development of Reimbursement Agreement No. C-9-0988, which is scheduled for City Council approval on February 5, 2019.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 0017-7831-SO207-QKC, and is funded with Measure M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-9-0576 between the Orange County Transportation Authority and the City of Fullerton, in the amount of \$2,662,000, for additional right-of-way costs, and Reimbursement Agreement No. C-9-0988 between the Orange County Transportation Authority and the City of Fullerton, in the amount of \$12,700,000, to pay project right-of-way costs.

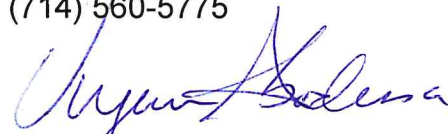
Attachments

- A. City of Fullerton, Cooperative Agreement No. C-9-0576 Fact Sheet
- B. Letter from Ken Domer, City Manager, City of Fullerton, to Rose Casey, Director Highway Programs, Dated November 15, 2018, Re: State College Boulevard Grade Separation - Project No. 45660

Prepared by:



Ross Lew, P.E.
Program Manager
(714) 560-5775



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

Approved by:



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

**City of Fullerton
Cooperative Agreement No. C-9-0576 Fact Sheet**

1. October 26, 2009, Cooperative Agreement No. C-9-0576, \$125,822,000, approved by the Board of Directors (Board).
 - To provide environmental, engineering, right-of-way (ROW) capital and support, construction management, and construction for the Raymond Avenue and State College Boulevard railroad grade separation projects (Projects).
2. July 26, 2010 Amendment No. 1 to Cooperative Agreement No. C-9-0576, \$25,014,000, approved by the Board.
 - To change the overall funding commitment for the Projects, to swap Measure M2 funds with federal funds for the Raymond Avenue railroad grade separation project, to federalize the Raymond Avenue railroad grade separation project, and to revise the project schedule for the Projects.
3. August 13, 2012, Amendment No. 2 to Cooperative Agreement No. C-9-0576, \$1,964,000, approved by the Board.
 - To change the overall funding commitment for the Projects, consistent with the budget approved by the Board on April 9, 2012, and to designate the Orange County Transportation Authority to serve as the project lead for property acquisition at Raymond Avenue and State College Boulevard.
 - Project costs for Raymond Avenue increased by \$968,000, from \$77,188,000 to \$78,156,000, and project costs for State College Boulevard increased by \$996,000, from \$73,648,000 to \$74,644,000.
4. October 11, 2013, Amendment No. 3 to Cooperative Agreement No. C-9-0576, \$25,592,000, approved by the Board.
 - To change the overall funding commitment for the Projects.
 - To include reimbursement items from third-party contributions.
 - Project cost for Raymond Avenue increased by \$19,982,000, from \$78,156,000 to \$98,138,000 and project cost for State College Boulevard increased by \$5,610,000, from \$74,644,000 to \$80,254,000.
5. January 13, 2014, Amendment No. 4 to Cooperative Agreement No. C-9-0576, \$19,802,000, approved by the Board.
 - To change the overall funding commitment for the Projects.
 - Project cost for Raymond Avenue increased by \$14,052,000, from \$98,138,000 to \$112,190,000, and project cost for State College Boulevard increased by \$5,750,000, from \$80,254,000 to \$86,004,000.

6. July 26, 2016, Amendment No. 5 to Cooperative Agreement No. C-9-0576, \$0, approved by the Contracts Administration Materials and Management Department.
 - To extend the term of the cooperative agreement by an additional 24 months, from August 1, 2016 to August 1, 2018, to allow for continued work on the Projects until completion.
7. November 14, 2016, Amendment No. 6 to Cooperative Agreement No. C-9-0576, \$23,608,000, approved by the Board.
 - To change the overall funding commitment for the Projects.
 - To include additional funding from utility reimbursement.
 - Project cost for Raymond Avenue increased by \$12,643,000, from \$112,190,000 to \$124,833,000, and project cost for State College Boulevard increased by \$10,965,000, from \$86,004,000 to \$96,969,000.
8. February 11, 2019, Amendment No. 7 to Cooperative Agreement No. C-9-0576, \$2,662,000, pending Board approval.
 - To change the overall funding commitment for the Projects.
 - Project cost for State College Boulevard increased by \$2,662,000, from \$96,969,000 to \$99,631,000.
 - To advance the City of Fullerton \$12,700,000 to pay ROW costs and include all necessary repayment terms.

Total committed to the City of Fullerton after approval of Amendment No. 7 to Cooperative Agreement No. C-9-0576: \$224,464,000.



CITY OF FULLERTON

City Manager's Office

November 15, 2018

Ms. Rose Casey
Director, Highway Programs
Orange County Transportation Authority
P.O. Box 14184
Orange, California 92863-1584

SUBJECT: State College Boulevard Grade Separation - Project No. 45660

Dear Ms. Casey:

The construction of State College Boulevard is complete and is currently in the Closeout phase, which includes reconciling all project-related expenditures and processing final payments.

The total amount of unpaid project-related costs is approximately \$17 million and the majority of these costs will be reimbursed by the project's federal funding. However, a proof of payment is required in order to request and receive this reimbursement, which presents a cash flow problem for the City of Fullerton due to the size of the unpaid costs. As we have arranged before with you, the City requests the Orange County Transportation Authority's (OCTA) assistance by advancing \$17 million of local funds to the City of Fullerton. This will enable the City to pay outstanding project-related costs, request federal funding reimbursement, and close the project in a timely manner. The advancement will be returned to OCTA, less the Measure M committed contribution that will be identified in the Cooperative Agreement C-9-0576 Amendment No. 7.

As a robust partner in this project, the City of Fullerton requests that OCTA address this critical issue as soon as possible.

If you have any questions or need additional information, please contact Yelena Voronel, Acting Director of Engineering, at 714-738-6852 or yelenav@ci.fullerton.ca.us. Thank you.

Sincerely,

A blue ink signature of Ken Domer, written in a cursive style.

Ken Domer
City Manager

C: Yelena Voronel, Acting Director of Engineering
Michael O'Kelly, Administrative Services Director

THE EDUCATION COMMUNITY


303 West Commonwealth Avenue, Fullerton, California 92832-1775
(714) 738-6310 • Fax (714) 738-6758 • citymanager@ci.fullerton.ca.us • www.cityoffullerton.com



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller
Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 21 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,463,020, to incorporate polymer fibers in all concrete bridge decks on the Interstate 405 Improvement Project to comply with revised California Department of Transportation standards.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is needed to incorporate polymer fibers in all concrete bridge decks on the project to comply with revised California Department of Transportation standards.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 21 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,463,020, to incorporate polymer fibers in all concrete bridge decks on the Interstate 405 Improvement Project to comply with revised California Department of Transportation standards.

Discussion

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

Contract Change Order for Additional Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605 Page 2

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

Near the end of the procurement of the design-builder in 2016, Caltrans standards changed to require polymer fibers be incorporated in bridge deck concrete to prevent premature bridge deck cracking and reduce long-term maintenance requirements. OCTA's request for proposals did not adequately address the need for the design-builder to include polymer fibers in the technical and financial proposals.

As such, a contract change order (CCO) for additional materials and labor during construction is now needed in order for OC405 to incorporate polymer fibers in all concrete bridge decks on the Project and comply with Caltrans standards.

The cost to incorporate polymer fibers in all concrete bridge decks is funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion. The Project contingencies have been approximately 27 percent expended to date. This is in line with the percent complete for the Project from both a time and earned value standpoint.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, OCTA approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Board approval is required for this proposed CCO, in the amount of \$1,463,020, to provide compensation to OC405 for the additional material and construction efforts necessary to comply with Caltrans revised standards.

Attachment A lists the CCOs that have been executed to date and the pending CCOs that are currently under negotiation with OC405.

Fiscal Impact

The funding for the Project was approved in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes.

Summary

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 21 to Agreement No. C-5-3843 with OC 405 Partners, a joint venture, in the amount of \$1,463,020, to incorporate polymer fibers in all concrete bridge decks on the Interstate 405 Improvement Project to comply with revised California Department of Transportation standards.

Attachment

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

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



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

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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$1,300,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39

013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/Bushard Street	Pending		\$8,560,556.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
017	Water Lines Relocations for the City of Fountain Valley	Pending		\$800,000.00
018	Bolsa Chica Road Enhanced Gawk Screen	Pending		\$56,395.00
019	Brookhurst Off-Ramp Sign	Pending		\$11,484.00
020	Magnolia Existing Pavement Thickness Differing Site Conditions	Pending		\$4,095.00
021	Polymer Fibers in Bridge Deck Concrete	Pending		\$1,463,020.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$98,935,000.00</u>
Total Contract Allotment	\$1,316,000,000.00
Subtotal Approved CCO	\$1,859,436.55
Subtotal Pending CCOs	<u>\$10,895,550.00</u>
Total CCOs	\$12,754,986.55
Proposed Revised Contract Price	\$1,229,819,986.55
Remaining Contingency Fund	\$86,180,013.45



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors
From: *RW*
Laurena Weinert, Clerk of the Board
Subject: Capital Programming Policies Update

Executive Committee Meeting of February 4, 2019

Present: Chairman Shaw, Vice Chairman Jones, and Directors Bartlett, Davies, Do, Hennessey, and M. Murphy
Absent: None

Committee Vote

This item was passed by the Members present.


Committee Recommendation

Approve the updated Capital Programming Policies.



February 4, 2019

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Capital Programming Policies Update

Overview

The Orange County Transportation Authority's Capital Programming Policies provide guidance on the use of Measure M2, state, and federal funds. Project-specific funding commitments are recommended to the Board of Directors based on these policies. Updated policies are presented for review and approval based on recent state and federal actions, as well as other changes.

Recommendation

Approve the updated Capital Programming Policies.

Background

The Capital Programming Policies (CPP) include programming policies for Measure M2 (M2) funding programs that fall under the M2 Ordinance and associated guidelines. Major state and federal fund sources are also included in the CPP. Most of these state and federal programs provide funding to Orange County on a formula basis. The funding sources have specific transportation improvement goals as defined by the enabling legislation and additional state and federal rules, which are considered in the development of current programming policies. There are 23 state and federal fund sources included in the CPP. A description of state and federal funding programs and level of funding available to the Orange County Transportation Authority (OCTA) is provided in Attachment A.

Discussion

The CPP is intended to guide users of future revenues as they become available. The overall goal is to realize the maximum benefit from each source in relation to OCTA's programs and projects, consistent with OCTA's goals, including stewardship, fiscal sustainability, and mobility. Programming requests are brought forward to the Board of Directors (Board) based on state, federal,

and local funding program timelines, the achievement of design or project delivery milestones, project needs, cost savings, and other factors. For example, in 2018, the Board considered and acted on more than 20 staff reports that included programming decisions for various highway, streets and roads, and transit projects. The list of staff reports with recommended and approved programming actions is provided in Attachment B.

This update to the CPP includes changes based on the new state guidelines related to SB 1 (Chapter 5, Statutes of 2017, the Road Repair and Accountability Act of 2017), minor changes to the Federal Transit Administration (FTA) programs, the addition of one new federal highway program, and use of federal funds to support regional planning activities, mirroring a similar state policy.

The current state and federal transportation funding policies were last updated in May 2017. The proposed policy changes are further discussed below and described in more detail in Attachment C.

State Programs

SB 1 will provide an estimated \$5.25 billion annually for transportation purposes, with investments targeted towards fix-it-first purposes on local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation. The state has developed guidelines for several formula programs, and these programs are proposed to be added into the CPP.

The new SB1 programs include the Local Partnership Program-Formula (LPP-F), State of Good Repair (SGR), and Trade Corridor Enhancement Program (TCEP). Two of these programs, LPP-F and TCEP, essentially replace Proposition 1B-State Local Partnership Program (SLPP), and the California Freight Investment Program (CFIP) state funding programs.

LPP-F is provided to reward existing counties and agencies that have passed transportation sales tax measures similar to the previous Proposition 1B SLPP funding program. The SLPP has concluded, and a policy is proposed that the LPP-F Program funds be distributed to ready-to-deliver OCTA M2 projects with an equitable balance of funding to freeways, streets and roads, transit capital, and eligible environmental clean-up.

SGR funds have a specific goal of keeping transit in a good working condition and are proposed to be used towards bus capital projects and maintenance, rehabilitation, and replacement of existing OCTA assets. This is a new state funding program being provided for transit, which offers considerable flexibility. The proposed policy attempts to maintain that flexibility to use the funds for bus transit.

Prior to SB 1, the state was developing guidelines for the CFIP, which drew funding primarily from the Federal National Highway Freight Program. However, with the passage of SB 1, the state instead created guidelines to distribute both state and federal funds through the TCEP. This program is very similar to the CFIP with a program goal to provide funding for infrastructure improvements on freight corridors and fund projects designed to improve corridors with high volumes of freight. Staff is proposing to apply the existing policy for CFIP to TCEP, which is to first seek to fund eligible M2 projects that meet the requirements and goals of the program, then fund other eligible Orange County projects.

Federal Programs

In April 2018, the Federal Highway Administration notified the State of California that \$1.98 billion in Highway Infrastructure Program funds were being made available through the Department of Transportation Appropriations Act, 2018, (P.L. 115-141), which was enacted on March 23, 2018. Total funding distributed to California was \$185 million, of which \$7.92 million is apportioned to OCTA through the same formula as the Surface Transportation Block Grant (STBG) Program. The existing distribution of \$7.92 million has already been programmed through Board action to the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway. The focus of this funding program is improvements to highway infrastructure, as the name implies, and fund activities similar to the STBG Program. This is a one-time funding program, but may be revisited in the future and, therefore, should be added to the CPP.

The proposed CPP also includes minor changes to FTA Section 5307 and Section 5339 transit funding programs to de-emphasize the prioritization of eligible projects and to mirror how the funds are distributed through Board action on the annual FTA program of projects (POP). OCTA typically links the POP to specific fiscal year budgets, and project/program needs are addressed through the budget process. Eligible uses remain unchanged.

For the STBG Program, the updated policy proposes using up to five percent annually, approximately \$2 million, toward regional planning activities. This policy mirrors a state policy (five percent for planning and programming) included in the State Transportation Improvement Program. This new policy allows the use of both state and federal funds for regional planning efforts, including corridor studies and updates to the Long-Range Transportation Plan. In recent years, the Board has approved federal funding for planning activities, and this update to the policy is consistent with recent actions. The STBG policy is also updated to remove “grade separation” as a specific project type as this type of project can be funded under the “local streets and roads” project, which continues to be eligible under the updated policy.

As noted above, programming requests will be brought forward based on state, federal, and local funding program timelines, achievement of design or project delivery milestones, project needs, cost savings, and other factors.

The existing CPP are provided as Attachment D. The approved state, federal, and M2 capital programming commitments are included in the Capital Funding Program provided in Attachment E.

Summary

This CPP update includes changes based on the new state guidelines, minor changes to FTA programs, the addition of one new federal program, and use of federal funds to support regional planning activities.

Attachments

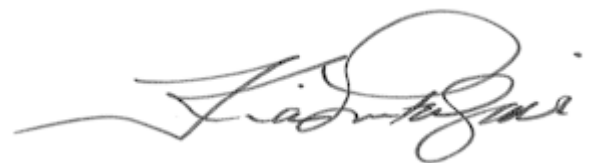
- A. State and Federal Funding Sources
- B. List of Board of Directors Reports with Programming Actions for Programs in the Capital Programming Policies, January 2018 – December 2018
- C. Proposed Changes to Capital Programming Policies by Fund Source, February 2019
- D. Existing Capital Programming Policies by Fund Source, February 2019
- E. Capital Funding Program Report

Prepared by:



Adriann Cardoso
Capital Programming Manager
(714) 560-5915

Approved by:



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

State and Federal Funding Sources

Source	Description
State Sources	
Active Transportation Program (ATP)	<p>Background: The ATP was created to encourage increased use of active modes of transportation, such as biking and walking.</p> <p>Eligible Projects: ATP funds can be used for bicycle and pedestrian infrastructure projects, non-infrastructure projects including education, enforcement, and planning activities and combined infrastructure projects with non-infrastructure components.</p> <p>Significant Limitations: The program scoring criteria is weighted to favor projects submitted from Disadvantaged communities making it difficult for Orange County projects from non-disadvantaged communities to compete.</p> <p>Estimates: For the Cycle 4 ATP call for projects (call), the state made \$218 million available annually for four years. Fifty percent (\$109 million) is available for the statewide call. Ten percent (\$21.9 million) is available for the small urban and rural call. Forty percent (\$87 million) is available for the large urban regional call. Through the large urban regional call, Orange County local agencies receive approximately \$3.7 million annually. Local agencies may also compete for the statewide funding.</p>
Cap-and-Trade (Competitive) Affordable Housing and Sustainable Communities Program (AHSC)	<p>Background: The AHSC Program will provide grants and/or loans to projects that will achieve greenhouse gas (GHG) reductions through increasing accessibility of affordable housing, employment centers, and key destinations, via low-carbon transportation options (walking, biking, and transit), and resulting in fewer vehicle miles traveled.</p> <p>Eligible Projects: AHSC funds can be used for intermodal, affordable housing projects that support infill and compact development. The funds support transit capital, active transportation, transit-oriented development, affordable housing, complete streets programs and planning activities associated with sustainable community strategies.</p> <p>Significant Limitations: Transit and transportation components are only eligible when they are submitted as part of a low-income housing development grant application.</p> <p>Estimates: The State of California makes available 20 percent (currently \$400 million) of the annual cap and trade revenues for the AHSC Program on an ongoing basis. The Orange County Transportation Authority (OCTA) is eligible to compete for these funds but has not been successful in prior cycles due to the limitations of the program.</p>

State and Federal Funding Sources

Source	Description
State Source	
Cap-and-Trade (Formula)	<p>Background: LCTOP was created to provide operating and capital assistance for transit agencies to reduce GHG emission and improve mobility with a priority to serve disadvantaged communities.</p> <p>Eligible Projects: LCTOP may be used for projects that will support new or expanded bus or rail services, expanded intermodal transit facilities, replacement zero-emission buses, equipment acquisition, and maintenance and other costs to operate those services or facilities that increase ridership and reduce GHG.</p> <p>Estimates: The State of California makes available five percent (currently \$100 million) of the annual cap and trade revenues for the LCTOP program on an ongoing basis. OCTA received \$1.3 million in fiscal year (FY) 2014-15, \$3.6 million in FY 2015-16, \$1.7 million in FY 2016-17, and \$4.8 million in FY 2017-18. The California Department of Transportation has released a draft estimate for FY 2018-19 funding, which indicates that OCTA might receive more than \$7.0 million.</p>
Cap-and-Trade (Competitive) Transit and Intercity Rail Capital Program (TIRCP)	<p>Background: Program goals include the reduction of GHG emissions, expanded rail service to increase ridership, the integration of different rail and bus systems, and improved rail safety.</p> <p>Eligible projects: TIRCP funds may be used for rail and bus capital projects, and operational improvements that result in increased ridership and reduced GHG.</p> <p>Estimates: The State of California makes available ten percent (currently \$200 million) of the annual cap and trade revenues for the LCTOP Program on an ongoing basis. In 2018, the program was supplemented with SB 1 (Chapter 5, Statutes of 2017) funding. This is a competitive funding program.</p>
Proposition 1A	<p>Background: Proposition 1A is the Safe, Reliable High-Speed Passenger Train Bond Act. It provides \$9 billion for the construction of high-speed rail in the State of California. In addition, it provides another \$950 million for allocation to intercity, commuter, and urban rail systems for the purpose of direct connectivity and benefits to the high-speed train system.</p> <p>Uses: The Southern California Regional Rail Authority (SCRRA) will receive \$123.7 million, of which approximately \$26.6 million is due to train operations in Orange County. SCRRA has programmed \$123.7 million in Proposition 1A funds for Positive Train Control and the Metrolink High-Speed Rail Readiness Program to refurbish or replace cars and locomotives.</p> <p>Significant Limitations: The state has programmed \$46 million to the State College Boulevard Grade Separation Project in the City of Anaheim. However, the matching funds required for this project are significant which may be prohibitive considering the total estimated project cost.</p> <p>Estimates: All funds are currently programmed.</p>

State and Federal Funding Sources

Source	Description
State Source	
Proposition 1B	<p>Background: Proposition 1B is a \$19.9 billion infrastructure bond. There are 12 main programs included in the bond. OCTA has been successful in programming funds in eight of those categories, totaling \$871 million.</p> <p>Estimates: There is no new funding in the Proposition 1B Program but there may be opportunities to reprogram project savings to other projects.</p>
Proposition 116	<p>Background: Proposition 116 Intercity Rail Program made available \$3 billion for intercity and commuter/urban rail programs. OCTA has received approximately \$121.3 million in Proposition 116 funds through an agreement established with the City of Irvine.</p> <p>Estimates: All funds must be expended or encumbered by July 1, 2020. It is anticipated that there will not be any future Proposition 116 savings available for reprogramming.</p>
SB 1 Local Partnership Program - Formula (LPP-F)	<p>Background: The purpose of the LPP-F Program is to provide additional funding for local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees.</p> <p>Eligible projects: The LPP-F Program funds are very flexible and can be used for highways, streets and roads, transit capital projects and environmental mitigation.</p> <p>Estimates: In the first cycle, 50 percent of the funds (or \$100 million per year) was made available which was split between Northern California and Southern California based on revenues generated, and then in Southern California based on population. OCTA received \$9.121 million in both FY 2017-18 and FY 2018-19. For the 2019 LPP-F project nomination cycle, OCTA was able to program \$9.388 million.</p>
SB 1 State of Good Repair (SGR)	<p>Background: The specific goal of the SGR Program is to rehabilitate and modernize existing local transit systems.</p> <p>Eligible projects: SGR funds may be used for transit capital projects to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities, design, acquisition, and construction of new vehicles or facilities that improve existing transit services, and transit services that complement local efforts for repair and improvement of local transportation infrastructure.</p> <p>Estimates: The SGR Formula Program is estimated to provide \$105 million statewide annually and funds are distributed based on a formula that includes population and transit operating revenues. OCTA's share is approximately \$5.7 million annually.</p>

State and Federal Funding Sources

Source	Description
State Source	
SB 1 Trade Corridors Enhancement Program (TCEP)	<p><u>Background:</u> The TCEP specific goal is to improve the freight network.</p> <p><u>Eligible projects:</u> TCEP funds may be used for:</p> <ul style="list-style-type: none"> • State highway and local road capital and operations improvements, • Freight rail systems; enhancements to the ports (with limitations), • Truck corridor improvements including dedicated truck facilities, zero emission trucks, truck information technology systems elements, • Border access improvements, • Surface transportation to and from land ports, sea ports, and airports to facilitate goods movement, and • Pilot projects in the sustainable freight plan. <p><u>Estimates:</u> In the first call cycle, \$1.341 billion is available for a three-year programming cycle. The Los Angeles-Inland Empire Corridor had a funding target of approximately 35 percent of the available funding.</p>
State Transportation Improvement Program (STIP)	<p><u>Background:</u> Revenues from the price-based excise tax are mixed with some federal funds and are consolidated into the STIP for the improvement, maintenance, preservation, and replacement of surface transportation infrastructure.</p> <p><u>Eligible Projects:</u> STIP funding is very flexible and can be used for a variety of surface transportation infrastructure projects and planning activities but there are limitations on certain types of projects, such as planning and transit projects.</p> <p><u>Estimates:</u> Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period. In the 2018 STIP, OCTA is programmed to receive \$52 million per year over the next five-year period (through FY 2022-23). These funds have already been programmed to primarily freeway projects.</p>

