



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

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

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

Monday, January 7, 2019 at 10:30 a.m.

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

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

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

Call to Order

Pledge of Allegiance

Vice Chair Delgleize

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 6)

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

2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of December 3, 2018.

3. Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2018-19 Obligation Authority Plan

Ben Ku/Kia Mortazavi

Overview

The federal government requires states to obligate federal funds by September 30 of each year. To ensure the timely commitment of all available federal funding by September 2019, the Orange County Transportation Authority prepares an annual obligation plan and requests corresponding Board of Directors authorization to use federal funds.

Recommendations

- A. Approve the use of \$134.670 million in Congestion Mitigation and Air Quality Improvement Program funds for 201 40-foot replacement buses.
- B. Approve the use of \$5.500 million in Congestion Mitigation and Air Quality Improvement Program funds for the project approval and environmental document phase for the Interstate 5 Improvement Project from Avenida Pico to San Diego County Line Project.
- C. Approve the use of \$0.750 million in Surface Transportation Block Grant Program funds for the South County Multi-Modal Study.
- D. Approve the use of \$7.921 million in Highway Infrastructure Program funds for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway to replace Surface Transportation Block Grant Program funds.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary amendments and/or agreements to facilitate associated programming actions.



4. 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.

5. 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

Recommendation

Receive and file as an information item.

6. Amendment to Agreement for Additional Design Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway
Hamid Torkamanha/James G. Beil

Overview

On June 9, 2014, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc., for the preparation of plans, specifications, and estimates for the Interstate 5 widening project between State Route 73 and Oso Parkway. An amendment to the existing agreement is required for additional design services.



6. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-3-2189 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$527,608, for additional design services for the Interstate 5 widening project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$10,605,710.

Regular Calendar

7. Interstate 405 Improvement Project Update

Jeff Mills/James G. Beil

Overview

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

Recommendation

Receive and file as an information item.

Discussion Items

8. Chief Executive Officer's Report

9. Committee Members' Reports

10. Closed Session

There are no Closed Session items scheduled.

11. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, February 4, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

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

Staff Present

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

Committee Members Absent

Todd Spitzer

Call to Order

The December 3, 2018 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:33 a.m.

Pledge of Allegiance

Director Steel led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 9)

2. Approval of Minutes

A motion was made by Director Nelson, seconded by Board of Directors (Board) Chairwoman Bartlett, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of November 5, 2018.

Vice Chair Delgleize and Director Pulido were not present to vote.



MINUTES

Regional Planning and Highways Committee Meeting

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

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 17 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$800,000, for additional design and construction efforts related to the relocation of City of Fountain Valley water lines into new bridge overcrossings at Brookhurst Street, Bushard Street, Magnolia Street, and Ward Street.

Vice Chair Delgleize and Director Pulido were not present to vote.

4. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2018

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

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a cooperative agreement between the Orange County Transportation Authority and the City of San Clemente in support of the Americans with Disabilities Act complementary services component of the City of San Clemente's Rideshare Services-Beta Test Program, in an amount not to exceed \$900,000.
- C. Cancel the programming of \$1,649,700 in 2018 Measure M2 Project V funds for the City of San Clemente's Rideshare Services-Beta Test Program.

Vice Chair Delgleize and Director Pulido were not present to vote.



5. Fiscal Year 2018-19 Measure M2 Annual Eligibility Review

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to approve all local jurisdictions as conditionally eligible for Measure M2 net revenues for the fiscal year 2018-19, and direct staff to return with final eligibility findings for local jurisdictions, pending the adoption and submittal of the fiscal year 2017-18 expenditure reports by local jurisdictions.

Vice Chair Delgleize and Director Pulido were not present to vote.

6. 2019 Technical Steering Committee Membership

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to approve the proposed 2019 Technical Steering Committee membership.

Vice Chair Delgleize and Director Pulido were not present to vote.

7. Active Transportation Program Local Project Prioritization

Director Nelson thanked staff for their work efforts on the Active Transportation Program.

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

- A. Approve the additional points assigned to the Orange County 2019 Active Transportation Program projects, consistent with the Orange County Transportation Authority-adopted Active Transportation Program project prioritization and submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer to approve future scope changes, substitutions, and additions to the final recommended project list.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Vice Chair Delgleize and Director Pulido were not present to vote.



MINUTES

Regional Planning and Highways Committee Meeting

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

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

- A. Approve delay requests for four projects from the cities of Huntington Beach, Santa Ana, Tustin, and the County of Orange.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Vice Chair Delgleize and Director Pulido were not present to vote.

9. Measure M2 Freeway Environmental Mitigation Program Update

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

Vice Chair Delgleize and Director Pulido were not present to vote.

Regular Calendar

10. OC Active: Project Update

Paul Martin, Active Transportation Coordinator, provided a PowerPoint presentation for this item as follows:

- Project Goals;
- Community Engagement;
- Pedestrian Analysis;
- Bikeways Analysis;
- Tools for Local Success; and
- Next Steps.



10. (Continued)

A discussion ensued regarding:

- Board Chairwoman Bartlett complimented Orange County Transportation Authority (OCTA) staff for the numerous creative programs and projects continuously being planned to solve needs throughout the community.
- There has been growth within the past year with the introduction of electric scooters, and OCTA has been helping local agencies with policy language and suggested practices for permitting with various vendors.
- The OC Active document thoroughly discusses bicycling and walking; however, this is a broader approach to active transportation, which includes people in personal mobility devices.
- Consider a Countywide electric scooter policy/comprehensive plan.
- The City of Huntington Beach passed an ordinance against electric scooters.
- Geo-fencing is the practice to define a geographic boundary for electric scooters, and for an additional cost, electric scooters outside of the established “virtual barrier” area could be tracked.
- OC Active is a model for regional transportation.

No action was taken on this information item.

Discussion Items

11. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- Signing of the Full Funding Grant Agreement for the OC Streetcar and the groundbreaking event took place on Friday, November 30th.
- Director Nelson was acknowledged and thanked for his leadership on the Board and the Regional Planning and Highways (RP&H) Committee.

12. Committee Members' Reports

Director Pulido thanked Director Nelson for his leadership on the Board and on the RP&H Committee.

Committee Vice Chair Delgleize reported that she attended the Full Funding Grant Agreement for the OC Streetcar event on Friday and is looking forward to riding the OC Streetcar.



MINUTES

Regional Planning and Highways Committee Meeting

13. Closed Session

A Closed Session was not conducted at this meeting.

14. Adjournment

The meeting adjourned at 10:57 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, January 7, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Olga Prado
Assistant Clerk of the Board

Mark A. Murphy
Committee Chairman



January 7, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2018-19 Obligation Authority Plan

Overview

The federal government requires states to obligate federal funds by September 30 of each year. To ensure the timely commitment of all available federal funding by September 2019, the Orange County Transportation Authority prepares an annual obligation plan and requests corresponding Board of Directors authorization to use federal funds.

Recommendations

- A. Approve the use of \$134.670 million in Congestion Mitigation and Air Quality Improvement Program funds for 201 40-foot replacement buses.
- B. Approve the use of \$5.500 million in Congestion Mitigation and Air Quality Improvement Program funds for the project approval and environmental document phase for the Interstate 5 Improvement Project from Avenida Pico to San Diego County Line Project.
- C. Approve the use of \$0.750 million in Surface Transportation Block Grant Program funds for the South County Multi-Modal Study.
- D. Approve the use of \$7.921 million in Highway Infrastructure Program funds for the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway to replace Surface Transportation Block Grant Program funds.

- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary amendments and/or agreements to facilitate associated programming actions.

Background

The State of California (State) annually receives Congestion Mitigation and Air Quality (CMAQ) Program and Surface Transportation Block Grant (STBG) Program apportionments from the Federal Highway Administration (FHWA). The Orange County Transportation Authority (OCTA) receives a share of the apportioned funds, approximately \$48.872 million in CMAQ funds, and \$41.266 million in STBG funds for regional projects. However, the federal government typically only provides obligation authority (OA) to use approximately 91 percent (\$82.112 million) of the apportioned funds annually. Fortunately, State law allows an agency to use available statewide OA, up to 100 percent of its available apportionment of funds, after May 1 of each year on a first-come-first-served basis. This allows OCTA to maximize federal funding for Orange County transportation projects and preserves Measure M2 (M2) and local funds. Furthermore, State policy allows agencies to advance OA from future years using expenditure authority from other states that fall behind in federal project delivery.

In August 2017, the OCTA Board of Directors (Board) approved projects for the federal fiscal year (FFY) 2017-18 OA Plan, which supported OCTA's goal to obligate 100 percent of the OA target. As of September 30, 2018, the end of the FFY, OCTA obligated \$131.213 million, or approximately 164 percent, of OCTA's share of FFY 2017-18 OA. The California Department of Transportation (Caltrans) has reported that, based on OCTA's FFY 2017-18 OA Plan, OCTA received \$20.913 million in additional federal funds. These additional federal funds are available because some states do not spend all their federal transportation funding before the deadline. These funds are reverted back to the federal government, which distributes them to states and agencies that are successful in obligating at least 100 percent of these federal funds through a process known as August redistribution.