State and Federal Funding Sources

Federal Sources	
Congestion Mitigation and Air Quality (CMAQ)	<p><u>Background:</u> The CMAQ Program supports surface transportation projects and other related efforts that contribute air quality improvements and congestion relief consistent with the Clean Air Act.</p> <p><u>Eligible projects:</u> CMAQ funds may be used for transportation projects that improve air quality including projects that improve traffic flow, mobility, or emergency response as follows:</p> <ul style="list-style-type: none"> • Projects to improve signalization • Construct high-occupancy vehicle lanes • Improve intersections, add turning lanes • Improve transportation systems management and operations that mitigate congestion and improve air quality • Implement intelligent transportation systems • Real-time traffic systems • Transit including fixed-guideway projects • Multimodal traveler information <p>CMAQ funds could also support the purchase of integrated, interoperable emergency communications equipment, projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand. Purchase of cleaner rolling stock and buses and in certain cases, transit operations.</p> <p><u>Significant Limitation:</u> CMAQ-funded projects and even project components must be able to demonstrate a quantifiable emission reduction or benefit to air quality.</p> <p><u>Estimates:</u> The annual estimate of CMAQ funds is \$49 million.</p>
Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula	<p><u>Background:</u> FTA Section 5307 Urbanized Area Formula Program makes federal funds available for public transportation capital, planning, and in limited instances, operating expenses.</p> <p><u>Estimates:</u> The annual estimate for FTA Section 5307 funding is approximately \$50 million. Annually, approximately \$8.5 million derives from and is directed to commuter rail projects.</p>

State and Federal Funding Sources

Federal Sources	
FTA Section 5309 New Starts	<p><u>Background:</u> The FTA Section 5309 New Starts Competitive Program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This is a discretionary program.</p> <p><u>Eligible projects:</u> FTA Section 5309 New starts funds are competitive and may be used for:</p> <ul style="list-style-type: none"> • New fixed-guideways or extensions to fixed-guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), • Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and • Projects that improve capacity on an existing fixed-guideway system. <p><u>Estimates:</u> OCTA received a full funding grant agreement for New Starts funding for the OC Streetcar in the amount of \$149 million, or 36.5 percent of the current project cost estimate.</p>
FTA Section 5310 Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities	<p><u>Background:</u> The FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities makes federal funds available to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Operating assistance is available under this program.</p> <p><u>Uses:</u> At least 55 percent of FTA Section 5310 Program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA. OCTA uses these funds for enhanced paratransit service.</p> <p><u>Estimates:</u> The annual estimate of FTA Section 5310 Program funds for Orange County is \$2.2 million.</p>

State and Federal Funding Sources

Federal Sources	
FTA Section 5337 State of Good Repair Program (SGR)	<p><u>Background:</u> The FTA Section 5337 SGR Program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems.</p> <p><u>Uses:</u> FTA section 5337 funds may be used for capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate rolling stock, track, line equipment and structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, and Transit Asset Management Plan development and implementation</p> <p><u>Estimates:</u> The annual estimate of FTA Section 5337 for Orange County is \$21.7 million of which \$17.9 million is generated by Metrolink operations and provided for Metrolink rehabilitation/renovation projects</p>
FTA Section 5339 Bus and Bus Facilities Program	<p><u>Background:</u> The FTA Section 5339 provides formula capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.</p> <p><u>Uses:</u> FTA Section 5339 formula funds are to be used towards capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. Use of these funds for bus capital projects will help offset the reduction in the estimated annual apportionment from FTA Section 5307.</p> <p><u>Estimates:</u> The annual estimate for FTA Section 5339 funding is \$7.4 million</p>
Highway Infrastructure Program	<p><u>Background:</u> The focus of this funding program is improvements to highway infrastructure and will fund activities similar to the Surface Transportation Block Grant (STBG) Program.</p> <p><u>Uses:</u> \$7.92 million in funding was received in 2018 and programmed to the Interstate 5 Widening Project between State Route 73 and Oso Parkway.</p> <p><u>Estimates:</u> This is a one-time funding program but may be increased or revisited in the future</p>
National Highway Freight Program	<p><u>Background:</u> The National Highway Freight Program is a new program which was established in the Fixing America's Surface Transportation Act in December 2015.</p> <p><u>Estimates:</u> This funding is included in the TCEP state funding program discussed previously.</p>

State and Federal Funding Sources

Federal Sources	
STBG Program (formerly Regional Surface Transportation Program)	<p><u>Background:</u> STBG provides flexible funding that may be used by states and local agencies for projects to preserve and improve the conditions and performance on any federal-aid highway, public road, bridge, and improve pedestrian and bicycle infrastructure, support transit capital, and under certain conditions, transit operations.</p> <p><u>Eligible projects:</u> STBG funds are the most flexible of federal funds and may be used for the improvement, maintenance, replacement, safety and preservation of highways, local access roads, bridges and tunnels, railway/highway/roadway at grade and separated crossings, transit capital and in some cases operations, carpool projects, parking facilities, electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, ADA sidewalk modifications, highway and transit research and transportation planning, management systems, environmental mitigation efforts, intersection improvements, intelligent transportation systems capital improvements, congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs, recreational trails projects, truck parking facilities, workforce development, training, and education activities.</p> <p><u>Estimates:</u> The annual estimate for STBG funds for Orange County is \$41 million.</p>
Transportation Alternatives Program (TAP)	<p><u>Background:</u> TAP can provide funding for bike and pedestrian projects and incorporates aspects of the Safe Routes to School Program.</p> <p><u>Estimates:</u> This funding is included in the ATP state funding program discussed previously.</p>

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2018 - December 2018**

Date	Report Title	Fund Source(s) Affected
1/22/2018	SB 1 SGR Program Recommendations	SB 1 SGR
2/12/2018	OCTA State and Federal Grant Programs - Update and Recommendations	CMAQ
2/12/2018	Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5	STBG
2/12/2018	2019 Federal Transportation Improvement Program and Financial Plan	All
2/12/2018	2018 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects	M2
3/12/2018	Cooperative Agreement with the City of Laguna Niguel for Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station	FTA 5309, Prop 1B TSSSDRA
3/12/2018	M2 Environmental Cleanup Program – Tier 1 Grant Program Call for Projects	M2
4/9/2018	2018 State Transportation Improvement Program Update	STBG, M2
5/25/18	Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program Recommendations	MSRC
6/11/18	Capital Programming Update	M2, STBG, FTA 5307, RSTP
6/11/18	Comprehensive Transportation Funding Programs - 2018 Project O and Project P - Call for Projects Programming Recommendations	M2, LPP
6/11/18	Public Hearing on Orange County Transportation Authority's FY 2018-19 Budget and Personnel and Salary Resolution	Various. Specific FTA 5339 Action for Programming
6/11/18	Comprehensive Transportation Funding Programs Semi-Annual Review – March 2018	M2, Projects O, P, and V
6/11/18	Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations	CMAQ
6/25/18	2018 M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations	M2, Project V
7/19/18	OC Streetcar Revised Funding Plan	M2

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2018 - December 2018**

Date	Report Title	Fund Source(s) Affected
8/13/18	SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formula Funding Program Recommendations for FY 2019-20	LPP
8/13/18	Acceptance of State Competitive Grants	Adaptation Planning, CURE, Sustainable Communities
8/13/18	SB 1 (Chapter 5, Statutes of 2017) SGR Program Recommendations for FY 2018-19 Funds	SB 1 SGR
9/10/18	Comprehensive Transportation Funding Programs – M2 Environmental Cleanup Program Revised 2018 Tier 1 Projects	M2
10/8/18	Grant Award for the Pedestrian and Bicycle Safety Program	COTS
10/22/18	Cooperative Agreements with Special Agencies for the Provision of Special Transportation Services	LTF
10/22/18	2019 Project W Safe Stops Call for Projects	M2 Project W
11/26/18	Capital Programming Update	Prop 1B TCIF, TSSSDRA
12/10/18	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2018	M2, Projects O, P, and V
12/10/18	OCTA State and Federal Grant Programs - Update and Recommendations	CMAQ

CMAQ – Congestion Mitigation and Air Quality Improvement Program

COTS – California Office of Traffic Safety

CURE – Commuter Urban Rail Endowment

FTA – Federal Transit Administration

FY – Fiscal Year

LPP – Local Partnership Program

LTF – Local Transportation Fund

M2 – Measure M2

MSRC - Mobile Source Air Pollution Reduction Review Committee

OCTA - Orange County Transportation Authority

Prop 1B – Proposition 1B

RSTP – Regional Surface Transportation Program

SB 1 – Chapter 5, Statutes of 2017

SGR – State of Good Repair

STBG – Surface Transportation Block Grant

TCIF – Trade Corridor Improvement Fund

TSSSDRA – Transit System Safety, Security & Disaster Response Account

**Proposed Changes to Capital Programming Policies by Fund Source
February 2019**

Funding Source/ Agency	Change to Existing Programming Policies	
	Current Policy	Proposed Policy
State		
California Freight Investment Program (CFIP)/California Transportation Commission (CTC)	Use of CFIP funds first for eligible Measure M2 (M2) Program projects which meet the requirements and goals of the program, then fund other eligible priority Orange County projects	Program will be removed as it was repaced by SB 1 (Chapter 5, Statutes of 2017) - Trade Corridors Enhancement Program (TCEP {see below})
Proposition 1B State-Local Partnership Program (SLPP)/CTC	Use of SLPP for local streets and roads and freeway construction projects, contingent on matching funds availability. Seek equitable balance between freeways and local streets and roads	Program will be removed as it has ended and there is no opportunity to redirect savings
SB 1 - Local Partnership Program (LPP) – Formula/CTC	New Program – no policy	Use LPP for ready-to-deliver M2 projects which are compatable with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/California Department of Transportation (Caltrans)	New Program – no policy	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing Orange County Transportation Authority (OCTA) transit assets
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	New Program – no policy	Use TCEP first for eligible M2 Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects * Replaces California Freight Investment Program

**Proposed Changes to Capital Programming Policies by Fund Source
February 2019**

	Current Policy	Proposed Policy
Federal		
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds in the following order:</p> <ol style="list-style-type: none"> (1) preventive maintenance, (2) capital cost of contracting, and (3) bus replacement. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5339 Formula /FTA	<p>Use funds in the following order:</p> <ol style="list-style-type: none"> (1) bus replacement, (2) capital maintenance, and (3) other bus capital projects as identified in the bus capital plan. 	<p>Use funds for:</p> <ul style="list-style-type: none"> • capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan.
Highway Infrastructure Program/Caltrans for Federal Highway Administration (FHWA)	New Program – no policy	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	Currently these funds are administered by the state through the CFIP. See above.	Currently these funds are administered by the state through the TCEP (see TCEP above).

**Proposed Changes to Capital Programming Policies by Fund Source
February 2019**

	Proposed Policy	Current Policy
Federal (Con't.)		
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use STBG funds for M2 Freeway Program (consistent with M2020 priorities), grade separations, and local streets and roads.	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually.

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source	Measure M2 (M2) Programming Policies (Adopted May 2014)
M2 Programs	
Projects A-M (freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to Projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, with the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the M2 Transportation Investment Plan, and consistent with the Comprehensive Transportation Funding Programs (CTFP) Guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations.
Project Q (Local Fair Share Program)	Use Project Q M2 funds consistent with the M2 Transportation Investment Plan. Funds are programmed through the annual budget, but actual disbursements may be adjusted based on the formula distribution of funds.
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, with the latest Next 10 Plan, with the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the M2 Transportation Investment Plan, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.

Existing Capital Programming Policies by Fund Source
February 2019

Funding Source	Measure M2 (M2) Programming Policies (Adopted May 2014)
M2 Programs	
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	State and Federal Programming Policies (Adopted May 2017)
All State and Federal Fund Sources	First priority of all funding sources is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing the Orange County Transportation Authority's assets in a state of good repair. Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.
State	
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.
California Freight Investment Program (CFIP)	<p>Use of CFIP funds first for eligible M2 Program projects which meet the requirements and goals of the program, then fund other eligible priority Orange County projects.</p> <p>See Attachment C for update. Program will be removed.</p>
Cap-and-Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council	<p>Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.</p> <p>*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.</p>

Existing Capital Programming Policies by Fund Source

February 2019

Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce GHG emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
Cap-and-Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency	Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions.
Proposition 1A/CTC	All funds are programmed.
Proposition 1B – Competitive Programs Funding/CTC	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/Caltrans	Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) - Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects.
Proposition 1B State-Local Partnership Program (SLPP)/CTC	Use of SLPP for local streets and roads and freeway construction projects, contingent on matching funds availability. Seek equitable balance between freeways and local streets and roads. See Attachment C for update. Program will be removed.
Proposition 1B – Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor's Office of Emergency Services	Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.
STIP/CTC	Use of STIP funds for M2 freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance between freeways and transit capital and are consistent with state goals.

Existing Capital Programming Policies by Fund Source February 2019

Funding Source/Agency	State and Federal Programming Policies (Adopted May 2017)
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • M2 fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, • as match to leverage funding for OC Bridges grade separation projects, • vanpool program and rideshare services, • other rail and bus transit capital projects, • traffic light synchronization projects, and • new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years). <p>Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>FTA Section 5307 Formula/FTA Use funds in the following order:</p> <ol style="list-style-type: none"> (1) preventive maintenance, (2) capital cost of contracting, and (3) bus replacement. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p> <p>See Attachment C for update.</p>
FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	<p>Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.</p>
FTA Section 5310 Formula Funds/FTA	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>
FTA Section 5337 Formula Funds/FTA	<p>Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.</p>
FTA Section 5339 Formula Funds/FTA	<p>Use funds in the following order:</p> <ol style="list-style-type: none"> (1) bus replacement, (2) capital maintenance, and (3) other bus capital projects as identified in the bus capital plan. <p>See Attachment C for update.</p>

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies (Adopted May 2017)
Federal	
National Highway Freight Program	<p>Currently these funds are administered by the state through the CFIP. See above.</p> <p>See Attachment C for update. Also, program moved from State to Federal.</p>
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	<p>Use STBG funds for M2 Freeway Program (consistent with M2020 priorities), grade separations, and local streets and roads.</p> <p>See Attachment C for update.</p>
Transportation Alternatives Program (TAP) – CTC/SCAG through ATP	<p>Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above.</p>



Capital Funding Program Report

Pending Board of Directors (Board) Approval - February 11, 2019 State Highway Project

Project Title		State Funds		Federal Funds		Local Funds		
M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
A	\$39,052			\$33,743			\$5,309	
B	\$33,000	\$12,628		\$15,372			\$5,000	
C	\$12,245	\$6,000					\$6,245	
C	\$179,480	\$79,299		\$49,897			\$50,284	
C	\$205,695			\$47,676	\$7,921		\$150,098	
C	\$215,440	\$91,977	\$26,991	\$28,167			\$68,305	
D	\$4,400			\$4,400				
F	\$5,000			\$5,000				
F	\$340,932	\$80,000		\$103,805	\$46,800		\$110,327	
G	\$2,500			\$2,500				
G	\$4,300	\$4,050					\$250	
I	\$9,000			\$7,000			\$2,000	
K	\$1,900,000	\$82,000	\$7,771	\$35,000	\$10,648		\$1,135,651	\$628,930
L	\$8,000			\$8,000				
L	\$2,328							
M	\$1,824						\$1,824	
	\$33,728							\$33,728
	\$42,694	\$5,513						\$37,181
	\$40,905	\$10,000		\$5,285				\$25,620
	\$3,080,523	\$373,795	\$34,762	\$345,845	\$65,369		\$1,535,293	\$725,459

State Highway Project Totals

State Funding Total	\$408,557
Federal Funding Total	\$411,214
Local Funding Total	\$2,260,752
Total Funding (000's)	\$3,080,523

State Highway Project Completed

Project Title		State Funds		Federal Funds		Local Funds		
M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
C	\$70,658		\$20,789	\$11,796			\$38,073	
C	\$90,441	\$43,735		\$31,741	\$1,600		\$13,365	
C	\$71,100	\$46,779		\$13,472			\$10,849	
D	\$1,440	\$688			\$752			
D	\$80,300	\$48,683	\$24,109			\$2,500		\$5,008
G	\$2,172						\$2,172	
G	\$946						\$946	
G	\$1,193						\$1,193	
H	\$62,977		\$27,227				\$35,750	



Capital Funding Program Report

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
SR-91 WB connecting existing auxiliary lanes, I-5 to SR-57- Landscaping	H	\$2,290						\$2,290	
SR-91 WB (SR-55 - Tustin Interchange) Improvements	I	\$43,753	\$15,753	\$14,000				\$14,000	
SR-91 eastbound widening, SR-241 to SR-71	J	\$57,773				\$45,911		\$6,942	\$4,920
SR-91 w/b Rte 91/55 - e/o Weir Replacement Planting	J	\$2,898	\$2,898						
SR-91 Widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993	\$22,250	\$54,045				\$698	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$35,827		\$24,127				\$11,700	
SR-57 N/B widening, SR-91 to Yorba Linda Boulevard	M1/G	\$51,354		\$39,475				\$11,879	
SR-57 N/B widening, Yorba Linda to Lambert Road	M1/G	\$52,871		\$41,250				\$11,621	
I-405/SR-22/I-605 HOV Connector - Landscaping		\$4,600			\$4,600				
I-5 at Jamboree off ramp and auxiliary lane		\$8,485	\$8,485						
I-5 S/B AT OSO PKWY EXIT LANE & INTRCHNGE IMPROV		\$22,872	\$22,773						\$99
SR-90 Imperial Hwy Enhancement & Mitigation Planting		\$1,669	\$1,669						
HOV Connectors from I-405 and I-605	M1	\$173,091		\$135,430	\$14,787		\$16,200		\$6,674
HOV Connectors from SR-22 to I-405	M1	\$115,878			\$64,375	\$49,625	\$1,878		
State Highway Project Totals		\$1,031,581	\$213,713	\$380,452	\$140,771	\$97,888	\$20,578	\$161,478	\$16,701
State Funding Total		\$594,165							
Federal Funding Total		\$238,659							
Local Funding Total		\$198,757							
Total Funding (000's)		\$1,031,581							

Project Update:

1. Includes commitment of \$3.7 million of \$46.8 million in State Highway Operations and Protection Program funds.

Project Notes:

2. Project funding updated. OCTA staff is in the process of identifying additional funding for the project

Please note the following projects were completed and closed-out and have been removed from the Capital Funding Program: I-5 San Clemente Avenida Vaquero Soundwall, I-5 Soundwall at El Camino Real, I-5 Camino Capistrano interchange improvements, SR-55 s/b aux lanes Dyer Road to MacArthur Boulevard (env), and I-5 at Gene Autry Way (west) - HOV drop ramps.



Capital Funding Program Report

Board of Directors (Board) Approved - January 14, 2019

Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project	M1/R	\$62,050		\$28,192	\$10,536		\$3,116	\$5,352	\$14,854
OC Streetcar (Proposed New Starts)	M1/S	\$407,756	\$25,518		\$54,465	\$162,213		\$165,560	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Canyon Station Improvements	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street	R	\$2,985				\$2,985			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$34,060	\$3,000	\$6,734	\$22,756	\$1,015			\$555
Metrolink Preventive Maintenance Capitalized Operation	R	\$56,874				\$56,874			
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2022-23	R	\$160,962				\$160,962			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
San Juan Creek Bridge Replacement ¹	R	\$36,119		\$160		\$34,784		\$1,175	
Slope Stabilization Laguna Niguel-Lake Forest	R	\$2,334				\$2,000		\$334	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857							\$6,857
Video Surveillance Systems at Commuter Rail Stations	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,033,457	\$56,030	\$126,851	\$117,293	\$435,750	\$19,661	\$217,412	\$60,460

State Funding Total	\$182,881
Federal Funding Total	\$553,043
Local Funding Total	\$297,533
Total Funding (000's)	\$1,033,457

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion (ADA Ramps)	M1/R	\$5,177			\$2,800	\$732	\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618		\$18,250			\$7,600	\$30,710	\$24,058
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924				\$1,516	\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$0			\$0		\$0		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		



Capital Funding Program Report

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
17th Street Grade Separation Environmental	R	\$2,476						\$2,476	
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW	R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements	R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$4,999		\$2,170				\$2,251	\$578
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan	M1	\$41,369					\$8,869		\$32,500
Fiber Optics Installation (Metrolink)	M1	\$23,183		\$10,479		\$10,903	\$1,801		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,390	\$1,100	\$7,181			\$7,109		
Rail Project Totals		\$673,119	\$30,319	\$130,975	\$80,348	\$92,540	\$201,009	\$77,920	\$60,008
State Funding Total		\$161,294							
Federal Funding Total		\$172,888							
Local Funding Total		\$338,937							
Total Funding (000's)		\$673,119							

Project Notes:

1. OCTA staff is in the process of identifying additional funding for the project.



Capital Funding Program Report

Board of Directors (Board) Approved - January 14, 2019

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile Ticketing Equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators ¹	V	\$43,659						\$43,659	
Project W Safe Transit Stops (City) ¹	W	\$1,206						\$1,206	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
10 Zero Emission Hydrogen Fuel Cell Buses		\$12,914	\$5,607						\$7,307
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239		\$4,775			\$1,451
Associated Transportation Improvements		\$556				\$556			
Bus replacement - articulated alternative fuel buses (60')		\$31,105			\$22,250	\$8,855			
Bus replacement (40' and ACCESS)		\$149,009			\$29,198	\$68,139			\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts)		\$305,784				\$142,164			\$163,620
Engine rebuild		\$16,294				\$14,824			\$1,470
Five Hydrogen Fuel Cell Bravo! Buses		\$5,412	\$4,330		\$1,082				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657				\$3,657			
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962				\$13,962			
FTA Section 5317 New Freedom		\$6,388				\$6,388			
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Heating Ventilation Unit Replacements		\$448	\$67			\$381			
I-Shuttle Replacement Buses		\$6,600	\$5,673						\$927
Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program		\$2,319	\$176						\$2,143
Non-fixed-route paratransit operations assistance		\$240,952				\$48,486			\$192,466
OCTA Transit Security & Operations Center		\$7,772		\$7,772					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$147,691				\$147,691			
Purchase (201) 40-foot Alternative Fuel Replacement Buses (OCTA)		\$229,384			\$134,670	\$47,696			\$47,018
Purchase Replacement Paratransit Vans		\$58,058				\$44,292			\$13,766
Rideshare/vanpool		\$6,732			\$6,732				
Six Bravo! 529 Buses		\$3,595	\$3,046		\$549				
Transit Security Program		\$3,997		\$3,997					
Vanpool Program - capital lease		\$12,838			\$12,838				
VSS Upgrades at OCTA Facilities – Santa Ana, Garden Grove, Anaheim, & Irvine Bases and Administration		\$1,588		\$628		\$960			
Bus Transit Project Totals		\$1,350,521	\$21,381	\$29,836	\$210,719	\$552,826	\$5,730	\$45,235	\$484,794
State Funding Total		\$51,217							
Federal Funding Total		\$763,545							
Local Funding Total		\$535,759							
Total Funding (000's)		\$1,350,521							

Project Update:

1. Updated per latest call.



Capital Funding Program Report

Board of Directors (Board) Approved - December 10, 2018

Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) Formula Grant Call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
Measure M2 Project O Regional Capacity Program Call for Projects ¹	O	\$274,838		\$22,979				\$251,859	
Raymond Avenue Grade Separation	O	\$125,599		\$91,533				\$26,350	\$7,716
SR-57 Truck Climbing Lane Phase I- Lambert Road Interchange Improvement	O	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program Call ¹	P	\$87,807	\$6,845					\$80,962	
M2 Project Q Fair Share Program (FY 16-17 through FY 21-22) ¹	Q	\$361,621						\$361,621	
Measure M2 Project X Environmental Clean Up ¹	X	\$50,413						\$50,413	
Active Transportation Program - Regional Call		\$45,711	\$92		\$311	\$39,928			\$5,380
Active Transportation Projects		\$17,784	\$15,650						\$2,134
ARRA Transportation Enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue Widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program		\$33,975			\$28,323				\$5,652
Bristol Street Widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 Rehab Projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo Widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,391,004	\$109,292	\$139,457	\$54,582	\$100,364	\$35,780	\$817,708	\$133,821
State Funding Total		\$248,749							
Federal Funding Total		\$154,946							
Local Funding Total		\$987,309							
Total Funding (000's)		\$1,391,004							

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue Widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
Kraemer Boulevard Grade Separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue Grade Separation	O	\$107,998		\$27,520	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue Grade Separation	O	\$104,404		\$30,324	\$38,240	\$18,600		\$14,543	\$2,697
Placentia Grade Separation along SS of Orangethorpe	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College Grade Separation	O	\$97,712		\$34,785	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Ave/Rose Drive Grade Separation	O	\$95,743		\$22,962	\$53,376			\$17,642	\$1,763
M2 Fair Share State-Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	



Capital Funding Program Report

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Antonio Parkway Widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard Widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz Interchange Improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), County Wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$607,195	\$7,500	\$166,166	\$203,513	\$41,599	\$5,992	\$121,696	\$60,729
State Funding Total		\$173,666							
Federal Funding Total		\$245,112							
Local Funding Total		\$188,417							
Total Funding (000's)		\$607,195							

Project Update:

1. Updated per latest call.

Acronyms

ADA - Americans with Disabilities Act
 ARRA - American Recovery and Reinvestment Act
 ATN - Anaheim Transportation Network
 Aux - Auxilliary
 Call - Call for Projects
 CMAQ - Congestion Mitigation Air Quality Improvement Program
 Env - Environmental
 E/O - East of
 FTA - Federal Transportation Authority
 FY - Fiscal Year
 HOT - High-Occupancy Toll
 HOV - High-Occupancy Vehicle
 I-405 - Interstate 405
 I-5 - Interstate 5
 I-605 - Interstate 605
 LA - Los Angeles
 LOSSAN - Los Angeles - San Diego - San Luis Obispo
 M1 - Measure M1
 M2 - Measure M2
 NB - Northbound
 OC - Orange County


OCTA - Orange County Transportation Authority
 PCH - Pacific Coast Highway
 PSR - Project Study Report
 ROW - Right-of-Way
 RSTP - Regional Surface Transportation Program
 S/O - South of
 SB - Southbound
 SCAG - Southern California Association of Governments
 SR-133 - State Route 133
 SR-22 - State Route 22
 SR-241 - State Route 241
 SR-55 - State Route 55
 SR-57 - State Route 57
 SR-71 - State Route 71
 SR-73 - State Route 73
 SR-74 - State Route 74
 SR-90 - State Route 90
 SR-91 - State Route 91
 STIP - State Transportation Improvement Program
 VSS - Video Surveillance System
 WB - Westbound



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Amendment to Agreement for Regional Modeling and Traffic Operations Support

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller
Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.


Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-6-1493 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, to exercise the two-year option term of the agreement through April 30, 2021, to provide on-call support for regional modeling and traffic operations on an as-needed basis. This will increase the maximum obligation of the agreement to a total contract value of \$800,000.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for Regional Modeling and Traffic Operations Support

Overview

On April 10, 2017, the Orange County Transportation Authority Board of Directors approved an agreement with W.G. Zimmerman Engineering, Inc., to provide traffic engineering services in support of the Measure M2 Regional Traffic Signal Synchronization Program for a two-year initial term and one, two-year option term. An amendment to the existing contract is necessary to exercise the two-year option term of the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-6-1493 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, to exercise the two-year option term of the agreement through April 30, 2021, to provide on-call support for regional modeling and traffic operations on an as-needed basis. This will increase the maximum obligation of the agreement to a total contract value of \$800,000.

Discussion

The Orange County Transportation Authority (OCTA) has been designated by local agencies to administer and lead 15 regionally significant traffic signal synchronization projects. These projects are currently underway or in early development and will result in signal timing and equipment improvements to 179 miles of roadway along 704 signals. A breakdown of each project is shown in Attachment A. OCTA has committed over \$32 million as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (Project P).

Staff has limited resources to provide this service to local agencies. To support this effort, OCTA's Board of Directors (Board) approved Agreement No. C-6-1493 on April 10, 2017, with W.G. Zimmerman Engineering, Inc., (WGZE), to provide on-call consultant services related to regional modeling and traffic operations. WGZE supports OCTA's efforts in the implementation of these multi-jurisdictional signal synchronization projects.

The primary focus of the contract is to augment OCTA staffing to support multiple concurrent traffic signal synchronization projects and meet delivery schedules. Additionally, the consultant will assist OCTA staff with traffic-related engineering tasks required as part of the signal synchronization program. The contract also provides both on-site and off-site transportation engineer support as needed.

Procurement Approach

The procurement was handled in accordance with OCTA's Board-approved procedures for professional and technical services and was awarded on a competitive basis. The agreement was issued in the amount of \$400,000. The Board approved the agreement with WGZE for an initial two-year term, with one, two-year option term. The initial term of the agreement expires on April 30, 2019, as described in Attachment B.

The proposed Amendment No. 1 is to exercise the two-year option term of the agreement through April 30, 2021. Amending this agreement will increase the maximum obligation by \$400,000, bringing the total contract value to \$800,000. The hourly rate escalation will remain as originally negotiated. Exercising the option term will allow WGZE to continue providing on-call support on an as-needed basis for regional modeling and traffic operations.

Fiscal Impact

Funds are allocated for this agreement through M2 and are included in OCTA's Fiscal Year 2018-19 Budget, Planning Division Account 0017-7519-SP001-P33.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-6-1493 with W.G. Zimmerman Engineering, Inc., to exercise the two-year option term in the amount of \$400,000, for a total contract value of \$800,000, to provide on-call support for regional modeling and traffic operations on an as-needed basis.

Attachments

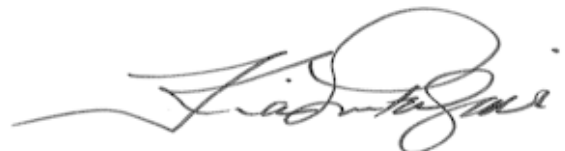
- A. OCTA-Led Regional Traffic Signal Synchronization Program Projects
- B. W.G. Zimmerman Engineering, Inc., Agreement No. C-6-1493 Fact Sheet

Prepared by:



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

Approved by:



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



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

OCTA-Led Regional Traffic Signal Synchronization Program Projects

OCTA-LED PROJECTS

Project	Lead	Corridor Name	Length (Miles)	Signals	Number of Agencies	M2 Grant Board Allocation
1	OCTA	Alicia Parkway	10.6	40	4	\$ 1,847,200
2	OCTA	Bristol Street	8.0	45	3	\$ 1,884,620
3	OCTA	Brookhurst Avenue	16.5	59	6	\$ 2,895,884
4	OCTA	Chapman Avenue	14.2	55	3	\$ 2,344,044
5	OCTA	Coast Highway	9.0	27	1	\$ 1,799,210
6	OCTA	El Toro Road	7.2	25	3	\$ 1,112,447
7	OCTA	Garden Grove Boulevard	8.7	34	4	\$ 2,116,670
8	OCTA	Goldenwest Street	7.7	32	2	\$ 380,800
9	OCTA	Katella Avenue	19.6	73	8	\$ 3,924,488
10	OCTA	Kraemer Boulevard/Glassell Street/Grand Avenue	15.0	61	4	\$ 2,433,520
11	OCTA	Los Alisos Boulevard Route	10.9	40	5	\$ 1,777,782
12	OCTA	Magnolia Avenue	16.2	50	7	\$ 2,711,694
13	OCTA	Main Street	11.9	67	3	\$ 3,058,176
14	OCTA	Newport Boulevard - South	7.0	33	2	\$ 1,304,596
15	OCTA	Westminster Avenue / 17th Street	16.3	63	6	\$ 2,820,102
Total			179	704	61	\$ 32,411,233

Acronyms

Board - Board of Directors

M2 - Measure M2

OCTA - Orange County Transportation Authority

**W.G. Zimmerman Engineering, Inc.
Agreement No. C-6-1493
Fact Sheet**

1. April 10, 2017, Agreement No. C-6-1493, \$400,000, for a two-year initial term with one, two-year option term approved by the Board of Directors (Board).
 - W.G. Zimmerman Engineering, Inc., provides on-call support staffing on an as-needed basis for regional modeling and traffic operations.
 - Initial term effective through April 30, 2019.
2. February 11, 2019, Amendment No. 1 to Agreement No. C-6-1493, \$400,000, pending approval by the Board.
 - Exercise the two-year option term of the agreement effective May 1, 2019 through April 30, 2021.


Total commitment to W.G. Zimmerman Engineering, Inc., Agreement No. C-6-1493: \$800,000.



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Consultant Selection for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Projects

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller
Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Approve the selection of Advantec Consulting Engineers, Inc., as the firm to provide intelligent transportation systems and traffic engineering services for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project.
- B. Approve the selection of Advantec Consulting Engineers, Inc., as the firm to provide intelligent transportation systems and traffic engineering services for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project.
- C. Authorize the Chief Executive Officer to negotiate Agreement No. C-8-1910 between the Orange County Transportation Authority and Advantec Consulting Engineers, Inc., to provide intelligent transportation systems and traffic engineering services for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project.
- D. Authorize the Chief Executive Officer to negotiate Agreement No. C-9-0940 between the Orange County Transportation Authority and Advantec Consulting Engineers, Inc., to provide intelligent transportation systems and traffic engineering services for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Projects

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for a consultant to provide intelligent transportation systems and traffic engineering services for Garden Grove Boulevard and Los Alisos Boulevard regional traffic signal synchronization projects. Board of Directors approval is requested for the selection of the firm to perform the required work.

Recommendations

- A. Approve the selection of Advantec Consulting Engineers, Inc., as the firm to provide intelligent transportation systems and traffic engineering services for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project.
- B. Approve the selection of Advantec Consulting Engineers, Inc., as the firm to provide intelligent transportation systems and traffic engineering services for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project.
- C. Authorize the Chief Executive Officer to negotiate Agreement No. C-8-1910 between the Orange County Transportation Authority and Advantec Consulting Engineers, Inc., to provide intelligent transportation systems and traffic engineering services for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project.
- D. Authorize the Chief Executive Officer to negotiate Agreement No. C-9-0940 between the Orange County Transportation Authority and Advantec Consulting Engineers, Inc., to provide intelligent transportation systems and traffic engineering services for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project.

Discussion

The Orange County Transportation Authority (OCTA) provides funding and assistance to implement multi-agency signal synchronization as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (RTSSP or Project P). OCTA provides competitive capital grants and operations funding for the coordination of traffic signals across jurisdictional boundaries.

During the competitive grant application process, applicant agencies may request that OCTA lead and administer these multi-agencies traffic signal synchronization projects. OCTA usually contracts with highly-specialized traffic engineering and intelligent transportation systems (ITS) firms to accomplish these projects. The scope of the services will allow OCTA to implement the M2 RTSSP or Project P.

The 2018 call for projects (call), Project P, as approved by the Board of Directors (Board), is comprised of a set of projects that will synchronize 310 signalized intersections along six regional corridors. These six projects span a total 78.3 miles throughout Orange County. The applicant agencies requested OCTA to lead four of these projects. This procurement includes two of the four corridors that will synchronize 74 signalized intersections over 19.5 miles. The two remaining OCTA-led projects are being procured under a separate procurement. The respective project goals are to improve travel times, reduce emissions, and provide savings to motorists in reduced fuel consumption by optimizing coordinated or synchronized traffic signal timing at all intersections along and in proximity to these high-volume regional arterial highways. This program is consistent with the countywide multi-jurisdictional goals set by Project P.

For this procurement, the table below summarizes the two corridors where OCTA will act as lead agency.

Arterials	Project Intersections	Project Miles	Applicant Lead Agency	Participating Agencies
Garden Grove Boulevard	34	8.6	Garden Grove	4
Los Alisos Boulevard Route	40	10.9	Mission Viejo	5

Procurement Approach

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

This Request for Proposals (RFP) 8-1910 was issued as a single procurement utilizing a single scope of work and two sets of project specifications. The RFP stated its intent to award two contracts, one each for the Garden Grove Boulevard project and Los Alisos Boulevard project. Offerors were instructed to specify the project on which they preferred to work. Offerors interested in proposing both projects were instructed to submit with their proposal a separate work plan for each project.

Proposals were ranked with respect to the qualifications of the firm, staff and project organization, and workplan. Evaluation of the proposals was conducted on a per project basis to develop a competitive range for each project. The award for each contract is based on the offeror with the highest ranking for each project.

The Board authorized the release of RFP 8-1910 on September 24, 2018, which was electronically issued on CAMM NET. The project was advertised on September 24 and October 1, 2018, in a newspaper of general circulation. A pre-proposal conference was held on October 4, 2018, and was attended by ten firms. Five addenda were issued to provide pre-proposal conference information, responses to questions received, and handle administrative issues related to the RFP.

On October 24, 2018, six proposals were received for the Garden Grove Boulevard project, and five proposals were received for the Los Alisos Boulevard project.

An evaluation committee consisting of members from Contracts Administration and Materials Management and Strategic Planning departments, as well as external representatives from the cities of Garden Grove, Mission Viejo, and Westminster met to review all submitted proposals.

The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

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

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

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

Firm and Location - Garden Grove Boulevard Project

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

DKS Associates (DKS)
Anaheim, California

KOA Corporation (KOA)
Orange, California

Firm and Location - Los Alisos Boulevard Project

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

DKS Associates (DKS)
Anaheim, California

On December 3 and 4, 2018, the evaluation committee interviewed the short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm was asked general questions related to its qualifications, relevant experience, project organization, and approach to the work plan. Firms also highlighted their staffing plan, work plan, and perceived project issues. Each team was asked general questions regarding the team's approach to the requirements of the scope of work, management of the projects, coordination with various agencies, experience with similar projects, and the team's solutions in achieving the project's goals. After considering the responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary score for all firms; however, Advantec remained as the top-ranked firm with the highest cumulative score for both projects.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends Advantec as the firm to provide consultant services for traffic engineering and ITS for the Garden Grove Boulevard and Los Alisos Boulevard projects. This firm ranked highest amongst the proposing firms based on the team's relevant experience in traffic engineering and ITS. Advantec's proposed teams are comprised of highly-qualified key personnel with relevant and recent experience in traffic signal synchronization and ITS projects. The firm demonstrated an excellent understanding of the project requirements and presented a comprehensive work plan addressing key issues that are critical to the success of the project. The following is a summary of the results of the proposal evaluations.

Qualifications of Firm

All three short-listed firms are highly qualified and have relevant experience in the type of services required by the scope of work. Each firm has identified experience providing signal timing and traffic coordination.

Advantec specializes in multimodal transportation planning, engineering, and technology services since 1998. The firm has 35 employees and six offices, including an office in Irvine. Advantec has demonstrated proficiency in traffic engineering, traffic studies, transportation planning and engineering, complete streets, smart cities, traffic signal timing, traffic coordination and operations, ITS, and automated transportation technologies. Recent and similar projects Advantec has successfully completed include: OCTA 2017 Corridor Operations Performance Report, Orange County; California Department of Transportation (Caltrans) District 12, North Orange County Triangle Transportation Systems Management and Operations Plan; Fairview Road Traffic Signal Synchronization (TSS) Plan, Costa Mesa; Citywide Traffic Message Center (TMC) and ITS improvements, Seal Beach; and Regional TSS Program, Coachella Valley Association of Governments (CVAG), Riverside. The firm has demonstrated experience working with Caltrans and stakeholders.

DKS provides transportation planning and engineering services to public agencies across the country. The firm has 131 professionals in seven offices and ten staff locally in Anaheim. DKS has experience and skilled services in traffic operational analysis, traffic signal synchronization, traffic signal design, systems engineering, and integration services in ITS and transportation communications networks. The majority of DKS' signal timing projects involve multiple jurisdictions and required consensus building amongst multiple agencies. Some of DKS recent and relevant projects include: Westminster Avenue/17th Street Traffic Signal Synchronization Projects (TSSP), Orange County; Anaheim Boulevard TSSP, Orange County; Olympiad Road – Felipe Road TSSP, Mission Viejo; State College Blvd. TSSP; and Los Alisos Boulevard Corridor, TSSP, Mission Viejo.

KOA was founded in 1987 and has relevant experience with traffic engineering, transportation planning, and construction management services. The firm has offices in Orange County and various other locations in California. KOA has similar experience in signal timing optimization, and related projects include: City of South Pasadena Fair Oaks Avenue Signal/Metro Improvement Project, Pasadena; City of Long Beach Citywide Multi-Corridor TSSP, Long Beach; and Metro Blue Line and Atlantic Avenue TSSP, Long Beach; as well as numerous other signal projects.

Staffing and Project Organization

The short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant traffic engineering, signal coordination, and ITS services.

Advantec proposed a separate staffing and project organization for each of the projects. Advantec proposed experienced project teams with expertise and relevance in transportation engineering, transportation planning, and traffic engineering. The project teams consist of experts to include transportation planners, civil engineers, signal synchronization and traffic coordinators. The proposed team and subconsultants have demonstrated experience working on numerous projects of similar size and scope. Advantec proposed the same project director and project coordinator for both projects to allow for improved coordination and oversight of projects. The proposed project director has 29 years of experience in transportation systems and traffic engineering, and extensive experience managing transportation planning, design traffic engineering and ITS projects for numerous agencies. Projects include, the OCTA Corridor Operation Performance Report, Caltrans District 12 North OC Triangle, OCTA Bus Rapid Transit Program, OCTA Kraemer Boulevard - Glassell Street RTSSP, Ball Road TSSP, and CVAG RTSSP. The project coordinator has 25 years of experience, as a professional civil and traffic engineer, as well as operations and safety liaison. The project coordinator has extensive experience in performing similar tasks for the City of Irvine for traffic signal components, and recently completed State Route 91 Corridor Improvement Program, Riverside, as a design manager.

The proposed project manager for Los Alisos Boulevard project has 28 years of experience as project manager and operations task leader in ITS. The project manager has expertise in traffic operations and traffic engineering conducting and managing traffic signal synchronization and ITS projects. Projects include: Fairview Road Traffic Signal TSSP, Costa Mesa; Arterial Performance Measurement System-Design and Specification Development, Culver City; Irvine Boulevard Regional TSSP, Irvine; Citywide ITS and Transportation Management System improvements, Seal Beach; OCTA Corridor Operations Performance Report, Orange County; and Seal Beach Traffic Management Center and ITS improvements, Seal Beach.

Advantec's project manager for Garden Grove Boulevard has 19 years of experience in the field of ITS, transportation planning and design, traffic engineering, and transportation planning. Relevant project experience includes: Citywide ITS improvement in La Quinta; Imperial Highway ITS and signal synchronization in Norwalk; CVAG RTSSP, Coachella Valley; OCTA Communication Study, Orange County; Citywide Fiber Optic Communication System and TMC upgrade in Garden Grove.

Advantec's other key personnel include task leaders highly experienced in ITS, traffic engineering, operation maintenance and monitoring, systems communications, traffic collection, TMC, and signal improvements.

The project director led the team in in-depth presentations and interviews for both projects, with participation from all personnel present. Advantec's proposed project team demonstrated proven expertise in the areas deemed critical to the success and has functioned as a cohesive team for many years on numerous traffic engineering and ITS projects.

DKS proposed the same project team for the Garden Grove Boulevard and Los Alisos Boulevard projects. DKS' proposed team has implemented numerous signal timing and synchronization projects and is experienced in transportation planning and signal synchronization projects. The principal-in-charge for DKS has four years at DKS and has been involved with over 350 traffic signal design and coordination projects. The proposed team has successfully worked together on numerous recent and relevant projects. The proposed project manager has over seven years with DKS and over 30 years of experience managing corridor studies, arterial signal systems projects, ITS planning and development projects. Relevant projects include: TSSP Westminster/17th Street, TSSP Goldenwest Street, Orange County; TSSP Los Alisos Boulevard, Orange County; and TLSP Street of Four Name, Orange County.

DKS' key personnel and support staff have experience in traffic operations, and transportation engineering including traffic signal timing, operational analysis, traffic signal and communication design and systems engineering for ITS. Relevant projects include: OCTA Regional Communication Network Study, Ontario Fiber Optic Communication Design, and Clark County Signal Timing Evaluation. Although all proposed personnel responded well to the interview questions, in comparison, the team's overall experience was not as extensive. During the interview, the project team demonstrated its knowledge related to traffic synchronization projects and provided good responses to questions.

KOA proposed on the Garden Grove Boulevard Project only. The proposed project team has experienced and qualified personnel. The proposed project manager and task leader have experience in signal timing optimization and various signal and ITS projects. The KOA senior advisor has over 40 years of experience in transportation planning design, and operations experience with emphasis in traffic engineering, traffic safety, and design for active transportation. Members of the proposed team have worked on similar projects together and have been involved on projects with OCTA and other local agencies. During the interview, the project team demonstrated its knowledge related to TSSP, but demonstrated limited knowledge related to the project corridor.

Work Plan

All three short-listed firms met the scope requirements of the RFP, and each firm effectively discussed its approach to the projects.

Advantec's project approach conveyed a clear and distinct project understanding, project management approach, quality assurance and quality control methods adherence to schedule and budget, and provides traffic signal equipment and communication upgrades to enhance operations. The firm demonstrated a thorough understanding of both project corridors by identifying the traffic conditions, pedestrian and school activity, signal synchronization timing and delays, and equipment upgrades. 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 corridors to assess the effects of proposed improvements on actual operations of the streets. 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.

Advantec's work plan for the Los Alisos corridor discussed the improvement to the signal cabinets and controllers, pedestrian signals, conduit and cables, detailed routes with regards to morning and evening traffic flow, school traffic impacts, and corridor synchronization. The work plan for Garden Grove Boulevard thoroughly discussed TMC improvements, with regards to closed circuit television equipment, video management/detection systems, communication/hardware equipment, emergency vehicle preemption systems, and other various traffic management systems equipment. Other key operational elements presented were critical travel times, cross-coordination, pedestrian signals, railroad crossings, and Caltrans coordination. Both interviews for Los Alisos Boulevard and Garden Grove Boulevard projects detailed solutions to key project issues, such as pedestrian safety, community safety, outreach to the business community, school, and residents. Both work plans detailed equipment upgrades to enhance corridor operations with the latest technologies.