On April 25, 2018, the FHWA issued guidance for the Highway Infrastructure Program (HIP). The HIP is a new one-time fund source that was included in the U.S. Department of Transportation Appropriations Act of 2018. Approximately \$1.980 trillion dollars were set aside nationwide and apportioned for activities eligible under Title 23 United States Code STBG Section 133(b)(1)(A), which includes activities such as construction of highways, bridges, and tunnels. These funds are available for obligation until September 30, 2021, and Orange County's apportionment is approximately \$7.921 million.

Discussion

The OA Plan brings together prior year and current funding candidates into a single plan that describes how OCTA will meet the OA target for a specific FFY. OCTA's FFY 2018-19 OA Plan (Attachment A) consists of 21 projects that were previously approved for federal funding and three candidate projects presented for approval by the Board for use of federal funding. The OA Plan enables OCTA to use all available FFY 2018-19 OA (\$82.026 million) and be able to use up to \$121.336 million in federal OA that may be available from other regions or future years to capture 100 percent of the funds available to Orange County in FFY 2018-19. Staff is also requesting a change of funding source for a previously approved project.

It should be noted that the Fixing America's Surface Transportation Act contains a provision to rescind \$7.569 billion of federal funding in 2020. The rescission will cancel budget authority for transportation programs with unobligated balances prior to September 30, 2019, and stands to impact major programs, including CMAQ funding. The FFY 2018-19 OA plan is designed to obligate all available CMAQ funding prior by September 30, 2019.

For the FFY 2018-19 OA Plan, staff is seeking Board approval to apply federal funds to the following projects:

- 201 40-foot replacement buses - \$134.670 million in CMAQ funds. This project is eligible for federal funding and consistent with OCTA's Capital Programming Policy (CAP) regarding the use of CMAQ funds as it fulfills rail and bus transit capital project priorities. In 2019, 201 40-foot buses within the current fleet will have met their minimum federal useful life. Utilizing federal funds for this purpose allows OCTA to replace buses as planned and retains local transit funding which, in turn, can help stabilize transit funding for the next decade. These funds will be obligated over multiple years as the total amount exceeds what is available annually;
- The project approval and environmental document phase of the Interstate 5 (I-5) Improvement Project from Avenida Pico to the San Diego County Line Project - \$5.500 million in CMAQ funds. This project is eligible and consistent with OCTA's CAP regarding the use of CMAQ funds, as it is complementary to a Measure M project on the I-5 (Project C);

- The South County Multi-Modal Study - \$0.750 million in STBG funds. Funding for this project is consistent with OCTA's CAP regarding the use of STBG funds, as it will identify potential future transportation needs and challenges including arterial congestion, transit connectivity, local streets and roads, and active transportation needs; and

Staff is also requesting a change in funding source, which helps fund a project that was originally planned to be part of the 2018-19 OA Plan:

- The I-5 Improvement Project from Oso Parkway to Alicia Parkway (I-5 Improvement Project) - \$7.921 in HIP funds in FY 2018-19. The HIP funds will replace previously approved STBG funds for this project. While OCTA has not developed a specific policy for the one-time HIP funds, the CAP requires that OCTA maximize use of all State and federal funds to fulfill commitments to M2 projects within the Next 10 Plan. The I-5 Improvement Project is listed as Project C in the Measure M Next 10 Delivery Plan, and scheduled to start construction in early 2019. The STBG funds will be used towards future M2 freeway projects within the Next 10 Plan.

There are several factors that influence OCTA's ability to achieve the planned uses of the above federal funds that are outside of OCTA's control. Being able to reach the goal of 100 percent obligation of funds is contingent upon factors such as funds being available through the Highway Trust Fund, the release of apportionment by the federal government, each project meeting the federal requirements for obligation, staying on budget, and Caltrans and the FHWA providing project-level approvals. Additionally, the Southern California Association of Governments, Caltrans, and the FHWA must approve the inclusion of the new projects into the Federal Transportation Improvement Program. The Capital Funding Program Report detailing the changes to projects is provided in Attachment B.


Summary

Board approval is sought to maximize the use of OCTA's federal funding in FFY 2018-19 for OCTA projects, to preserve leverage M2 and local funds, position OCTA to receive August redistribution funding, and to avoid potential loss of federal funding budget authority.

Attachments

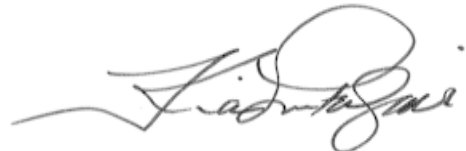
- A. FFY 2018-19 (FY 2019) OA Plan (\$000s)
- B. Capital Funding Program Report

Prepared by:

A handwritten signature in black ink, appearing to read "Ben Ku".

Ben Ku
Section Manager, Formula Funding
Programs
(714) 560-5473

Approved by:

A handwritten signature in black ink, appearing to read "Kia Mortazavi".

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

FFY 2018-19 (FY 2019) OA Plan (\$000s)

Subject to change by OCTA staff

| Agency | Project Location | Project Scope / Description | STBG \$ | CMAQ \$ | OCTA's Estimated Cumulative OA Balance for FY 2019 ¹ | FY 2019 STBG Apportionment | FY 2019 CMAQ Apportionment |
|------------------------------------|--------------------|---|------------------|-------------------|---|----------------------------|----------------------------|
| | | | FFY 2018-19 OA | | \$ 82,026 | \$ 41,266 | \$ 48,872 |
| | | Estimated Carryover Balance From FFY 2017-18 | | | \$ (8,307) | \$ (9,607) | \$ 27,623 |
| | | | | | | | |
| | | Return of Loan ¹ | | \$ (5,724) | | | |
| | | Subtotal: | | | \$ 79,443 | \$ 31,659 | \$ 82,219 |
| Obligate Before May 1, 2019 | | | | | | | |
| OCTA | Various | South County Multi-Modal Study (PSR) | \$ 750 | | \$ 78,693 | \$ 30,909 | \$ 82,219 |
| OCTA | Placentia | Lakeview Avenue Grade Separation (ROW) | \$ 6,857 | \$ 6,329 | \$ 65,507 | \$ 24,052 | \$ 75,890 |
| OCTA | Placentia | Lakeview Avenue Grade Separation (Construction) | \$ 1,568 | | \$ 63,939 | \$ 22,484 | \$ 75,890 |
| OCTA | Placentia | Tustin Avenue/Rose Drive Grade Separation (ROW) | \$ 9,401 | | \$ 54,538 | \$ 13,083 | \$ 75,890 |
| OCTA | Placentia | Tustin Avenue/Rose Drive Grade Separation (Construction) | \$ 3,759 | | \$ 50,779 | \$ 9,324 | \$ 75,890 |
| OCTA | Placentia, Anaheim | Orangethorpe Avenue Grade Separation (Construction and Construction Engineering) | \$ 3,477 | | \$ 47,302 | \$ 5,847 | \$ 75,890 |
| Fullerton | Fullerton | State College Boulevard Grade Separation (Construction) | \$ 5,557 | \$ 9,443 | \$ 32,302 | \$ 290 | \$ 66,447 |
| Irvine | Irvine | Peters Canyon Off-Street Bikeway Lighting Improvements (Construction) | | \$ 652 | \$ 31,650 | \$ 290 | \$ 65,795 |
| Santa Ana | Santa Ana | BCIP: Bristol Street Protected Bicycle Lanes (Construction) | | \$ 2,103 | \$ 29,547 | \$ 290 | \$ 63,692 |
| Santa Ana | Santa Ana | BCIP: Hazard Avenue Protected Bike Lanes (Construction) | | \$ 935 | \$ 28,612 | \$ 290 | \$ 62,757 |
| County of Orange / OC Parks | Placentia | BCIP: OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure (Final Design) | | \$ 1,056 | \$ 27,556 | \$ 290 | \$ 61,701 |
| Costa Mesa | Costa Mesa | BCIP: Fairview Park Multi-purpose Trail (Construction) | | \$ 836 | \$ 26,720 | \$ 290 | \$ 60,865 |
| Placentia | Placentia | BCIP: OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure (ROW) | | \$ 495 | \$ 26,225 | \$ 290 | \$ 60,369 |
| County of Orange | Irvine, Orange | BCIP: Peters Canyon Bikeway Extension (Design) | | \$ 884 | \$ 25,341 | \$ 290 | \$ 59,486 |
| Anaheim | Anaheim | BCIP: Nohi Ranch Open Space Trail (ROW) | | \$ 439 | \$ 24,902 | \$ 290 | \$ 59,047 |
| Anaheim | Anaheim | BCIP: Nohi Ranch Open Space Trail (Final Design) | | \$ 211 | \$ 24,691 | \$ 290 | \$ 58,835 |
| Santa Ana | Santa Ana | BCIP: Bristol Street - Edinger Avenue Class II Bike Lanes (Construction) | | \$ 636 | \$ 24,055 | \$ 290 | \$ 58,200 |
| Santa Ana | Santa Ana | BCIP: Citywide Bike Racks (Construction) | | \$ 937 | \$ 23,118 | \$ 290 | \$ 57,263 |
| Garden Grove | Garden Grove | BCIP: City of Garden Grove, Bicycle Corridor Improvements (Construction) | | \$ 1,018 | \$ 22,100 | \$ 290 | \$ 56,245 |
| County of Orange | Various | BCIP: OC Loop El Cajon Bikeway Gap Closure (Segment H) (Final Design) | | \$ 371 | \$ 21,729 | \$ 290 | \$ 55,874 |
| Huntington Beach | Huntington Beach | BCIP: Utica Avenue Bicycle Boulevard (Construction) | | \$ 682 | \$ 21,047 | \$ 290 | \$ 55,192 |
| Tustin | Tustin | BCIP: Main Street/El Camino Real Improvements (Construction) | | \$ 2,214 | \$ 18,834 | \$ 290 | \$ 52,978 |
| Caltrans | Caltrans | I-5 Improvement Project from Avenida Pico to San Diego County Line (PAED) | | \$ 5,500 | \$ 13,334 | \$ 290 | \$ 47,478 |
| OCTA | Various | 201 40-Foot Compressed Natural Gas Replacement Buses ² | | \$ 134,670 | \$ (121,336) | \$ 290 | \$ (87,192) |
| | | Total | \$ 31,369 | \$ 163,687 | \$ (121,336) | \$ 290 | \$ (87,192) |