The work plans for DKS demonstrated a clear understanding of the project's key requirements, project challenges, and practical recommendations and solutions for both projects. Work plans addressed traffic volumes and synchronization performance, pedestrian challenges, transit operations, and proposed recommendations and potential solutions. DKS addressed their approach to timing and how this would be performed, as well as presenting traffic enhancement solutions. Main goals presented for each project were operation and timing analysis to develop and implement timing plans at signalized

intersections, and determination and recommendations of traffic equipment to improve synchronization. The interview demonstrated a good understanding of key issues and proposed solutions, gave specific corridor and signal timing issues, as well as detailed consensus building and project coordination. DKS' work plan approach was more detailed for the Los Alisos Boulevard project than for the Garden Grove Boulevard project.

KOA proposed a work plan only for Garden Grove Boulevard. KOA's work plan demonstrated their overall understanding of the project requirements. The firm discussed specifics on the tasks to be performed but did not complete a detailed work plan of the corridor nor address issues. KOA's team interview did not fully respond to the evaluation committees' questions.

Procurement Summary

Based on the evaluation of the written proposals, the team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of Advantec Consulting Engineers, Inc. as the top-ranked firm to provide intelligent transportation systems and traffic engineering services for Garden Grove Boulevard and Los Alisos Boulevard RTSSP. Advantec demonstrated relevant experience, submitted a comprehensive and responsive proposal, proposed highly skilled staff for both projects and presented a thorough interview highlighting the firm's relevant experience and understanding of the overall projects.

Fiscal Impact

The project is included in OCTA's Fiscal Year 2018-2019 Budget, Strategic Planning Division, Account 0017-7519-SPF23-P57 and 0017-7519-SPF25-P57. The local agencies will provide 20 percent of the total project cost in matching funds. The remaining funding will come from SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-8-1910 and Agreement No. C-9-0940 with Advantec Consulting Engineers, Inc., to provide intelligent transportation systems and traffic engineering services for Garden Grove Boulevard and Los Alisos Boulevard regional traffic signal synchronization projects.

Attachments

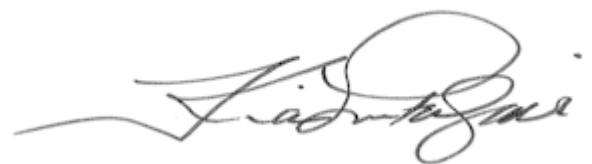
- A. Review of Proposals, RFP 8-1910 Consultant Services for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Project - Garden Grove Boulevard
- B. Review of Proposals, RFP 8-1910 Consultant Services for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Project - Los Alisos Boulevard
- C. Proposal Evaluation Criteria Matrix - Short-Listed Firms, RFP 8-1910 Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services, Garden Grove Boulevard Regional Traffic Signal Synchronization Project
- D. Proposal Evaluation Criteria Matrix - Short-Listed Firms, RFP 8-1910 Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services, Los Alisos Boulevard Regional Traffic Signal Synchronization Project
- E. Contract History for the Past Two Years, RFP 8-1910, Consultant Services for Intelligent Transportation Systems and Traffic Engineering Services for Garden Grove Boulevard and Los Alisos Boulevard Regional Traffic Signal Synchronization Projects

Prepared by:



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Regional Modeling - Traffic Operations
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Approved by:



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Director, Contracts Administration and
Materials Management
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Review of Proposals
RFP 8-1910 Consultant Selection for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Project - Garden Grove Boulevard

Presented to the Regional Planning and Highways Committee - February 4, 2019
 Six firms proposed, three firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	90	Advantec Consulting Engineers, Inc. Irvine, California	Crosstown Electrical and Data, Inc. Aim Traffic Data LLC Counts Unlimited, Inc.	Highest-ranked firm. Experienced firm specializing in multimodal transportation planning, engineering, and technology services. Qualified firm with extensive applicable traffic signal synchronization and intelligent transportation systems experience. Highly experienced project team with expertise in transportation engineering/planning, technology, and traffic engineering projects. Proposed project manager has 29 years of experience in intelligent transportation systems and traffic engineering projects. Proposed team and subconsultants have demonstrated successful experience working on projects of similar size and scope. Demonstrated understanding of project constraints, solutions, and enhancements. Presented in-depth project approach and thoroughly answered questions during the interview.
2	75	DKS Associates Anaheim, California	None	Second-ranked firm. Experienced firm in traffic operational analysis, traffic synchronization, traffic signal design, and intelligent transportation systems. Proposed project team has experience in transportation engineering, transportation planning, and traffic engineering. Proposed project manager has 30 years of experience with transportation corridor and traffic engineering projects. Proposed team has successfully worked together on numerous projects. Proposed solutions and enhancements. Presented good approach and answered questions with detail during the interview.
3	70	KOA Corporation Orange, California	Rock E. Miller & Associates Aim Traffic Data LLC	Experienced firm in traffic engineering and transportation planning. Good qualifications with traffic signal synchronization knowledge. Proposed a knowledgeable and experienced project team. Proposed project manager and team has experience have worked together on signal timing projects. Demonstrated understanding of the project requirements. Presented good approach, however did not answer questions in detail during the interview

Evaluation Panel:

Internal:
 Strategic Planning (1)
 Transportation Planning (2)
 External:
 City of Missions Viejo (1)
 City of Westminster (1)
 City of Garden Grove (1)

Proposal Criteria

Qualifications of the Firm
 Staffing and Project Organization
 Work Plan

Weight Factors

25%
 40%
 35%

Review of Proposals
RFP 8-1910 Consultant Selection for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Project - Los Alisos Boulevard

Presented to the Regional Planning and Highways Committee - February 4, 2019
 Five firms proposed, two firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	90	Advantec Consulting Engineers, Inc. Irvine, California	Crosstown Electrical and Data, Inc. Aim Traffic Data LLC Counts Unlimited, Inc.	Highest-ranked firm. Experienced firm specializing in multi-modal transportation planning, engineering, and technology services. Qualified firm with extensive applicable traffic signal synchronization and intelligent transportations systems experience. Highly experienced project team with expertise in transportation engineering/planning, technology, and traffic engineering projects. Proposed project manager has 29 years of experience in intelligent transportation systems and traffic engineering projects. Proposed team and subconsultants have demonstrated successful experience working on projects of similar size and scope. Demonstrated understanding of project constraints, solutions, and enhancements. Presented in-depth project approach and thoroughly answered questions during the interview.
2	78	DKS Associates Anaheim, California	None	Second-ranked firm. Experienced firm in traffic operational analysis, traffic synchronization, traffic signal design, and intelligent transportation systems. Proposed project team has experience in transportation engineering, transportation planning, and traffic engineering. Proposed project manager has 30 years of experience with transportation corridor and traffic engineering projects. Proposed team has successfully worked together on numerous projects. Proposed solutions and enhancements. Presented good approach and answered questions with detail during the interview.

Evaluation Panel:

Internal:
 Strategic Planning (1)
 Transportation Planning (2)
 External:
 City of Missions Viejo (1)
 City of Westminster (1)
 City of Garden Grove (1)

Proposal Criteria

Qualifications of the Firm
 Staffing and Project Organization
 Work Plan

Weight Factors

25%
 40%
 35%

PROPOSAL EVALUATION CRITERIA MATRIX - Short-Listed Firms

**RFP 8-1910 Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services
Garden Grove Boulevard Regional Traffic Signal Synchronization Project**

Firm: Advantec Consulting Engineers, Inc.							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.0	4.0	4.5	4.5	5.00	21.7
Staffing/Project Organization	5.0	4.5	4.0	4.5	4.5	4.5	8.00	36.0
Work Plan	5.0	4.5	4.5	4.0	4.5	5.0	7.00	32.1
Overall Score	97.5	90.0	83.5	84.0	90.0	93.5		90

Firm: DKS Associates							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	3.5	5.00	19.6
Staffing/Project Organization	4.0	4.0	3.5	3.5	4.0	3.5	8.00	30.0
Work Plan	4.0	3.5	3.5	3.5	3.5	3.5	7.00	25.1
Overall Score	80.0	76.5	72.5	72.5	76.5	70.0		75

Firm: KOA							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	3.5	3.5	3.5	4.0	3.5	3.5	5.00	17.9
Staffing/Project Organization	3.0	3.0	3.5	3.5	3.5	3.0	8.00	26.0
Work Plan	3.5	3.5	4.0	4.0	4.0	3.5	7.00	26.3
Overall Score	66.0	66.0	73.5	76.0	73.5	66.0		70

Range of scores for non short listed firms is 57-63

PROPOSAL EVALUATION CRITERIA MATRIX - Short Listed Firms

**RFP 8-1910 Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services
Los Alisos Boulevard Regional Traffic Signal Synchronization Project**

Firm: Advantec Consulting Engineers, Inc.							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.0	4.0	4.5	4.5	5.00	21.7
Staffing/Project Organization	5.0	4.5	4.5	4.5	4.5	4.5	8.00	36.7
Work Plan	5.0	4.5	4.5	4.0	4.5	4.5	7.00	31.5
Overall Score	97.5	90.0	87.5	84.0	90.0	90.0		90

Firm: DKS Associates							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	3.5	5.00	19.6
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	3.5	8.00	31.3
Work Plan	4.0	3.5	4.0	3.5	4.0	4.0	7.00	26.8
Overall Score	80.0	76.5	80.0	76.5	80.0	73.5		78

Range of scores for non short listed firms is 55-61

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 8-1910 Consultant Services for Intelligent Transportation Systems and Traffic Engineering Services for Garden Grove Boulevard and Los Alisos Boulevard Regional Traffic Signal Synchronization Projects

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	Consulting Services Jeronimo Road Traffic Signal Synchronization Project	May 15, 2014	May 31, 2019		\$ 307,621
Subconsultants:						
Pacific Traffic Data Services						
Crosstown Electric & Data, Inc.						
Contract Type: Firm-Fixed Price	C-6-1494	Report	February 6, 2017	May 31, 2018		\$ 175,525
Subconsultants: None						
Contract Type: Time and Expense	C-8-1627	Intelligent Transportation Systems On-Call Support Services				\$ 50,000
Subconsultants: None						
Contract Type: Contract Task Order	C-2-1418	Traffic Engineering Services Edinger Avenue Traffic Signal Synchronization Project	June 20, 2013	December 31, 2018		\$ 803,019
Subconsultants:						
Pacific Traffic Data Services						
Crosstown Electric & Data, Inc.						
Sub Total						\$1,336,165
DKS Associates						
Subconsultants:	C-2-1421	Engineering	June 15, 2012	December 31, 2018		\$ 432,338
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-2-1421	Traffic Engineering Services Los Alisos Boulevard	May 20, 2013	December 31, 2018		\$ 371,409
Subconsultants: None						
Contract Type: Contract Task Order	C-4-1320	Traffic Engineering Services State College Boulevard Regional Traffic Signal Synchronization Project	May 23, 2014	June 30, 2019		\$ 940,870
Subconsultants:						
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-4-1805	Westminster Avenue/ 17th Street Regional Traffic Signal Synchronization Project	June 29, 2016	May 31, 2020		\$ 3,405,611
Subconsultants:						
Crosstown Electrical and Data, Incorporated						
Sub Total						\$5,150,228
KOA Corporation						
Contract Type: Contract Task Order	C-3-1521	On-Call Transportation Planning and Support Services	September 3, 2013	June 30, 2018		\$ 600,000
Subconsultants:						
CH2M Hill						
KTU+A						
Ave Solutions LLC						
Sub Total						\$600,000

ATTACHMENT E



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Service Authority for Freeway Emergencies Annual Report for Fiscal Year 2017-18

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller

Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Service Authority for Freeway Emergencies Annual Report for Fiscal Year 2017-18

Overview

The Orange County Transportation Authority provides a full complement of motorist services designed to keep motorists safe and well-informed of roadway and traffic conditions acting as the Service Authority for Freeway Emergencies for Orange County. Collectively, these programs focus on assisting stranded freeway motorists; mitigating traffic congestion; and providing information on highway conditions, transit services, and other traveler information through the Southern California 511 system. This report provides an update on program activities for fiscal year 2017-18.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) serves as the Service Authority for Freeway Emergencies (SAFE) in Orange County. All SAFE related services are managed by the Motorist Services Department in the Operations Division. The SAFE operates both the call box system and the Freeway Service Patrol (FSP) program; and participates as a partner with the California Department of Transportation (Caltrans), the California Highway Patrol, Los Angeles County SAFE (LA SAFE), and Ventura County Transportation Commission in the development and operation of the Southern California 511 travelers' information system.

Motorist Services activities are funded through several funding sources. SAFE provides funding for the call box program, Southern California 511, and FSP, through a one-dollar registration fee on all vehicles registered in Orange County. Caltrans provides State Highway Account (SHA) funding for

peak-hour FSP service through a formula outlined in California Streets and Highways Code 2560.5. Measure M2 provides FSP funding to ensure that peak-hour service levels are maintained, as well as enhanced midday, weekend, and construction support service. Recently additional funding for the FSP Program has been made available through the Road Repair and Accountability Act of 2017 (SB1). SB1 provides additional FSP funding for existing service and funding to deploy new FSP service. SHA and SB1 funding require a minimum 25 percent local funding match, which is met through OCTA's use of SAFE and Measure M2 funds.

Discussion

This report provides a summary of major activities that occurred in the SAFE program during fiscal year (FY) 2017-18.

The SAFE averaged 3.4 call box calls a day through the call box network in FY 2017-18. In Orange County, motorist aid calls are also received through the 511 program. An average of 10.6 calls are received through the 511 system each day, a 5.6 percent decrease from FY 2016-17. SAFE will be required to upgrade call box radios in FY 2019-20, and at that time, OCTA staff will develop a plan for call box reductions with strategies to increase the focus on mobile call box functionality within the 511 program.

FSP tow truck operators responded to 54,136 calls for service from motorists who had disabled vehicles during FY 2017-18. This is a 13 percent decrease over FY 2016-17. FSP will implement new expanded service on State Route 91 and on State Route 57 in December 2018 using SB1 funds; this expanded service is further described in Attachment A.

The Southern California 511 (Go511) interactive voice response system received an average of 50,000 calls per month in FY 2017-18, with seven percent of the calls originating in Orange County. The Go511.com website received an average of 24,489 hits each month. In FY 2016-17, LA SAFE, with participation from OCTA, procured a vendor for the further development of the Go511 system. In addition to making 511 content more relevant to users, the project includes establishing cooperative agreements with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority to bring Riverside and San Bernardino into the Go511 and rebrand the system to "So Cal 511."

In FY 2019-20, OCTA will continue each of these programs and seek ways to expand the partnerships and enhance the overall operation. Detailed information on each of these program areas is provided in Attachment A.

Summary

The Service Authority for Freeway Emergencies Annual Report has been prepared to highlight program activities and accomplishments in FY 2017-18.

Attachment

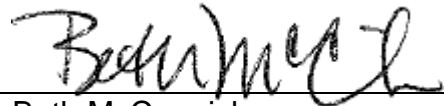
- A. Service Authority for Freeway Emergencies Annual Report,
Fiscal Year 2017-18

Prepared by:

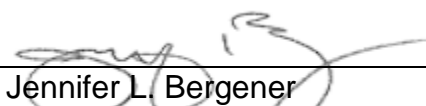


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Service Authority for Freeway Emergencies Annual Report Fiscal Year 2017-18

Service Authority for Freeway Emergencies Annual Report

Fiscal Year 2017-18

Introduction

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

This report provides a summary of activities that occurred during fiscal year (FY) 2017-18.

Call Box System

SAFE operates a system of call boxes located on freeways, toll roads, select state highways, and select transit centers. Funding to operate the call box system comes from a \$1 registration fee on vehicles registered in the County. This revenue stream generated approximately \$2,726,586 in FY 2017-18. Revenue from the \$1 registration fee pays for the cost of contracted maintenance, call answering services, call box cellular phone service, the proportional share of the actual wage for one-half of the CHP SAFE Coordinator position, and the proportional share of the wages and benefits of Motorist Services staff. Remaining funds support FSP and Southern California 511 motorist aid programs.

Orange County pioneered the implementation of a roadside telephone network when SAFE was formed in 1987. Solar powered cellular telephone call boxes, available about every two miles, allow motorists to report road hazards, mechanical breakdowns, traffic accidents, and other incidents to a contracted call box call center. Orange County call boxes are also equipped with typewritten messaging to assist speech and hearing-impaired individuals. OCTA manages the on-going operations and maintenance of the callbox system, including repair or replace, routine testing, and periodic upgrades that are necessary to maintain compatibility with more advanced cellular communications networks.

SAFE will likely be required to undergo another radio upgrade in FY 2019-20, as cellular service providers abandon their 3G cellular networks for newer cellular technologies. In preparation for that change, staff will prepare a replacement plan that may include additional call box reductions, placing more emphasis on mobile call box functionality within the 511 Motorist Assistance and Traveler Information System.

In FY 2017-18, twenty-four call boxes were knocked down or damaged as the result of vehicle collisions, incurring repair costs of \$69,430. Staff worked with CHP accident investigators and OCTA Risk Management to recover costs associated with repairing knocked down call boxes. OCTA has a maintenance contract in place to repair and

Service Authority for Freeway Emergencies Annual Report
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replace damaged callboxes. This maintenance contract includes a pre-negotiated replacement level of up to ten percent (41 units), ensuring that OCTA incurs no additional expenses for knockdown callboxes. During FY 2017-18, \$32,732 was recovered for call box knockdowns. This includes \$20,598 for knockdowns occurring during the FY and \$12,134 recovered from claims made during previous FYs. An additional \$9,831 is pending investigation and subrogation. Table 1 provides a summary of knockdown and recovery efforts for FY 2017-18. Table 2 provides a summary of funds recovered from previous year knockdowns.

Tables 1 and 2 – Call Box Knockdown Loss Recovery

FY 2017-18 Knockdowns			
17	Unrecoverable - No Accident Report Available	\$39,001	56%
3	Submitted to Risk Management for Recovery (Pending)	\$9,831	14%
4	Recovered by Risk Management During Same FY	\$20,598	30%
24	Total FY 2018 Knockdowns		\$69,430

Risk Management Previous Year Recovery Progress	
Recovered in FY 2017-18 from Previous Fiscal Years	\$12,133
Pending from Previous Fiscal Years	\$2,171

A mobile call box service, as part of the Southern California 511 system, was deployed on July 26, 2012. The mobile call box service allows motorists to reach assistance using a personal cell phone, rather than using a freeway call box, by calling 511. These calls are routed to OCTA's call box call answering center. During FY 2017-18, the contracted call-answering center fielded 1,246 calls for assistance through the call box system and 3,888 calls for motorist aid through the Southern California 511 system, representing a six percent decrease from FY 2016-17, in which a combined 5,504 calls were received.

Eighty-one percent of the FY 2017-18 calls were for disabled vehicles or requests for FSP service. These calls included vehicles with flat tires, vehicles out of gas, vehicles overheated, or vehicles that were not operable due to a mechanical problem. When calls are received on roadways where FSP operates, during FSP operating hours, the call-answering center notifies CHP, and an FSP truck is dispatched to the caller's location to provide assistance. Calls related to road hazards, accidents, medical incidents, crimes, and fires are dispatched to the appropriate first responder. In cases where the call is from a call box on a roadway where FSP does not operate, such as on the toll roads, Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road, the call answering

Service Authority for Freeway Emergencies Annual Report

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center assists the caller by offering to send a CHP rotation tow truck (at the caller's expense), by calling a road side assistance provider subscribed to by the caller, or by calling a family member or friend. Figure 1 depicts FY 2017-18 combined call box and 511 motorist aid calls by type. Figure 2 shows call box and 511 call volumes for the last ten years.

Figure 1 - FY 2017-18 Combined Call Box and 511 Motorist Aid Calls by Type

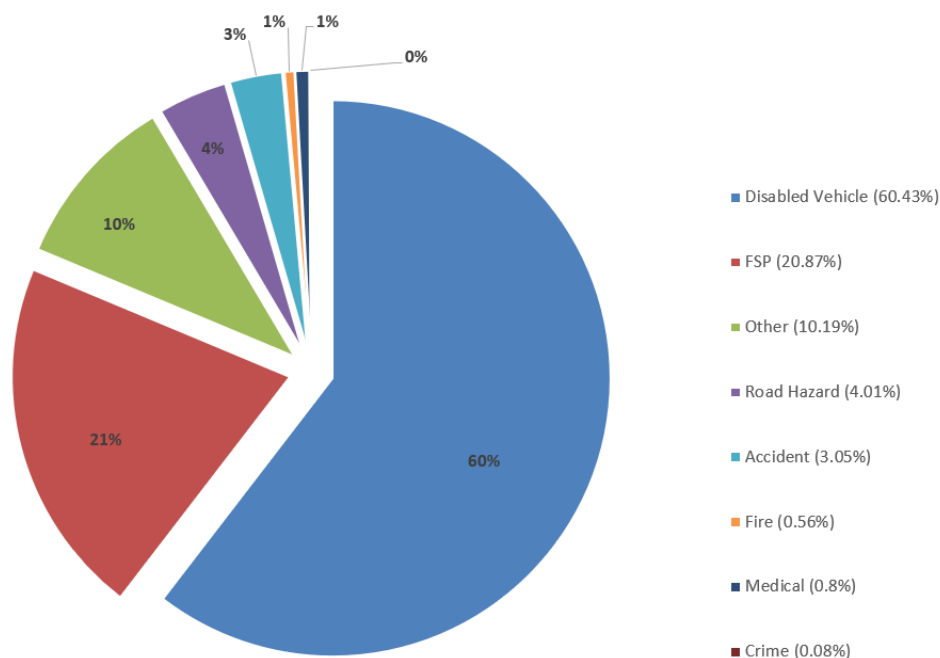
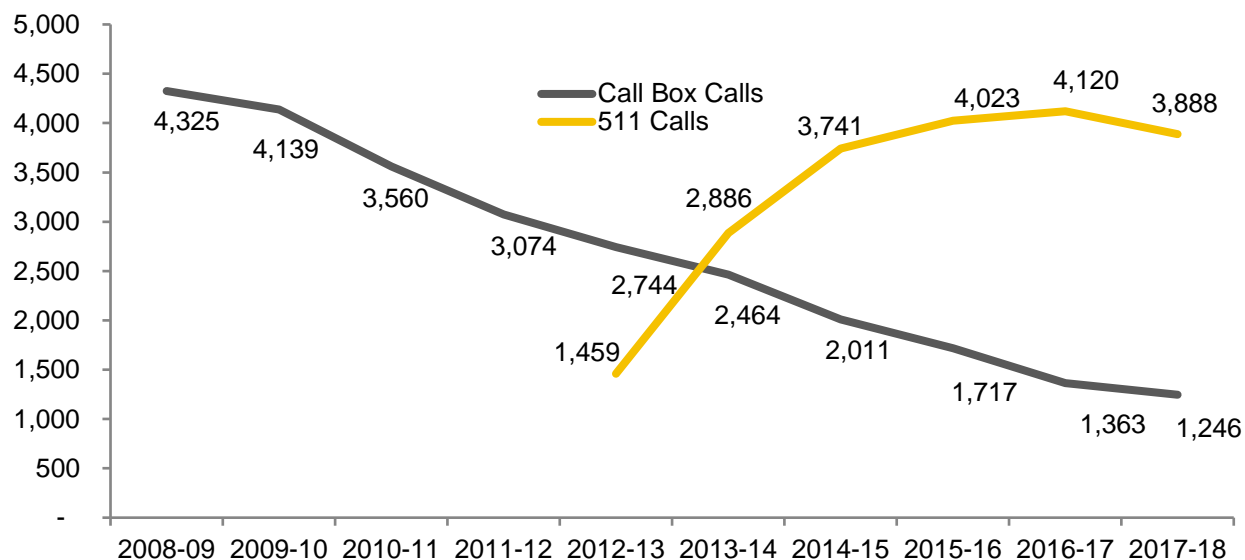


Figure 2 - Annual Call Box and 511 Call Volumes



Service Authority for Freeway Emergencies Annual Report

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Reasons for the decline in call box calls may include increases in the availability and use of cell personal phones and increased awareness of the availability of roving FSP services. A survey of call box users indicates approximately 38 percent of the callers did not have a working cell phone in their possession. Callers who had cell phones reported that they were unable to utilize their cell phone because it was not functioning properly, was not charged, or because they did not know who to call for assistance.