¹ In FFY 2010-11, OCTA loaned SANDAG \$7.9 million in CMAQ apportionment for ready-to-go projects. \$2.7 million of that apportionment was returned to OCTA in FFY 2014-15. Additionally, in FFY 2016-17 OCTA loaned SANDAG \$15 million in CMAQ apportionment for ready-to-go projects. SANDAG is scheduled to return the balance of both of these loans for a total of \$20.2 million in CMAQ apportionment in FFY 2018-19. Additionally, OCTA loaned SBCTA \$14.476 million in FFY 2018-19 CMAQ apportionment funds in exchange for FTA Section 5307 funds.

² These funds will be obligated over multiple years.

Acronyms

BCIP - Bicycle Corridor Improvement Program
CMAQ - Congestion Mitigation and Air Quality
FFY - Federal fiscal year
FTA - Federal Transit Administration
FY - Fiscal year
OA - Obligation Authority
I-5 - Interstate 5

OCTA - Orange County Transportation Authority
ROW - Right-of-way
SANDAG - San Diego Association of Governments
SBCTA - San Bernadino County Transportation Authority
STBG - Surface Transportation Block Grant
PAED - Project Approval and Environmental Document
PSR - Project Study Report



Capital Funding Program Report

Pending Board of Directors (Board) Approval - 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 | V | \$35,089 | | | | | | \$35,089 | |
| Project W Safe Transit Stops (City) | W | \$1,207 | | | | | | \$1,207 | |
| 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) ¹ | | \$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 | | | \$927 |
| I-Shuttle Replacement Buses | | \$6,600 | \$5,673 | | | | | | \$2,143 |
| Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program | | \$2,319 | \$176 | | | | | | |
| 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) ¹ | | \$147,691 | | | | \$147,691 | | | |
| Purchase (201) 40-foot Alternative Fuel Replacement Buses (OCTA) ² | | \$229,384 | | | \$134,670 | \$47,696 | | | \$47,018 |
| Purchase Replacement Paratransit Vans ¹ | | \$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 | | \$1,341,952 | \$21,381 | \$29,836 | \$210,719 | \$552,826 | \$5,730 | \$36,666 | \$484,794 |

Board Actions:

1. FTA Sections 5307, 5310, 5337, and 5339 program of projects for FFY 2018-19; updated to reflect FY 18-19 program of projects.
2. Approval of use of federal funds for OCTA projects related to the FFY 2018-19 Obligation Authority Plan: approve the use of \$134.670 million in CMAQ funds for 201 40-foot compressed natural gas replacement buses.

| | |
|------------------------------|--------------------|
| State Funding Total | \$51,217 |
| Federal Funding Total | \$763,545 |
| Local Funding Total | \$527,190 |
| Total Funding (000's) | \$1,341,952 |



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 14, 2019

State Highway Project

| Project Title | | M Code | State Funds | | Federal Funds | | Local Funds | | |
|--|---|--------|-------------|-------------|---------------|------------|-------------|-------------|---------------|
| | | | STIP/Other | State Bonds | RSTP/CMAQ | Other Fed. | M1 | M2 | Local - Other |
| I-5 from SR-55 to SR-57, Add 1 HOV lane each direction | I-5 (I-405 to SR-55) capacity enhancement | A | | | \$33,743 | | | \$5,309 | |
| | I-5 (I-405 to SR-55) capacity enhancement | B | \$12,628 | | \$15,372 | | | \$5,000 | |
| | I-5 from SR-73 to El Toro Road Landscaping/Replacement Planting | C | \$6,000 | | | | | \$6,245 | |
| | I-5 Widening (Alicia to El Toro) Seg 3 | C | \$79,299 | | \$49,897 | | | \$50,284 | |
| | I-5 Widening (Oso to Alicia) Segment 2 ¹ | C | | | \$47,676 | \$7,921 | | \$150,098 | |
| | I-5 Widening (SR-73 to Oso) Segment 1 | C | \$91,977 | | \$28,167 | | | \$68,305 | |
| | I-5 at Los Alisos / El Toro: add ramps | D | | | \$4,400 | | | | |
| | SR-55 (I-5 to SR-91) | F | | | \$5,000 | | | | |
| | SR-55 OC Central Corridor Improvements from I-405 to I-5 | F | \$80,000 | | \$103,805 | \$46,800 | | \$110,327 | \$70,000 |
| | SR-57 Orangewood to Katella | G | | | \$2,500 | | | | |
| SR-57 Truck Climbing Aux Lane: Lambert -LA County Line | SR-57 Truck Climbing Aux Lane: Lambert -LA County Line | G | \$4,050 | | | | | \$250 | |
| | SR-91 (SR-57 to SR-55) Operational Improvements | I | | | \$7,000 | | | \$2,000 | |
| | I-405 from SR-73 to I-605 Improvements | K | \$82,000 | \$7,771 | \$35,000 | \$10,648 | | \$1,135,651 | \$628,930 |
| | I-405 (I-5 to SR-55) | L | | | \$8,000 | | | | |
| | I-405 s/b Aux. Lane - University to Sand Canyon and Sand Canyon to SR-133 | L | \$2,328 | | | | | | |
| | I-605/ katella Interchange | M | | | | | | \$1,824 | |
| | 241/91 Express Lanes (HOT) Connector | | | | | | | | |
| | SR-74 widening, Calle Entradero-City/County line | | \$5,513 | | | | | | \$33,728 |
| | SR-74 widening, City/County line to Antonio Parkway | | \$10,000 | | \$5,285 | | | | \$37,181 |
| | | | | | | | | | \$25,620 |
| State Highway Project Totals | | | \$373,795 | \$34,762 | \$345,845 | \$65,369 | | \$1,535,293 | \$795,459 |

State Highway Project Totals

| | |
|-----------------------|-------------|
| State Funding Total | \$408,557 |
| Federal Funding Total | \$411,214 |
| Local Funding Total | \$2,330,752 |
| Total Funding (000's) | \$3,150,523 |

State Highway Project Completed

| Project Title | | M Code | Total Funding | State Funds | | Federal Funds | | Local Funds | | |
|---|--|--------|---------------|-------------|-------------|---------------|------------|-------------|----------|---------------|
| | | | | STIP/Other | State Bonds | RSTP/CMAQ | Other Fed. | M1 | M2 | Local - Other |
| I-5 HOV lane each direction s/o PCH to San Juan Creek Rd. | | C | \$70,658 | | \$20,789 | \$11,796 | | | \$38,073 | |
| I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa | | C | \$90,441 | \$43,735 | | \$31,741 | \$1,600 | | \$13,365 | |
| I-5 HOV, HOV lanes from s/o Av. Vista Hermosa to s/o PCH | | C | \$71,100 | \$46,779 | | \$13,472 | | | \$10,849 | |
| I-5/Route 74 Interchange Landscaping/Replacement Planting | | D | \$1,440 | \$688 | | | \$752 | | | |
| I-5/SR-74 Interchange Improvements | | D | \$80,300 | \$48,683 | \$24,109 | | | \$2,500 | | \$5,008 |
| SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - Landscaping | | G | \$2,172 | | | | | | \$2,172 | |
| SR- 57 N/B widening, SR-91 to Yorba Linda Boulevard- Landscaping | | G | \$946 | | | | | | \$946 | |
| SR-57 n/b widening, Yorba Linda to Lambert Road landscaping | | G | \$1,193 | | | | | | \$1,193 | |
| SR-91 WB connect existing auxiliary lanes, I-5 to SR-57 | | H | \$62,977 | | \$27,227 | | | | \$35,750 | |



Capital Funding Program Report

State Highway Project Completed

| | | | State Funds | | Federal Funds | | Local Funds | | |
|---|--------|---------------|-------------|-------------|---------------|------------|-------------|-----------|---------------|
| Project Title | M Code | Total Funding | 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 | | | | | | | |

Board Actions:

1. Approve the use of \$7.921 million in HIP funds for the I-5 Improvement Project from Oso Parkway to Alicia Parkway.

Acronyms

ATN - Anaheim Transportation Network

Aux - Auxilliary

CMAQ - Congestion Mitigation Air Quality Improvement Program

E/O - East of

FTA - Federal Transportation Administration

FY - Fiscal Year

FFY - Federal Fiscal Year

HIP - Highway Infrastructure Program

HOT - High-Occupancy Toll

HOV - High-Occupancy Vehicle

I-405 - Interstate 405

I-5 - Interstate 5

I-605 - Interstate 605

M1 - Measure M1

M2 - Measure M2

NB - Northbound

OC - Orange County

OCTA - Orange County Transportation Authority

PCH - Pacific Coast Highway

RSTP - Regional Surface Transportation Program

S/O - South of

SB - Southbound

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 - Imperial Highway

SR-91 - State Route 91

STIP - State Transportation Improvement Program

VSS - Video Surveillance System

WB - Westbound



January 7, 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 revisited 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

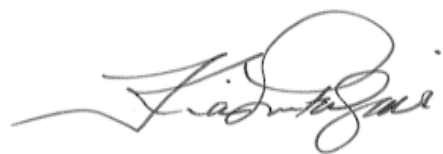
OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 69 corridors. Another 34 projects are planned or underway. The synchronization of traffic signals along these regional corridors continually results in significant improvements to traffic flow 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

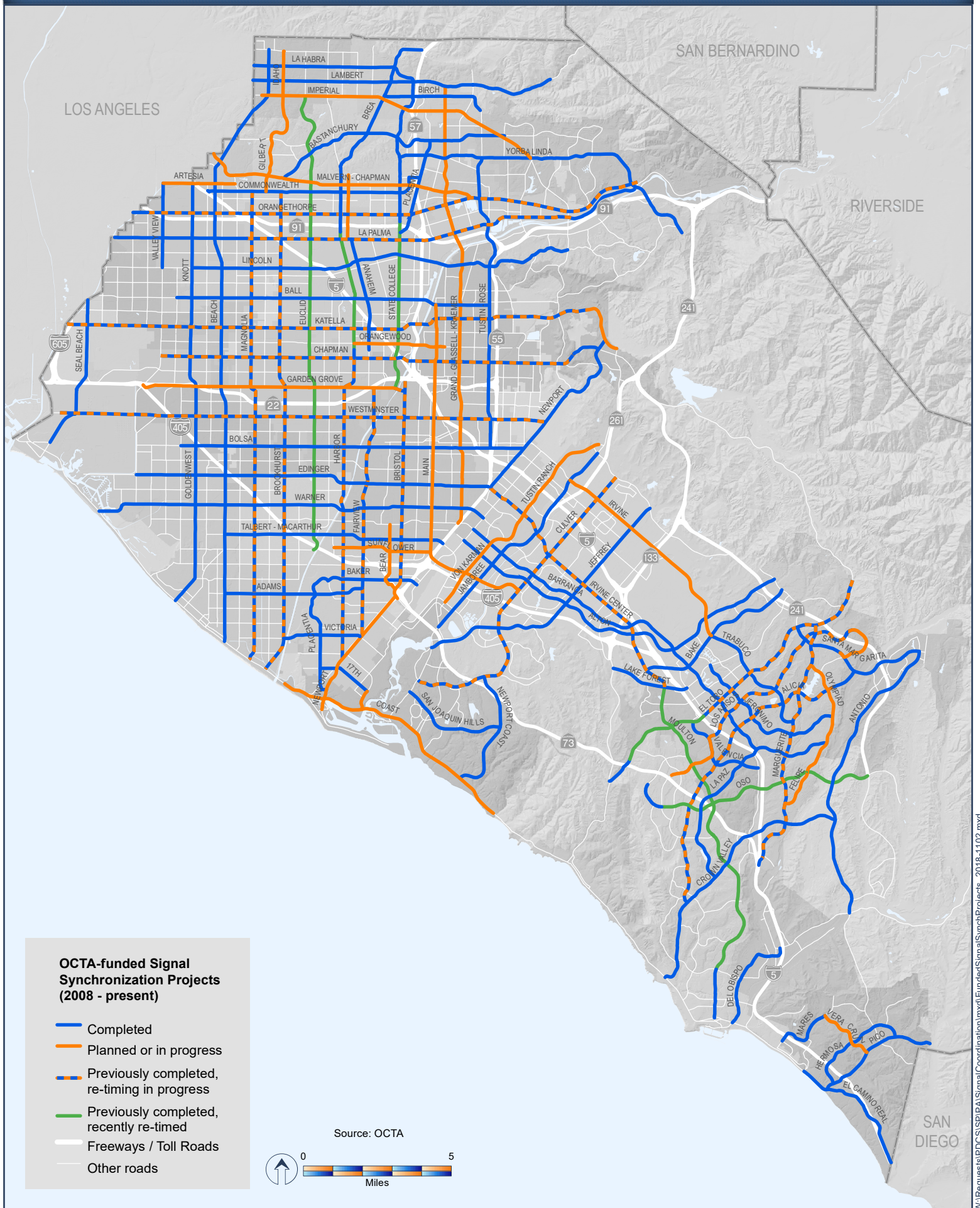
Prepared by:

Ron Keith
Project Manager III
(714) 560-5990

Approved by:

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

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



January 7, 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.

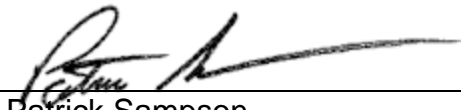
Summary

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

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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

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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

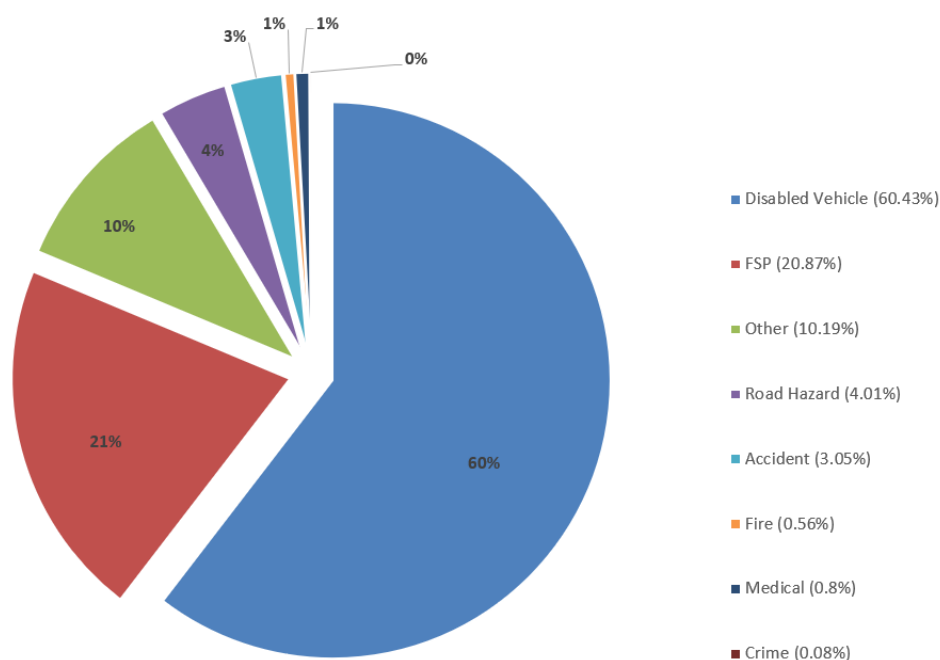
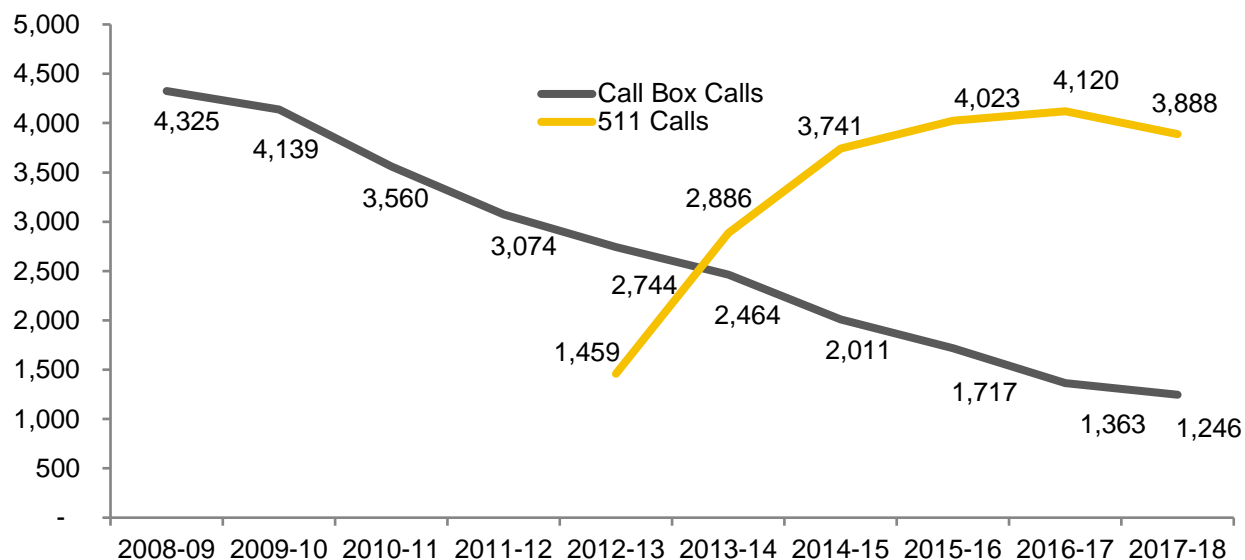


Figure 2 - Annual Call Box and 511 Call Volumes



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.