Freeway Service Patrol

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

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

The FSP program is funded through a combination of state and local funds including funds from the State Highway Account (SHA) provided through Caltrans, the \$1 fee on vehicle registration that supports the call box program and other motorist aid services, and M2. These funds are used to pay for contracted towing services, CHP overtime attributable to the FSP program, one CHP dispatcher position, radio maintenance and operation, computer equipment maintenance and operation, field equipment and supplies, mandatory quarterly training, and the proportional share of the wages and benefits of Motorist Services staff. The funding from the SHA is distributed to SAFE agencies based on freeway congestion levels, urban freeway lane miles, population in each county where FSP is operated, and local agency ability to provide required matching funds. In FY 2017-18, the County's FSP program was apportioned \$2,550,433, requiring a local match of \$637,609.

Service Authority for Freeway Emergencies Annual Report

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FY 2017-18 SHA funding was down 2 percent from FY 2016-17 because more SAFE agencies accepted their full allocation in FY 2017-18. Some agencies that operate FSP are not able to accept their full allocation because they cannot provide the required local match or for other reasons. These funds are then reallocated, using the same formula, to counties that overmatch state funds, such as Orange County, to operate their FSP programs.

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

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

In June 2012, the FSP program realigned existing midday service beats to operate more efficiently and better serve the most heavily utilized sections of freeway, added two new midday service beats, and added two weekend service beats utilizing M2 funds. This significantly increased midday and weekend FSP coverage.

In April 2017, the Governor of California signed the Road Repair and Accountability Act of 2017 (SB1) into law. SB1 includes an annual allocation for California FSP programs. Caltrans has divided the SB1 funding into two categories, namely, for inflation relief and new or expanded services. Orange County FSP is eligible for reimbursement up to \$1,244,321 for inflation relief and \$991,890 for new or expanded service for FY 2017-18. This new funding has been used to expand FSP service on the east end of SR-91 and on SR-57 in December 2018. Staff is also evaluating other service improvements that could be supported by SB1 funding in the future.

No less than every three years, Caltrans contracts with a consultant to prepare a statewide B/C analysis of the FSP program. The model used for the B/C analysis was developed by the Institute of Transportation Studies at the University of California, Berkeley, following extensive field measurements before and after FSP deployment. The model estimates delay-saving benefits based on the FSP beats' geometric and traffic characteristics, as well as the frequency and type of FSP-assisted freeway incidents. The estimated benefits include reductions in incident-induced vehicular delays, fuel consumption, and air pollution emissions.

The last B/C analysis of Orange County FSP was conducted for FY 2015-16. Results of the analysis for the Orange County FSP beats indicate that OCTA FSP maintains the highest B/C ratio in the state, providing an average of \$13.00 of congestion relief benefit for each dollar spent during weekday peak operating hours and \$6.00 of congestion relief

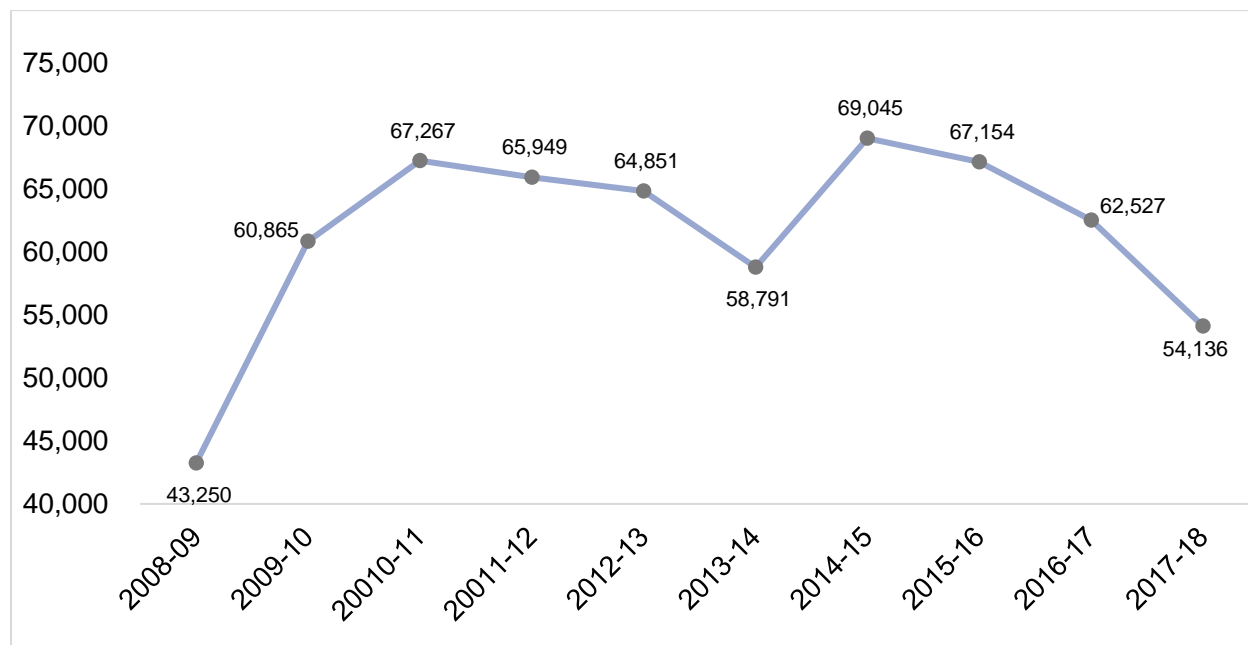
Service Authority for Freeway Emergencies Annual Report

Fiscal Year 2017-18

benefit for each dollar spent during weekend operating hours. The combined program average is estimated to be \$12.00 of congestion relief benefit for each dollar spent on the program. Because the program provides significantly more service on weekdays than on weekends, the weekend service has little impact on the blended B/C average. While the OCTA FSP program has the highest B/C ratio statewide, this represents a \$6.00 per hour decrease in B/C compared to FY 2014-15. Increased program and tow service costs, a reduction in the number of assists completed because of increased time required to complete documentation, and reductions in traffic congestion are believed to be the primary contributors to the decrease in B/C. Caltrans plans to have the FY 2017-18 B/C analysis completed by the fourth quarter of FY 2017-18.

FSP tow truck operators provided services to 54,136 motorists whose vehicles had become disabled in FY 2017-18, a 13 percent decrease from FY 2016-17. Reasons for decreases in the number of assists include changes to CHP requirements that operators complete all assist paperwork and log books off the freeway, and more frequent assists requiring a tow off the freeway. Program supervisors have also been required to move some FSP drop zones further from the freeway due to changes in city parking regulations, which has increased the length of time required to complete an assist when a vehicle is towed off the freeway. These changes to the program operation all result in a reduction of the time that an FSP vehicle is available for service. Figure 3 shows total services provided annually for the last ten years.

Figure 3 - Total Annual FSP Services



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In January 2013, staff deployed a new vehicle tracking and data collection system that utilizes OCTA-provided in-vehicle edge controller (black box) devices for vehicle tracking and tow contractor-provided iPad or Android tablet devices for data collection. System functionality includes geo-fencing, schedule adherence, system alerts, and an advanced reporting feature designed to enhance program tracking. The data collection system includes a customer survey module that allows customers to complete an online survey. Most disabled vehicles are discovered by FSP operators while patrolling their service beats; however, CHP may also dispatch calls for service through the system from requests that come in through the call box, 511 and 911 systems, or through a CHP officer request. Survey responses from customers who received FSP assistance indicate that 86 percent of FSP assists are initiated through FSP operator discovery of the vehicle. Figure 4 shows how survey respondents received FSP service in FY 2017-18.

Figure 4 – How FSP Customers Received Service – FY 2017-18

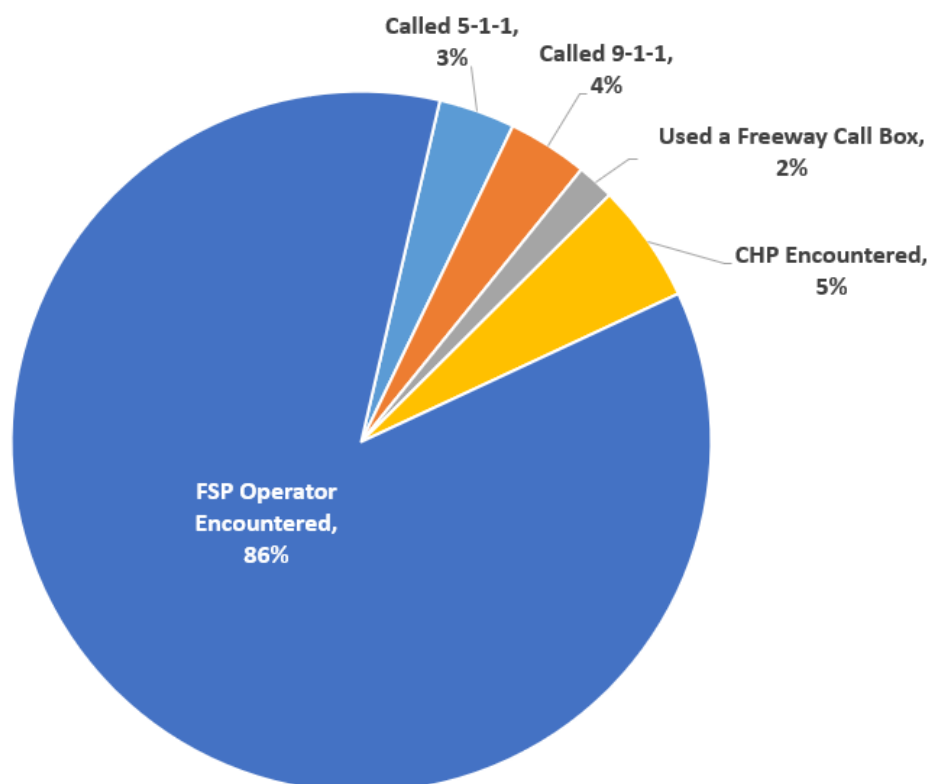
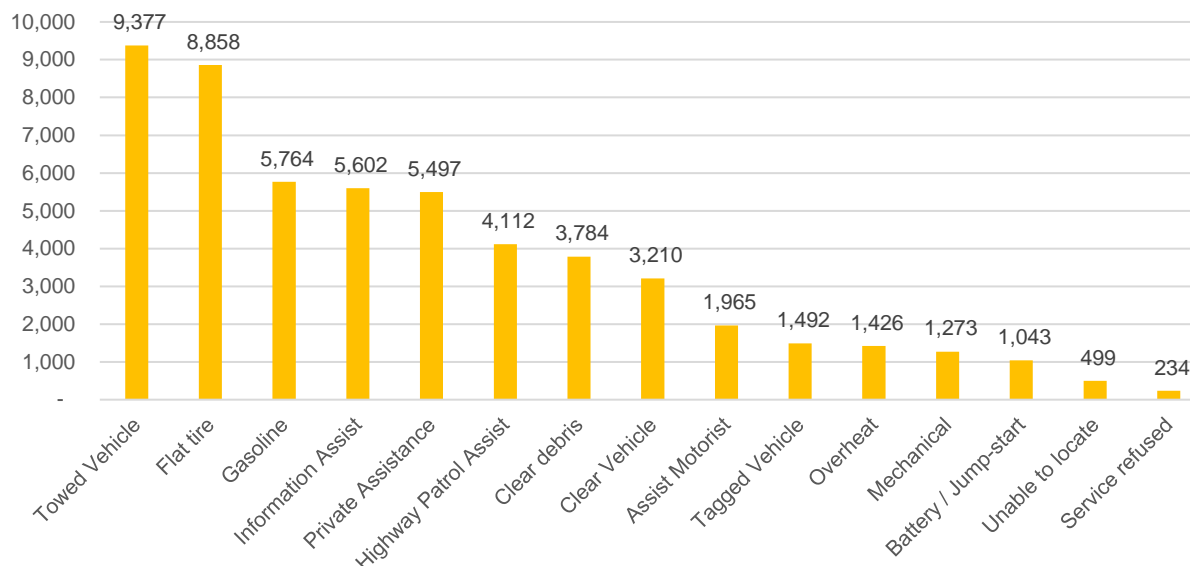


Figure 5 shows the distribution of assists by type for FY 2017-18. The highest number of recorded assists required that the vehicle be towed, followed by the changing of a flat tire. Information Assist generally refers to incidents where tow operators discover a motorist stopped on the side of the road whose vehicle is not disabled. Reasons motorists are stopped on the side of the freeway often include navigation, telephone calls, texting, emailing, and resting.

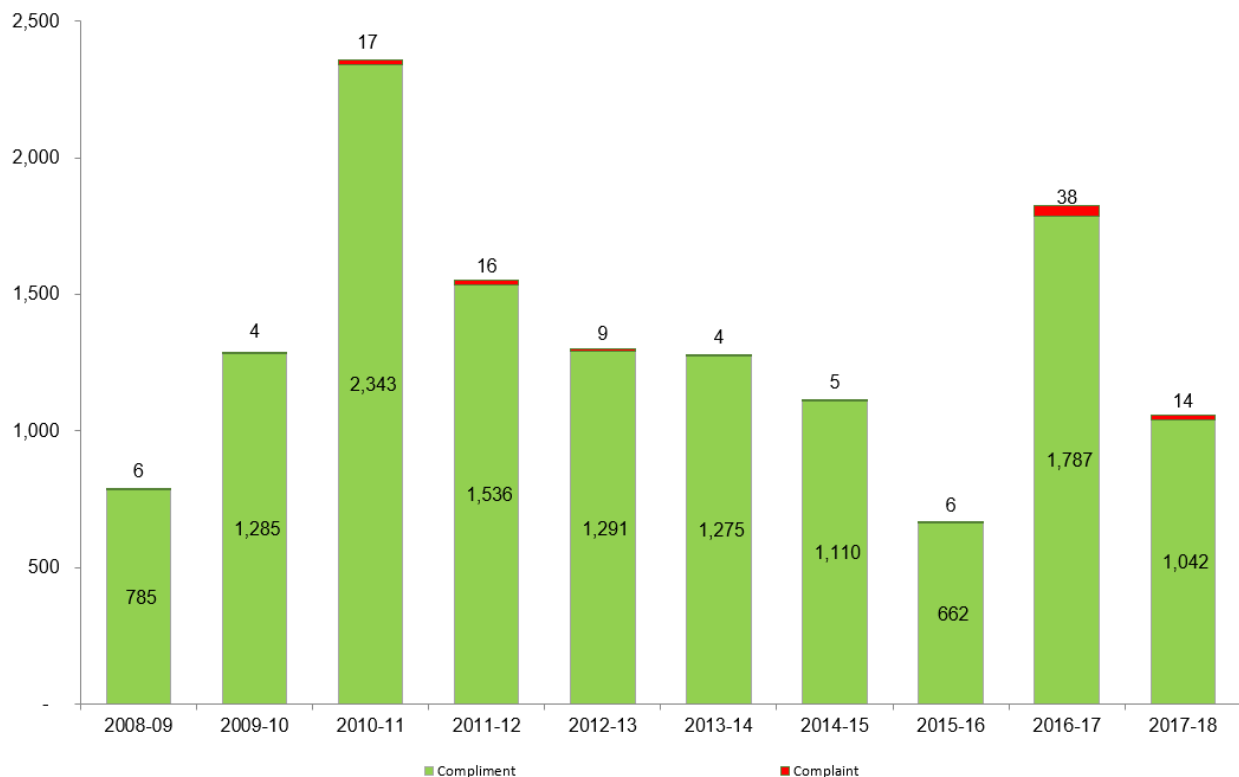
Figure 5 - FSP Assists by Type – FY 2017-18



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

The FSP program recorded 1,056 customer comments through the Customer Relations call center and FSP online customer survey in FY 2017-18, down 42 percent from FY 2016-17. Callers who were happy with the service comprise 99 percent of the total comments. The program received 14 complaints from motorists who were not satisfied with the service. Complaints included dissatisfaction with the service provided, operator driving technique, and claims for damage. A CHP Program Supervisor investigates each customer complaint and provides a response to the complaining party. CHP Program Supervisors also follow-up with FSP contractors and tow operators as appropriate to address customer concerns and to prevent future occurrences. Claims for damage range from stripped or broken wheel studs to damage caused as the result of a collision. OCTA is shielded from claims for damage by contract language that requires FSP contractors to name OCTA as additional insured, and to indemnify and hold OCTA harmless against any claims for loss or damage. Figure 6 charts compliments and complaints received for the last ten years.

Figure 6 - FSP Customer Comments



Southern California 511

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

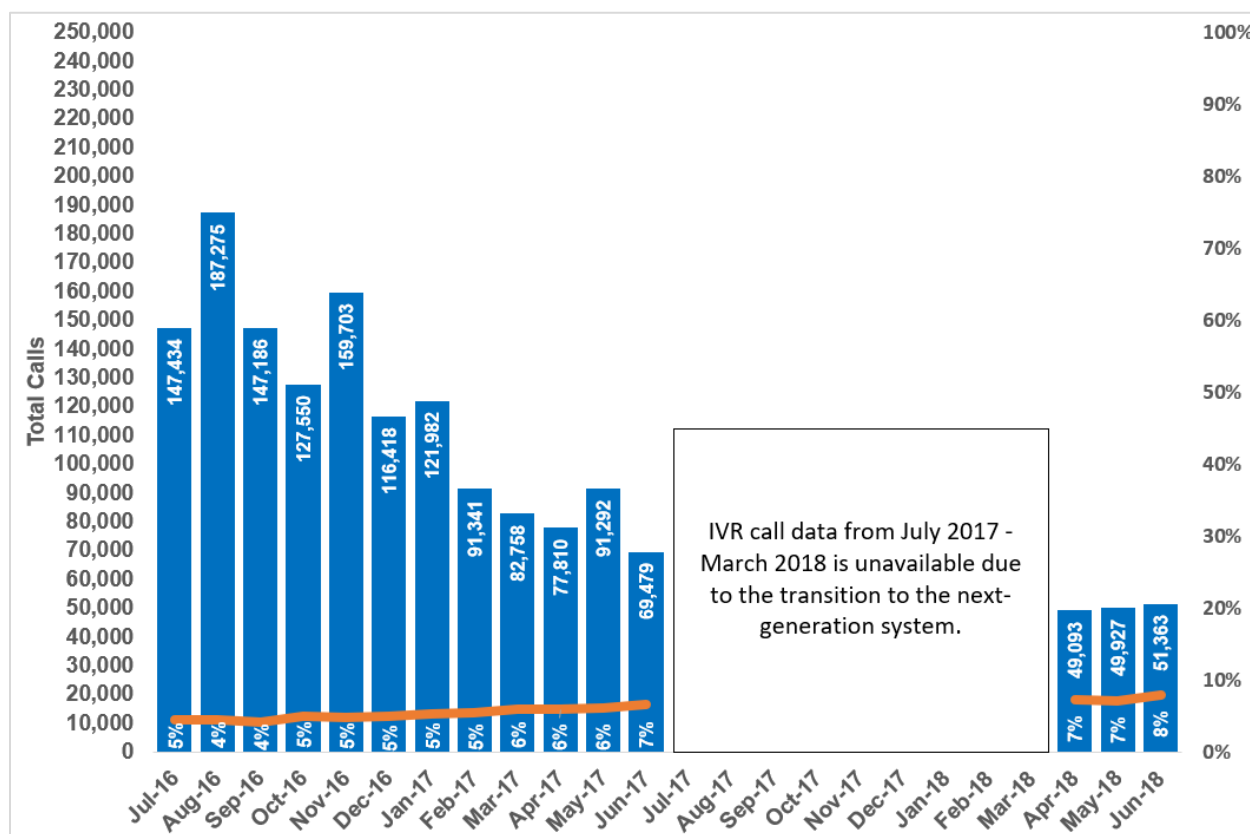
In FY 2017, LA SAFE, with participation from OCTA staff, procured a vendor for the further development of the Go511 system. Known to the project partners as the Next Gen 511, the project provides a more robust interactive voice response system for callers, a less governmental web interface for web users, and improved mobile content for application users. The Next Gen 511 project also aims to establish cooperative agreements with the Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (SBCTA), to bring Riverside and San Bernardino into the Go511 system and rebrand the system to “So Cal 511.” LA SAFE and OCTA staff are currently

Service Authority for Freeway Emergencies Annual Report Fiscal Year 2017-18

working with staff from RCTC and SBCTA to develop the necessary cooperative agreements to implement this part of the project.

Southern California 511 Interactive Voice Response (IVR) system services were transitioned to a new vendor as part of 511 system next-generation development. While reliable call data was not available during first part of the FY because of transition and development activities, the 511 IVR received an average of 50,000 calls per month during the fourth quarter of FY 2017-18, with seven percent of the calls originating in Orange County. Although the total number of 511 calls are down when compared to FY 2016-17, the percentage of calls originating from Orange County increased from five percent to seven percent. Figure 7 displays the number of 511 IVR calls received during FY 2017-18, along with the percentage of calls that originated from Orange County.