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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

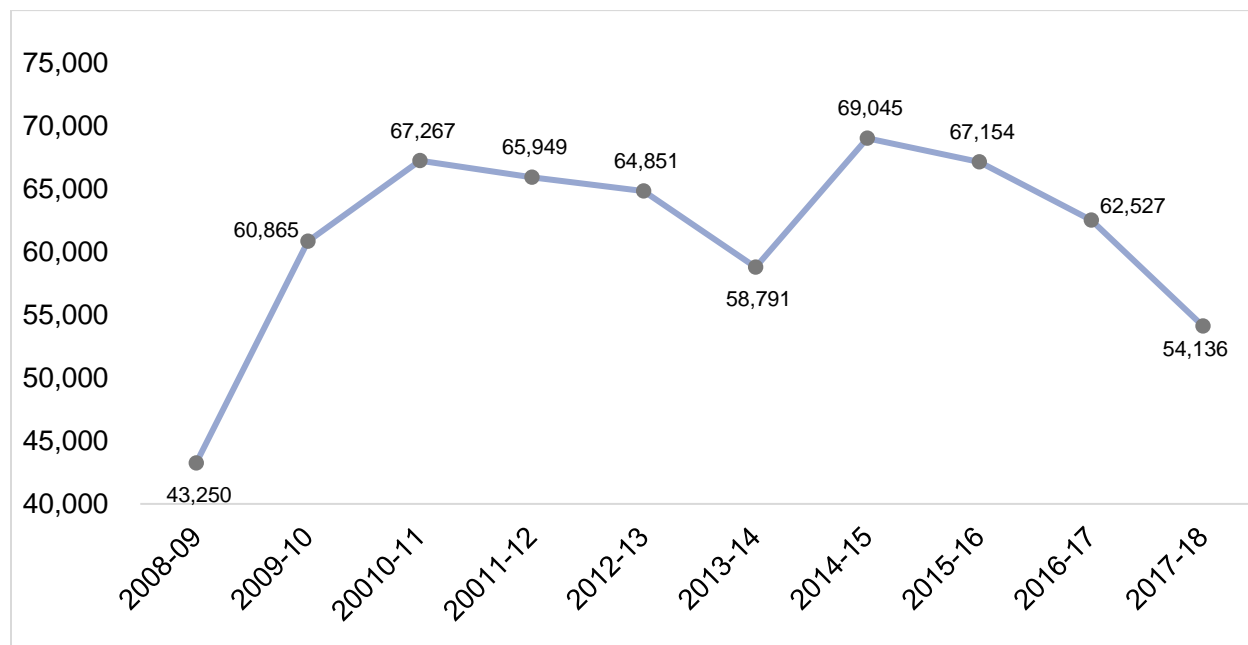
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benefit for each dollar spent during weekend operating hours. The combined program average is estimated to be \$12.00 of congestion relief benefit for each dollar spent on the program. Because the program provides significantly more service on weekdays 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

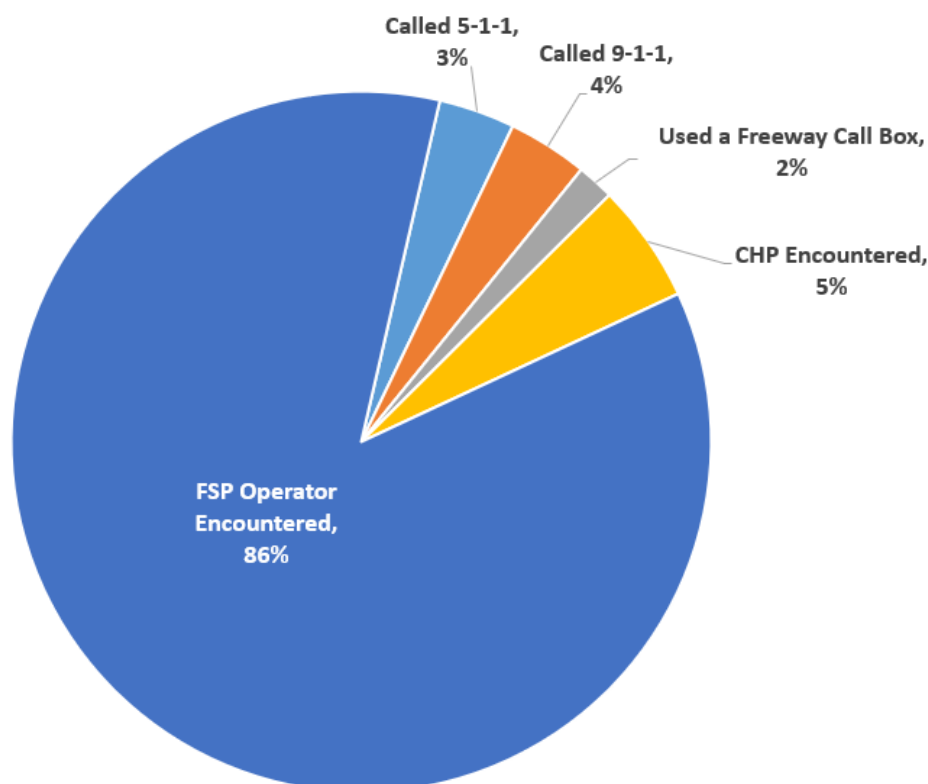
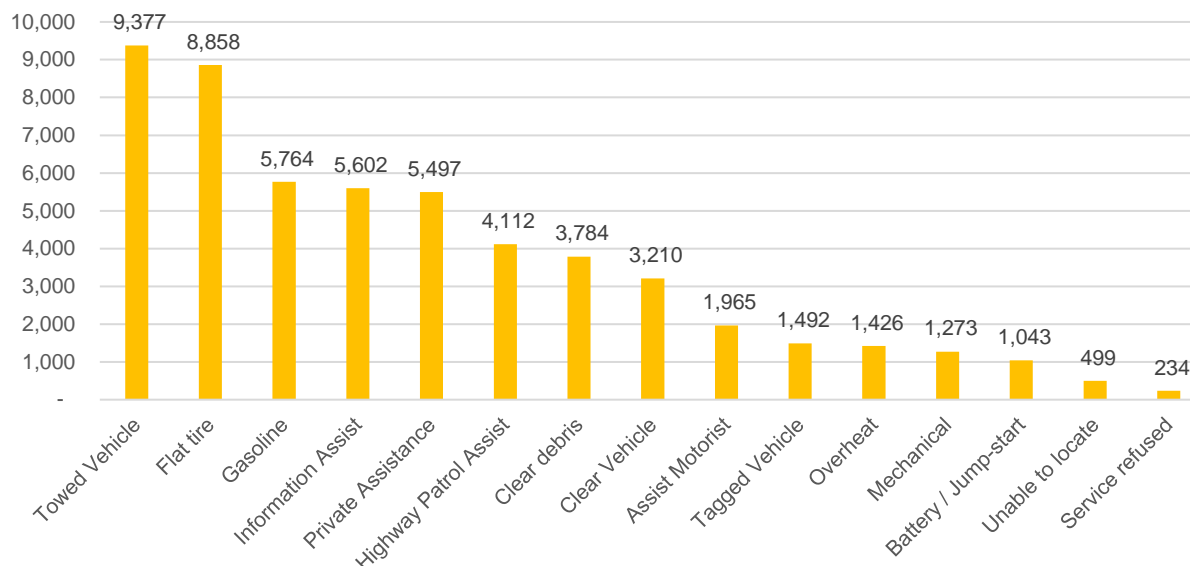


Figure 5 shows the distribution of assists by type for FY 2017-18. The highest number of recorded assists required that the vehicle be towed, followed by the changing of a flat tire. Information Assist generally refers to incidents where tow operators discover a motorist stopped on the side of the road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

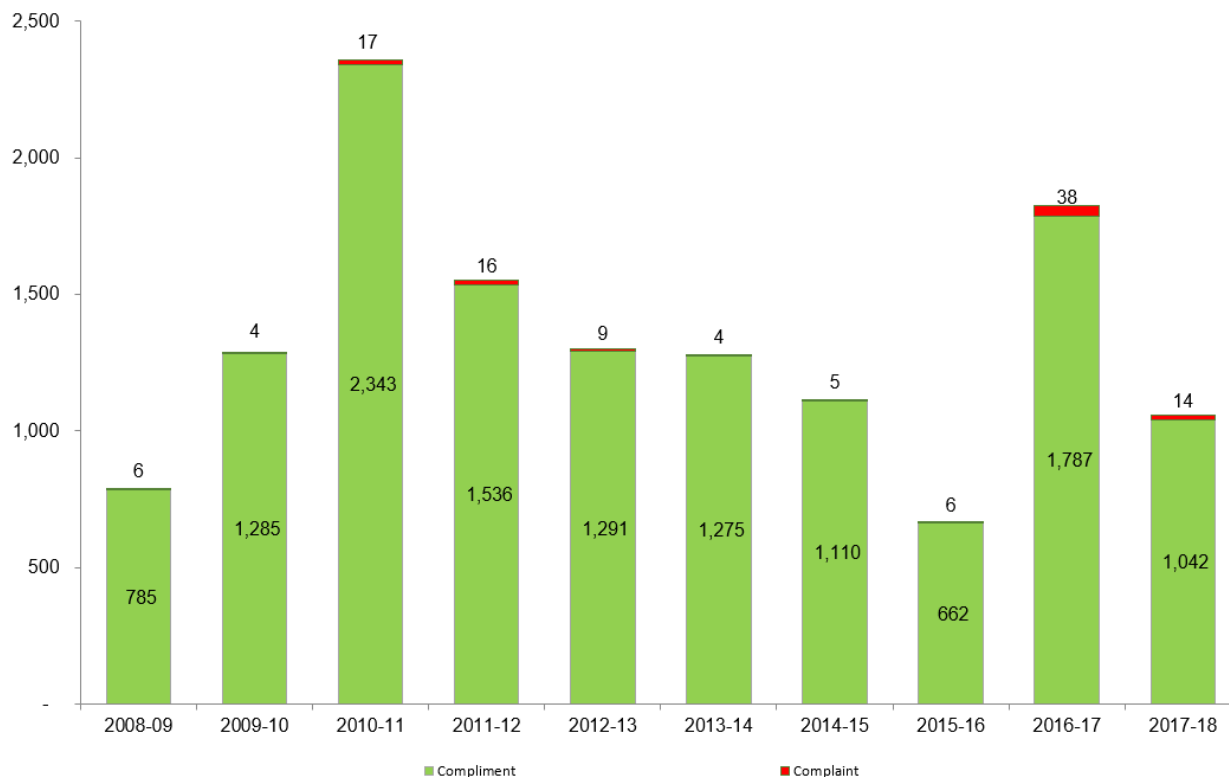
Figure 5 - FSP Assists by Type – FY 2017-18



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.

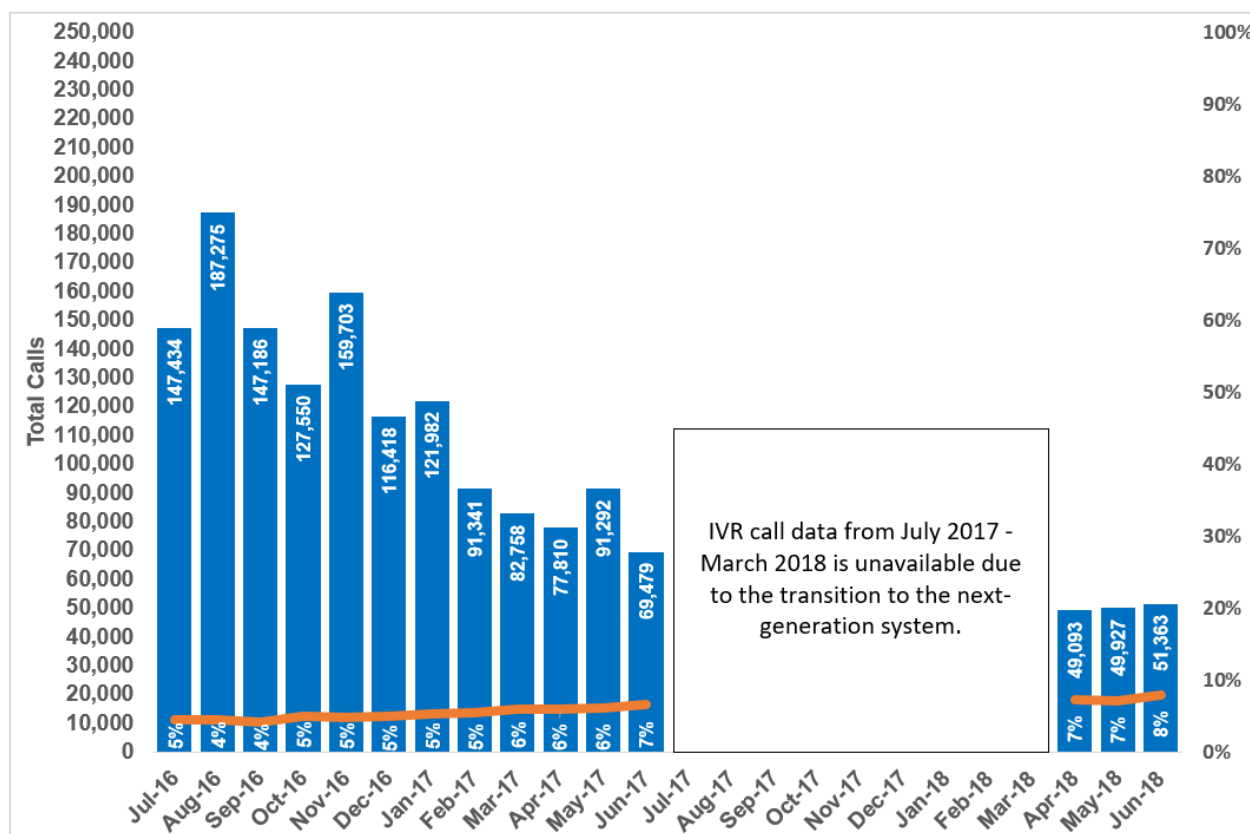
In FY 2017, LA SAFE, with participation from OCTA staff, procured a vendor for the further development of the Go511 system. Known to the project partners as the Next Gen 511, the project provides a more robust interactive voice response system for callers, a less governmental web interface for web users, 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

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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

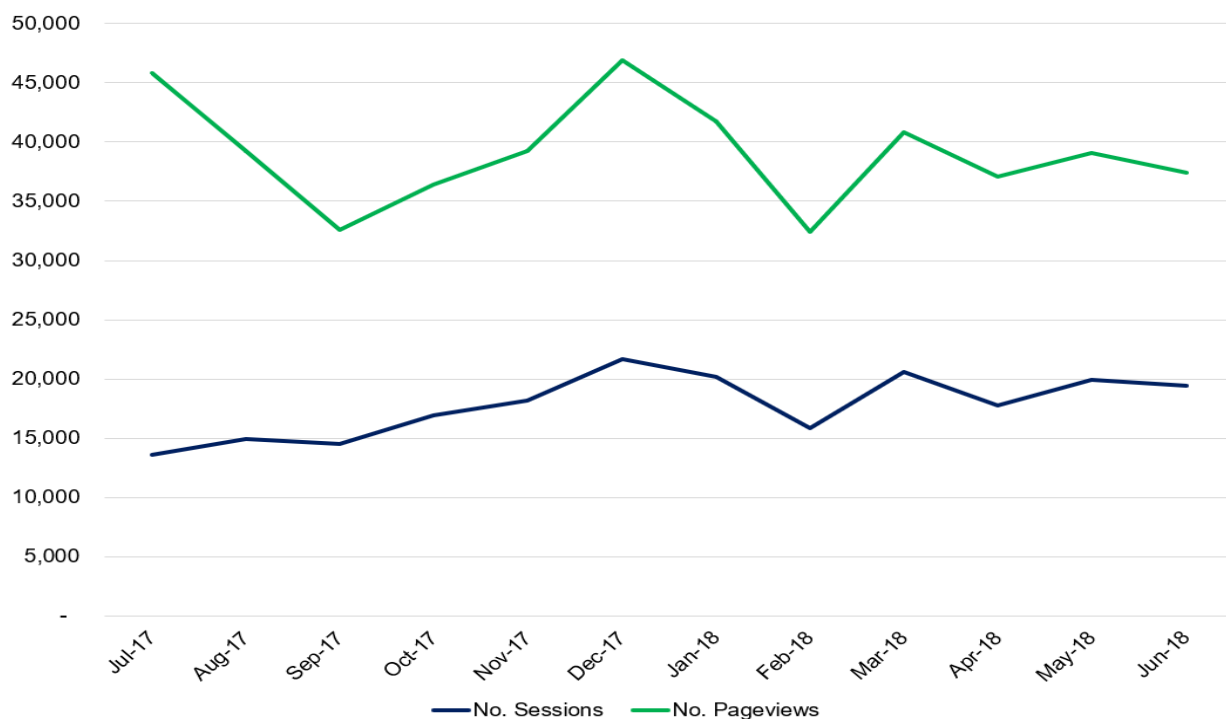
Fiscal Year 2017-18

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.



January 7, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Design Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway

Overview

On June 9, 2014, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc., for the preparation of plans, specifications, and estimates for the Interstate 5 widening project between State Route 73 and Oso Parkway. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-3-2189 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$527,608, for additional design services for the Interstate 5 widening project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$10,605,710.