Figure 7 - 511 IVR Calls Received, Calls with Orange County Percentages



Service Authority for Freeway Emergencies Annual Report

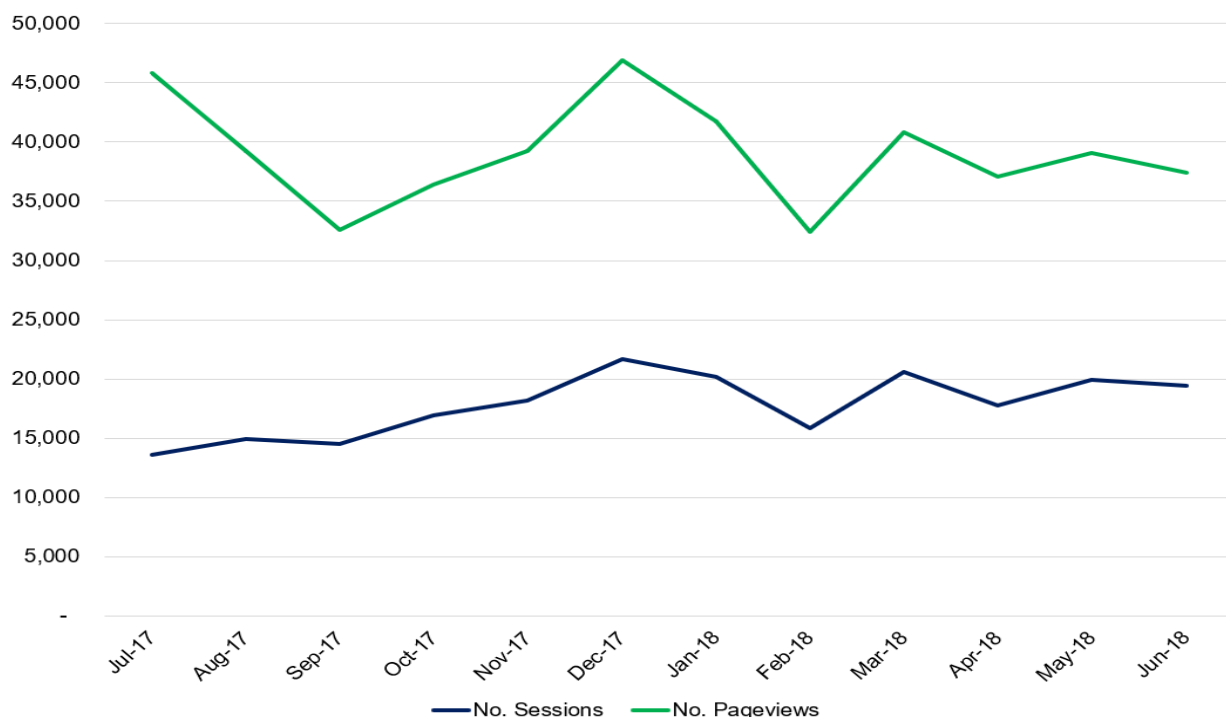
Fiscal Year 2017-18

Table 6 displays the number of Go 511 website visits and page views during FY 2017-18 for Los Angeles and Orange counties. The Go511.com website received an average of 24,489 hits per month, down ten percent from an average 27,300 hits per month in FY 2016-17. The decline in website visits may be due to the previous vendor reporting each page that was viewed in addition to website hits (essentially double counting). To ensure reporting consistency, LA SAFE and OCTA staff are now using data available through Google analytics to track website sessions and page views. This data is more reliable and will be consistent, regardless of the vendor contracted to provide support and web content development for the Go 511 system. Figure 8 shows the number of website visits and page views for FY 2017-18.

Table 6 - Southern California 511 Usage by Quarter – FY 2017-18

	1st Quarter Jul-Sep 2017	2nd Quarter Oct-Dec 2017	3rd Quarter Jan-Mar 2018	4th Quarter Apr-Jun 2018	Total
Number of Website Sessions	43,022	56,763	135,768	58,315	293,868
Number of Website Pageviews	117,714	122,574	314,476	116,983	671,747
IVR Calls Received					
Total IVR Calls	IVR call data from July 2017 - March 2018 is unavailable due to the transition to the next-generation system.			150,383	150,383
Orange County				11,150	11,150

Figure 8 – Go511 Web Sessions versus Pageviews



Service Authority for Freeway Emergencies Annual Report
Fiscal Year 2017-18


To increase motorist awareness of the 511 program in Orange County, staff initiated an awareness campaign distributing 511 logo promotional materials to the public through FSP operators assisting motorists, through the OCTA store and reception area at OCTA Headquarters building, through distribution to bus patrons using OC Fair Express and Laguna Beach Summer Breeze bus services, at the KABC Holiday Stuff-A-Bus event, and at other events as appropriate. In FY 2017-18 staff applied 511 Motorist Aid decals on all Orange County Freeway call boxes to help increase awareness of mobile call box functionality within the 511 program. Users dialing 511 and selecting Motorist Assistance from a Los Angeles County, Orange County, or Ventura County freeway will reach the call box call center and may obtain roadside assistance as if calling from a freeway call box. Staff will continue to market the 511 program to increase public awareness of the program and has initiated the marketing of the changeover to So Cal 511 which will include Riverside and San Bernardino Counties.



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Cooperative Agreement with the San Bernardino County Transportation Authority and the Riverside County Transportation Commission for Call Box Call Center Services

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller
Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0955 with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority, in the amount of \$850,000, for reimbursement of call answering center services associated with the freeway call box and 511 motorist assistance services, effective April 1, 2019 through June 30, 2029.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer *[Handwritten signature: Kenneth Priya for]*

Subject: Cooperative Agreement with the San Bernardino County Transportation Authority and the Riverside County Transportation Commission for Call Box Call Center Services

Overview

The Orange County Transportation Authority, acting as the Orange County Service Authority for Freeway Emergencies, operates a system of call boxes along the freeways in Orange County. Through a competitively procured agreement, a vendor answers calls from the freeway call boxes and motorist assistance calls from the 511 system. The Orange County Transportation Authority and the Riverside County Transportation Commission entered into a cooperative agreement with the San Bernardino County Transportation Authority to participate in a joint call box call answering center. The current agreement expires March 31, 2019. Execution of a new cooperative agreement is necessary to continue participation in the joint call box call center.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0955 with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority, in the amount of \$850,000, for reimbursement of call answering center services associated with the freeway call box and 511 motorist assistance services, effective April 1, 2019 through June 30, 2029.

Discussion

The Orange County Service Authority for Freeway Emergencies (SAFE) operates a system of call boxes on Orange County freeways. The call box system includes 407 call boxes spaced at approximate two-mile intervals on all freeways, toll roads, and major state highways such as Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road. Orange County SAFE contracts for call answering, maintenance, and cellular services for the call box program.

In 2011, the Orange County Transportation Authority (OCTA) entered into a cooperative agreement with the Riverside County Transportation Commission (RCTC) and the San Bernardino Associated Governments, now known as the San Bernardino County Transportation Authority (SBCTA), for call box call answering center (CAC) services. As presented in the SAFE Annual Report to the Board of Directors, call box call volumes have decreased year over year. Because this has been the same experience in all three counties, the three agencies entered into an agreement to combine CAC services to help keep the cost per call low by sharing overhead expenses and efficiently using/sharing call operators among the three programs. The current cooperative agreement expires on March 31, 2019.

As the lead agency, SBCTA initiated a competitive procurement for call box and 511 motorist assistance call answering services following SBCTA procurement guidelines. OCTA and RCTC staff participated on the evaluation committee to select a CAC service vendor. SBCTA is currently negotiating an agreement with the selected CAC service vendor. The SBCTA call center agreement with the selected vendor will be for five years with five one-year options. Execution of a new cooperative agreement with the SBCTA is necessary to continue participation in the joint call box and 511 motorist assistance call center. The cooperative agreement with SBCTA will be for ten years, to cover the entire term, including options. OCTA and RCTC will reimburse SBCTA for their share of call center costs, based on the number of calls answered for its respective agency. If option terms are not exercised with the CAC service vendor, a new procurement will be initiated, and the cooperative agreement with SBCTA would be amended to reflect the change.

Fiscal Impact

The project was approved in the OCTA Fiscal Year 2018-19 Budget, Operations Division, Motorist Services Department, Account 0013-7629-S1001-CGA, and is funded through the SAFE \$1 Department of Motor Vehicles registration fee. Funds to support future years will be included in subsequent fiscal year budget requests.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0955 among OCTA, RCTC, and SBCTA, in the amount of \$850,000, for reimbursement of call answering center services associated with

**Cooperative Agreement with the San Bernardino County
Transportation Authority and the Riverside County
Transportation Commission for Call Box Call Center Services**


Page 3

answering freeway call box and 511 motorist assistance calls, effective April 1, 2019 through June 30, 2029.

Attachment

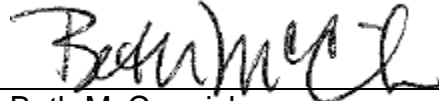
None.

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Virginia Abadessa
Director, Contracts Administration and
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COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Amendment to Agreement with the Los Angeles County Service Authority for Freeway Emergencies for the Southern California 511 System

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller
Absent: Directors R. Murphy and Pulido

Committee Vote

This item was passed by the Members present.


Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-9-0434 between the Orange County Transportation Authority and Los Angeles County Service Authority for Freeway Emergencies for the use, operation, management, and enhancement of the regional Southern California 511 system, at no additional cost, and to extend the term beginning March 1, 2019, until amended or terminated by either party.



February 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement with the Los Angeles County Service Authority for Freeway Emergencies for the Southern California 511 System

Overview

The Orange County Transportation Authority works in partnership with the Los Angeles County Service Authority for Freeway Emergencies and the Ventura County Council of Governments to provide the Southern California 511 program. This program provides free aid to motorists through a traveler information system that includes traffic, transit, and commuter service information via a toll-free phone number, website, and mobile application. The current agreement with the Los Angeles County Service Authority for Freeway Emergencies expires on February 28, 2019. Staff is seeking Board of Directors' approval to extend the agreement for the hosting, operation, and management of the regional Southern California 511 system.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-9-0434 between the Orange County Transportation Authority and Los Angeles County Service Authority for Freeway Emergencies for the use, operation, management, and enhancement of the regional Southern California 511 system, at no additional cost, and to extend the term beginning March 1, 2019, until amended or terminated by either party.

Discussion

On July 21, 2000, at the request of the United States Department of Transportation, the Federal Communications Commission designated "511" as the single traffic information telephone number to be made available to states and local jurisdictions across the country.

In June 2009, the Orange County Transportation Authority (OCTA) and the Ventura County Council of Governments (VCOG) both entered into a cooperative agreement with the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE) to participate in the development of a regional 511 program (Go511). Recognizing that motorists frequently travel between regional boundaries; a consolidated system provides a greater benefit to Go511 customers. A consolidated Go511 system also allows participating agencies to leverage funding and consolidate development, implementation, and marketing costs for the Go511 system.

Today, the Go511 system provides travelers in Los Angeles, Orange, and Ventura counties with traffic, transit, biking, rideshare and vanpool information, and other travel-related information through the Go511 website, Go511 smart phone application, and the 511 interactive voice response (IVR) telephone system. Motorists in Los Angeles and Orange counties may also utilize call box functionality within the 511 IVR to receive freeway assistance, including Freeway Service Patrol, should their vehicle become disabled on the freeway. Riverside and San Bernardino counties were invited to participate in the original development of the regional Go511 solution but declined, electing instead to develop their own 511 solution. Riverside and San Bernardino counties have recently again been invited to participate in the Go511 system and are working to migrate their systems into the Go511 system, which will be rebranded as Southern California 511 (SoCal511).

LA SAFE, OCTA, and VCOG agree to collective and cooperative efforts in support of SoCal511. Such efforts include, but are not limited to, promoting and improving traveler mobility throughout the region using SoCal511; coordinating and participating in regional SoCal 511 marketing and outreach activities; and collaborating on joint funding opportunities for future improvements of the SoCal511 system.

LA SAFE assumes primary responsibility for funding the ongoing hosting, maintenance, and operation of the base SoCal511 system. Participating agencies may be asked to provide funding for any agency-requested enhancement or expansion of the base SoCal511 system. Requested enhancement or expansion projects by OCTA will be handled as an amendment to this agreement, with a scope of work and funding agreement for each project.

Fiscal Impact

As host, maintenance and operation of the base system will be provided by LA SAFE; there is no financial impact to OCTA for the base SoCal511 system.

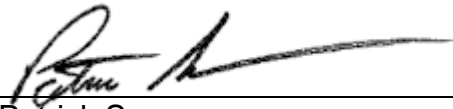
Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement C-9-0434 with the LA SAFE for the use, operation, management, and enhancement of a regional Southern California 511 system at no additional cost to extend the term until amended or terminated by either party.

Attachment

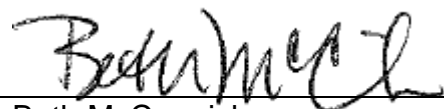
- A. Los Angeles County Service Authority for Freeway Emergencies, Agreement No. C-9-0434 Fact Sheet

Prepared by:



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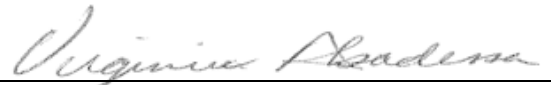
Approved by:



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Virginia Abadessa
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ATTACHMENT A

Los Angeles County Service Authority for Freeway Emergencies Agreement No. C-9-0434 Fact Sheet

1. June 22, 2009, Agreement No. C-9-0434, \$0.00, approved by the Board of Directors (Board).
 - Agreement to partner with Los Angeles County Service Authority in the Southern California 511 Program.
2. June 22, 2009, Amendment No. 1 to Agreement No. C-9-0434, \$636,000, approved by the Board.
 - Amendment to add funds for the development, operation, and maintenance of an Interactive Voice Response System for the 511 Motorist Aid and Traveler Information System for a nine-year period through February 28, 2018.
3. September 6, 2013, Amendment No. 2 to Agreement No. C-9-0434, \$50,000, approved by Contracts Administration and Materials Management (CAMM).
 - Amendment to increase the maximum cumulative payment by \$50,000, as an additional contribution to the development and deployment of a 511 mobile application.
4. November 15, 2017, Amendment No. 3 to Agreement No. C-9-0434, \$0, approved by CAMM.
 - Amendment to extend the term of the agreement by 12 months through February 28, 2019.
5. February 11, 2019, Amendment No. 4 to Agreement No. C-9-0434, \$0, pending Board approval.
 - Amendment to extend the term beginning March 1, 2019, until amended or terminated by either party.

Total committed to Los Angeles County Service Authority for Freeway Emergencies, Agreement No. C-9-0434: \$686,000.



COMMITTEE TRANSMITTAL

February 11, 2019

To: Members of the Board of Directors

From: Laurena Weinert,  Clerk of the Board

Subject: Regional Traffic Signal Synchronization Program Update

Regional Planning and Highways Committee Meeting of February 4, 2019

Present: Directors Bartlett, Chaffee, Delgleize, M. Murphy, and Muller

Absent: Directors R. Murphy and Pulido

Committee Vote

Following the discussion, no action was taken on this receive and file as an information item.

Staff Recommendation

Receive and file as an information item.



February 4, 2019

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Regional Traffic Signal Synchronization Program Update

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation in funding and implementing key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

Background

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

OCTA and local agencies have implemented signal synchronization for 69 projects that included 2,367 signalized intersections and 613 centerline miles of streets (Attachment A). The projects have improved travel times, reduced delays and congestion, and increased the number of successive green lights drivers see in daily commutes. The results of the program translate into direct cost savings for the motorist, with less fuel consumption, and a reduction of greenhouse gas (GHG) emissions.

Discussion

Signal synchronization is a cost-effective way to increase roadway throughput without major new construction. Projects are corridor-based, and new optimized signal timings are developed based on traffic conditions and current travel patterns. These projects optimize traffic signal timings to reduce travel times, stops, delays, and ultimately give users a better driving experience. Key to these efforts is regular dialogue between partner agencies and the California Department of Transportation, resulting in agencies working together towards the multi-jurisdictional goal of the program.

Funding is provided through annual calls for projects (call), with 80 percent of funding from M2 (Project P) and 20 percent from local agencies' matching funds. Supplemental funding is used whenever available, including SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program funds and Congested Corridor grants. A variety of sources have been used in the past to fund signal synchronization projects, including Measure M1, Proposition 1B Traffic Light Signal Synchronization Program, and air quality funds.

Signal projects implement a coordination strategy involving time-based synchronization of the respective agencies' systems, including the necessary upgrades to the traffic signal infrastructure. This includes modifications to prepare for future connected and autonomous vehicle technologies and applications. Existing synchronization on crossing arterials is incorporated when and where applicable. Optimized timings are developed and implemented for identified peak periods, which are typically weekday mornings, midday, and evenings. For weekend operations, the peak is typically mid-morning through early evening. To quantify signal synchronization benefits, "before and after" studies are conducted to evaluate the improvements from these new optimized timing plans.

These studies are conducted during peak traffic periods with specially equipped vehicles that have computer-linked global positioning system devices to collect traffic data. Several runs are made in each direction with the car "floating" in the middle of the traffic platoon of vehicles for each run. These studies showed improvements across all performance measures, including travel time, number of stops, and average safe speed. Additionally, fuel consumption, GHG, and other vehicle emission data is reported (Attachment B). Historically, signal timing efforts nationwide have resulted in travel time and speed improvements, as well as a reduction in stops in the range between five percent and 15 percent. Comparisons of the corridors' before and after studies indicate results in the high end of this range due to the combination of the optimized traffic signal timing plans, cooperation between all participating agencies, and minor signal upgrades to maximize traffic flow.

Signal Synchronization Projects

OCTA and local agencies have completed 69 signal synchronization projects since 2008. The signal program target of regularly synchronizing 2,000 signalized intersections, as expressed in the M2 voter guide, was met before December 2016. A total of 2,367 signalized intersections and 613 centerline miles of streets have been implemented. The total M2 grant allocation of the completed projects was approximately \$39.5 million. The completed projects are identified on the map in Attachment A. A summary of the results for the 69 completed signal synchronization projects is identified in the table in Attachment B. The early acceleration of Project P allowed the benefits of signal synchronization to be experienced by travelers much earlier than originally promised.

The completed projects have reduced average travel time by 13 percent and the average number of stops by 31 percent. Average speed improved by 15 percent. Consumers will save approximately \$144.5 million (at \$3.90 per gallon in today's dollars) on fuel costs and reduce GHG emissions by approximately 750.1 million pounds over the three-year project cycle. The reduction of GHG emissions is made possible by reducing the number of stops, smoothing the flow of traffic, and reducing the amount of acceleration and deceleration of vehicles. These results are comparable to signal timing efforts nationwide.

Currently, OCTA is funding an additional 34 signal synchronization projects that are in various stages of implementation. The committed funding from OCTA is primarily from the competitive signal program, and the grant allocation of these projects is over \$57.1 million. Once completed, these funded projects will synchronize an additional 1,247 signals and 316 miles of roadway, as summarized in Attachment C.

It is good practice to periodically resynchronize traffic signals to make sure they consider changes in traffic. The signal program allows for streets and highways from completed projects to compete again for funding during the annual call process. Previous investments made as part of earlier projects are incorporated into the refreshed projects. An example of this would be the Pacific Park Drive/Oso Parkway corridor. The signals along this corridor were synchronized in 2009 and updated in 2014. The result is a program that can regularly coordinate intersections as the basis for synchronized operation across Orange County.

Next Steps

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

Summary

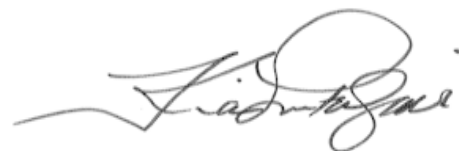
OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 69 corridors. Another 34 projects are planned or underway. The synchronization of traffic signals along these regional corridors continually results in significant improvements to traffic flow by reducing total travel times, stops per mile, and improving average speeds while decreasing fuel costs, GHG, and overall vehicle emissions.

Attachments

- A. OCTA-Funded Signal Synchronization Projects (2008 – Present)
- B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects
- C. Signal Synchronization Projects Planned or In-Progress

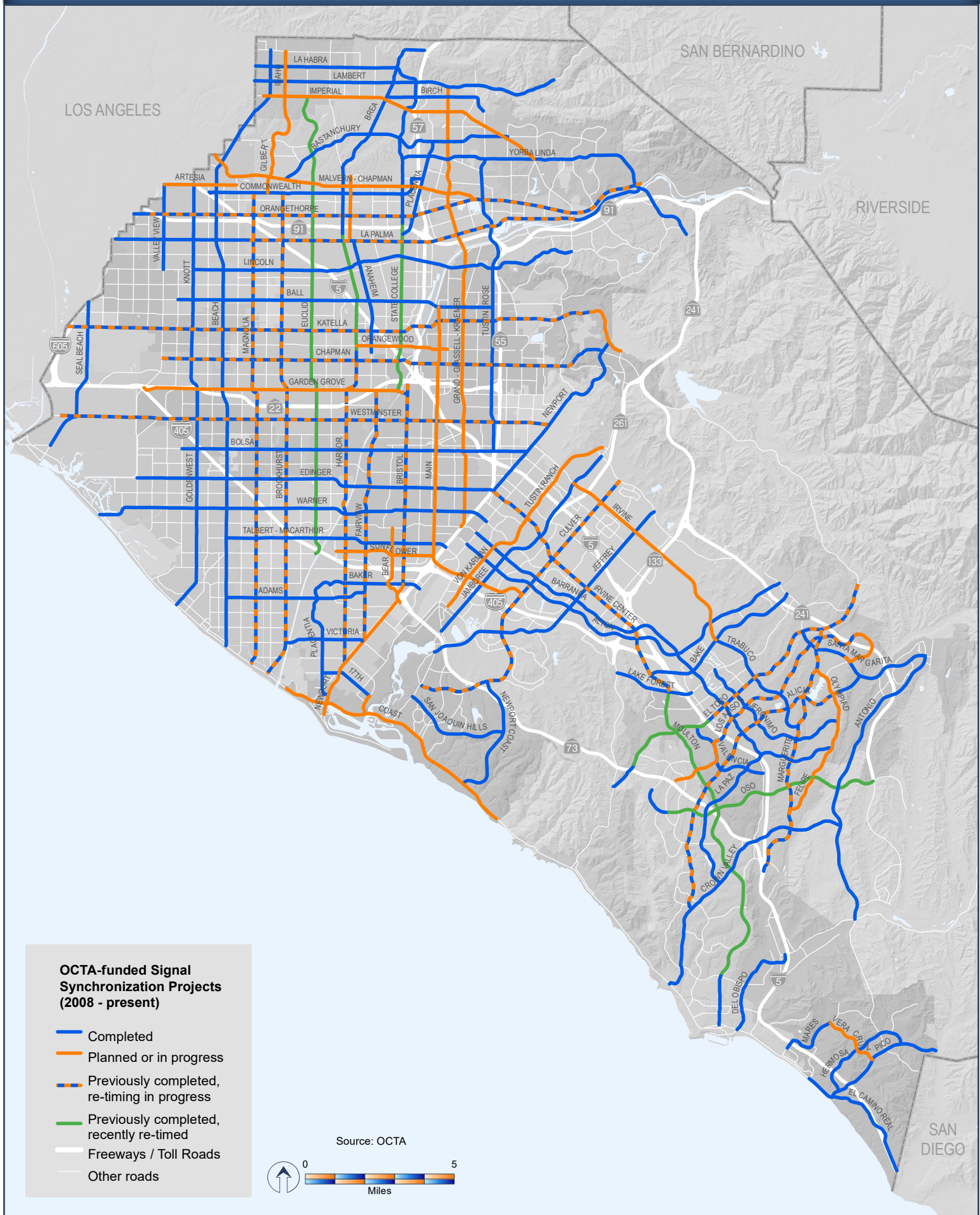
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OCTA-Funded Signal Synchronization Projects (2008 - Present)



Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Project Life Fuel Consumed Savings (gal)	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
1	Euclid Street*	2008	OCTA	15	62	\$450,000	792,726	\$ 3,091,631	16,188,276	20%	24%	43%
2	Pacific Park/Oso Parkway*	2009	OCTA	9	34	\$250,000	935,223	\$ 3,647,370	19,098,249	22%	29%	50%
3	Alicia Parkway	2010	OCTA	11	41	\$945,000	206,667	\$ 806,001	4,220,358	13%	12%	40%
4	Beach Boulevard	2010	OCTA	21	70	\$1,300,000	2,684,544	\$ 10,469,722	54,821,202	14%	21%	28%
5	Chapman Avenue (South)	2010	OCTA	14	52	\$800,000	831,969	\$ 3,244,679	16,989,696	16%	18%	46%
6	Edinger/Irvine Center Drive/Moulton*	2011	OCTA	22.3	109	\$846,000	1,181,976	\$ 4,609,706	24,137,220	11%	14%	34%
7	Harbor Boulevard*	2011	OCTA	16	107	\$520,000	827,208	\$ 3,226,111	16,892,430	11%	12%	23%
8	Orangethorpe Avenue	2011	OCTA	17	47	\$698,000	681,804	\$ 2,659,036	13,923,183	17%	20%	42%
9	State College/Bristol Street*	2011	OCTA	17	97	\$760,000	1,048,650	\$ 4,089,735	21,414,531	15%	18%	28%
10	Westminster Avenue	2011	OCTA	13	48	\$620,000	1,085,484	\$ 4,233,390	22,166,736	14%	17%	35%
11	Brookhurst Street	2012	OCTA	16	56	\$631,764	2,012,875	\$ 7,850,213	41,105,031	19%	18%	31%
12	El Toro Road*	2012	OCTA	11	40	\$478,916	846,879	\$ 3,302,828	17,294,160	19%	24%	32%
13	Katella Avenue	2012	OCTA	17	69	\$673,845	1,137,363	\$ 4,435,716	23,226,165	14%	14%	36%
14	La Palma Avenue	2012	OCTA	18	61	\$803,999	1,610,653	\$ 6,281,546	32,391,229	18%	22%	27%
15	Bastanchury Road	2013	Fullerton	8	27	\$539,936	270,002	\$ 1,053,007	5,513,723	13%	15%	49%
16	Euclid Street*	2013	Fullerton	17	66	\$1,000,000	1,106,675	\$ 4,316,031	22,599,458	15%	17%	39%
17	Tustin/Rose Drive	2013	OCTA	10	43	\$683,200	592,267	\$ 2,309,842	12,094,717	15%	17%	37%
18	Yorba Linda Boulevard	2013	OCTA	12	46	\$521,837	465,049	\$ 1,813,693	9,496,799	12%	10%	21%
19	Culver Drive	2014	Irvine	11	39	\$779,856	929,653	\$ 3,625,648	18,984,498	12%	12%	19%
20	Fairview Road/Street	2014	Costa Mesa	8	31	\$620,001	444,993	\$ 1,735,472	9,087,220	11%	12%	24%
21	Jamboree Road	2014	Irvine	9	27	\$230,608	813,645	\$ 3,173,217	16,615,495	9%	9%	19%
22	Jeffrey Road	2014	Irvine	9	40	\$410,032	489,977	\$ 1,910,910	10,005,845	9%	10%	26%
23	Lincoln Avenue	2014	Anaheim	13	53	\$777,910	401,102	\$ 1,564,300	8,190,935	9%	15%	25%
24	MacArthur Boulevard/Talbert Avenue	2014	OCTA	7	24	\$392,256	134,391	\$ 524,129	2,744,427	7%	8%	13%
25	Magnolia Street	2014	OCTA	16	54	\$400,000	566,394	\$ 2,208,937	11,566,362	10%	12%	26%
26	Pacific Park/Oso Parkway*	2014	OCTA	8	32	\$490,222	490,380	\$ 1,912,481	10,014,071	16%	19%	29%
27	Valley View Street	2014	Buena Park	3	20	\$280,000	783,613	\$ 3,056,089	16,002,194	28%	24%	37%
28	Warner Avenue	2014	OCTA	13	43	\$621,848	460,817	\$ 1,797,186	9,410,366	8%	6%	15%
29	Avenida Pico	2014	San Clemente	4	21	\$416,453	181,023	\$ 705,991	3,696,687	9%	10%	21%
30	Crown Valley Parkway	2014	OCTA	9	30	\$367,200	142,785	\$ 556,861	2,915,820	4%	3%	20%
31	Edinger Avenue*	2014	OCTA	12	38	\$753,800	324,316	\$ 1,264,832	6,622,870	2%	5%	25%
32	El Camino Real	2014	San Clemente	4	19	\$359,998	380,188	\$ 1,482,733	7,763,838	9%	10%	25%
33	First Street/Bolsa Avenue	2014	OCTA	12	49	\$980,000	899,045	\$ 3,506,276	18,359,448	11%	12%	26%
34	Jeronimo Road	2015	OCTA	6	16	\$267,360	386,683	\$ 1,508,063	7,896,471	12%	3%	35%
35	Lake Forest Drive	2014	OCTA	2	10	\$119,679	175,873	\$ 685,904	3,591,510	19%	23%	33%
36	Lambert Avenue	2013	La Habra	10	26	\$520,000	1,173,926	\$ 4,578,312	23,972,807	14%	16%	41%
37	Marguerite Parkway	2014	OCTA	9	31	\$323,056	156,175	\$ 609,084	3,189,264	11%	12%	21%
38	Santa Margarita Parkway	2015	OCTA	5	20	\$311,912	437,265	\$ 1,705,334	8,929,416	15%	18%	41%
39	Del Obispo Street	2014	San Juan Capistrano	4	16	\$138,800	254,554	\$ 992,762	5,198,269	13%	10%	11%
40	Knott Avenue	2015	Buena Park	7	28	\$448,000	491,820	\$ 1,918,098	10,043,483	23%	26%	37%
41	17th Street	2014	Costa Mesa	3	9	\$220,000	31,564	\$ 123,098	644,563	7%	3%	0%
42	Baker/Placentia	2014	Costa Mesa	8	27	\$519,960	138,520	\$ 540,228	2,828,724	14%	16%	34%
43	Victoria Street	2014	Costa Mesa	3	11	\$200,000	32,005	\$ 124,820	653,581	22%	15%	25%
44	Brea Boulevard	2014	Fullerton	4	16	\$320,000	208,598	\$ 813,531	4,259,783	12%	13%	43%
45	Commonwealth Avenue	2014	Fullerton	8	30	\$600,000	205,903	\$ 803,023	4,204,761	11%	12%	36%
46	Lemon Street / Anaheim Boulevard	2014	Fullerton	2	13	\$280,000	136,377	\$ 531,872	2,784,969	16%	21%	40%
47	Placentia Avenue	2014	Fullerton	4	15	\$380,000	146,390	\$ 570,921	2,989,436	18%	22%	48%
48	La Habra Boulevard	2014	La Habra	6	23	\$460,000	397,483	\$ 1,550,184	8,117,025	10%	11%	27%
49	Paseo de Valencia	2014	Laguna Hills	3	12	\$190,742	43,554	\$ 169,859	889,411	8%	5%	34%
50	Newport Coast Drive	2015	Newport Beach	5	15	\$260,000	167,175	\$ 651,984	3,413,896	10%	0%	6%
51	San Joaquin Hills Road	2015	Newport Beach	4	11	\$220,000	149,978	\$ 584,913	3,062,701	11%	12%	32%
52	Avenida Vista Hermosa	2015	San Clemente	3	17	\$305,856	64,846	\$ 252,899	1,324,219	17%	19%	54%
53	Camino De Los Mares	2015	San Clemente	2	13	\$248,208	463,252	\$ 1,806,683	3,153,365	27%	37%	57%
54	Los Alisos Boulevard	2014	OCTA	7	21	\$332,617	7,148	\$ 27,876	145,962	5%	3%	16%
55	Antonio Parkway	2016	OCTA	10	27	\$1,156,920	583,109	\$ 2,274,125	11,907,699	16%	19%	23%
56	Adams Avenue	2016	OCTA	5	17	\$1,042,374	529,737	\$ 2,065,973	10,817,781	12%	14%	27%
57	Trabuco Road	2015	OCTA	5	16	\$266,971	332,011	\$ 1,294,844	6,780,018	15%	18%	32%
58	State College Boulevard*	2016	OCTA	5	35	\$1,041,578	380,749	\$ 1,484,920	7,775,289	10%	11%	16%
59	Newport Avenue/Boulevard (North)	2016	OCTA	7	24	\$946,044	149,162	\$ 581,731	3,046,041	12%	15%	36%
60	Ball Road	2014	OCTA	11	38	\$733,416	392,850	\$ 1,532,115	8,022,411	5%	7%	13%
61	Alton Parkway	2016	Irvine	14	48	\$1,209,397	790,279	\$ 3,082,089	16,138,332	12%	14%	39%
62	Bake Parkway	2016	OCTA	6	19	\$532,603	367,780	\$ 1,434,344	7,510,464	12%	12%	28%
63	Barranca Parkway	2016	Irvine	13	44	\$2,106,434	701,256	\$ 2,734,900	14,320,395	10%	11%	26%
64	Seal Beach/Los Alamitos Boulevard	2016	Seal Beach	3	13	\$586,720	260,610	\$ 1,016,379	5,321,931	10%	11%	31%
65	La Paz Road	2016	OCTA	8	23	\$328,192	500,477	\$ 1,951,861	10,220,270	14%	16%	21%
66	Harbor Boulevard*	2017	Anaheim	4	22	\$731,867	362,716	\$ 1,414,593	7,407,047	8%	9%	15%
67	Birch Street/Rose Drive	2017	Brea	4	14	\$664,230	161,437	\$ 629,603	3,296,709	23%	30%	37%
68	El Toro Road*	2018	Laguna Woods	3	15	\$514,000	286,340	\$ 1,116,724	5,847,356	17%	20%	33%
69	Moulton Parkway	2018	Laguna Woods	11	37	\$645,440	240,928	\$ 939,620	4,920,008	12%	2%	41%
Summary of All Projects						\$ 39,575,058	37,068,867	\$ 144,568,588	750,178,606	13%	15%	31%

* Euclid Street, Pacific Park Drive/Oso Parkway, Edinger Avenue, Harbor Boulevard, State College Boulevard, and El Toro Road are included twice because these projects have been revisited

^ \$3.90 per gallon gasoline price used to estimate savings

Note: Improvements are averaged across both directions over the full corridor

Acronyms

Gal - Gallons

Lbs - Pounds

M1 - Measure M1

M2 - Measure M2

OCTA - Orange County Transportation Authority

Signal Synchronization Projects Planned or In-Progress

AGENCY LEAD

Project	Lead	Corridor Name	Length (miles)	Signals	Number of Agencies	M2 Grant Board Allocation
1	Anaheim	Anaheim Boulevard	3.8	18	2	\$ 787,940
2	Anaheim	La Palma Avenue	11.2	39	1	\$ 2,518,146
3	Anaheim	Orangewood Avenue	3.2	15	3	\$ 683,328
4	Buena Park	Artesia Boulevard	2.4	11	2	\$ 422,142
5	Costa Mesa	Fairview Road	9.0	34	2	\$ 1,695,150
6	Costa Mesa	Sunflower Avenue	3.3	14	1	\$ 617,960
7	Costa Mesa	Bear Street	2.4	14	2	\$ 494,752
8	Fullerton	Malvern Avenue / Chapman Avenue	9.3	40	3	\$ 2,202,304
9	Fullerton	Gilbert Street / Idaho Street	5.3	19	2	\$ 917,280
10	Fullerton	Orangethorpe Avenue	17.3	57	7	\$ 3,577,668
11	Irvine	Culver Drive/Bonita Canyon/Ford	9.3	39	2	\$ 1,139,728
12	Irvine	Irvine Center Drive / Edinger Avenue	9.1	39	2	\$ 1,824,000
13	Irvine	Von Karman Avenue / Tustin Ranch Road	7.9	30	2	\$ 1,439,980
14	Irvine	Irvine Boulevard	7.3	29	1	\$ 378,166
15	La Habra	Imperial Highway / SR-90	10.3	46	5	\$ 2,760,001
16	Mission Viejo	Marguerite Parkway	9.0	30	1	\$ 759,232
17	Mission Viejo	Olympiad Road-Felipe Road	5.8	18	1	\$ 515,656
18	San Clemente	Camino Vera Cruz	1.4	5	1	\$ 192,686
19	Santa Ana	Harbor Boulevard	10.4	46	4	\$ 1,852,080
Total			138	543	44	\$ 24,778,199

OCTA LEAD AGENCY PROJECTS

Project	Lead	Corridor Name	Length (Miles)	Signals	Number of Agencies	M2 Grant Board Allocation
1	OCTA	Alicia Parkway	10.6	40	4	\$ 1,847,200
2	OCTA	Bristol Street	8.0	45	3	\$ 1,884,620
3	OCTA	Brookhurst Avenue	16.5	59	6	\$ 2,895,884
4	OCTA	Chapman Avenue	14.2	55	3	\$ 2,344,044
5	OCTA	Coast Highway	9.0	27	1	\$ 1,799,210
6	OCTA	El Toro Road	7.2	25	3	\$ 1,112,447
7	OCTA	Garden Grove Boulevard	8.7	34	4	\$ 2,116,670
8	OCTA	Goldenwest Street	7.7	32	2	\$ 380,800
9	OCTA	Katella Avenue	19.6	73	8	\$ 3,924,488
10	OCTA	Kraemer Boulevard / Glassell/Grand	15.0	61	4	\$ 2,433,520
11	OCTA	Los Alisos Boulevard Route	10.9	40	5	\$ 1,777,782
12	OCTA	Magnolia Avenue	16.2	50	7	\$ 2,711,694
13	OCTA	Main Street	11.9	67	3	\$ 3,058,176
14	OCTA	Newport Boulevard - South	7.0	33	2	\$ 1,304,596
15	OCTA	Westminster Avenue / 17th Street	16.3	63	6	\$ 2,820,102
Total			179	704	61	\$ 32,411,233
34			316	1247	105	\$ 57,189,432

Acronyms

M2 - Measure M2

OCTA - Orange County Transportation Authority

SR-90 - State Route 90

Regional Traffic Signal Synchronization Program Update

Program Overview

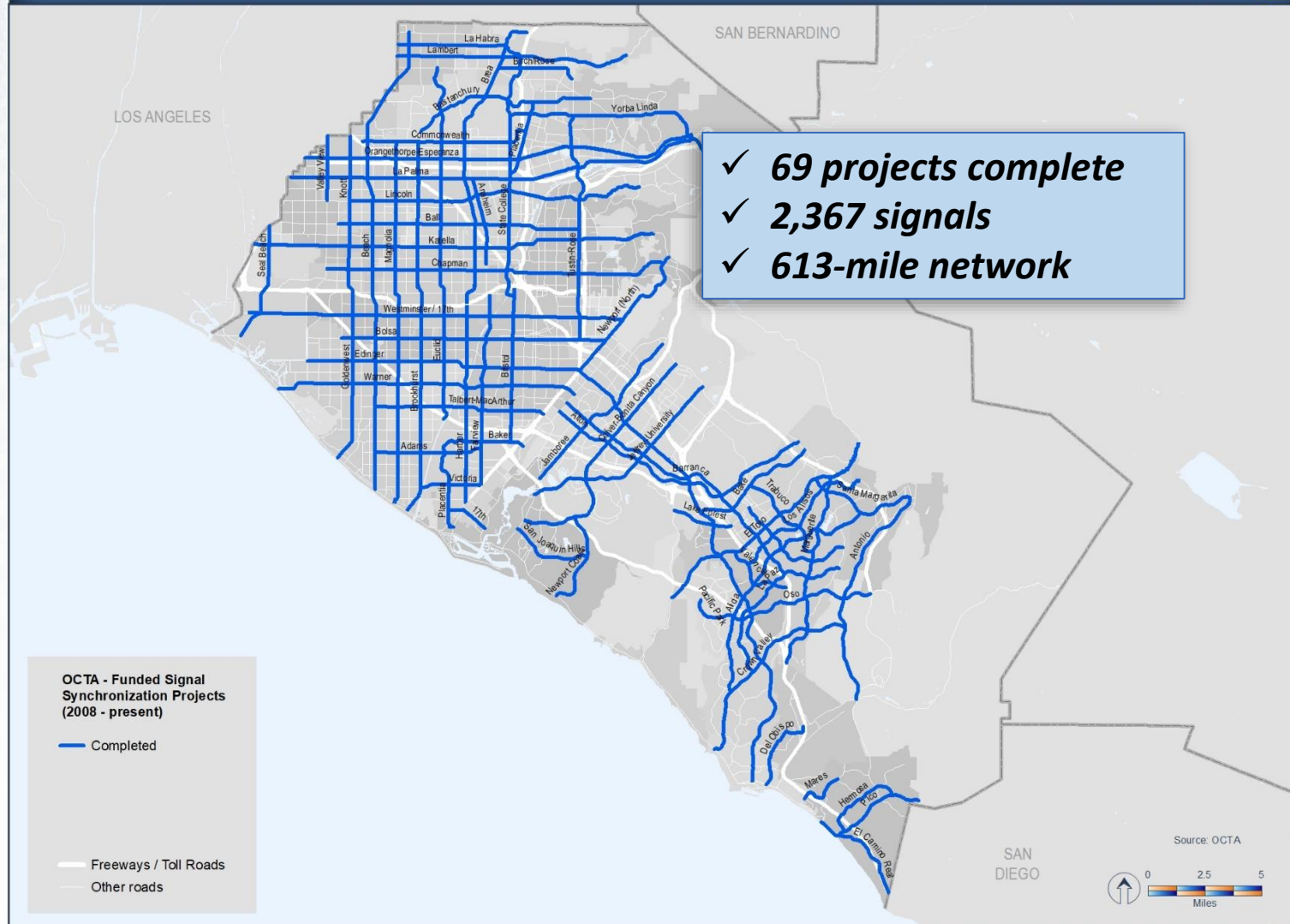
Goal: Regularly coordinate 2,000 signals on a countywide masterplan to improve traffic flow

Approach:

- Promote multi-jurisdictional projects
- Provide competitive grants to local agencies with local matching funding
- Fund signal timing and hardware costs
- Offer support or lead implementation

Completed Synchronization Projects

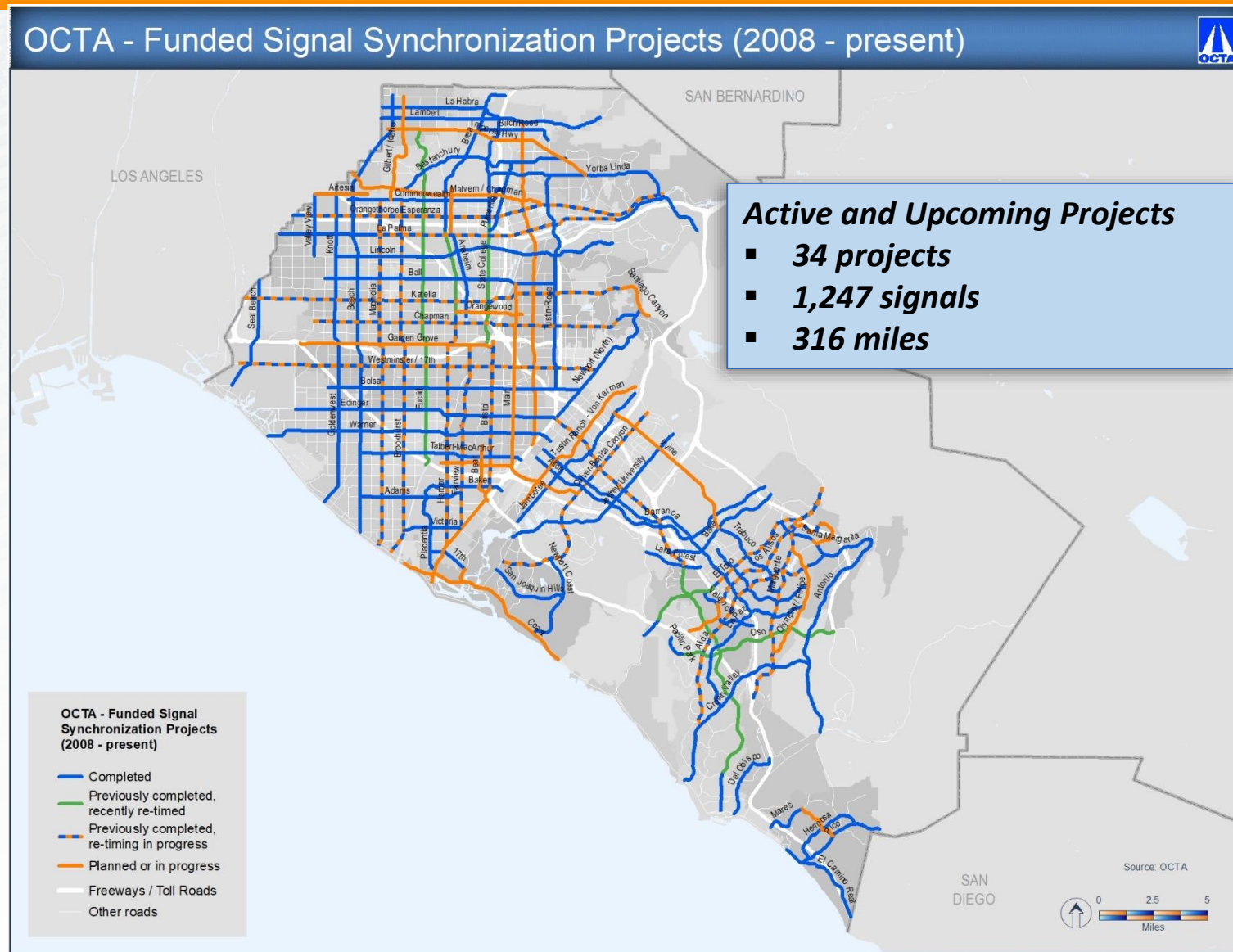
OCTA - Funded Signal Synchronization Projects (2008 - present)



Results for Completed Projects

- ***Travel time improved an average of 13%***
- ***Speeds improved an average of 15%***
- ***Stops reduced an average of 31%***
- ***Fuel savings \$144 million***
- ***GHG reduction of over 750 million pounds***
- ***\$39.5 million investment or less than \$17,000 per intersection***

Completed, Refreshed, and Planned Projects



Next Steps

- 34 signal projects planned or in-progress
 - 1,247 signals across 316 miles
 - \$57 million in investment
- Additional project funding recommendations in spring 2019



February 11, 2019

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2019 Chief Executive Officer's Initiatives and Action Plan

At the beginning of each calendar year, the Orange County Transportation Authority's (OCTA) Board of Directors (Board) identifies a set of priority goals entitled Board Strategic Initiatives (Attachment A). These initiatives were presented to the Board on January 28, 2019.

In support of the Board Strategic Initiatives, the Chief Executive Officer's (CEO) Initiatives and Action Plan (Attachment B) are then developed to track and accomplish the Board Strategic Initiatives and related efforts, as well as broader organizational goals. The CEO's Initiatives support the OCTA Strategic Plan goal areas of mobility, public service, fiscal sustainability, stewardship, and organizational excellence. The Action Plan identifies specific programs, projects, and targets, which are monitored throughout the calendar year.

For 2019, there are ten CEO Initiatives, supporting 73 projects/programs and monitored through 88 milestones. A report detailing the progress of these milestones will be provided on a quarterly basis for Board review.

Please contact me at (714) 560-5343 with any questions or suggestions.