Discussion

The Interstate 5 (I-5) widening project between State Route 73 (SR-73) and Oso Parkway (Project) is part of the Measure M2 (M2) freeway program, Project C, and is being advanced through the Next 10 Delivery Plan approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016.

The Project will add general purpose lanes in each direction on I-5 between SR-73 and Oso Parkway, re-establish existing auxiliary lanes, reconstruct the Avery Parkway interchange, and convert existing carpool lanes to continuous access. Additional Project scope has been identified which requires further

Amendment to Agreement for Additional Design Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway

design effort. An amendment to the Project design contract is recommended, and the additional design services will include the following:

In accordance with Agreement No. C-3-2189 and as required by the California Department of Transportation (Caltrans), the freeway widening will be designed to meet the latest standard plans and specifications (SP&S), procedures, and requirements. In October 2018, the SP&S were updated to revise certain design standards governing freeway design. Caltrans required that the Project plans be revised to meet the new standards which affected eight retaining walls and a bridge within the Project limits.

The freeway widening will require construction of new retaining walls and bridges with pile driving. Vibration from pile driving may affect existing nearby non-highway facilities; therefore, monitoring is required to reduce the risk of potential property damage claims. WKE, Inc. (WKE) will develop specifications for vibration monitoring survey of existing nearby non-highway facilities. WKE will also coordinate with two other segments of the I-5 widening project and obtain approval of the specifications from Caltrans.

To eliminate impacts to the existing slope, an additional retaining wall approximately 100 feet long is needed to be designed by WKE. The new retaining wall requires only a temporary construction easement instead of a permanent slope easement. This would result in an estimated cost savings of \$500,000, and eliminates a need for future slope maintenance by Caltrans.

Caltrans is responsible for the Project's ROW acquisition and certification. WKE's services are required to support Caltrans ROW, including survey staking, revisions to legal descriptions, plats and appraisal maps, preparation of resolution of necessity packages, and meetings.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services which conform to both state and federal laws. The original firm-fixed price agreement was issued on March 2, 2015, in the amount of \$8,449,511. The agreement was amended previously as shown in Attachment A. It has become necessary to amend the existing agreement to include additional design services so that the plans, specifications, and estimates can be finalized.

OCTA staff negotiated the required level of effort with WKE to provide the additional design services. OCTA found WKE's price proposal, in the amount of \$527,608 to be fair and reasonable relative to the negotiated level of effort.

Amendment to Agreement for Additional Design Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway *Page 3*

Proposed Amendment No. 7 to Agreement No. C-3-2189 will increase the total contract value to \$10,605,710.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 0017-7519-FC102-06W, and is funded with a combination of federal Surface Transportation Block Grant and local 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-3-2189 between the Orange County Transportation Authority and WKE, Inc., to increase funding, in the amount of \$527,608, for additional design services for the Interstate 5 widening project between State Route 73 to Oso Parkway.

Attachment

- A. WKE, Inc., Agreement No. C-3-2189 Fact Sheet

Prepared by:



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Approved by:



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**WKE, Inc.
Agreement No. C-3-2189 Fact Sheet**

1. June 9, 2014, Agreement No. C-3-2189, \$8,449,511, approved by the Board of Directors (Board).
 - Agreement was executed on March 2, 2015, to prepare plans, specifications, and estimates (PS&) for the Interstate 5 (I-5) widening project between State Route 73 and Oso Parkway (Project).
2. June 9, 2016, Amendment No. 1 to Agreement No. C-3-2189, \$195,202, approved by Contracts Administration and Materials Management (CAMM) Department.
 - Additional retaining walls design to accommodate widening within Project limits.
 - Additional geotechnical investigation to map current stability conditions of the slope area located on the east side of I-5/Crown Valley Parkway interchange and for design of new retaining walls.
 - Additional traffic analysis to evaluate modifications to lane configuration at Avery Parkway and Camino Capistrano.
3. January 5, 2017, Amendment No. 2 to Agreement No. C-3-2189, \$243,854, approved by CAMM Department.
 - Design of new retaining walls to reduce impact on right-of-way (ROW).
 - Additional surveying and design services at Avery Parkway and Marguerite Parkway.
4. April 3, 2017, Amendment No. 3 to Agreement No. C-3-2189, \$249,920, approved by CAMM Department.
 - Design a California Department of Transportation (Caltrans) communication facility per California building codes.
5. June 13, 2017, Amendment No. 4 to Agreement No. C-3-2189, \$249,852, approved by CAMM Department.
 - Additional design and geotechnical services to accommodate the second lane truck turn on Crown Valley Parkway and I-5 northbound off ramp.
 - Additional traffic analysis.
 - Installation of two groundwater monitoring wells.
 - Additional potholing and surveying for identification and validation of underground utilities.

6. November 13, 2017, Amendment No. 5 to Agreement No. C-3-2189, \$449,702, approved by the Board on November 6, 2017.
 - Provide additional design services to complete PS&E for the Project.
7. November 2, 2018, Amendment No. 6 to Agreement No. C-3-2189, \$240,061, approved by CAMM Department.
 - Provide additional design and geotechnical services for pavement revisions.
 - Additional ROW engineering services
8. Amendment No. 7 to Agreement No. C-3-2189, \$527,608, pending Board approval.
 - Provide additional design services to meet October 2018 updates to the Caltrans Highway Design Manual.
 - Provide additional ROW maps, surveying, and coordination services.

Total funds committed to WKE, Inc., after approval of Amendment No. 7 to Agreement No. C-3-2189: \$10,605,710.



January 7, 2019

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Interstate 405 Improvement Project Update

Overview

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

Recommendation

Receive and file as an information item.

Background

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

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

Discussion

A number of activities are ongoing as the final design, right-of-way (ROW) acquisition, utility relocations, and construction activities continue to advance. The following provides a more detailed status of Project activities.

Tolling Contracts

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

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

TIFIA Loan

On July 26, 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to \$628.93 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau and Federal Highway Administration. OCTA received the first and second TIFIA loan disbursements in April and December 2018, respectively.

Design

The final design is approximately 75 percent complete overall and is anticipated to be fully complete in 2019.

ROW Acquisition

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

acquisitions, permanent easements, and TCEs are required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

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

- 276 offers presented,
- 236 agreements or possession (82 percent of 288 total parcels impacted),
- 54 resolutions of necessity approved.

Utility Relocations

There are currently 102 utilities that require relocation as part of the Project. OCTA is coordinating with the 22 impacted utility companies to identify and resolve issues. There are several utility relocation challenges that staff continues to focus on as utilities are a shared risk between OCTA and OC405.

Construction

OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are generally complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities have also advanced in the last quarter. More recently, significant roadway construction activities, such as installation of drainage systems and paving operations, have begun.

Bridge construction continued in September 2018 as the Slater Avenue bridge was closed to traffic on both sides of I-405 and the bridge was demolished. The bridge will be closed for approximately 12 months as the new bridge is built at this location. The Slater Avenue bridge and the McFadden Avenue bridge, which was fully demolished in August 2018, are anticipated to be complete and open to traffic in late 2019.

At Goldenwest Street, a minor partial demolition of the bridge was performed in November 2018. This is a two-stage bridge, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed.

In December 2018, both the Bolsa Chica Road and Magnolia Street bridges were partially demolished. These are also two-stage bridges.

Looking ahead, 2019 will be a busy year for bridge construction. Construction is anticipated to begin in the spring at the Fairview Road and Bolsa Avenue bridges, both of which are two-stage bridges. In the summer, construction is anticipated to begin on the Heil pedestrian overcrossing and the Westminster Boulevard bridge. The Westminster Boulevard bridge is a two-stage bridge while the Heil pedestrian overcrossing will be built on a new alignment over I-405 as the existing pedestrian overcrossing generally remains in service during the construction of the new pedestrian overcrossing. In late 2019, construction is anticipated to begin on the Talbert Avenue and Bushard Street bridges. Both Talbert Avenue and Bushard Street are one-stage bridges, which means the bridges will be closed to traffic on both sides of I-405 during demolition and reconstruction.

Project Cost/Contingency

The overall Project cost remains \$1.9 billion, and 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.

Public Outreach

OCTA has hosted four neighborhood meetings in the last quarter to provide constituents with information about the McFadden Avenue, Slater Avenue, Bolsa Chica Road, and Magnolia Street bridge demolitions. Each meeting featured a brief Project update followed by details of upcoming traffic shifts, demolition activities, road closures, and detours. Outreach staff included members fluent in Vietnamese and Spanish that provided information to attendees in these languages as needed. More than 20,000 flyers were distributed to residents and businesses near the bridges to notify of the meetings.

In addition, flyers were canvassed to the same constituents prior to major construction activities such as demolition and pile driving. All collateral provided to the community includes telephone helpline numbers for Vietnamese and Spanish speakers. Staff also utilized targeted social media advertisements, automated calls and text alerts, email updates and partnerships with Diverse Community Leaders, area Chambers of Commerce, and corridor cities to advise the community about construction activities. Staff also coordinated with OCTA Bus Operations and Central Communications to ensure detour routes were in place in advance of the bridge closures and rider alerts were prepared.

Additional outreach efforts included participation at events such as the Costa Mesa Community Run, Fountain Valley Mayor's Breakfast, Huntington Beach Chamber of Commerce's AM Connect, and the Rossmoor Winter Festival. The outreach team will next be participating in the upcoming Tet festivals next month.

As bridge demolition activities have ramped up, staff has fielded an average of 120 inquiries per month from the public, responding to questions about sound wall design, bridge reconstruction, landscaping plans, and aesthetic details. Staff has leveraged those communications to continue building a database of email, text, and automated call alert recipients, and to boost the Project's following on social media.

The Project's mobile app is being soft-launched January 2019. The app builds on the success of the Project's interactive map, providing live traffic conditions, the latest Project news, photos, and streaming video from the field, complete closure and detour information, and full Project details and background. The app will be showcased at the upcoming Diverse Community Leaders and Stakeholder Working Group meetings.

Next Steps

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

Summary

Final design and construction continue to advance. Currently, final design, ROW acquisition, public outreach, and other activities are in process to continue the construction phase of the Project.

Attachment

None.

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Approved by:



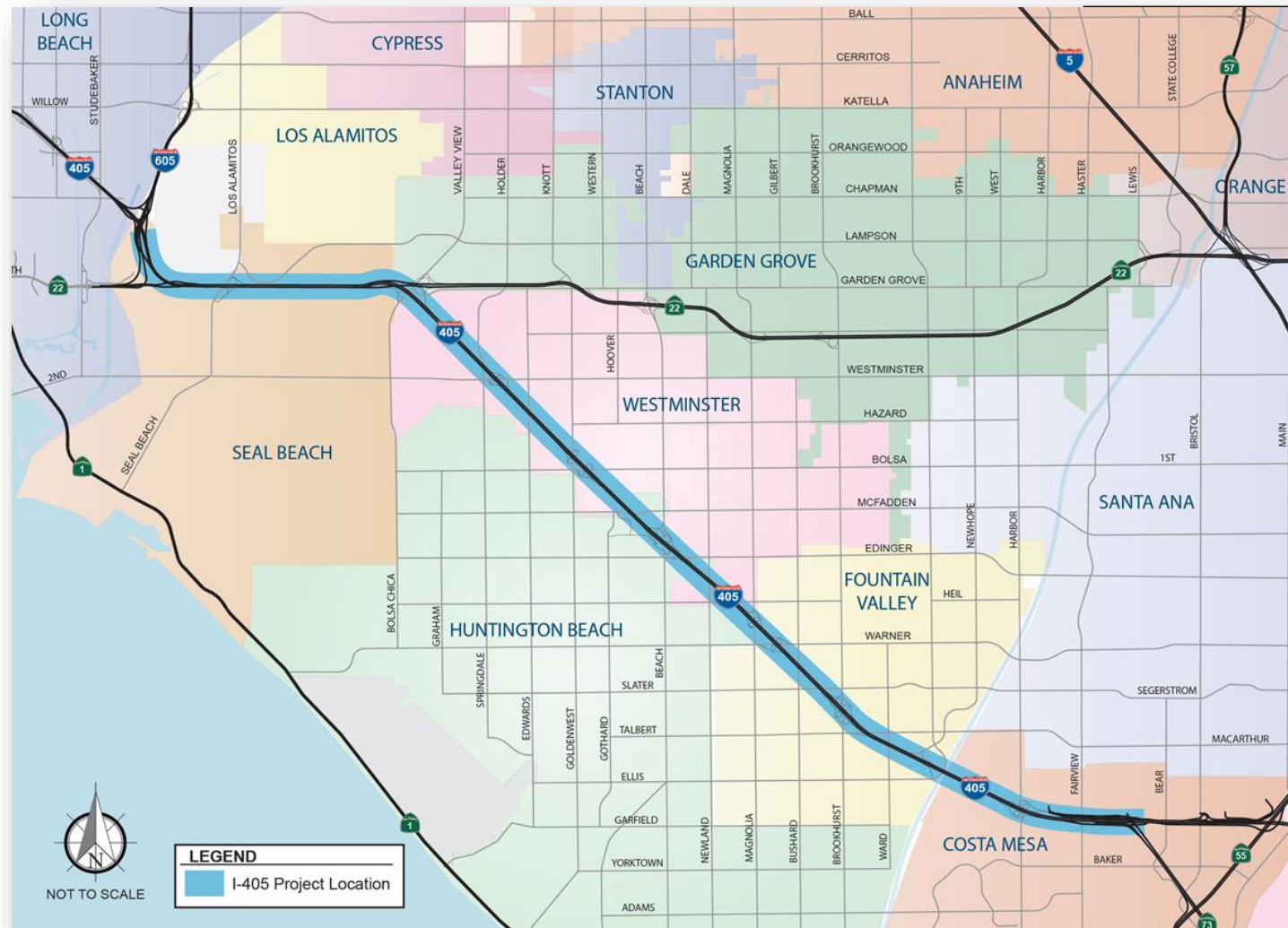
James G. Beil, P.E.
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Interstate 405 Improvement Project Update



Project Location and Key Features



Background



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

Project Update



General

- Second TIFIA loan disbursement received in December 2018 for \$122 million
- Speed limit reduced to 55 miles per hour in construction zone

Design

- Project design approximately 75 percent complete
- Design anticipated to be fully complete in 2019

Right-of-Way

- 288 parcels impacted – on schedule overall
- 276 offers presented
- 236 agreements or possession (82 percent of total parcels needed)
- 54 resolutions of necessity adopted by the Board

Construction Update



Storm water treatment measures



Overhead sign removal

Construction Update



Goldenwest and McFadden embankments

Construction Update



Slater Avenue full bridge demolition – September 2018

Construction Update



Bolsa Chica Road partial bridge demolition – December 2018

2019 Look Ahead for Bridge Construction



Early 2019

- Fairview Road overcrossing (replace in 2 stages)
- Harbor Boulevard undercrossing (widen freeway bridge)
- Bolsa Avenue overcrossing (replace in 2 stages)

Mid 2019

- Heil Avenue pedestrian overcrossing (replace in 1 stage)
- Westminster Boulevard overcrossing (replace in 2 stages)
- Santa Ana River bridge (widen freeway bridge)

Late 2019

- Talbert Avenue overcrossing (replace in 1 stage)
- Bushard Street overcrossing (replace in 1 stage)

McFadden Avenue overcrossing and Slater Avenue overcrossing anticipated to be complete and open to traffic in late 2019

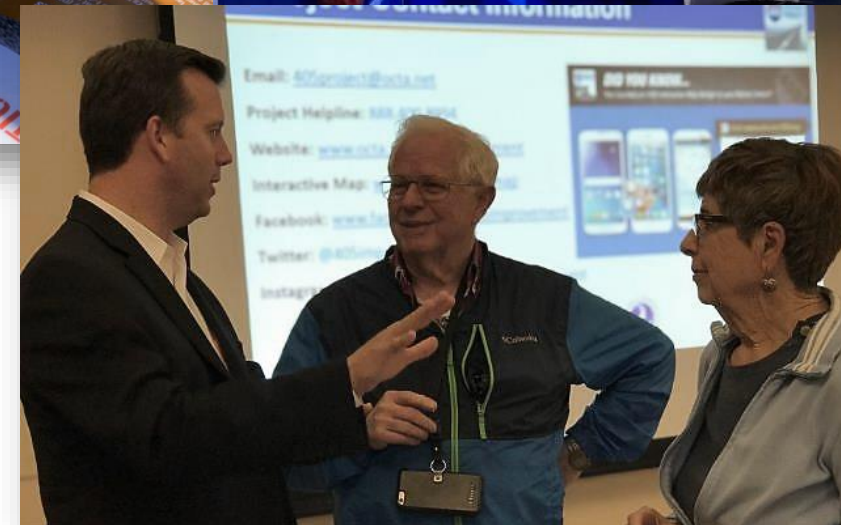
Bridge Construction Map



Outreach in 2018



- Groundbreaking Event
- Open Houses
- Community Events
 - Tet Festivals
 - Westminster Spring Festival
 - Fountain Valley Summerfest
 - Westminster National Night Out
 - Costa Mesa Community Run
 - Rossmoor Winter Festival
- Neighborhood Meetings
 - Slater Avenue
 - McFadden Avenue
 - Bolsa Chica Road
 - Magnolia Street
- School and Business Outreach
- Stakeholder Meetings and Briefings



Engagement Strategies

- Face-to-Face
 - Neighborhoods
 - Businesses
 - Schools
- Canvassing Flyers
 - Major Activities
- Online
 - Interactive Map
 - Social Media
 - Project Website
- Smartphone
 - Mobile App
 - Waze
 - Helplines in English, Spanish, Vietnamese



Outreach Look Ahead for 2019



- Neighborhood Meetings
 - Fairview Road
 - Goldenwest Street
 - Bolsa Avenue
 - Heil Avenue (pedestrian)
 - Bushard Street
 - Talbert Avenue
- Diverse Community Leaders
- Stakeholder Working Group
- Upcoming Events
 - Tet Festivals
 - Westminster Spring Festival
 - Fountain Valley Summerfest