DJ:lw
Attachments

BOARD STRATEGIC INITIATIVES 2019

1

DELIVER CAPITAL PROJECTS

- Continue reconstruction of I-405 bridges
- Begin I-5 construction between El Toro Road and SR-73
- Improve Anaheim Canyon Station

2

CHAMPION FISCAL RESPONSIBILITY

- Set priorities for 2020 State Transportation Improvement Program funds
- Award Measure M grants to improve local streets, synchronize signals and enhance water quality
- Support State and Federal Legislation in support of funding for transportation

3

DEVELOP STATE-OF-THE-ART REGIONAL TRANSPORTATION PLANS

- Prepare initial set of transit alternatives along the Bristol Street Corridor
- Initiate work on the South Orange County multimodal transportation plan
- Deliver Board updates on Measure M environmental programs, and innovative transportation strategies and technologies

4

STRENGTHEN REGIONAL PARTNERSHIPS

- Update the SR- 91 Implementation Plan with Riverside County Transportation Commission
- Work with LA Metro on intercounty transit connections study
- Collaborate with Caltrans on freeway improvements

5

IMPLEMENT OC BUS 360° VISION AND OFFER MODERN TRANSIT SOLUTIONS

- Launch Bravo! 529 service
- Award the OC Streetcar operations and maintenance contract
- Deploy hydrogen fuel cell buses

6

REINFORCE A CULTURE OF SAFETY

- Monitor pilot programs to enhance coach operator safety
- Ensure safety of the traveling public and employees through development of the Safety Management System
- Reinforce Safety value with ongoing employee training



2019

CEO INITIATIVES AND ACTION PLAN



CEO INITIATIVES & ACTION PLAN 2019

1

CULTIVATE ORGANIZATIONAL EXCELLENCE

- Board approval of the maintenance CBA between OCTA and Teamsters Union
- Develop and implement the action plan from the 2018 Employee Engagement Survey

2

DELIVER ON THE PROMISES OF MEASURE M

- Continue progressing freeway projects throughout the county
- Initiate bridge construction on the I-405 Improvement Project

3

ENHANCE SAFETY & SECURITY MEASURES

- Conduct a pilot program to evaluate if the use of safety awareness monitors and operator barriers improve coach operator safety
- Conduct training on the OCTA Crisis Communications Plan and revise as necessary

4

EXPAND TRANSIT OPPORTUNITIES

- Put into service Hydrogen Fuel Cell Buses
- Award the contract for the Operations and Maintenance of the OC Streetcar

5

IMPLEMENT MAJOR CAPITAL PROJECTS

- Award construction contract for the Anaheim Canyon Metrolink Station Improvements
- Report on status of construction to meet scheduled service start of the OC Streetcar

6

MAINTAIN OPEN COMMUNICATION WITH STAKEHOLDERS

- Develop priorities for upcoming Transportation Act consistent with legislative platforms
- Conduct and present results of the Bus Customer Survey

7

OPTIMIZE EXPRESS & MANAGED LANES

- Begin operations of the new customer service center for the 91 Express Lanes
- Release the RFP for back-office system, customer service and traffic operations staffing

8

PLAN FOR FUTURE GROWTH

- Award consultant contract for the OC to LA Transit Connections Study
- Award contract to study multi-modal transportation needs in South Orange County

9

PRESERVE FISCAL SUSTAINABILITY THROUGH PRUDENT FINANCIAL PLANNING

- Administer reimbursements from the Federal Full Funding Grant Agreement for the OC Streetcar
- Successfully draw from the TIFIA loan and from M2 Sales Tax revenue bonds

10

PROMOTE ENVIRONMENTAL STEWARDSHIP & ALTERNATIVE TRANSPORTATION

- Award consultant contract for Safe Routes to School Action Plan
- Approve grant funding allocations for M2, Tier 1 Water Quality program

2019 CEO Initiatives and Action Plan

Ten CEO Initiatives

1. Cultivate Organizational Excellence (9 Milestones)
2. Deliver on the Promises of Measure M (12 Milestones)
3. Enhance Safety and Security Measures (7 Milestones)
4. Expand Transit Opportunities (14 Milestones)
5. Implement Major Capital Projects (9 Milestones)
6. Maintain Open Communications with Stakeholders (7 Milestones)
7. Optimize Express and Managed Lanes (4 Milestones)
8. Plan for Future Growth (11 Milestones)
9. Preserve Fiscal Sustainability Through Prudent Financial Planning (9 Milestones)
10. Promote Environmental Stewardship and Alternative Transportation (6 milestones)

2019 CEO Milestone Summary

73 Projects, 88 Milestones

Number of Milestones by Quarter	
Quarter Due	Number
First Quarter	17
Second Quarter	22
Third Quarter	10
Fourth Quarter	39

Number of Milestones by Division	
Division	Number
Capital Division	24
Executive Office	6
External Affairs Division	7
Finance and Administration Division	8
Human Resources and Organizational Excellence Division	8
Operations Division	11
Planning Division	24

1. CULTIVATE ORGANIZATIONAL EXCELLENCE

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Employee Rotation Pilot Program	Milestone: Launch the Employee Rotation Pilot Program - Q1.	HROD				
2. Coach Operator Recruitment	Milestone: Increase the number of new certified coach operators by 10% from 36 in FY18-19 to 40 in FY 19-20. Report to ESC - Q2.	HROD				
3. Personnel and Salary Resolution	Milestone: Board approval of PSR - Q2.	HROD				
4. 2019 Employee Engagement Survey	Milestone: Develop and implement the action plan from the 2018 Employee Engagement Survey. Provide ESC with quarterly updates - Q1 - Q4.	HROD				
5. Collective Bargaining Agreement	Milestone: Board approval of the maintenance CBA between OCTA and Teamsters Union - Q4.	HROD				
6. Light Duty Program	Milestone: Implement a light duty pilot program by Q4. Present program policies to ESC - Q4.	HROD				
7. Management Development Academy	Milestone: Conduct the MDA and present the participants to the Board - Q4.	HROD				
8. Safety Management System	Milestone: Update the Board on the SMS and the ESC on the related Public Transportation Agency Safety Plan – Q4.	PLN				
9. Succession Planning	Milestone: Complete a talent assessment of all administrative employees to guide the employee's career path, next role and the employee's development plan and present to ESC - Q2 - Q4.	HROD				

2. DELIVER ON THE PROMISES OF MEASURE M

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. I-5, SR-55 to SR-57	Milestone: Begin construction - Q1, 2019.	CAP				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

2. DELIVER ON THE PROMISES OF MEASURE M

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
2. SR-57 NB – Orangewood Avenue to Katella Avenue	Milestone: Complete environmental - Q1.	CAP				
3. I-5, Alicia Parkway to El Toro Road (Carryover 2018)	Milestone: Complete 100% Design - Q2	CAP				
4. I-5, I-405 to SR-55 (Carryover 2018)	Milestone: Submit final environmental document to Caltrans for approval - Q2.	CAP				
5. I-5, SR-73 to El Toro Road (Carryover 2018)	Milestone: Caltrans award of construction contract - Q2.	CAP				
6. I-5, SR-73 to El Toro Road	Milestone: Begin construction of the I-5, Oso Parkway to Alicia Parkway (Segment 2) - Q2.	CAP				
7. SR-55, I-405 to I-5	Milestone: Start ROW acquisition - Q2.	CAP				
8. SR-91, SR-55 to SR-57	Milestone: Submit final environmental document to Caltrans for approval - Q3.	CAP				
9. I-405 Design-Build Project	Milestone: Initiate bridge reconstruction • Harbor UC Widen - Q1 • Fairview - Q1 • Harbor On-Ramp Bridge - Q1 • Bolsa OC - Q1 • Heil Pedestrian OC - Q2 • Talbert - Q3 • Bushard - Q3 • Westminster - Q3	CAP				
10. I-405 Design-Build Project	Milestone: Completion of ROW phase (report possession of property). Completion - Q4.	CAP				
11. I-5, El Toro Interchange	Milestone: Support Caltrans efforts to complete Environmental - Q4.	CAP				
12. I-5, SR-73 to El Toro Road	Milestone: Begin construction of the I-5, SR-73 to Oso Parkway (Segment 1) - Q4.	CAP				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

3. ENHANCE SAFETY AND SECURITY MEASURES

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Emergency Management Functional Exercise	Milestone: Exercise the EOP and report results to ESC in Q1.	EXEC				
2. Facility Security Camera System	Milestone: Complete security camera installation at Santa Ana and Garden Grove bus bases - Q1.	CAP				
3. Facility Security Camera System	Milestone: Complete security camera installation at contracted bases and OCTA administration bldg. - Q3.	CAP				
4. Transit Security Operations Center	Milestone: Board award of consultant contract for the design of the TSOC - Q3.	CAP				
5. Coach Operator Safety	Milestone: Conduct a pilot program to evaluate if the use of safety awareness monitors and operator barriers improve coach operator safety. Report results to ESC - Q4.	OPS				
6. Crisis Communication Training	Milestone: Conduct a tabletop exercise for the Crisis Communications team and make any necessary updates or revisions to the Crisis Communications Plan – Q4.	EXEC				
7. Data Center Relocation	Milestone: Relocate the data center out of state - Q4.	F&A				

4. EXPAND TRANSIT OPPORTUNITIES

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. 529 Bravo! Service	Milestone: Launch Bravo! 529 service on Beach Boulevard - Q1.	OPS				
2. Bus Fleet Outlook Plan	Milestone: Update Outlook plan and present to ESC – Q1.	PLN				
3. EZ Wallet Demonstration (Carryover 2018)	Milestone: Initiate a demonstration project of EZ Wallet – Q1.	OPS				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

4. EXPAND TRANSIT OPPORTUNITIES CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
4. Hydrogen Fuel Cell Buses (Carryover 2018)	Milestone: Final receipt of nine Hydrogen Fuel Cell Buses - Q2.	OPS				
5. Emergency Call Towers	Milestone: Install ten Emergency Call Towers at selected transit centers – complete work - Q2.	OPS				
6. Fare Collection Study	Milestone: Complete Phase I of the Fare Collection Study and present the results to Executive Management for consideration of moving to Phase II of the study - Q2.	F&A				
7. Near Zero Emission Engines	Milestone: Install Near Zero Emission engine on prototype articulated bus – complete install - Q2.	OPS				
8. OC Flex	Milestone: Update Board on the OC Flex demo - Q2.	OPS				
9. Safe Transit Stops, Project W	Milestone: Board approval of funding recommendations for the Safe Transit Stops Program – Q2.	PLN				
10. iShuttle Project V	Milestone: Complete procurement of iShuttle replacement vehicles - Q3.	OPS				
11. OC Bus 360° Biannual Progress Reports	Milestone: OC Bus 360° Biannual Progress Reports. Q2 - Q4.	PLN				
12. OC Flex	Milestone: Upon completion of the one-year micro-transit pilot program, evaluate the program against established performance measures, and report results to ESC - Q4.	OPS				
13. OC Streetcar	Milestone: Board award of operations & maintenance contract – Q4.	OPS				
14. OC Streetcar	Milestone: Siemens to initiate production of first S-70 vehicle - Q4.	OPS				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

5. IMPLEMENT MAJOR CAPITAL PROJECTS

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Fullerton Transportation Center Revitalization	Milestone: Board award of contract to revitalize the facility - Q1.	CAP				
2. Hydrogen Fueling Station at Santa Ana Base (Carryover 2017)		CAP				
3. San Juan Capistrano Rail Passing Siding Project (Carryover 2017)	Milestone: Begin construction - Q1.	CAP				
4. Orange Transportation Center Metrolink Parking Structure		CAP				
5. Anaheim Canyon Metrolink Station Improvements	Milestone: Board award of the construction contract - Q4.	CAP				
6. Placentia Metrolink Rail Station (Carryover 2018)		CAP				
7. OC Streetcar	Milestone: Report on status of construction to meet service startup date. Q1 - Q4	CAP				
8. Orange County Rail Maintenance Facility		CAP				
9. San Juan Creek Bridge	Milestone: Develop funding plan - Q4.	CAP				

6. MAINTAIN OPEN COMMUNICATION WITH STAKEHOLDERS

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Federal Transportation Act	Milestone: Develop priorities for upcoming Transportation Act consistent with legislative platforms. Present to ESC - Q3.	EA				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

6. MAINTAIN OPEN COMMUNICATION WITH STAKEHOLDERS CONTINUED

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
2. Bus Customer Survey	Milestone: Present to the Board the results of the survey - Q4.	EA				
3. College Pass Program	Milestone: Expand the college pass partnership program through outreach with local colleges/universities. Q1 – Q4.	EA				
4. Communications and Public Outreach	Milestone: Conduct ongoing outreach programs to support capital projects and planning studies. Q1-Q4	EA				
5. Legislative Forums	Milestone: Conduct local legislative forums quarterly and present results to ESC. Q1- Q4.	EA				
6. Legislative Platforms	Milestone: Board approval of 2020 State and Federal Legislative Platforms – Q4.	EA				
7. Marketing	Milestone: Conduct ongoing campaigns to promote bus, rail, OC Flex, rideshare and vanpool services and support bus service changes. Q1-Q4	EA				

7. OPTIMIZE EXPRESS AND MANAGED LANES

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. 91 Express Lanes. 6C transition	Milestone: Upgrade back-office system to accommodate 6C protocol and rollout new account structure. Provide new 6C transponders to customers - Q1.	EXEC				
2. 91 Express Lanes. Customer Service Center Relocation	Milestone: Begin operating customer service center at new location - Q2.	EXEC				
3. 91 Express Lanes. Back-Office System (Carryover 2017)	Milestone: Board approval to release the RFP for back-office system, customer service and traffic operations staffing in Q2.	EXEC				
4. OC Managed Lanes Study	Milestone: Award managed lanes consultant contract - Q3.	PLN				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

8. PLAN FOR FUTURE GROWTH

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. M2 Triennial Performance Assessment	Milestone: Present to Board the results of the M2 Triennial Performance Assessment – Q2.	PLN				
2. OC to LA Transit Connections Study	Milestone: Award consultant contract for the OC to LA Transit Connections Study – Q2.	PLN				
3. SR-91 Implementation Plan	Milestone: Present for Board approval the SR-91 Implementation Plan – Q2.	PLN				
4. Streets & Roads	Milestone: Board approval of RTSSP and RCP funds for projects – Q2.	PLN				
5. Beach Boulevard Corridor Study	Milestone: Develop conceptual alternatives with the corridor cities. Present alternatives to the Board in Q3.	PLN				
6. Fullerton Park & Ride	Milestone: Present to ESC the final report with recommendations for joint development - Q3	PLN				
7. Bristol Street Transit Corridor Study	Milestone: Present draft alternatives to Transit Committee – Q4.	PLN				
8. Congestion Management Program	Milestone: Board adoption of the 2019 Congestion Management Program Report – Q4.	PLN				
9. Planning Activities	Milestone: Present to the Board, biannual reports on regional planning activities, including the 2020 Regional Transportation Plan. Q2 - Q4.	PLN				
10. South Orange County Multimodal Study	Milestone: Board award of contract to study multimodal transportation needs in southern Orange County - Q4.	PLN				
11. SR-91 Corridor Projects	Milestone: Develop SOW of short, medium, and long-term work for the SR-91 mainline improvements in conjunction with RCTC – Q4.	PLN				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

9. PRESERVE FISCAL SUSTAINABILITY THROUGH PRUDENT FINANCIAL PLANNING

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Federal Obligation Authority Plan	Milestone: Present to the Board the Federal Obligation Authority Plan – Q1.	PLN				
2. OC Streetcar	Milestone: Administer reimbursement from Federal Full Funding Grant Agreement - Q1.	F&A				
3. FY 2019-20 Budget Adoption	Milestone: Board adoption of the OCTA FY 2019-20 Budget - Q2.	F&A				
4. State Triennial Review	Milestone: Obtain required State Triennial Review of OCTA, as the regional transportation planning entity, and OCTD, as the transit operator. Present results to the Board – Q2.	EXEC				
5. Credit Ratings	Milestone: Conduct annual rating agency trip - Q3.	F&A				
6. Treasury Functional Review	Milestone: Complete external review of treasury functions - Q3.	F&A				
7. 2020 STIP	Milestone: Board approval of the 2020 STIP proposal – Q4.	PLN				
8. Comprehensive Annual Financial Report	Milestone: Present to the Board an unmodified opinion from the external auditors and present the annual financial statements - Q4.	F&A				
9. I-405 Design-Build Project	Milestone: Successfully draw on the TIFIA loan and M2 sales tax revenue bonds - Q4.	F&A				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

10. PROMOTE ENVIRONMENTAL STEWARDSHIP AND ALTERNATIVE TRANSPORTATION

Project/Program	Milestone	Division	Q1	Q2	Q3	Q4
1. Bicycle Safety Training Program	Milestone: Award contract for bicycle safety training program – Q1.	PLN				
2. Safe Routes to School Action Plan	Milestone: Board approval of consultant selection for Safe Routes to Schools Action Plan – Q1.	PLN				
3. Bicycle Corridor Improvement Program (OC)	Milestone: Board approval of projects from the 2019 call for projects - Q2.	PLN				
4. Environmental Programs, Project X	Milestone: Board approval of grant funding allocations for M2, Tier 1 Water Quality Program – Q4.	PLN				
5. M2 Environmental Programs	Milestone: Present to the Board biannual progress reports. Q2 - Q4.	PLN				
6. OCTA Innovation	Milestone: Biannual reports to the Board. Q2 - Q4.	PLN				

ON TRACK

COMPLETED

TIMETABLE
ADJUSTED

CARRYOVER

AT RISK

BOARD
INITIATIVE

Acronyms

Board – Board of Directors	PLN – Planning
Caltrans – California Department of Transportation	PSR – Personnel and Salary Resolution
CAP – Capital Programs	Q1 – First Quarter
CBA – Collective Bargaining Agreement	Q2 – Second Quarter
CEO – Chief Executive Officer	Q3 – Third Quarter
EA – External Affairs	Q4 – Fourth Quarter
EOP – Emergency Operations Plan	RCP – Regional Capacity Program
ESC – Executive Steering Committee	RFP – Request for Proposal
EXEC – Executive Office	RCTC – Riverside County Transportation Commission
F&A – Finance and Administration	ROW – Right-of-Way
FY – Fiscal Year	RTSSP – Regional Transportation Signal Synchronization Program
HROD – Human Resources and Organizational Development	SR-55 – State Route 55
I-405 – Interstate 405	SR-57 – State Route 57
I-5 – Interstate 5	SR-73 – State Route 73
M2 – Measure M2	SR-91 – State Route 91
MDA – Management Development Academy	SMS – Safety Management System
NB - Northbound	SOW – Scope of Work
OCTA – Orange County Transportation Authority	SRTS – Safe Route to Schools
OCTD – Orange County Transit District	SOW – Scope of Work
OPS - Operations	TIFIA – Transportation Infrastructure Finance and Innovation Act

PROJECT UPDATE



PROJECT LOCATION



PURPOSE AND NEED

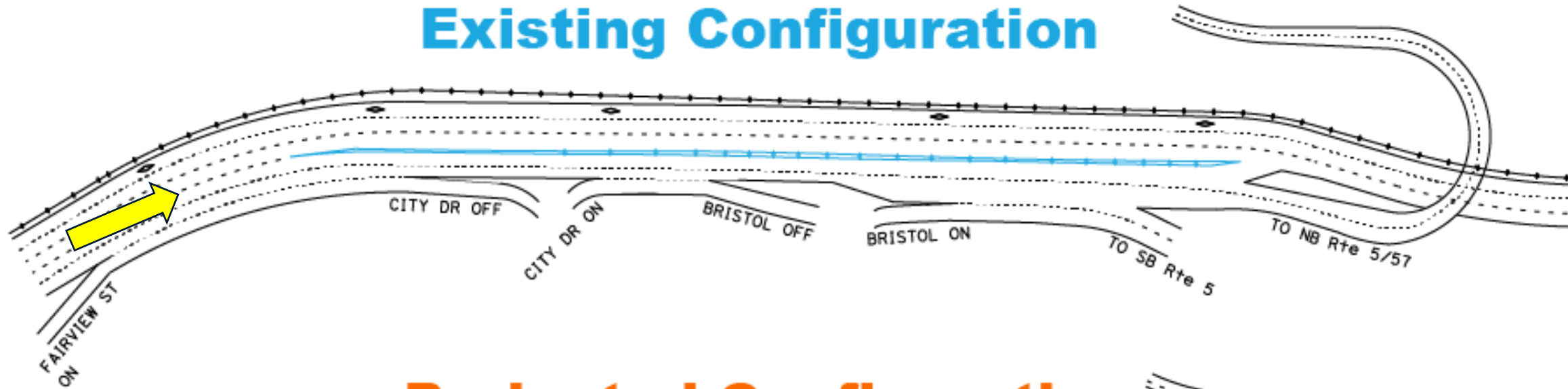
- **Reduce the number and severity of collisions**
- **Modify eastbound State Route 22 configuration**
- **Redistribute traffic patterns**
- **Total Project Cost \$20.5 Million**

PROJECT SCOPE

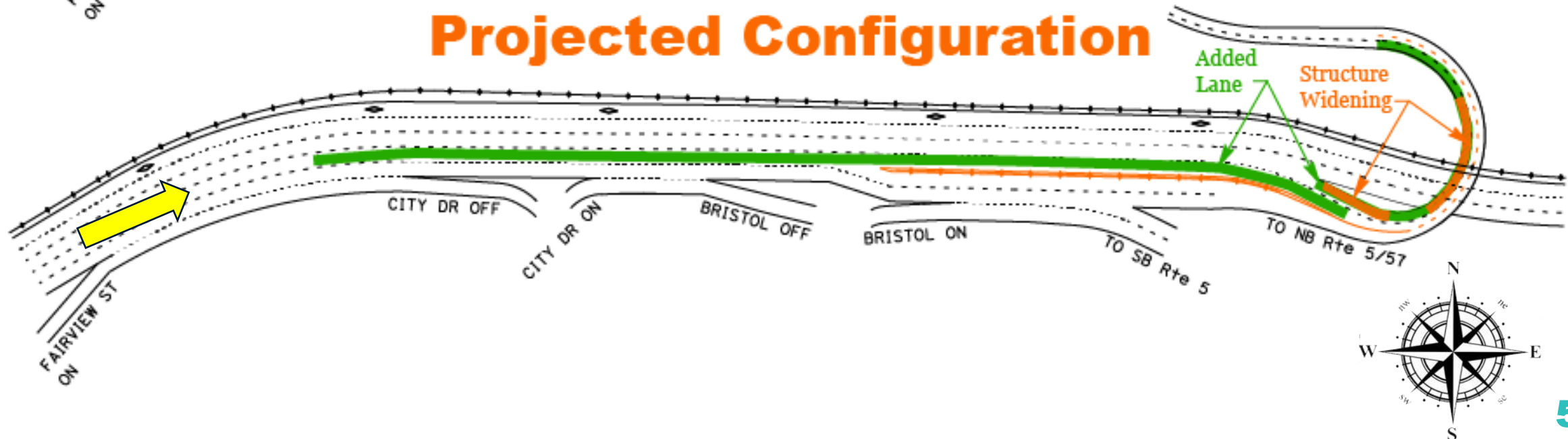


PLANNED IMPROVEMENTS

Existing Configuration



Projected Configuration





PROJECT SCHEDULE

December 13, 2018

Contract Awarded

January 9, 2019

Contract Approved

January 2019-2021

Public Outreach

July 2019

Estimated Start of Construction

February 2021

Estimated Construction Completion

Collateral	Digital	Interpersonal
Fact Sheet	Website Landing Page	City Outreach
Infographic	Social Media	Emergency Services Outreach
	Email Blasts	Business Outreach